

Flat Chat

THE JOURNAL OF THE AUSTIN-HEALEY OWNERS CLUB INSWI INC



AUGUST 2011

**NEW MEMBER - KERRY MAGEE
MOMENT IN TIME - WORKS RALLY 3000
FITTING A SOFT TOP - FINALLY
THE DINGO DID IT**

Un-sweat it.

We'll love your British Car as much as you do.



Un-standard cover for un-standard cars like yours. The special type of treatment your pride and joy deserves. With Veteran, Vintage and Classic Vehicle Insurance, here's the type of TLC you can look forward to:

- Agreed Value Cover
- Retention of Wreck
- Traveller Care*
- 24/7 Helpline
- Reduced premiums for Club Registered Vehicles

Visit us or call 1800 646 605

Unworry.



Insurance issued by Insurance Australia Limited trading as NRMA Insurance. This is general advice only so before making any decisions, make sure you consider your own circumstances and the Product Disclosure Statement available from NRMA Insurance. *Conditions, exclusions and limits apply.

SALES **CUMMINS** SERVICE
CLASSIC CARS



- SALES AND SERVICE OF CLASSIC AND SPORTS CARS

• SPECIALISING IN ALL
AUSTIN HEALEY MECHANICAL WORK

WWW.CUMMINSCARS.COM

83 Hilly Street, Mortlake, Sydney, NSW 2137
T 02 9743 4479 F 02 9743 5783 MO 20325



For the very best in motor upholstery

Specialists in sports, classic and historic cars.
Where hoods and tonneaus are still hand made
and customised for your car.

T WALL & SONS
Established in 1932

38 Orchard Road,
Brookvale NSW 2100
Phone (02) 9939 6214

Email: info@twallandsons.com.au



Flat Chat is the official publication of the Austin-Healey Owners Club (NSW) Inc., and is published monthly by Vintage Racecar Journal Pty Ltd.

Contributions from members are welcome, however the Club accepts no responsibility for the accuracy, reliability or opinions of any article or correspondence herein.

The Club's postal address is:
AHOC (NSW) Inc, PO Box 2754
North Parramatta NSW 1750
(ABN: 87 630 303 136)

Email:
austinhealeynsw@ozemail.com.au

Website:
www.austinhealeynsw.com.au

Contributions for the magazine can also be emailed to the editor at:
p_cquinn@tpg.com.au

AHOC Club meetings are held at the Rydalmere Bowling Club, Park Road, Rydalmere on the 2nd Wednesday of each month, commencing at 8pm. Members and guests are welcome to join us for dinner at the bistro from 6:30pm.

Flat Chat Editor
Patrick Quinn



ON THE COVER

To find out how Garrie Bain ended up with his Guards Red BT7 Mk1, go to page 10.

FlatChat

AUGUST 2011

THE JOURNAL OF THE AUSTIN-HEALEY CLUB (NSW) INC

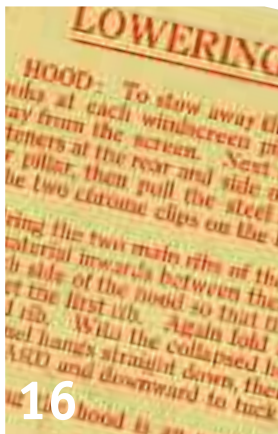
DEPARTMENTS

- 4 President's Report
- 5 Exhaust Notes
- 6 Secretary's Report
- 7 Social Secretary's Report
- 9 Mid-Week Run Report
- 22 Austin-Healey Marketplace
- 24 Back Page Pics



FEATURES

- 8 New Member – Kerry Magee
- 10 Garrie and Pauline Bain's 3000 Mk1 BT7
- 14 Vale Ray Jorgensen
- 16 Soft Tops
- 18 The Dingo Did It
- 20 A Moment in Time - Works Rally 3000



DATES FOR YOUR DIARY

2011

AUGUST

- 10 • Monthly Meeting
- 17 • Committee Meeting
- 20-21 • Shannons Classic Eastern Creek
- 28 • All British Display Day

SEPTEMBER

- 8-11 • Speed on Tweed
- 14 • Monthly Meeting
- 21 • Committee Meeting
- 23-25 • HSRCA Wakefield Park

OCTOBER

- 12 • General Meeting
- 19 • Committee Meeting
- 22-29 • Charlie's "Underbelly" Run

NOVEMBER

- 9 • General Meeting
- 12 • Garden Open Day Run
- 12-13 • FoSC Wakefield Park
- 13 • Vehicle Inspection Day
- 16 • Committee Meeting

If you have any questions about the above events please contact our acting club secretary Alan Mitchell on (02) 9639 9450.

PRESIDENT'S REPORT

JOHN KENT



The Committee is considering alternative ways to deliver Flat Chat. The most favoured alternative to normal mail is to email it as a PDF. However it is known that some home computers may have difficulty in accepting large files and accordingly the size would be limited to 3 mg. Such a step would give rise to a saving in printing costs to the Club, which could result in a \$10 reduction in the annual membership fees of those wishing to take up this option.

It is our Club's responsibility to organise the 2013 Australian National Rally. The work in identifying a short list for the location of the Rally is almost complete. When the Committee agrees on the location I will be seeking suggestions for events/locations for site visits plus members to assist in the organising of such events.

Over the years the Club has purchased items of clothing, arranged Club logos and obtain regalia for sale to club members. In the last few years interest in this has waned. I would be interested in feedback as to what items members would be interested in the Club stocking. One item that has been suggested to members is a NSW Club Shirt/Blouse. If you have any ideas please let either me or Richard Horwood know.

This year the Committee had a number of vacant positions. I would like more recent members to start thinking about what position on the committee they believe they can undertake, so that 2012 can start with a full and active committee as we will have lots of work to do in relation to the National Rally.

CHARLIE'S UNDERBELLY RUN 2011

NEIL THEW

We are now only a couple of months out from this years Charlie's run adventure and accordingly final balance of payment is now due. As a reminder, the cost per person is \$550 (\$1,100 per couple) and you will need to deduct the amount you paid as a deposit and forward the balance to Jim Phillips.

As previously, you can hand him the money personally, post a cheque or do an electronic funds transfer. Details as follows:

By Cheque

Make cheque payable to "Austin-Healey Owners Club of NSW"

To Mr. Jim Phillips

8 Belina Avenue

Wyoming NSW 2250

By EFT

Account Name Austin-Healey Owners Club Inc.

BSB 032 081

Account Number 123702

I will submit an article for the September issue of Flat Chat detailing the accommodation arrangements and also a meeting point should some or all of you wish to travel in convoy.

At present we have 43 members attending the run and that is one of the best turnouts, we have had. It is great to see this immensely popular event continue to hold the numbers and actually grow stronger. I look forward to catching up with you all and exposing a few more country towns to the beauty of the Austin-Healeys.

CLUB COMMITTEE

2011

Club Patron

Ross Bond

President

John Kent

38 Barrie Street, East Killara, NSW 2071
(02) 9498 8193 0419 497 033 mob
cfkent@bigpond.com

Vice President

Terry Bancroft

PO Box 3027, Llandilo NSW 2747
(02) 4777 4883 • 0409 323 133 mob
bangers@bancroft.id.au

Secretary (Acting)

Alan Mitchell

PO Box 254, Winston Hills NSW 2153
(02) 9639 9450 austinhealeynsw@ozemail.com.au

Treasurer

Jim Phillips

8 Belina Ave., Wyoming NSW 2250
(02) 4328 4582 ah • (02) 9995 1963 bh
0413 589 306 mob
jppjimbeau@gmail.com

Social Secretary

Christine Lyttle

2 Hall Street, West Ryde NSW 2114
(02) 9874 6080 ah • (02) 9291 2836 bh
christinelyttle@hotmail.com

Editor

Patrick Quinn

116 Warks Hill Rd., Kurrajong Heights NSW 2758
(02) 4567 7380 ah • 0417 673 065 mob
p_cquinn@tpg.com.au

Competition Secretary

Vacant

Historian

Joe Armour

5/150 Abbotsford Rd., Picton NSW 2571
(02) 4677 3999
sebring@illawarra.hotkey.net.au

Membership Secretary

Christine Lyttle

(as above)

Regalia

Richard Horwood

(02) 9764 4000 • 0408 233 592 mob
mail@boulevardere.com.au

Technical Officer

Vacant

Club Registration

Patrick Quinn (As Above)

Public Relations

Richard Horwood (As Above)

Non-Committee Positions

Competition Assistant

John Kent

Librarian

Stuart McColl

CMC Delegates

Ray Roberts

Assoc of British Car Clubs Rep

Sue Darlington

Please do not call committee members after 9pm.

Flat Chat is published on behalf of the Austin-Healey Owners Club of NSW (Inc) by Vintage Racecar Journal Pty Ltd., 116 Warks Hill Rd., Kurrajong Heights NSW 2758

The opinions expressed in Flat Chat are not necessarily those of the Editor or the AHOC (NSW) (Inc).



Greetings and welcome to the August issue of Flat Chat and I hope there is plenty within this issue that will be of interest to you all.

This month's cover story is on the 3000 Mk1 BT7 of Garrie and Pauline Bain. While owned since 1990, Garrie's association with Austin-Healeys goes way back to the mid 1950s when as a young motor mechanic he found himself servicing them in South Australia. Our new member for August is Kerry Magee, who a little unexpectedly found himself the owner of a 100 when a friend decided that it was time to sell.

Thanks to Robert Harrison we have a wonderful 'Moment in Time' for August. Rob sent me a rather well use photo taken in the BMC Competition Department workshop at Abingdon. Looking closely it's possible to tell which car it is, what the mechanics were working on at the time plus many other little bits and pieces.

Looking for your soft top? Well so have Geoff and Carol Golding who after some years have decided to finally fit theirs. With a little help from friends there are a few interesting photos showing tops up on Austin-Healeys plus an image of a cardboard tag with instructions on erecting the hood on a 100. This tag was fitted to all Austin-Healey 100s.

Last month I made mention of the sad passing of Ray Jorgensen, the only life member of the AHOC Queensland. While Joe Jarick had kindly sent me a vale and a couple of photos to include this month I also received some personal recollections from Dave Mould. So while I am appreciative to Joe I have decided just to use an extract from it while using Dave's words. Thank you to both.

Thanks also to Allan Whitehouse for sending in a report on the mid week run to the Megalong Valley Tearooms of 26 July 2011. It takes the place of this month's page 9 Technical Report. Allan and John Burch have also kindly sent in photos from the same event for the Back Page Pics.

Also made mention last month was the removal of the engine from the Quinn Austin-Healey. You can read about this on page 18.

We all know about rising costs. I am sure you would have noticed your household bills seem to be escalating exponentially of late. Of course the same applies to Club costs as well. So during the July Committee the idea of sending out Flat Chat by email was discussed. As part of the process of producing each issue, digital versions are produced as well as the hard copy and without doubt large savings would be made should the magazine be made available digitally.

I receive a number of newsletters etc by email and I should say that I personally prefer a hardcopy every time, but that is just me. I just happen to like holding a printed copy in my bare hands and from a layout perspective it just looks better as more scope is available for creativity. Besides I find it very difficult taking my computer into the smallest room of the house when I want to read a digital publication.

Finally it's welcome to a new advertiser - Platinum Smash Repairs, located in the Sydney suburb of Artarmon. Its proprietor is club member Vince Cessario who you might remember was our featured new member in last month's Flat Chat.

Trust you enjoy this month's Flat Chat.

An Auto Electrician with Spark

- Do you have lights that go on when you push the horn?
- One headlight is on high beam and the other on low beam?
- That annoying miss in the engine under load you cannot find?
- Brake lights not working at all?

STOP! *Go to the guys who will fix these problems and more*

AUTOMASTER

AUTO ELECTRICS

336B Parramatta Road, Burwood
(Rear access from Milton Street)

Phone No: 7744-2055 ask for John or Steve

They are good with modern cars too

THE CLASSIC CONNECTION

1/29 EDWARD STREET, RIVERSTONE, 2765
PHONE NO: (02) 9627 1120
FAX NO: (02) 9627 1309

THE AUSTIN HEALEY SPECIALISTS

- Restoration to Concours standards
- Motor re-building to performance standards
- Steering Box overhauls
- R.H. drive conversions
- Gearbox and Overdrive repairs
- Chassis repairs and welding
- General service and repairs

Proprietor: **John Dowsett AMIAME**



■ **MONTHLY MEETING DATE:**
13TH JULY 2011

MEETING COMMENCED: 8:09 PM

Apologies: *Doug and Pamela Ross; Don and Margo Hardie; Stephen Clark; Chris Dimmock; Don and Anne Read, Barry and Karyn Birch, Diana and Stuart McColl, Terry and Pat Bancroft, Colin Rule, Mal French, Rod Richards, Sue Darlington.*

New Members/Visitors:

■ **PRESIDENT**

- Wakefield Park CSCA round
- Thanks to all who assisted and participated; there were a number of helpers who were not able to attend due to personal factors and we appreciated your offer.
 - A few "maiden" helpers who were involved on the day certainly enjoyed themselves.
 - From the full field of competitors/participants the revenue generated a profit to the Club of approximately \$3,000
 - The dinners and accommodation were very good and the dinner on Saturday night was enjoyed by all

■ **VICE PRESIDENT** • Nil

■ **SECRETARY**

Mail received:

- Imperial Blasting Pty Ltd Cameron Manewell – 4/10 Pippita Close Beresfield NSW 2322 www.bicarb.com.au blast@bicarb.com.au Ph (02) 4028 6351 0403 393 203
- British Vacuum Unit. Manufacturers of Lucas Distributor vacuum advance units Lucas options i.e. brass or aluminium vacuum caps www.britishvacuumunit.com email britishvacuumunit@isp.com
- CAMS Training Calendar 2011:
 - 6/8/2011 Stewards – Sydney at Sports House
 - 12/8/2011 Timing – Sydney at Sports House
 - 17/9/2011 Scrutiny – Canberra location (TBA)
 - 17/9/2011 Introductory – Sydney at Sports House
 - 5/10/2011 Fire and Rescue – Bathurst location (TBA)
 - 15/10/2011 Scrutiny – Sydney at Eastern Creek Raceway
 - 29 & 30 October – Silver – Canberra location (TBA)
 - 12 or 13 November Club Chief – Coffs Harbour location (TBA)
- Exhaust Perfection & Auto Repairs – 4/380 Marion Street Condell Park NSW 2200 ph (02) 9790 8448 mob 0405 391 905. Fabricators of custom exhaust systems for engine conversions and associated with muffler design facility www.exhaustperfection.com.au email mail@exhaustperfection.com.au
- VIP Automotive Solutions Classic Car Valuations – 1300 852 173 email vipmail@bigpond.com www.vipautomotivesolutions.com.au
- Sebel Harbourside at Kiama Club. Overnight stays &/or accommodation facilities.
 - CAMS 2011 Manual of Motor Sport. Speed Event Standing Regulations – if interested contact Secretary who can provide a copy of these updated regulations
 - Shannons Sydney Car Auction at Motorex Sydney Sunday 24 July 2011
 - Shannons Car Auction Melbourne 10 July 2011
 - Events and Activities (where applicable – relisted):
 - Kiama Vintage & Classic Rally for Charity Sunday 25 September 2011 registration of motor car \$50.00 (entry fee \$10.00 & donation to charity \$40.00) full details are available www.kiama-car-rally.blogspot.com or register www.kiamacarally.info
 - Liverpool Super Swap Meet Sunday 17 July 2011 admission \$3.00 per person swappers per site \$30.00 more information can be obtained from swap@chryslerclub.org.au or visit the www.chryslerclub.org.au website
 - Yass Antique Motor club Celebration of Heritage Motoring Saturday

5 November 2011 Banjo Paterson Park Yass further details available from Ken Reidy Club President 02 6226 1944 or www.yamc.com.au

- Highlands Motorfest 566 Moss Vale Road Burradoo NSW Sunday 30 October 2011 show entrants \$10.00 per vehicle. Gates open at 7:00am. Enquiries 0438 691 259
- Burwood Spring Festival Show & Shine Sunday 18/9/2011 10:00am to 5:00pm Burwood Park Burwood – Entrance fee \$10.00 per vehicle – need application form (includes indemnity acknowledgement) forms from Secretary contact Rhonda Sclanders PO Box 414 Enfield 2138 ph/fax 02 9747 2742

Magazines received:

- Hundreds & Thousands (AHOC VIC) July 2011
- Healey Howl (AHOC SA) June 2011
- Healeys West (AHOC WA) June 2011
- Healey Torque (AHOC QLD) July 2011

■ **TREASURER**

Bank balances at:
 \$13,500. \$12,035 – cash management account.
 \$63,5000 – term deposit
 Payments to be made – Charlie's Run \$5,600; Flat Chat \$1,450; Rydalmere BC \$80.00. These balances reflect the profit from Wakefield Park after paring track fees.

■ **SOCIAL SECRETARY** Events:

Sunday 17 July – Picnic to Cataract Dam – meeting point details to come. Postponed
 Tuesday 26 July – midweek run to Megalong Valley Tea Rooms – Allan Whitehouse organising (any info please contact either Social Secretary or Allan whitehouse)
 Sunday 21 August – Shannons Eastern Creek Classic
 Sunday 28 August – All British Display Day Kings School North Parramatta

■ **EDITOR** • Magazine due out in a couple of days – currently with printer

- If you are doing work on your car please take some photos and send to Patrick Quinn – he will write a briefing note about the work and include in the magazine.

■ **COMPETITION SECRETARY** • Eastern Creek Brian Duffy, Peter Jackson (both on front row of grid), Peter Jackson 1st Laurie Sellers 2nd – Four Austin-Healeys in Group SA racing on the day.

■ **HISTORIAN** • Donald Healey's trophy at Sebring

■ **REGALIA/PUBLIC RELATIONS** • Regalia - new "T" shirts from US – Austin Healey Logo \$25.00 each (US sizes)

■ **LIBRARIAN** • Nil report

■ **CLUB REGO** • Nothing to report

■ **MEMBERSHIP** • 22 members attending the meeting tonight

■ **CMC** • Update on conditional Registration Forum – vote 90:10 in favour of leaving the current Conditional Registration structure as is.
 • NB – MUST ENSURE THAT THE MEMBER IS FINANCIAL AND PAID UP PRIOR TO DUE DATE BEFORE CONDITIONALLY REGISTERING THE VEHICLE – if not financial (AHOC prior to 31/12) then RTA my require reinspections etc prior to payment of conditional registration fees.

■ **GENERAL BUSINESS** • John and Carolyn Kent's Austin-Healey in the book "Ultimate Sports Car" by Quentin Wilson

■ **FOR SALE/WANTED** • Nil

■ **MEETING CONCLUDED** • Meeting concluded at 8.58 pm.

MEMBERSHIP REPORT • CHRISTINE LYTTLE

I am pleased to say that the membership of our club has increased slightly to 282. This month we had one former member rejoin – Kerry Magee who has a 100. It's good to see you back in the Club, Kerry. We also have a new member this month. His name is Tony Ash who is a long term owner of a 100 BN1 and has been an active member of the Western Australia club for many, many years. Tony has moved to Hallidays Point near Taree. Welcome Tony and hope to see you at an event soon.

Also don't forget to check the website for regular updates –

SOCIAL SCENE • CHRISTINE LYTTLE

PAST EVENTS

JULY - Sunday 17th – Picnic at Cataract Dam – It was decided at the July general meeting to cancel this event due to a lack on interest and possibly try again when the weather warms up. Sorry if anyone attended and found themselves all alone.

Tuesday 26 July – Mid Week Run to Megalong Valley – Hopefully this event was well attended as Allan Whitehouse had put a lot of organisation into the day. At least it turned out a nice day after a week of heavy rain! (See Allan's report on P9 and photos on the back cover – PQ)

FUTURE EVENTS

AUGUST- Wednesday 10th – General Meeting – Rydalmere Bowling Club. **Sat/Sun 20th – 21st** – Shannons Classic Eastern Creek – Tickets are available from Alan Mitchell while I am travelling in the USA. **Sunday 28th** – All British Display Day – Kings School – Tickets are available as per the above.

SEPTEMBER – Thurs/Sun 8th – 11th – Speed on Tweed – There is some confusion as to whether this event is being held in 2011. In 2010 it was joined with the Repco Rally which this year is being held at Coffs Harbour. There is one website stating that it's being held at Murwillumbah **5th – 6th September** which is a Monday and Tuesday. It is suggested that you check before you make your plans. **Wednesday 14th** – General Meeting – Rydalmere Bowling Club

EXPRESSIONS OF INTEREST



To assist us with our forward planning, the Austin Healey Owners Club of Qld Inc would appreciate your expression of interest in attending the 2012 National Rally to be held at the Novotel Twin Waters Resort, Sunshine Coast Qld between Friday 6 April, 2012 and Monday 9 April, 2012.

To register your interest could you please advise Chris Miles by email to chris.miles@ctcplc.com of your name, number of people, email address, telephone number and club by 31 July 2011.

Thank you very much for your interest. We look forward to welcoming you to a great rally and a wonderful holiday in a beautiful part of Queensland.

The Organising Committee for the 2012 National Rally
www.austinhealeyqld.com.au

thanks to our Acting Secretary Alan Mitchell.

Don't forget if you see someone driving an Austin-Healey and you can say hello, ask them if they are a member of the Club. A membership form can be downloaded from the Club's website - www.austinhealeynsw.com.au

I am travelling to the USA on 3 August and will return to Australia on 27 August. Look forward to seeing all the members at an event soon.



OCTOBER - Wednesday 12th – General Meeting – Rydalmere Bowling Club. **Sat/ Sat 22nd – 29th** – Charlie's Run – the bookings are full – if you wish to attend you will need to be on a waiting list – contact Neil Thew if you wish to attend – report in May 2011 Flat Chat.

NOVEMBER - Wednesday 9th – General Meeting – Rydalmere Bowling Club. **Saturday 12th** – Open Garden Open Day at the Quinns'. Sunday 13th – Club Plate Vehicle Inspection Day - Richard Horwood's

If you would like to host/organise an event please do not hesitate to contact me with your ideas. Please put these dates in your diary/calendar – the club needs your support in 2011. Would be great to see lots of members and their Austin-Healeys on the road this year.

PENINSULA IMPROVED ROAD RALLY & RACE
SPORTS CAR SERVICES

QUALITY REPAIRS & SERVICE TO ALL SPORTS CARS AT REASONABLE RATES

- AUSTIN HEALEY AND TRIUMPH SPECIALISTS •
- EXTENSIVE RANGE OF MG SPECIAL TUNING PARTS •
- PRECISION ENGINE BUILDING & TUNING •
- HANDLING KITS FOR IMPROVED HANDLING •
- RACE CAR PREPARATION •
- DYNO TUNING FOR MAXIMUM PERFORMANCE AND ECONOMY •

PH: (02) 9907 2069 FAX: (02) 9907 1311
39 WINBOURNE RD, BROOKVALE NSW 2100
www.peninsulasportscars.com.au



Profile: Kerry Magee

Name: Kerry Magee

Occupation: Biologist

Where Do You Live? Dural, NSW

What Model Austin-Healey? 100 BN1

Why did you buy an Austin-Healey? I have admired the Austin-Healey all my life and have just loved the shape. I am a believer that good design never grows old. The design of the shape of the Austin-Healey is just superb. It was an amazing gift to the motoring world. In a lot of ways the lines of the 100 remind me of the shape of a woman lying on her side with the hips being over the rear wheel arch and the front slowly sweeping up to the shoulder or over the front wheels.

Did you specifically set out to buy the model that you bought? Actually I didn't set out to buy one at all. It was offered to me and I couldn't resist it. It was from a business contact in Brisbane who over the years had turned into a friend. He retired and decided to move on to other things and bought himself a Jaguar E-type and decided to sell the 100 and asked me.

I used to visit him in Brisbane fairly frequently and would always have a look at the car. There were occasions that we would both go for a drive and I would drive it as well. It was just lovely. Over time I did ask him that if he ever wanted to sell the car to let me know as I would like to buy it from him.

Anyway he said that he would call and true to his word he

called me after his retirement. That was in 2008 and I bought it and then made contact with the Club as I wanted to become involved in club events and the like. I was planning of slowly moving into retirement and though owning an Austin-Healey would be a wonderful way to go.

What was it like when you bought it?

The previous owner kept the car in fantastic condition and that's how I bought it. Not long before that he fitted new shocks all round and a new aluminium radiator as well as a water pump. He also had the cylinder head rebuilt to take unleaded fuel and the generator was rebuilt. Plus new tyres all round.

How have you been using the car?

I have been starting the car every two to three weeks, but have yet to take it on any long trips. Despite the new radiator I thought it was running quite hot. I had a word to John

Dowsett about what was happening and he suggested that it might be a good idea to back flush the radiator. So that was done and then the thermostat was checked which turned out to be incorrect for the car. The diameter of the opening was far too narrow, so insufficient coolant was flowing through the engine. Then I found out that it was fitted with the wrong fanbelt causing it to slip. Both were replaced and it now runs at 190 degrees all day.

I have just placed it on Conditional Registration and one of my first journeys will be to see John and have him service the car.



With a beautiful clear blue sky and promising weather, Tuesday 26th July was a perfect winter's day for an Austin-Healey run.

Our destination for lunch was the Megalong Valley Tearooms in the beautiful Blue Mountains, around 100km west of Sydney. We were to meet at McDonalds on the M4 motorway at Eastern Creek around 10:45am, with a view to departing at 11am for the 1 hour 20 minute scenic drive. By 10:30am most attendees could already be found sitting comfortably in Maccas, sipping their cappuccinos or hot teas and keeping a watchful eye out for any last-minute stragglers.

At this precise moment, one of our Club members, who shall remain nameless, (but who drives a purple Ford ute), drove past the aforementioned café's parking lot, quite oblivious to the overt display of no less than five Austin-Healeys and one Morris Minor and continued on his merry way. This blatant attempt at a "drive-by" was witnessed by a pair of "watchful eyes", and quickly followed up with a mobile phone call. The nameless one answered with the terse comment "I didn't notice any Healeys there so I thought you bastards must have shot through already!"

A conga line of Austin-Healeys, a Morris Minor plus a purple Ford ute, proceeded to wend its way along the Great Western Highway, through ongoing roadworks, numerous speed zones, and several lovely mountain driving stretches. At Faulconbridge, a sixth Healey joined the parade, and at Blackheath we crossed the main western railway line and headed down the delightfully

picturesque and winding Megalong Road leading into the Valley.

On arrival at the Tearooms we were greeted by a seventh Austin-Healey along with its proud owner, Greg Tucker, from Bathurst. Those of us with soft tops down had endured a lengthy period of cool, fresh air, so made a hurried dash to the toilets. The restaurant itself was cosy and inviting with delicious home-made food and the company (16 of us) warm and friendly.

All too soon it was time to say our farewells and head for home, but not before one final incident. Ray and Muriel Roberts had left a little before the rest of us to meet family in Leura, but had only been gone a few minutes when a rather embarrassed Ray phoned to advise that he had run out of petrol on the way back up to Blackheath. Fortunately we had a spare container of fuel which got Ray going again. Warwick Sell was somewhat surprised when I said that I carried spare fuel in the Healey, but I explained that this was due to similar embarrassing experiences of my own in the past.

This midweek Austin-Healey Club run was thoroughly enjoyed by: Carolyn and John Kent, Kate and John Burch, Louise and Gordon Lynas, Jennifer and Warwick Sell, Greg Tucker, Muriel and Ray Roberts, Joanne Hutton and Allan Whitehouse, all in Austin-Healeys; Val and Ralph Stedman (visitors) in their Morris Minor; and some chap in a purple Ford ute (the name is Goldsmith ... Colin Goldsmith ... he's often stirred, but never shaken). See photos on the back cover, but no purple utes.

DRIVER TRAINING DAY SUNDAY 21ST AUGUST, 2011

Dear Enthusiast,

I am arranging a Driver Training Day at the Marulan Driver Training Centre, 8 Prairie Oak Road, Marulan and invite interested enthusiasts to attend. (Please note that this is not an AHOC Club event and is open to anyone who may be interested.)

The following conditions will apply:-

1.This is a driver training event, not a competition, and all entrants are bound to comply with the rules of the Marulan Driver Training Centre and to obey any directions given by them.

2.Cost is \$150 per entrant, plus cost of a licence if you don't already have one.

This includes the cost of track fees plus a trained instructor for our group. Terry Date will be available to assist with minor repairs and mechanical advice if required.

3.A maximum number of 15 entries will be accepted to ensure each entrant receives maximum track time and advice from the instructor.

4.No refunds will be given, but you are permitted to "sell" your place to another entrant if you cannot attend for any reason.

5.Any car can be used, provided it is either road registered or would be able to be registered if required. i.e. open wheel racing cars, hill climb specials etc. are not eligible.

6.A maximum of two (2) entrants may use the same vehicle.

7.Driver apparel:- Approved helmet, non-flammable ankle to wrist clothing and suitable footwear. Helmets can be hired at the track if you don't have one.

Please note that the gates will open at 8.00am followed by a track walk at about 8.15am and a preliminary talk by the instructor who will explain the procedure for the day. The track will open at 9.00am for training and will close at 4.30pm.

To enter, simply arrange a bank transfer of \$150 to The Classic Connection. BSB 012408

A/c 231131868 and email a copy of your receipt to jdowsett@tpg.com.au

Your entry will be confirmed by email, together with any further advice as necessary. If you have any questions please do not hesitate to contact me on (02) 9627 1120 or 0414 231 934.

Hope to see you there,
John Dowsett



Garrie Bain's 3000 Mk1



Australian Austin-Healey owners were lucky that Garrie Bain had the foresight to rescue the cards when he saw them.

Club member Garrie Bain was working for Jaguar Australia when what looked to be old record cards were being disposed of. Being a curious soul, Garrie had a closer look and they turned out to be paper records of the Austin Motor Company in Australia. Not just any records either, but each card represented the warranty claim details of Austin motor cars from the mid 1950s to the late 1960s. To Austin Australia, that included Austin-Healeys delivered new in Australia.

Garrie was kind enough to lend them to me so that I could copy out the details and I started to scan each one with the steam driven scanner I had at the time. While I did transcribe the information, the scanning wasn't completed, and then the hard disc in the computer I had at the time bit the dust. So that was the end of that.

Garrie and Pauline Bain's own Austin-Healey is a 3000 Mk1 that they bought in 1990, but Garrie's experience with our favourite marque goes back way further than that.

Atomic Weapons Research

Garrie started as a mechanic at a BMC dealer in the northern Adelaide suburb of Salisbury. By chance it was on the road to the Atomic Weapons Research station for the detonations that took place at Woomera.

"It was a combined British and Australian research facility," Garrie said. "This meant that there quite a few English people employed there and two of these had personally imported their own Austin-Healeys. I recall one being a new 100/6 and while the details of the second car are a bit hazy I am pretty sure it was a 100. I did the servicing on both of these cars and that created an interest in me. An interest that remained with me for the next 25 years throughout our marriage, mortgage and kids."

"Move forward all those years and I was working for Jaguar Australia and had been transferred to Sydney as Technical Manager and I found myself visiting dealerships. One in particular, New Rowley Motors, the Jaguar dealership for Sydney was where I found out that the service manager had a passion for Austin-Healeys. He had a BJ8 in the corner plus another under restoration. When they were finished, the cars were sold through the dealership."

Up The Wall

"That would have been around 1985." Garrie added. "Seeing those cars, chatting to the bloke and seeing the occasional Austin-Healey on the road really brought that interest to the surface. I started looking in newspapers and wherever else I could find. However I didn't do much about it, except to talk about Austin-Healeys to Pauline. Then all of a sudden she said 'For heaven's sake, do something about it, as you are starting to drive me up



the wall.' So I kept on looking and made my mind up that I didn't want a concours car, just something to get in and enjoy. However I wanted an original right hand drive car as back then you couldn't register a car that was left hand drive. I had also decided that I didn't want a wind-up window model and not a two-seater. I should also admit that when it came to buying, the thought of a Jaguar XK150 also crossed my mind. What really swayed me in the end, besides my long term interest was that I wanted something I could repair easily. I soon found out that the cost to repair almost anything with the Jaguar was twice that of an Austin-Healey. The XK150 is a lovely car, but it's not twice as good as an Austin-Healey. Never regretted the decision."

"I saw a Mk2 BN7 for sale in Brisbane and flew up to see it, but it wasn't good and really just a real basket case. Next stop was Adelaide to look at another car. At that stage it didn't occur to me that there was Austin-Healey clubs in each state."

"Then a Mk1 BT7 popped up in a Sydney newspaper." Garrie said. "It turned out that the owner was an investor and needed the money. That was in 1990 and the ad said that it needed a little body work, but it was in excellent mechanical condition. It was an original UK delivered car and brought to Australia when just two years old. I bought it, took it home and immediately put it up on blocks to do the work. Luckily back then I was spending a lot of time travelling to and from the UK for Jaguar which made it easy to access whatever parts I needed."

PLATINUM SMASH REPAIRS

Specialising in Insurance
and Private Work

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

A blue Austin-Healey convertible car is shown from a front three-quarter view. The car has a silver grille and chrome accents. The background shows a grassy area and trees.

Contact: Vince Cessario AHOC Member

info@platinumsmash.com.au
13 Walburn Street • Artarmon NSW 2054



Gearbox Rebuild

"Sometime in the car's past it had been fitted with a BJ7 engine and gearbox." Garrie added. "However the gearbox needed rebuilding as the synchros were slow and it jumped out of second. So I bought all the bits in the UK and rebuilt that along with the brakes. When the gearbox was out I also fitted a new rear crankshaft seal, which has sort of worked, but not as good as I would have liked."

"It was about that time I heard of the Austin-Healey Owners Club which was a lot bigger than I would have thought. I remember thinking that it was really quite amazing that for a car that was produced in such small numbers that the clubs are quite large."

"So I used the car for about six years until it blew a head gasket." Garrie recalled. "I remember when I took the head off that the gasket just literally fell apart, as if it was from old age. Anyway after fitting a new gasket and tidying up the head the car ran like a charm and has done so ever since. However now it does need a radiator clean out and its water pump rebuilt."

"What it really needs is something done to the paintwork. It was originally Colorado Red, but has been repainted in Guards Red. In some places it's flaking and especially below the fuel filler cap where petrol has been spilt. You can polish the car all day, but it's easy to see that the paint needs work. However it



remains a usable car, but needs work.”

‘After I retired we moved to out of Sydney and now live right on Lake Macquarie.’ Garrie finished with. “I use the car for local events with the local club as I find the haul to Sydney a bit too much for such things as meetings. For bigger events like the All British Day it’s worth the trip. Sometimes I think that I should sell the car, but then I go and have a look at it in the garage and change my mind. It’s a good car and bullet-proof mechanically.”

Thank you Garrie for the chat and photos of your BT7. I am please to say that Garrie still has the warranty cards and has kindly agreed to lend them again to be scanned. Yes I have an all singing, all dancing scanner now and yes I do back up weekly.

KILMARTIN AUTOMOTIVE SHEETMETAL PTY. LTD.

- Manufacturing an extensive range of quality chassis repair sections, body rust repair panels and trimware for your Big Healey – with an emphasis on originality.
- Send for your free parts/price list today.
- Floor; crossmembers; chassis rails; aluminium trim finishing sets are just a small example of this range.
- So whether it be a small rusted area, or complete chassis-up rebuild, KAS has the parts to help realize that dream.





kas@ncable.net.au

KAS Factory and Showroom is located at:
 3 Laidlaw Drive, Delacombe, Victoria, Australia 3350
 Telephone: 03 5335 6940 Facsimile: 03 5336 2681



SYD: (02) 9679 1900
 WWW.WOODCHIEF.COM.AU

MEL: (03) 9335 7477
 WWW.MEMPHISRACING.COM.AU

Hoosier *MAKES RUBBER DRIVE!*

WE ARE THE AUSTRALIAN DISTRIBUTOR FOR ALL THESE BRANDS AND PRODUCTS PLUS MUCH MUCH MORE

SLICKS -
 Based Hoosier's Race Pac
 and Formula Slicks
 For 12" 13", 14" and 15" Widths



VITAGE T.R. -
 Now being made available
 for all engines (except 2000 cc)
 2000 cc Vitage T.R.
 1800 cc Vitage T.R.
 1600 cc Vitage T.R.



SPEEDSTERS -
 1800 cc Vitage T.R. based
 1600 cc Vitage T.R. based
 1400 cc Vitage T.R. based





Ray Jorgensen in Mel Bridge's BJ8. Photo Courtesy Joe Jarick.

Marque car clubs seem to create a closer friendship factor than other sporting type car clubs perhaps do. No doubt probably due to a more focused specialisation. Not only in local clubs of our ilk, but interstate and even to the world-wide scene, does this friendship level stretch.

Very early in the life of the NSW AHOC we saw the beginnings of a world-wide association of members when the idea of the "Healey Hiltons" developed. It's very pleasing to say that this has continued right up to this very day, as witnessed by the number of overseas travellers going to the US, the UK and those coming to our country.

On a club level, strong friendships have been maintained throughout the last 40 years – both within our States, and between interstate Clubs.

As early as 1969 I became friendly with some Victorian and Queensland AHOC members. In 1972 Joe Jarick from Qld stayed with me when the National Rally was taking place. We have remained friends ever since, even though we perhaps don't communicate all that often. In 1974, Ray Jorgensen and his wife Beris stayed with me, when the 1974 Rally was in Sydney. I have also been fortunate in being invited and able to stay with both of these friends at various other times.

When Ray was at my place, I had just brought the BN1 back

from having new sills fitted by a local body repairer. This person had done work for some friends with MGAs, and immediately Ray picked that they were not correct. So without hesitation I asked Ray if I could bring the car up to his workshop in Pittsworth, near Toowoomba where he would correct the sills and undertake to return the car to (I hoped) "as new" condition. I knew by then that Ray had many years of experience with Austin-Healeys and had owned more than I could count, including NKL 296 (a well-known BN1, converted to BN2 specifications and now in Victoria) plus 100/6s and 3000s amongst other desirable machinery.

So began a long association with Ray, a wonderful craftsman and one of nature's gentlemen. In the eight or so years my BN1 was in his workshop, I made a few trips up during my annual holidays to try and assist the restoration. I even stayed with Ray and Beris for one week and was treated like a king.

Many other Club members had much the same experience and if from Brisbane used to descend upon Pittsworth most weekends to work on their cars with Ray guiding them and helping them. Perhaps the outstanding time I can recall was when our own (the late) Alan Jones found a V8-engined long-nose 100S in the US in about 1973 and then managed to locate, believe it or not, an original motor elsewhere in America. Alan, a carpenter by trade, did a deal with Ray and his wife, working to renovate their

kitchen and cupboards while Ray brought the 100S back to correct and original specs. This obviously included some very careful aluminium shaping – at which Ray was a wizard.

We have lost a great friend, a lovely person and an absolutely wonderful tradesman – we shall miss him.

Below is an extract from a moving vale written by Joe Jarick of the AHOC Qld.

Vale Ray Jorgensen (Jorgy)

Ray Jorgensen, passed away peacefully on the evening of 4 July. Ray had suffered ill health for a number of years following a stroke. Ray was the club's first, and for many years the club's only Life Member. Ray was born in 1935 and purchased his first Austin-Healey 100, registered number NAC 789, after owning an MGTD Mk 2 in about 1955.

That was followed by NKL 296 that Ray kept to 1968 and he featured prominently in Queensland Healey lore, as over the years his workshop became a haven for Healey owners and admirers. A visit to Queensland for an interstate club member would usually include a trip up to Pittsworth to see Ray and the activity in the workshop.

Later the author encouraged him to purchase a 100S from Sydney sight unseen, and felt somewhat responsible when the car arrived on the back of a truck, cylinder head in the boot and a block full of water after coming through a thunderstorm at Tenterfield.

Following the 100S Ray owned a number of Healeys. There were many adventures of collecting Austin-Healeys from all over and putting them through the workshop, only for them to appear on the forecourt a few short weeks later looking immaculate and unrecognisable compared to what had gone before.

Ray will be long remembered as someone who as a talented craftsman, knew every inch of a Healey and consistently turned out a body shape as good or very much better than it came from the factory. Pittsworth Motor Body Works set a standard that saw many Healey's turned out by Ray very in demand and sold interstate, such was the esteem his work was held.

Ray and Beris tirelessly supported the fledgling Austin-Healey Club that commenced in Queensland in 1971 and always found time to assist members who had a problem with their cars. He had an inquisitive mind that allowed him to usually get to the problem and resolve it quickly and many people benefitted from his skill and knowledge. He was one of those trained mechanics with the learned gift of the 'magic spanners'.

Our condolences go to his wife Beris, sons David and Chris with their families. He will be sorely missed not only by his many friends, but also the many enthusiasts across Queensland who knew him as a fine sportsman and competitor. He was someone who was fair and decent in everything he took on, be it business or his personal relationships

Discover the hidden secrets of the Southern Highlands



Relaxing with a glass of wine in front of a roaring fire in the magnificent baronial Great Hall of Peppers Manor House, you'll understand why this stunning country house is the perfect getaway spot. Set amid beautifully manicured grounds in the heart of the rolling hills of the Southern Highlands, the entire retreat is all about relaxation and indulgence.

From a romantic weekend break to a special occasion for friends or family, Peppers Manor House is ideal for anyone wanting to indulge in superb food and wine, enjoy the sophisticated atmosphere of elegant surroundings and treat themselves to the very best service available. Sample the gourmet food and outstanding service on show in the award-winning Katers restaurant, head out for a round on the estate's 18 hole Mt Broughton Golf and Country Club or treat yourself to a relaxing massage. Whatever you plan, rest assured a stay at Peppers Manor House is all about you.

Experience Peppers. Call (02) 4860 3111
or visit peppers.com.au



We're all
about
you



A Hood – To Fit or Not To Fit



When we acquired our Austin-Healey 100 we received the hood and side curtains, but they were not fitted. (I thought we got all the bits too – not right. That’s another story!) I have never been worried about fitting the hood.....after all it’s a sports car to be driven with the wind in the hair – it’s not an “imitation tin top” with ABS and air conditioning.

However Carol has been suggesting that the hood should be fitted to the car and not left hanging on “the shed wall” in case we again get caught in the rain. (Note the word “again”)

About 18 months ago on a run in our 100 (with a friend who owns a very nice Jaguar E-type. Picture the scene – one of those mornings where it’s a bit grey with high cloud. Almost what I will describe as an “English grey day”. We decided we would meet up as planned for our early Sunday morning “breakfast run”.

We left Concord for the rendezvous at “Maccas” Thornleigh car park – no traffic and cool. Arrived at the rendezvous unevent-

fully, but accompanied by a couple of drops of rain. I suggested to Carol that it will pass. “It’s getting heavier!” She responded. Ever the optimist I draw her attention to the blue sky breaking through to the north. “That’s the direction we are heading.” I commented while our friends in the E-type arrive. A few minutes we head to Wahroonga and the F4.

Swinging on to the F4 the raindrops get heavier. In response Carol says “I’m getting wet”.....I said....“We’ll be fine, the faster we go the dryer we stay

Heavier

The rain gets heavier, but the wipers do a great job, flicking the water off the screen and over the top into the wind draught. At this stage we are doing about 110 kph while our friend in the E-type is watching all this from behind with a huge grin on his face in his water tight cocoon - the Jaguar’s cockpit.

We arrive at our destination, but by this stage the rain is buck-



eting down. The golf umbrella that resides in the boot of the Healey is out with Carol and I huddled under it. One part of the umbrella is over the top of the windscreen, two other parts are over the sides of the car and the back quadrant of the "brolly" is over the rear deck of the body of the car, with the handle resting on the transmission hump.....Ultimately the rain stops and we head home after our very pleasant breakfast, but we were, shall we say "a little damp!".

To rub salt into the wound, by the time we get home, the sun is shining and the inside of our car is soaked.....taking a couple of weeks to dry out! I suggest that it's with some reasonable justification on Carol's part to fit the hood, now the drought has broken; is well.....O.K. (What was that about "imitation tin-tops" above?)

Back in the 60s when I had MGs, with the solid glass rear windows, you had to be very careful not to break the glass when stowing the hood in the car. At this point I figured the large Perspex rear window in the Healey's hood should be treated with some respect.

Looking through some old car books I have accumulated over many years - some Austin-Healey and some for other makes, I was trying to work out why the hood on our Austin-Healey would not fit (note I did not say "be water tight"). I solved that problem by finding out about the missing bits.

Anyhow, there is a right and wrong way to fold the hood in your Austin-Healey. (This detail comes from a book called "Austin-Healey Owners Handbook of Maintenance and Repair" - no longer available except if you get lucky at a garage sale or may be on eBay)

"2-Seater Model" aka 100 Series Cars

This information is set up in a series of steps. Start by.....

1. Pull the rear of the floating hood bow forward to the main hood bow using the loop provided. (We don't have the loop stitched into the hood on our car but that doesn't matter)
2. Release the two buttons and the fasteners securing the hood side flats to the body.
3. Remove the rear end of the hood by disengaging the securing plates from the two retainers on the rear deck panel
4. Release the toggle catches from the top corners of the wind-shield
5. Break the cant rail hinge links, and pull the front rail up to the main hood bow, ensuring the hood covering is not trapped and therefore pinched and holed
6. Fold the hood onto the hood bow with the window at the rear and the seam of the hood running along the top of bows.



The side flaps should be folded inwards with the underneath of the fasteners against the rear window to avoid damage.

7. Lift the folded hood and bows from the body sockets and stow away with the bows passing through the leather covering stirrup brackets and resting on the carpet covered recess near the floor. Ensure that the cant rail hinge links are retained by the stirrups to prevent them from chafing the back of the seats when the seats are pushed back in their most rearward position.

"4-Seater Model" aka Early 6-cylinder Cars

1. Break the rear hood bow hinge links, by way of upward pressure on their tabs and pull the bow forward to the main support by using the loops provided.
 2. Lift the rear seat squab and open it back onto the seats.
 3. Release the two buttons securing the side flaps and the fasteners along the rear deck.
 4. Release the toggle catches from the top corners of the wind-screen
 5. Remove the hood from the sticks and place the front rail under the rear deck panel. Fold the bows together and stow them under the rear deck panel and over the front rail.
 6. Make the first fold in the hood at the seam above the window, fold again and fold the flaps on top
 7. Loosely fold again; making sure the hood material is well clear of the seat channels. Finally replace the rear seat squab.
- So it just goes to show, you are never too old to learn new tricks about your old classic car!



The Dingo Did It

“The front shroud will have to come off.” I don’t know how many times I would have said this. Having owned the Quinn Austin-Healey for 37 years I have always thought that the only way to remove the engine was without the front shroud in place.

When the car was restored during the 1980s the body was off and installing the engine and gearbox in one go was simple. Now many years later I just didn’t know what was going to happen.

In case you don’t know the Quinn Austin-Healey was used for many years by the Donald Healey Motor Company as a mobile test bed, initially with four-cylinder engines and later with a very early C-series six-cylinder. As with all experiments of the DHMC it had its own number, being X207 for its six-cylinder stage and that’s how I bought it in 1974. Within the Austin-Healey nomenclature it’s known as the BN3/1.

So basically it’s a 100 with a six-cylinder shoehorned into it. The owner before me wrote an article for the Healey Drivers’ Club saying that he had to remove the shroud to remove and refit the engine. However in the back of my mind I just couldn’t believe that the DHMC would have produced a car, even a prototype, that panels had to be removed before anything serious could be done to the engine.

So I enlisted the help of my good friend and fellow club member Eric Rudd who dutifully arrived on the due date. Shortly after the obligatory coffee the engine hoist was in place and the car pushed into position.



Eric reaches into the engine bay to make sure the engine is still there.

The car is kept in a converted corrugated iron milking barn with an attached single garage that once had a high vaulted ceiling that would let in every bit of dust and native animal you could think off. The cavernous ceiling space has since been turned into model/poster room leaving the garage with a low ceiling.

Angled

Eric was of the opinion that if the engine could be titled sufficiently it should fit through the bonnet opening. With the help of whatever son was here at the time, I had previously removed the gearbox, cylinder head, studs and everything else connected to the engine except for the harmonic balancer, flywheel and backing plate.

The first job was to attach a couple of lifting brackets (courtesy of John Sherman) to the block and with some trepidation the hoist took the weight. The engine mountings were then removed,



Our first attempt at removal.



Finally out and swinging in the breeze.



For this month's *Moment in Time* we say thanks to Robert Harrison for sending in this very interesting photo.

The photo itself looks to be a copy of a copy and by the time it arrives with you it would be in glorious black and white. So I hope you can see some of the detail within it. In an accompanying note Rob says that it was originally in a period publication that was pasted into the scrapbook of Bill Price.

By this stage you would probably be wondering who was/is Bill Price. Well he is an Englishman and was employed by the

British Motor Corporation as the assistant to first Marcus Chambers and later Stuart Turner when they headed up the BMC Competitions Department. He later joined the Special Tuning Department as workshop supervisor, becoming its manager in 1974. From 1977 to 1981 Bill Price was Competitions Manager. In other words he was there during the days of the Austin-Healey in world rallying.

Of further interest is that Bill Price has written two books that include Austin-Healeys. These are *The BMC/BL Competi-*

tions Department and The Paddy Hopkirk Story. The former was first published by G.T. Foulis in 1989 and republished by Haynes in 1998. The Hopkirk book was published by Haynes in 2005. I recommend both books for those of us who wish to know more about the glory days of BMC in competition.

The Photo

Looking at the photo it's easy to see that it's a garage scene showing an Austin-Healey being fettled. It is in fact a Works Rally 3000 and it can be made out that it's 77 ARX, a 1962 Mk2 BN7. The photo would have been taken at the Competition Department workshop at Abingdon where the rally cars were prepared. As Joe Armour would be at pains to remind us all the cars prepared for international racing were prepared by the Donald Healey Motor Company at Warwick.

At the bottom of the photo there are a couple of mechanics working on a cylinder head that is of a light colour and from that we can assume that it's alloy. It may be still attached to an engine, but what is interesting is that it appears the triple inlet manifolds for the Weber carburettors look to be integral with the cylinder head. Behind them is a centre shift gearbox.

Up to the left, the radiator and the exhaust headers/extrac-tors can be seen. Further there are four blokes in suits and all I can work out is the one closest to the bottom right is Stuart Turner who was Competitions Manager at the time.

77 ARX


You don't see many photos of Works cars sans hardtop, but it allows you to see the special seats used. It's also easy to see that the engine was out of the car, but what are those black lines behind the cockpit? Whatever it is would surely be covered by the hardtop when it's in place and at a guess are probably raised vents so that hot air in the cockpit can escape.

It's well known that roadster rally cars were 2-seaters. In 1962 there were five BN7s used in the rally team, namely 37 ARX, 47 ARX, 57 ARX, 67 ARX and 77 ARX. They had consecutive chassis numbers starting with HBN7/18701 and finished with HBN7/18705 which was 77 ARX.

Just 355 Mk2 BN7s were built in total and of these only 39 were built in right hand drive. The model was built between March 1961 and January 1962 and in November 1961 was fitted with the new centre shift gearbox. According to Clausager's book just 12 RHD BN7s were built in 1962. So doing some lateral thinking just 12 RHD Mk2 BN7s were fitted with the centre shift gearbox and of these, five were Works Rally cars.

So what happened to 77 ARX? It was driven by Pat Moss in the 1962 Alpine, Polish and RAC Rallies where she achieved 3rd, 2nd and 3rd overall respectively. Then in 1963 Timo Mäkinen drove it to 13th place and 1st in class in the Monte Carlo Rally and later Rauno Aaltonen crashed it during the Liege-Rome-Liege. The car was written off in 1963 no doubt as a result of the accident.

As said, an interesting photo and thanks to Rob for sending it.



oz
motor books

your online motor book store
your online motor book store
your online motor book store

Huge range of motor books available
Express delivery Australia wide
International shipping to your door

Free Call 1800 255 658

www.ozmotorbooks.com.au

FOR SALE OR LEASE ?

Then Speak to Me

For best advice and outstanding results in all aspects of selling, buying, leasing or valuing your residential/commercial property. Over 40 years experience. AHOC member for over 25 years with competitive fee structure for fellow club members.

Richard Horwood A.R.E.I.
PRINCIPAL & REGISTERED VALUER 1006

T (02) 8765 1900 M 0408 233 592
F (02) 8765 1922
E mail@boulevardere.com.au

boulevardere
REAL ESTATE

www.boulevardere.com.au • 2 Bennett Street Mortlake
All correspondence to PO Box 236 Concord NSW 2137



Jaguar Powered 100/6

I have often wondered how an Austin-Healey would go fitted with a Jaguar engine. Designed during the Second World War, the XK engine has gone down in history as one of the most iconic engines ever built. Surely in anyone's language a double overhead camshaft engine has got to be better than a push rod four or six cylinder?

Having had a couple of Jaguars I think I would prefer the push rod Austin engine, especially when it comes undertaking any repairs. To rebuild a C-series engine is far more economical than the Jaguar engine.

So it was interesting when an XK engined 100/6 recently came up for sale on eBay. Good looking car and yes I would have to admit the 3.8 litre XK engine does look good under the bonnet. The car is located in the south of France, right hand drive and carries UK registration.

It supposedly has been under construction in Germany for the father of a well known F1 team manager and the engineering is supposedly excellent. For a gearbox, whoever did the work has relied on the original Jaguar fitted Moss 4-speed and Laycock overdrive. This is quite easy to see in the cockpit. Give me an Austin box any day.



Fitted with an electric fan it supposedly keeps cool, but that was one problem I don't have fond memories of the Jaguars in my life.

If you are interested the eBay number is 190557668221, but you will need to have £39,950 or around \$59,950 in your pocket.

Healey Boat

So weren't attracted to the 'Ripe for Restoration' Healey Boat in last month's Flat Chat? Frankly I don't think anyone was, as it didn't sell.

Well it appears that someone was pre-



CLASSIFIED ADS

FOR SALE I have a quite a bit of old Austin-Healey stuff to sell to a good home. Wondering what you think:

- 1.Box of 37 wheel spokes and nuts (15x160mm, 22x130mm)
 - 2.Assorted Healey 'pins' (see photo)
 - 3.1975 100/6 owners handbook, originally for car GWV-063, chassis number 7595.
 - 4.Book – "The Austin- Healey", by Donald Healey and Tommy Wisdom
 - 5.Glenn's Austin Austin-Healey Repair and Tune-Up Guide, 2nd printing 1967
 - 6.Austin-Healey 100, series BN1 & BN2, shop manual, by Car-books inc
 - 7.Workshop Manual, Austin Healey Sprite Mark 1, published by BMC Service
 - 8.Book – Healey. "The Handsome Brute", Chris Harvey, 1978
 - 9.Austin Healey Yearbook 78/79
 - 10.Austin Healey Yearbook 79/80
 - 11.Austin Healey Yearbook 82/83
 - 12.Australian Sports Car Quarterly, Oct 1981, Featuring Healeys
 - 13.Moss Motors – Austin Healey (Parts Catalogue)
 - 14.Thoroughbred Classic cars, Jan 1979, Featuring Healey
 - 15.Classic and Sports car, Featuring Healeys (100M, 3000 and 4000?), Sep 1997
 - 16.Workshop manual – "Mini: All Models", published by Leyland Motor Corp of Australia Ltd
 - 17.Workshop manual – "Mini: '59 to '69", published by Haynes
 - 18.Assorted Posters/Pics (shown in photo)
- Contact: Ryan. 0414 913 972
(Son of David Adam – member for many years)

pared to shell out £6,200 (\$9,250) for a 1956 Healey Boat in supposedly restored condition.

In the eBay ad (No. 380355357356) it is advertised as an Austin-Healey 6 seater in-board engine fast sports runabout. It is 16 feet in length with a beam of 5 ½ feet. Construction is of 5ply mahogany with a mahogany keel. The first of the Healey boats were powered by a marinised BMC 1500cc B-series engine and a fitted with a specially made Healey gearbox.

The boat was being sold with a brass water pump, original tool kit and other things like cushions, navigational light, ropes and anchor. Sadly it came with a modern trailer.

I wouldn't mind a Healey boat in my garage, but would prefer the Healey 707 Sports Boat that was originally fitted with a 3000 Mk2 triple carb engine and stern water jet drive.

HealeyTM Factory

CLASSIC SPORTSCAR SPECIALISTS

WE HAVE MOVED.....

646 Whitehorse Road, Mitcham, VIC, 3132

Please talk to us if you are considering selling or buying a Classic Sports Car

PHONE: (03) 9872 3900

www.healeyfactory.com.au

Austin-Healey
Triumph
Daimler
Jaguar
Lotus
MG



AC
Allard
Jensen
Morgan
Sunbeam
Aston Martin

- Spine drive wire wheels in stock for most applications.
- Bolt on wire wheels available for most applications.

DAYTON WIRE WHEELS: when quality matters. WHY COMPROMISE



WHY DAYTON WIRE WHEELS

Quadruple layer, double polished chrome plating
Manufactured using precision digital equipment
Swaged stainless steel spokes for superior strength
3 Year Limited Warranty

100% made in Dayton, USA

WHY THE HEALEY FACTORY

We have been fitting Dayton Wire wheels to road vehicles for
in excess of 50 years
Factory appointed Australian distributor agent
Reputation, reliability and enthusiasm



- Spine drive hubs available from stock for most models.
- Spined hubs can be manufactured to suit your application.



D M D
AUSTRALIA

SPECIALIST AUTOMOTIVE COMPONENTS



The Healey Factory is proud to offer you the DMD Australia range of high quality components for Austin Healey engines. The range has been developed to extract performance improvements while maintaining maximum reliability for both competition and road use.

DMD products have been subjected to extensive dyno and competition testing prior to release.

Back Page Pics



Austin-Healeys at the mid-week run to the Megalong Valley Teahouse. John Burch Photo.



Peter Jackson on his way to first across the line in his Austin-Healey 3000 at Eastern Creek on 26 June 2011. Steve Oom Photo.



Is it only me who likes this view of an Austin-Healey? Colin Goldsmith's 3000 Mk1 at Eastern Creek 26 June 2011. Steve Oom Photo.



The Lynas; Burch; Kent; Sell; Whitehouse; Roberts and Tucker Austin-Healeys at the mid-week run to the Megalong Valley Teahouse. John Burch Photo.



No doubt Colin Goldsmith is thinking about the purple ute out in the carport. John Burch Photo.



Austin-Healeys at the mid-week run to the Megalong Valley Teahouse. Allan Whitehouse Photo.



Clockwise from L: John Burch; Louise Lynas; Gordon Lynas; Ralph Stedman (Visitor); Val Stedman (Visitor); Joanne Hutton and Kate Burch. Allan Whitehouse Photo.



Back row L to R: Colin Goldsmith; Warwick Sell; Louise Lynas; Greg Tucker. Middle row L to R: Kate Burch; John Burch; Ralph Stedman (Visitor); Joanne Hutton; Val Stedman (Visitor); John Kent; Gordon Lynas. Front Jennifer Sell and Carolyn Kent. Allan Whitehouse Photo.



Is our lunch ready yet? L-R. Carolyn Kent, John Kent, Warwick Sell and Jennifer Sell. Behind - Muriel Roberts, Ray Roberts and Greg Tucker. Allan Whitehouse Photo.