

Flat Chat

THE JOURNAL OF THE AUSTIN-HEALEY OWNERS CLUB INSW INC

Austin-Healey

Lawrie Sorahan's BT7



1st Austin-Healey
3000 in Australia

SEPTEMBER 2011

**NEW MEMBER-MATTHEW O'MALLEY
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VALE CHIC VANDAGRIFF
PAT MOSS BOOK REVIEW**

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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.

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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

What arrived in Australia first: the kangaroo or this vintage Healey?
Story on page 13.

FlatChat SEPTEMBER 2011

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

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DATES FOR YOUR DIARY 2011

SEPTEMBER

- 14 • Monthly Meeting
- 21 • Committee Meeting
- 23-25 • HSRCA Wakefield Park
- 27 • Midweek run to Berrima

OCTOBER

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

NOVEMBER

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

DECEMBER

- 8 • AHOC Christmas Party
- 25 • Send the editor a photo of your Austin-Healey for Christmas

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 last month has seen two display days, the first, Shannons, was held at Eastern Creek with five Austin-Healeys on show. I was a little disappointed with this event this year as the variety and number of car types seemed to be down on previous years.

At the All British Display Day at The Kings School, sixteen Austin-Healeys in total were displayed, thirteen in the AHOC group and three with the Central Coast Classic Car Club. The overall event was extremely well attended with Jaguar having a huge display, celebrating the 50th anniversary of the E-type. The number and types of cars of all makes was extensive and the quality of the cars was very high. If you want to see British cars, both modern and classic this is the display day to attend. In addition the Art Show and Fair held by the school provided an alternative distraction.

At our last meeting the 2010 CAMS Annual Report was received. In this report the "Ignition Program" was highlighted. The CAMS 2010 Annual Report states that "This program is designed to give 12 to 20 year old pre-learner drivers a chance to drive a vehicle and gain an introduction to road safety before obtaining their learners permit." The number of young people who are permanently disabled or lose their life as a consequence of motor vehicle accidents is a disturbing part of modern living. I am sure we all congratulate CAMS on this initiative and I am seeking to see what support our Club can offer to this program.



TREASURER'S REPORT

JIM PHILLIPS

The Profit and Loss Statement and the Balance Sheet for the Financial Year ended 30 June 2011 have been prepared on Cash Accounting basis which is different to past years. (See Page 9) Over previous years I have used MYOB software and, not being familiar with the structure of this package and struggling for some time, decided this year to utilise a spreadsheet. The Profit and Loss Statement indicates only entries through bank statements during the accounting period with no account taken for accruals or prepayments for the prior or post years. I am told by an accountant that this is an acceptable form of account presentation.

You will see that members' funds declined by just over \$9,000 this financial year. To explain some of the apparent anomalies in the Profit and Loss the Supersprint would appear to be a loss. However the reason for this was that the Supersprint for 2010 was held late in June, meaning that the income was recorded in 2010 financial year but most of the expenses were paid this financial year. For this year the majority of the expenses were paid in 2011 financial year. Therefore the financial accounts for 2011 for the Supersprint indicate a loss of just over \$2,000 where in fact the profit from the Supersprint for 2011 was closer to \$3,500 or an improvement of \$5,500 to the bottom line. However as the income also takes into account \$5,000 held in trust for those participating in Charlies' Run the loss shown is a reasonable reflection of the 2010/11 results.

Our largest expense continues to be the magazine which is offset by advertising revenue and for 2010/11 this represents a net cost of \$14,000. The extra income received from advertising post 30 June for the current year will mean that the net cost will be approximately \$11,500. A recent change of printing firm will result in some savings into the future.

CLUB COMMITTEE

2011

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Ross Bond

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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 September issue of Flat Chat and right from the start I wish to pass on my appreciation to those members who have sent me a few words on what they have been up to. It's good to know that future issues will contain what I hope will be of interest to us all.

The cover story for this month is on the 3000 Mk1 BT7 of Lawrie Sorahan who is a member from our nation's capital. Lawrie bought his car back in 1985 and it just seems right that the car should reside where it does as that's where it was sold new. There is a bit more than meets the eye with Lawrie's car so I thought a couple of extra pages wouldn't go astray.

Fresh from gallivanting around the US, Terry and Pat Bancroft tell us all about it starting on page 16 and extend an invitation to anyone who wishes to join them in 2012. Also from the US we mark the passing of Chic Vandagriff, a name significant in Healey History. This month's Moment in Time goes back to the halcyon days of 1950s when the 100s were new and raced with some enthusiasm on the race circuits that abounded at the time.

Did you attend the All British Day in August? Well the back

cover of this issue is devoted to the event. Caroline and I went along and from its beginnings I would say that it has grown into one of the most significant days in Sydney's classic car calendar. It was great to see a total of 16 Austin-Healeys in attendance, but I must admit that I was dismayed that of these just one was a 100. Where are all the 100s? Surely not hibernating until summer comes.

Talking about dismayed, I was sent the below photo a few days back. It's a BJ8 somewhere along the East Coast of the US after Hurricane Irene swept past. No doubt our hearts go out to its owner.



CHARLIE'S UNDERBELLY RUN

NEIL THEW

We are only weeks away from "Charlie's Run 2011" and it is appropriate that I let you know where we are going and more specifically staying. Accommodation is as follows:

Tumut:

Best Western Motel Farrington
71-73 Capper St, Tumut
Ph. 02 6947 1088

Deniliquin:

Riverview Motel
13 Butler St, Deniliquin
Ph. 03 5881 2311

Griffith:

Griffith Motor Inn
96 Banna Ave, Griffith
Ph. 02 6962 1800

I propose we aim for a 9.30am departure from the service centre on the Eastern side of the highway at Marulan, for a leisurely drive to Tumut. Now that you have the addresses you can of course opt to make your own way to the destinations. The normal check in times at the motels would be 2pm.

Further information will be provided at the outset of the run detailing catering arrangements for the week plus other useful information to keep you amused throughout the week.

The Riverina district has plenty of things to see and do, as well as numerous scenic drives that can be undertaken to further explore the region. If anyone has any concerns that need addressing prior to the run please email or phone me. I trust everyone will have a safe and enjoyable week and look forward to catching up with you all. Please contact me if you have any questions.


Neil Thew 0439 377 591 e. ngt50@bigpond.com

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■ **MONTHLY MEETING DATE:**
10TH AUGUST 2011

MEETING COMMENCED: 8:02 PM

Apologies: Christine Lyttle, Eric Rudd, Allan Whitehouse, Charles Britten, Colin Goldsmith. **New Members/Visitors:** Jonathan Quinn

■ **PRESIDENT**

• Flat Chat by email. The question was asked if any members would like to receive the Flat Chat magazine by email rather than hard copy? A show of hands resulted in 5 members showing an interest. There is consideration that for a member to receive the magazine by email the membership subscription would be reduced. The Committee is looking at the cost reduction options and will let the members know in advance of the membership renewal. This would mean that we would need to know the relevant members email address and this would also need to be regularly updated as part of the membership renewal process.

- National Rally 2013 - Should have an update shortly.
- Richard Horwood - where are we going with Regalia? Some ideas to be discussed at the next Committee Meeting.
- AGM 9 November 2011 - the Club needs to fill all the positions.
- Successful run to Megalong Valley - 7 Austin-Healeys

■ **VICE PRESIDENT**

- Recount of Terry's experience at the 2011 Barrett-Jackson Motor Auction.
- Terry also reminded everyone of the US Conclave and Rendezvous 2012 events and should anyone need any information that should contact him.

■ **SECRETARY**

Mail received:

- CAMS Minutes of NSW State Executive Meeting 14 June 2011
- V8 Supercar Championship Sydney Telstra 500 possibility for club or individual car display at the event with free ticket as benefits - more information from Secretary.
- CAMS Sports Development Workshops.
- Treasurer Basics North Sydney Ros Crichton Pavilion 17 August 2011 6:30-9:30pm \$15.00 per person bookings 131302 or link www.dsr.nsw.gov.au/training/detail.asp?course=2292
- Sponsorship, fundraising and grants/Recruiting and Retaining Volunteers - North Sydney Ros Crichton Pavilion 29/8/2011 6:30-10:00pm cost \$15.00 per person bookings 131302 or link www.dsr.nsw.gov.au/training/detail.asp?course=2293
- Recruiting and Retaining Volunteers Blacktown Max Webber Library 30/8/2011 6:30-9:00pm cost \$10.00 per person bookings 131302 or link www.dsr.nsw.gov.au/training/detail.asp?course=2315
- Abingdon MG Parts Ltd 991 Wolverhampton Road Oldbury West Midlands B69 4RJ Warren Bainbridge has a list of AUSTIN-HEALEY PARTS AVAILABLE FOR SALE FROM UK - SECRETARY HAS A COMPLETE LIST if anyone is interested in specific part requirements or you can contact the Secretary or email Warren direct on warren@davidmanners.co.uk
- CAMS Agenda for NSW State Council Meeting 13/8/2011
- Brian Bell (0418689938 who currently lives at Mr Pritchard (before moving to Oran Park in 2012) and turning 70 in July 2012 would like a ride in an Austin Healey - he owned a one in South Africa. Can any member help here? Brian's contact number is 0418 698 938 - please call him direct.

Events and Activities:

- 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.kiamacarrally.info
- 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
- Classic Yass Billy Cart Derby 5/11/2011 applications for both events from the Secretary.
- Highlands Motorfest 566 Moss Vale Road Burradoo NSW Sunday 30 October 2011 show entrants \$10.00/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/vehicle - need application form (includes indemnity acknowledgement) forms from Secre-

tary contact Rhonda Sclanders PO Box 414 Enfield 2138 ph/fax 02 9747 2742

- Australian Rally Championship September 8-11 Coffs Harbour tickets start at \$15.00 for enthusiast access or contact Doreen Butchers sports & Development Officer NSW 1300 883 959
- Lake Mountain Sprint 26-27 November 2011 Marysville Tourist Information Centre 03 5963 4567 or contact peter@mountainmotorsports.com.au or mobile 0418337955 if interested to obtain competitor pack
- 2011 Alpine Classic 15-16 October 2011 Lithgow-Orange-Lithgow Cost \$429 for a crew of 2 covers accommodation/meals/rally pack, caps, badges etc Alpine Classic Polo shirts available @\$30.00 each. Applications can be obtained from Lui MacLennan on alpineclassic@hotmail.com mob 0418 645 623 or ph 02 9460 6909 or contact John Henderson 0408 118 427 information and applications available from website www.classicrally-club.com.au
- Marques in the Park 13 November 2011 John Knight Park Belconnen ACT opens from 9:00am to 3:00pm if interested contact Bruce Perry Event Director 02 6254 5059 or mob 0408 652 107 or check out at www.act-motorclubs.org.au

Magazines received:

- Yass Antique Motor Club Inc (Aug/Sept 11);
- Sidescreen - TR Register (Aug/Sept 11)
- Healeys West (AHOC WA Aug 2011)
- Healey Torque (AHOC Qld Aug 2011)
- Hundreds & Thousands (AHOC VIC Aug 2011)

■ **TREASURER**

Bank balances at: \$14500 - cheque account; \$12,000 - cash management account; \$63,5000 - term deposit Annual Accounts will appear in the September Flat Chat Magazine.

■ **SOCIAL SECRETARY** Events:

- **Sunday 21 August** - Shannons' Eastern Creek Classic
- **Sunday 28 August** - All British Display Day Kings School North Parramatta Proposed Tuesday Run to Berrima Pub 27/9/2011 to be included in Speed on Tweed NOT happening but a Coffs Harbour Run on - see details above.

■ **EDITOR** • 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** • N/R

■ **HISTORIAN** • Australian Austin-Healey Drivers "Hall of Fame" why don't we start something? I can create a database of information if members have details of the name year vehicle and brief background - please contact Secretary

■ **REGALIA/PUBLIC RELATIONS** • Regalia (under review of Regalia options) • new "T" shirts from US - Austin-Healey Logo \$20.00 each (US sizes)

■ **LIBRARIAN** • Nil report

■ **CLUB REGO** • Nothing to report

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

■ **CMC** • 1800 Cars to be attending Shannons' Eastern Creek Classic Display event.

■ **GENERAL BUSINESS** • Suggested a letter of appreciation to John Brandes President of Association of British Car Clubs (All British Display Day at Kings School) who will be standing down as President - JK to organise.

■ **SHOW & TELL** • ½ scale Weber carbs being built for Colin Rule's ½ scale Austin-Healey

- Healey Jigsaws that Don Read had been hiding from view
- Marble Bag with photo an image of a Healey Duncan
- Warranty cards for all six-cylinder Austin-Healeys imported NEW into Australia with Patrick Quinn - if you would like to update your 6 cylinder Austin-Healey history

■ **FOR SALE/WANTED** • Nil to report

■ **MEETING CONCLUDED** • Meeting concluded at 9:15 pm.

MEMBERSHIP REPORT

It is pleasing to report that the membership of our club has grown again this month, bringing us to 284.

New members passed at the August committee meeting were Ian Martin of Northbridge with a 3000 Mk1 BT7 and Matthew O'Malley from Surry Hills with a 100 BN1. I am sure that we all welcome both Matthew and Ian to the Club and invite them both to come along to an event or meeting to meet fellow members.

It is understood that past secretary and competition secretary

Wally Gates will be attending our September monthly meeting. It will be great to catch up after so many years and although Wally sold his BJ8 to Chris Dimmock some years back he remains eligible to rejoin being an ex-owner.

Remember if you see someone out on the road driving an Austin-Healey ask them if they are a member of the Club. A membership form can be downloaded from the Club's website at www.austinhealeynsw.com.au

SOCIAL SCENE

PAST EVENTS

AUGUST - Sunday 21st and 28th - Here were two opportunities to take your Austin-Healeys out and get amongst fellow classic car owners. First was the Shannons Eastern Creek Classic on Sunday the 21st and with various clubs celebrating such milestones as Chevrolet's centenary and golden anniversaries of both the E-type Jaguar and Volvo P1800 it was great to mingle with other like minded enthusiasts. We understand that the Renault Club were out in force celebrating their 60th anniversary. The following Sunday was the annual All British Day at the Kings School at Parramatta. With British cars as far as the eye could see you could just close your eyes and think of England. A lovely day, made all the more pleasant with perfect weather.

Two great shows where our Austin-Healeys were no doubt the centre of everyone's attention.

FUTURE EVENTS

AUGUST- Wednesday 10th - General Meeting - Rydalmere Bowling Club. **Tuesday 27th** - Mid week run to Berrima. Meet at the Partridge VC layover at Menangle at 10.30am. Please call Allan Whitehouse on 0418 477 962 if there are any questions.

OCTOBER - Wednesday 12th - General Meeting - Rydalmere Bowling Club. **Sat/ Sat 22nd - 29th** - Charlie's Run

NATIONAL RALLY



Just in case you don't know, the 2012 Australian National Rally will be hosted by the Austin-Healey Owners Club of Queensland. In keeping with tradition it will take place over Easter (6 - 9 April 2012) and will be held at the Novotel Twin Waters Resort, Ocean Drive, Mudjimba Beach Qld 4564 (Sunshine Coast).

For your convenience, there is a two page registration form at www.austinhealeyqld.com.au along with the three page accommodation booking form. They have asked for the registration form to be returned to the AHOC (QLD) and the accommodation form to be sent direct to the Resort. The details of which can be found at <http://www.twinwatersresort.com.au/> Rooms will be allocated on a first in basis.

- the bookings are full - if you wish to attend you will need to be on a waiting list - contact Neil Thew if you want to know the fun that you will miss. Hopefully there will be one next year.

NOVEMBER - Wednesday 9th - General Meeting - Rydalmere Bowling Club. **Saturday 12th** - Open Garden Open Day at the Quinns'. Sunday 20th - Club Plate Vehicle Inspection Day - Richard Horwood's. (Please note that this is a change from the previously advised date)

DECEMBER - Wednesday 14th - AHOC Christmas Party - Watch this space for details.

If you would like to host/organise an event please do not hesitate to contact Christine Lyttle with your ideas. Please put these dates in your diary/calendar - the club needs your support in 2011.

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Profile:
Matthew O'Malley

Name: Matthew O'Malley

Occupation: Sales Manager

Where Do You Live? Surry Hills, NSW

What Model Austin-Healey? 100 BN1

Why did you buy an Austin-Healey? Ever since I have been driving I have owned Sprites and MG Midgets, but have always had the hankering for an Austin-Healey 100. Of course I was well aware of the 100/6 and 3000 but I have a real soft spot for the 100. I just love its shape. It just looks cleaner and smoother to me. It's more of what a sports car should really be – very basic and with more than enough power to enjoy myself in.

Did you specifically set out to buy the model that you bought? Most definitely as it's what I set out to buy. The only thing that did concern me was the early three-speed gearbox, so I went looking for a car with a four-speed. That's what I found and after a closer look didn't hesitate to buy it. I think with the four-speed you end up with the best of both worlds.

The car is an original 1954 import that was sold new in Perth, Western Australia. Somehow it made its way to Queensland where it was eventually restored. Sadly some 25 years back, the owner of the car died and later his widow sold the car to someone in NSW. I bought it about 3 years ago.

I understand that the car was originally white and then blue. For sometime it was red and then white again the early 1990s. That's how I bought it.

What was it like when you bought it?

Besides that it was exactly what I was looking for, the car appeared to be quite sound. It certainly felt as it was going very

strongly, but there were a few little niggling things wrong which I put down to the fact that it just hadn't been used all that much.

Since then I had a Denis Welch alloy cylinder head fitted along with a complete new exhaust system. All this was done by John Dowsett at The Classic Connection. Then the overdrive started playing up and John rebuilt that for me. In some ways it seems that everything has been worked on. The last thing was when a rear axle snapped, so I had both of them replaced.

How have you been using the car? It gets used almost five days a week. In my job I have access to all sorts of cars, but I prefer to use the Austin-Healey. I like to go on a nice good run in the car, so it gets about use about 250 miles a week.

I just love it and find that when it gets between 60 and 80 K it really comes into its own. Most of my use is in and around Sydney and it's as if it's really suited to the road, even in today's traffic. It's just so much fun to drive. While I like to use the car whenever I can I do realise that it's close to sixty years old, so before I take it out I am quite religious about letting it warm up first.

When I bought the car it came with a hardtop which I really do like as it fits the car perfectly with the correct opening for the sidescreens. I like it so much that I had a mould made and then another top made from that in black instead of the normal white one. I was thinking that should anyone in the Club would like a hard top for their 100 just give me a call.

What the future is for me and the car? I just want to use it and every day if possible. It's just so much fun to drive, even in traffic.

Austin Healey Owners Club (NSW) Inc
PO Box 2784
North Parramatta NSW 1500

Profit & Loss Statement
1 July 2010 to 30 June 2011

| | | |
|-------------------------------------|-------------|--------------------|
| Income | | |
| Membership Subscriptions | \$6,700.00 | |
| Advertising* | \$1,600.00 | |
| Sponsorship | \$14,040.00 | |
| Event Entry | \$3,740.00 | |
| Charity Run† | \$20,800.00 | |
| Christmas Party | \$1,017.00 | |
| Sale of Regalia | \$243.00 | |
| Interest | \$2,128.28 | |
| Gifts | \$48.15 | |
| Total Income | | \$63,776.43 |
| Expenses | | |
| Flat Chat Magazine | \$18,800.00 | |
| Website | \$375.00 | |
| Tripnet | \$712.00 | |
| Insurance | \$150.10 | |
| Printed notices | \$140.00 | |
| Postage | \$60.00 | |
| Taxi Fare | \$1,100.00 | |
| Meeting Catering | \$700.00 | |
| Sponsorship | \$17,768.32 | |
| State Meeting | \$5,224.00 | |
| Charity Run† | \$15,000.00 | |
| Regalia Purchase | \$308.00 | |
| Admin purchase | \$251.00 | |
| Car and Vehicle Club Care Fees | \$253.40 | |
| Guest Entry (includes photocopying) | \$26.17 | |
| Christmas Party | \$8,000.00 | |
| Utilities | \$40.18 | |
| Amusement | \$1,700.00 | |
| Gifts | \$57.85 | |
| Total Expenses | | \$80,438.17 |
| Net Profit (Loss) | | -16,661.74 |

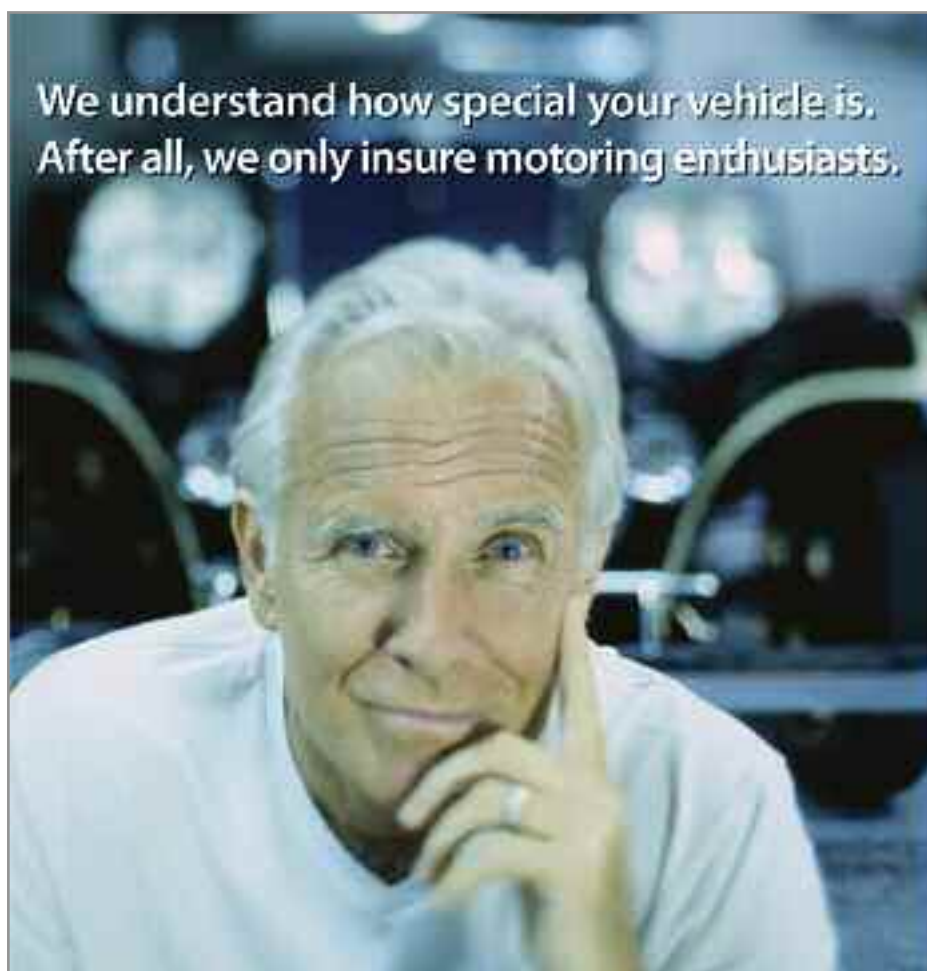
Notes

- * An additional \$2,070 received in July 2011
- † Includes Dinner 2010 (1) and expenses for 2010 (2)
- ‡ Income received from Taxation of Trusts Income in 2010 - 2011 income
- § Donated to Tullaro Club (NSW)
- ¶ Funds donated for 2011 Superclub Fall 130 club 2011

Austin Healey Owners Club (NSW) Inc
PO Box 2784
North Parramatta NSW 1500

Balance Sheet
As at 30 June 2011

| | | |
|---|-------------|--------------------|
| Assets | | |
| Current Assets | | |
| Cash | | |
| Main Bank Account | \$10,862.14 | |
| Bank Management Trust Account | \$12,059.34 | |
| Term Deposits | \$60,000.00 | |
| Regalia Inventory | \$200.00 | |
| Prepaid Plant & Equipment | \$1,000.00 | |
| Interest on Term Deposit (Finance Contract entered) | \$1,000.00 | |
| Total Assets | | \$85,321.48 |
| Liabilities | | |
| Misc Unapportioned Charges | \$551.11 | |
| Term Loan | \$551.11 | |
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Lawrie Sorahan's 3000 Mk 1

For those members who recall the late 1970s and early 1980s the Club was dominated by four-cylinder models. Sure there were quite a few 100/6s, but the number of 3000s was very low indeed. This was due to that the 3000 were never imported new to Australia by BMC. Some independent dealers did bring them in, plus well connected individuals who would order through their local BMC dealer.

That changed in 1981 when Steve Pike of Marsh Classic in Victoria imported three cars from the US with the view of selling them on. Of course they were all in left hand drive and the rest as they say is history.

So it's somewhat ironic that the first Austin-Healey 3000 imported new into Australia was in left hand drive. Plus it wasn't to be until August 1960 that this particular car arrived on Australian shores, some seventeen months after the model was first introduced in the UK.

Connection

I had forgotten the connection when I called Lawrie Sorahan, one of our enthusiastic band of members in the Australian Capital Territory. It had been some years since I had seen Lawrie, but he came along to our concours at Wings over Illawarra in February and it was good to renew the acquaintance.

Lawrie bought his car in 1985, not long after he returned from working in New Zealand as the Australian Customs' Representa-

tive. Actually while in the Land of the Long White Cloud he bought a 100 and had intentions of bringing it back to Australia. However while competing in a speed event at the Pukekoe circuit just outside of Auckland managed to blow up the engine. He was then made an offer he could refuse and it was sold.

Apart from the less than exciting household artefacts, Lawrie returned to Canberra empty handed, but that was soon to change. He was visiting his sister in Sydney and just happened to pick the Sydney Morning Herald one Saturday morning and saw an Austin-Healey 3000 BT7 Mk1 for sale.

"It was advertised by a Peter Bradley," Lawrie said. "So I went to have a look and it was in reasonable condition and Peter told me that it was the first 3000 in Australia." (More later. PQ)





Learnt More

"It's still in good condition." Lawrie added. "Over the last 26 years I have learnt a bit more about Austin-Healeys and what you need to do to keep them in good condition. The emphasis is on good, as the paint does need a little attention, but from a short distance it looks fine."

"When I was working I used to use the car everyday to get to and from work. Larry Roux (100) worked in the same building and there was always two Austin-Healeys in the car park. That would have been from when I bought it, through to when I retired in the mid 1990s. I can say that I have certainly cut down on using the car since then, especially after I had a hip replacement operation. Austin-Healeys are not the easiest of cars to get in and out of."

When I saw Lawrie at Wings over Illawarra he had travelled from Canberra with Larry Roux in the 100 as he was having some problems with the clutch of his car.

"There is a problem with the clutch too." Lawrie said during the phone conversation. "I don't know for sure, but I expect that it might have to come out. I haven't spent all that much money on the car except that I had the seats reupholstered and John Dowsett did a little work for me. Yes I expect that it's time to spend a few dollars on it."

I was interested in the number of Austin-Healeys in the ACT and asked if Lawrie knew.

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"There would have been close to a dozen there are one time, but I suspect there would be just on half that now." Lawrie answered. "We still get together every couple of months, plus there is also the Terribly British Day and Canberra Wheels Day which seems to bring the cars out of the woodwork."

"I've taken the car a few times to GEAR days at Wakefield Park and had a run in it. It's fitted with a roll-bar under the hardtop, but apart from that it's pretty standard."



First Austin-Healey

Yes Lawrie's BT7 is the first Austin-Healey 3000 imported into Australia, but it came here in unusual circumstances.

According to the Austin warranty cards it was imported through Larke Hoskins in Sydney and sold on direct to Commonwealth Sales for the Secretary of the Cambodian Embassy, Mr Doeuskorma Poc. It arrived in Australia on 24 August 1960 aboard the SS Port Jackson and was missing one wiper blade.

Why the Secretary to the Cambodian Embassy bought the car and why in left hand drive? We don't know, but can speculate that the Secretary intended to take it to Cambodia when he had finished his time in Australia.

Its presence in Australia was not widely known until a complete road test was included in the July 1961 issue of Sports Car World. Written by Clyde Hodgins, well known motoring writer (and Bathurst competitor) of the time who states that he did not know of a 3000 in Australia until he asked Larke Hoskins PR man Ron Gill. Mr Gill of course spilled the beans that there was one in Canberra.

After a couple of furtive at-



tempts Mr Hodgins finally made contact with Mr Poc and a test was arranged. Interestingly in 1960, Cambodia having spent 80 years under French rule had been an independent country for just eight years, and in the whole of Australia there were just four Cambodian families.

Australian Test

Mr Hodgins admits that he initially took extreme care with the car, being unused to left hand drive and ensured that he obeyed local road rules, despite the car being immune as it was wearing Diplomacy Corps number plates.

During the test Hodgins states that the best speed in one direction was 109mph and an average of 107mph. Well ahead of the

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104.2mph achieved in a 100/6 tested in 1957 and acceleration was better too. Strangely Hodgins didn't like the side shift gear change in a LHD car. However he was especially impressed with the brakes and remarked that Mr Poc thought it would be even better with discs all round.

Interestingly during delivery Mr Poc had a HMV imported radio and a cigarette lighter installed. Sadly no cost was provided for the dealer fitted extras, but the car was listed at £2,300 inc tax. Mistakenly Hodgins labels the car with the type name of BN7 while it really is a BT7 and remarks that it is hard to pick the 3000 from its predecessors without being close enough to read either the grille or boot badge.

Cold Ears/Hot Feet

I have fond memories of Lawrie's car when it was red and owned by former AHOC president and life member Alan Jones. I had either cold ears while travelling south to Winton, Victoria for the Historic racing in the winter or melting feet when heading north to reconnoitre sites around Coffs Harbours for the annual NSW/Queensland state rally. By that stage it had been converted to RHD by someone unknown.



When I was gathering together information for this article I mentioned it to Don Read who said that he can recall seeing the car for sale across the road from Geoghegan's Sporty Cars in Haberfield and immediately calling Alan who then bought it. Also thanks to Don and Anne Read for sending me a copy of pages from Sports Car World when I couldn't find my own.

Alan used the car everyday and also for his first forays into racing at Hume Weir and Winton until it was sold to brother Brian to help finance the buying of his 100S from the US. Brian then painted it British Racing Green, but it wasn't long before he sold it to ex BMC Australia driver Don Holland.

A Word with Don

I had a word with Don Holland about his ownership of Lawrie's car.

"Yes I bought it in 1978 from Brian Jones who had painted it BRG." Don answered. "It was in really poor condition so I pulled every nut and bolt off it. I knew what the car was of course and tried to restore it to what it was new. I registered the car with the rego number of DAH-888 which are plates that I had since 1963."

"After I finished the car I ran it at Amaroo Park and remember one race when I was hit by fellow AHOC member Kevin Gardner

who was in a 100. No significant damage as he hit one of the rear knock ons. However it did break the centre bolt in the rear spring, which pushed the whole rear end back slightly and dented the guard."

"I was going to keep the car, but not long after someone scraped the whole side of the car with a coin. That was all very depressing and I decided to sell it. I suppose I owned it for a couple of years."

So in between Don and Lawrie, there would have been five years and during that time it was owned by Peter Bradley and perhaps others. What is still not known is what happened to the car after Mr Poc sold it to when Alan Jones bought it. Whatever it is a very significant Australian delivered Austin-Healey.

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Bancrofts' North American Austin-Healey Adventure



Lois Buhman's trailer.

We had made up our minds about a year back to attend the main North American events this year. The first was Rendezvous in Vancouver, Washington not Vancouver, British Columbia. It's a city of about a million people and fairly substantial. I would describe this as a personalised event held over three days and quite similar to our National Rallies. Over the years we have gathered together quite a few friends on the West Coast of the US and it was good to meet up with some many of them again.

The first night was a social get together, followed by a car show the next day and tappet cover racing that the Americans have taken to. An American gentleman by the name of Ed Neumire was here for the 2010 Rally in Victoria and saw the tappet cover racing and took the idea back with him.

While at Rendezvous we did an observation rally with pictures. We were given a sheet of paper with eight different pictures on it and what you had to do was to identify within a list of questions where that picture came up. Sounds simple, but they were all over the place and in no order. When we came to the end of

one sheet and at a certain place we were given another sheet. In total there were three sheets and when the whole lot was finished we ended up in a picturesque little place for morning tea. It was a lot of fun.

All up there would have been just under a hundred cars in Vancouver and it's a very convivial event where people seem to come out of the woodwork who know you for some reason or another. They never seem to forget where they had met you before or how they know you.

On to Conclave

So after four days we rented a car (A new Dodge, not an Austin-Healey) and headed to Colorado Springs where Conclave was being held. We travelled with Lois Buhman, an American friend who wanted to drive to Conclave in her 100/6 called Tweety pulling her trailer called Weehaul. It took us three days to get to Colorado Springs during which we had extremely hot weather, heavy rain, wind storms and even a tornado warning that came over the



Three Nash-Healeys.



Lois Buhman's BN6.

radio. By that stage we were in Wyoming with towns like Laramie and Cheyenne, just like the westerns of the 1950s.

Conclave is very similar to Rendezvous, but they do put a little bit more into competition plus it's bigger with over 150 cars. They also have quite a few events that are optional and this year there were four or five self-drive tours that we could have gone on. If you didn't want to participate in something that everyone was doing you could have taken off on your own. The organisers had found some fantastic spots. While some people were running up Pike's Peak we decided to have a look at the countryside.

Each evening there were dinners and the like when everyone would get together, but unlike here, they had to be paid for individually. We went to most of these, but we didn't have to. They also had a number of auctions – a Dutch, silent and a normal type with regalia and other bits and pieces that had been donated. Plus three technical sessions that you could attend.

Flying W

One of the nights was a show at the Flying W Ranch where they can feed a thousand people in half an hour followed by a show. Most people attended every event, especially those in the evenings.

For instance on the Monday, which was July 4th there was an event at the US Air Force Academy including a show of cars. It was really hot and many had been at a car show that morning at the appropriately named Bancroft Park in Colorado Springs and they were going straight to the Academy where they was to be a later fireworks display. Many went, but we decided not to, especially as we were in a sedan and stayed at the Crowne Plaza hotel and watched the fireworks in air conditioned comfort.

One of the things we noticed was that a lot of the American owners are a lot older than us and during the day they might go to events in sedans. They tend not to take part in the competition events, but they still bring their Austin-Healeys to the rally. Some trailer them and a number have their cars delivered to the events by transporters.

Rendezvous starts on a Monday and goes through to a Friday while Conclave starts on the Sunday and goes through to the following Friday.

Conclave next year will be at Louisville, Kentucky (17-21 June) while Rendezvous (25-29 June) is on Vancouver Island, British Columbia near the town of Parkesville. We're going, as are a few other club members. Have a look at www.austinhealeyconclave.com for Conclave and for Rendezvous, go to www.healeys.ca.



Can't say if I have ever seen this optional extra before.



Prepared for Pikes Peak.



Dinner time. Patricia Bancroft at the bottom left.



Our tour guides had the park named after then especially.



Austin-Healey bowling at Conclave.

Chic Vandagriff (1928 – 2011)



When I first became interested in silly old British sports cars in the early 1970s I also became interested in books on the same subject. One of my 21st birthday presents was a copy of *Healeys and Austin-Healeys* by Peter Browning and Les Needham. Still have it of course, but a few autographs have been added along the way. Unlike today, there were not that many books on Austin-Healeys available.

However almost from the same time I was urged to look out for a copy of *The Sports Car Engine – Its Tuning and Modification* by Colin Campbell. First published in the US during 1963 it wasn't an easy book to find, but I did obtain a copy some years later. It wasn't special, because it wasn't devoted entirely to Austin-Healeys, but it was one of the few books available that went into detail on the tuning of the Austin-Healey engine. In fact it is still one of the few books available that contains detail of extracting as much power as possible from the engine.

It also covered Triumph, Sunbeam and Mercedes Benz engines and what could be done during the period.

For the Austin-Healey, Colin Campbell enlisted the help of Chic Vandagriff, the founder of the famed Hollywood Sports Cars in Los Angeles. In the book it's explained what Vandagriff did to extract 205bhp at 6,000rpm. Of course this sort of performance is widespread today, but it was pretty hot stuff in the early 1960s. The book soon became the bible for those who were serious about the performance of their Austin-Healey.

I am saddened with the news that Chic Vandagriff passed away on July 28th.



Chic Vandagriff (left) and engine builder Duane Spence change carburetors on a 3000 during a visit to Lyco race track.
(Auto Car Graphic photograph)

Like many young Americans Chic Vandagriff started racing his own hot rod on the dry lakebeds that were popular in the day. He went to join Burbank Sportscars in the early 1950s and was instrumental in the formation of the California Sports Car Club and with them did his first road race in 1959 in a 100/6. In 1960 he opened Hollywood Sports Cars and was soon the distributor for various British marques. He later added Ferrari to the list and was destined to become the second largest Ferrari dealer in the world.

A heart attack in 1961 prevented him from further racing, so his racing Austin-Healey 3000 was passed on to Ronnie Bucknum who won 35 consecutive race wins in the car. Vandagriff would go on to be closely involved with the introduction of Can-Am, Trans-Am and F5000 in the US.

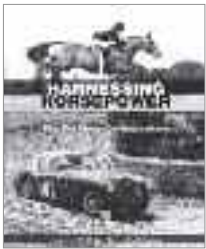
If you think it strange that Chic Vandagriff's death should be mentioned in *Flat Chat* you really have to consider the impact that Colin Campbell's book had on a young Austin-Healey owner during the 1970s.

By the way, thanks to the wonders of the Internet you can find a copy of Campbell's book on Amazon.com



Chic Vandagriff (L) with Ronnie Bucknum and the Hollywood Sports Car 3000. Photo Courtesy Autosport.Com.

Photos courtesy Veloce Publishing Ltd.



**Harnessing Horsepower –
The Pat Moss Carlsson Story**

Written by Stuart Turner
Foreword by Sir Stirling Moss
and Eric Carlsson.
Published by Veloce Publishing

If you are in anyway connected with Austin-Healeys the name of Pat Moss will be written large in your admiration of the marque. In the annuals of world rallying Pat Moss is considered as one of the most successful female rally drivers of all time.

Sadly Pat Moss died of leukaemia on 14 October 2008 and subsequently Stuart Turner, who was in succession Competition Manager for both BMC and then Ford (UK) was asked to pen this biography.

Unsurprisingly there was a lot to Pat Moss than what we saw of her behind the wheel of a Works Rally 3000. Yes her family was well to do and she developed a love for horses from an early age. A love that would eventually earn her selection as part of the British showjumping team and cover girl status on various equine publications of the time. Her love for horses would stay with her throughout her whole life.

You can read that Pat Moss' first motoring rally was partnering then boyfriend Ken Gregory in a Standard Vanguard, the same Ken Gregory who was managing her brother Stirling. Her first drive in a rally was in her own sidevalve convertible Morris Minor that brother Stirling had tuned with an alloy head and larger SU carburettor. A Triumph TR2 soon followed as did success.

It was 1955 and Pat Moss, who had teamed with Ann Wisdom, was soon noticed by John Gott, the BMC Team Manager. A loaned MGTf came her way for rallies both in the UK and Europe. Other BMC cars followed as did further successes.

In amongst her equestrian duties Pat Moss continued to find time to compete on four wheels and her 4th place in the 1958 RAC Rally in a Morris Minor was followed by a 4th in the Liege-Rome-Liege in a 100/6. The following year saw her European Ladies' Rally Champion in a mix of cars including Morris Minors, 100/6s, 3000s and Austin A40 Farinas.

Perhaps the best result for Moss/Wisdom team was first in the 1960 Liege-Rome-Liege in 3000 - URX 727. Definitely not a highlight was the Lyons-Charbonnieres Rally of the same year when in an accident their car (SMO 746) was impaled by a railway sleeper. Thankfully it was during an event on the Solitude circuit and Ann Wisdom was not in the car as the sleeper went through the wheelarch, ripped out the passenger seat and went on through into the boot.

After Ann retired Pat continued on with Ann Riley and then Pauline Mayman navigating, winning the 1962 Tulip and German rallies in Mini Coopers. By this stage both Pat and famed Swedish rally driver Erik Carlsson were very much an item.

That was Pat's last year with BMC as she then went on to Ford for 1963 before she joined her now husband with Saab the following year. It was with Saab that she was to be the European Ladies' Rally Champion in both 1965 and 1966. Following she drove such diverse marques as Lancia, Renault, Alpine-Renault and Toyota. Her last event was the 1974 RAC Rally in a Toyota Celica where she was second in class and won the Ladies.

Retirement was spent quietly with Eric and daughter Susie. There were still horses and Eric had a number of older cars such as a DKW, but she soon found herself with Eric as joint president of the Oxford Motor Club. However most of her time was supporting Susie in her involvement with horses along with the occasional motoring foray.

This book is a wonderful addition to the library shelves of all Austin-Healey owners and besides a highly enjoyable text as you would expect from Stuart Turner the photos are highly evocative. It is available wherever good motoring books are sold at the recommended retail price of \$49.95.



Above: URX 727 was one of Pat's most successful Big Healeys. She finished second overall in it in the 1960 Alpine.

Below: Pat Moss on the famous Carousel on the glorious Mont Ventoux in URX 877 during the 1961 Alpine.



Far Left: URX 877 a little later in the 1961 Alpine, looking battered after a crash. Left: High in the mountains during the French Alpine Rally of 1958. Pat driving PMO 201 into 10th place. Later she would finish 4th and win her class on the Liege in the same car.





Actually this month it's Two Moments in Time as we have two photos to consider.

Both show Austin-Healeys in competition and both are in Australia. The first photo, or the one of the car by itself was taken at Bathurst over Easter in 1957. The racing number (124) is clear to see and from that, it's easy to track down the name of the owner.

That information is contained in John Medley's book Bathurst – Cradle of Australian Motor Racing published by Turton and Armstrong in 1997. Number 124 is listed as been driven by L. Ho, but that is about it as he isn't mentioned in the text, only in the results. If you look closely you can see that the photo has been signed by Laurence Ho which really isn't much of a help. I asked John Medley if he knew anything more about Mr

Ho and he said that apart from knowing that Mr Ho's driving wasn't appreciated by some of his fellow drivers there wasn't much more that he knew. What do you make of the letters HK directly above the grille? Perhaps it's short for Hong Kong?

The results of the six lap Sedan and Sports Car Handicap are interesting especially that it was won by Barry Gurdon in his Austin A90. As John Dowsett would be pleased to tell anyone who would listen, these six-cylinder sedans are quick and in the case of Gurdon he was timed at 108mph down Conrod Straight. David McKay was third in his Aston Martin DB3S and the other Austin-Healey was driven by Barry Topen who finished in 13th place. Laurence Ho was straight behind in 14th.

Laurence Ho's car? Honestly don't know, except you can see that it carried the NSW registration plate BCU-979 which isn't much of a help. However perhaps someone out there happens to know that their car was once so registered. Many thanks to Bob Cutler who provided the photo.

Gnoo Blas

The second photo was taken at Gnoo Blas, Orange and there is a little bit more that we know about it.

The car on the left carrying the NSW registration AOF-393 was driven by Peter Lowe. The clue here is the registration number as it appears on the list of Austin-Healeys sold new by John Crouch Motors, that was located on Flinders Street, Darlinghurst. It shows that Austin-Healey 100 chassis number BN1/150616 was sold new to P.Lowe on 14 May 1954 and was registered AOF-393. It also carried Larke Hoskins plate 100/7.


Peter Lowe was the proprietor of Lowe's Bus Service that used to service Sydney's eastern suburbs and was a very keen motor racing competitor having raced various MGs and Peugeot based specials.

During Peter's ownership the car was tuned by Frank Dent who was noted as quite a demon tuner of the day. I had heard a story some years back that once when Frank was testing the car along Windsor Road he was having a duel with an Aston Martin DB2. The Austin-Healey was in front when all of a sudden a local farmer came out on the road (remember this was the 1950s) on his tractor. Dent took evasive action by driving up an embankment and while he missed the tractor, came back down and hit the Aston.

Peter Lowe didn't keep the car all that long and it then passed through a number of hands until it was bought by Frank Matich who went on to race it with some success. After the Austin-Healey, Peter Lowe competed very successfully in a Raymond Mays modified Ford Zephyr.

Thanks to Denis Gregory, the President of the Gnoo Blas Classic Car Club we now know that the photo was taken on 31 January 1955 at the South Pacific Championship. The driver of the other 100 was M.M. Nankervis who I am pretty sure was from Victoria.

Peter Lowe gave me the photo in 1977 just after I gave him a drive of what used to be his 100 and just before I sold it to help with the purchase of our first home. The car is now in the UK.



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I don't know about you, but I always find it interesting at what is listed for sale in the various periodic publications that come across my desk. Now in the age of the Internet and almost instant communication it's possible to spend all day staring at a screen. It's no wonder that I have to change my glasses every year.

This month I thought we would look at a BN2 that was recently sold in the UK plus have a closer look at a bunch of bits and pieces that have come up for sale over the last month. Some seem to have been good value and others - well I'll leave that up to you to consider.

Amazingly the BN2 is not one of the 1,020 100Ms left of the 650 odd that were built. No it's was sold just as a BN2 (with M specs of course) by Coys in the UK for £35,300 (Aus\$53,470). It was sold new in the US in 1956 and came back to the UK in 1997. Since then it has been converted to RHD and fitted with a fast road camshaft and lightened flywheel which is pretty ordinary stuff. It has also been fitted with an alloy sump, unleaded cylinder head, front disc brakes and alloy fuel tank. To finish off the car was painted in Brewster Green over Black. Interesting Coys advertised it as eligible for such prestige events as the Mille Miglia.

Austin-Healey toolkits are always interesting with some owners going to extraordinary lengths to make sure they have the right one with their car. Remember a couple of months back I made mention of a BJ8 toolkit for sale in Adelaide on eBay? This time I noticed toolkits for sale on eBay in New Zealand for both the 100 and BT7. They seemed to be complete, except



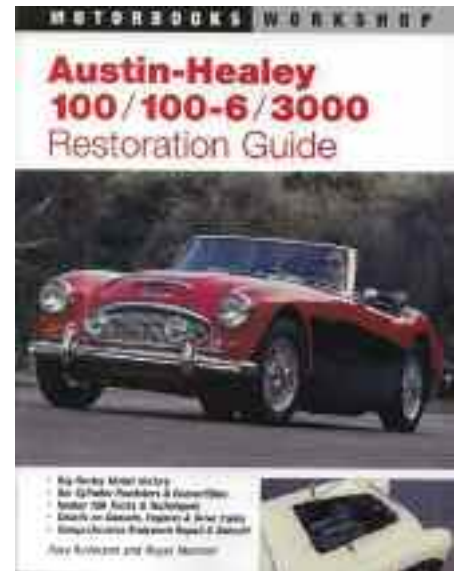
for the jack and despite wanting just \$260 for each they did not sell. I don't understand!

I can't say that I am familiar with these, but what would you pay for the little fresh air vents from a 100/6? Well there were two recently sold on eBay for the princely sum of just £10.50 or in our sort of money, \$15.90. Or what about a six-cylinder oil cooler that very cleverly bolted into the original oil filter system for US\$87.00 or Aus\$81.00?

Now if you really had too much money burning holes in your pockets there are always people out there wanting to relieve you of some. For instance what would you pay for an "AUSTIN HEALEY 100/6 HEAD 1956 VERY RARE EARLY GALLERY HEAD IMPOSSIBLE TO LOCATE NOWADAYS TO SUIT FIRST MODEL 100/6 BN4 SERIES." What about US\$2,600 or Aus\$2,429?



Don't have a copy of Bill Emerson's The Healey Book? You can buy your own on eBay for just US\$900.00 (Aus\$841.00) or a copy of the Moment/Anderson Austin-Healey 100/100-6/3000 Restoration Guide for a measly US\$650.00 (Aus\$607.00). Come on now, who in their right mind would pay that sort of money? You can buy The Healey Book direct from Bill for US\$149.95 (Aus\$140.12). More next month!





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

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



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.



The B18 of Ross and Jenny Penman at The Kings School. Patrick Quinn Photo.



Colin Goldsmith was complaining about his new sticky tyres on his Mk1. Patrick Quinn Photo.



A gathering of Austin-Healeys is always a good time for a chat. In the foreground Neville Stirton is making the point with John Kent. Patrick Quinn Photo.



Just why do these six-cylinder cars have their tops up? It certainly didn't look like rain. Patrick Quinn Photo.



Not a four-cylinder in sight. Patrick Quinn Photo.



Left to Right at the All British Day. Caroline Quinn, Kay Britten, Jenny Penman, Ross Penman, Charlie Britten and Neville Stirton. Patrick Quinn Photo.



The air vent to the hardtop of the Stirton's B18. Patrick Quinn Photo.



Neville and Jan Stirton's B18. Patrick Quinn Photo.



Ross & Jenny Penman's B18. Patrick Quinn Photo.



Austin-Healeys at The All British Display Day. Greg Denning Photo.

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