



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

AHOC Illawarra & Southern Highlands Chapters



**YES - It was a "Magic" Picnic Day!!**  
By John Thornton. Denis Kasza Photos

David McIntyre BJ8, Mark Righini BJ8, Greg Strange Sprite (obscured),  
Greg Barnsley BN6, Allan Whitehouse BJ7 and Russell Kelly BJ8.

That made 11 Austin-Healeys on site,  
plus Denis Kasza's Austin Westminster.  
On the other side of the driveway was an  
impressive array of interesting cars.

L-R  
Colin Goldsmith Lexus LC 500, Rob-  
ert Sassell Mercedes AMG GTS, Peter  
James, 1969 Mercedes 280s, Glenn  
Hogan Honda NXS and Dennis Kasza  
Austin Westminster.

All AHOC members except Peter James.



Neville Stirton BT7 Mk1, Ernst Jensen BT7 Mk1, Dennis Norton  
BN2 and Bob Ratcliffe BJ8 Mk3. Garaged Rex's BN1

COMING EVENTS

MAY

- 2nd Monthly Meeting
- 4th Cent Coast Gathering
- 9th Committee Meeting
- 15th Berrima
- 18th Mid-Nth Coast Gather
- 26th Fitzroy Drive

JUNE

- 1st Cent Coast Gathering
- 6th Monthly Meeting
- 12th Committee Meeting
- 15th Mid-Nth Coast Gather
- 19-21st Hume Hwy Tour

IN THIS ISSUE

- P1.... Car Collection Picnic
- P2..President's Message/C'itee
- P3..... Editorial
- P4 ... Reports
- P10 ... Chapter News
- P14 .... Cost of Living
- P16 ... Charlie's Run PS
- P18 ... 2024 National Rally
- P19 ... Chilean Austin-Healeys
- P21 ... Juliette
- P23... Classic Car Survey
- P25... Clevis Pins
- P26.... Kyusu Tour
- P27... Your Last Page



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

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

## PRESIDENT'S MESSAGE

As commented last month, I'm feeling discouraged by the attendance at our monthly general meetings which have seen numbers halve over the past few years. This has been despite the move to include attendance by Zoom, which I will be the first to admit has not been a satisfactory experience for the two or three members who have joined us on that platform, but hopefully improving as I attempt to come to grips with this technology. We may need to invest in equipment and expertise in enhancing the on-line experience, but this would probably be a waste of resources if not utilised. In addition, it was pointed out to me that of the 20 that attended only three were within the area. So the majority of those attending a travelling for long distances and times.

So, what is the way forward? Do we need a new structure? The way I see it is that many of our members have been so for a long time



and like their vehicles, are ageing and for various reasons are unable to attend club meetings in person. Another cohort of members are still actively involved in the workforce and cannot spare the time to attend events and a third are purely members as that they need a club to be able to obtain Conditional Registration on their vehicles.

What can be done to ensure that our club not only, as they say, survives but thrives?

- Do we move meetings to having meetings bi-monthly?
- Is the location the right

one for the club meetings? (We do not pay a hire fee at the current location whereas at the previous location we paid \$250/meeting – on current numbers that is over \$10/head)?

- Do we do what the Sprite club does and not have general meetings, but everyone is invited to the committee meetings?
- Does the meeting format need to be changed?

I would truly appreciate your input into our club's future direction. Please email me ([jjjimbeau@gmail.com](mailto:jjjimbeau@gmail.com)) with your ideas and if you don't regularly attend our meetings in person or via Zoom

Cont' page 6

### COMMITTEE LIST - 2024

Club Patron—Ross Bond

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02 9319 2299  
[gregorymstrange@gmail.com](mailto:gregorymstrange@gmail.com)

Club Registrar - Patrick Quinn  
(Inc Conditional Registration)  
Please send all Conditional Registration documents to Patrick's postal address at left

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[mitchellaj@ozemail.com.au](mailto:mitchellaj@ozemail.com.au)

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

CSCA Delegate - Colin Goldsmith

Librarian - Ronnie Strange

CMC Delegates - Ray Roberts  
Greg Strange

Welfare Officer - Pamela Ross 0408 201 226

Display Day Coordinators - Ross & Jenny Penman

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

Assn of British Car Clubs Rep - Christine Lyttle

National Assn Delegates - Gordon Lynas & Jim Phillips

AHOC Life Members - Don Read (D), Alan Jones (D),  
Warwick Sell (D), Joe Armour, Christine Lyttle, Patrick  
Quinn, Terry Bancroft (D), Ray Roberts and David Mould.

If you want to send something by post, the Club's  
address is:- AHOC (NSW) Inc  
PO Box 3011  
Rhodes NSW 2138

It would be appreciated if there were no phone calls to committee members after 9:00 PM.



# EXHAUST LEAKS



By Patrick Quinn  
(02) 4567 7380  
0417 673 065  
[p.quinn@outlook.com](mailto:p.quinn@outlook.com)

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

I would like to say how much it is appreciated when someone mentions that they enjoyed the last issue of Flat Chat or something specific within the issue. It certainly lifts a person's heart to know that it's been read and enjoyed. However any publication ranging from a digital tome such as Flat Chat leading to the best received magazine in the world is only as good as the content that's between its first and last page.

So it's a big, big thanks to the club members who have taken the trouble to send in their words of wisdom. For instance, thank you to Gordon Lynas for not one article, but two. You will recall that the Lynas 100 had to return to home base before the start of Charlie's Run and since then Gordon has found out that the overdrive was leaking copious amounts of oil. However all is now fine! Gordon also tells us that he has succumbed to a long-held hankering to investigate having a Jensen-Healey in the household. Welcome to Juliette who is now sharing garage space with

Henrietta the 100. After first setting eyes on one at an AHOC event at Lane Cove National Park in 1972, I have always rather liked the Jensen-Healey and look forward to being introduced to Juliette.

Talking about wisdom, I was happy to receive another unique piece of prose from Ronnie Strange. I am fairly sure that Ronnie was advising about the attributes of fitting an anti-theft device to our car. Please read it closely as I am certain we will all be wiser for it. I think!

By the way, look at page 23 for the survey results of what we spend on our cars annually. That much?

Pleasingly, the Quinn Austin-Healey is just about back on the road. As you can see below, the grille is in place and the front bumper is positioned correctly. The rear was done some time back. Under the bonnet continues to require effort such as the 100 bonnet catch which was a real challenge, considering it's held on by



only three small nuts and bolts. Two hours later it was in place, but we got there. It was really easy when the shroud was not in place.

About the only thing that presents a worry is the clutch. A few weeks back it was frozen when the driven plate was stuck to the flywheel, but that was put right by a little judicious reversing. Then the clutch became really heavy and the pick-up wasn't happening until the very top. It's hydraulic, thanks to some very creative bracket making done at the Donald Healey Motor Company during the 1950s. The problem is suspected to be a collapsed hydraulic hose, so out with the old and in with a new one. We'll see what happens as having to remove the gearbox to have a look inside is not something that I really want to do.

I trust you enjoy this issue of the Flat Chat Newsletter and as usual I am looking forward to receiving lots of words and photos of wha they have been up to with their Austin-Healeys.

**Monthly Meetings - Zoom ID 980 9019 7648 Passcode 336164**

**We meet on the first Thursday of the month at Strathfield Golf Club  
Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm**

## Minutes of the General Meeting

Thursday, 4 April 2024

Meeting commenced at 7:40pm.

Venue - Strahfield Golf Club and Zoom

### ATTENDEES

Joe Armour, Colin Goldsmith, George & Liz Goodare, Chris Hatch (Z), Denis Kasza, Amer Khoury, Dianne Lawlor, Julie Lee (Z), Ross Penman, Jim Phillips, Rod Richards, Muriel & Ray Roberts, Colin Rule, John & Judy Sherman, Geoff Smith, Greg Strange, Ronnie Strange, Allan Whitehouse, David Williamson.

### VISITORS, NEW MEMBERS

Adam Hammet (Z), from Melbourne, was welcomed to the meeting. Another visitor (attending in person) was Paul Newman.

### APOLOGIES

Vince Cessario, Mal French, Carol & Russell Kelly, Alan Mitchell, Jenny Penman, Patrick & Caroline Quinn, Neville Stirton, John Thornton.

### MINUTES

Resolved that the minutes of the General Meeting held 7 March 2024, as published in the April 2024 issue of *Flat Chat*, be verified as a correct record of that meeting.

### PRESIDENT'S REPORT

Jim gave an update on a few items:

- The Association of Australian Austin-Healey Clubs had met the previous week. The main outcome of the meeting was that because of increased postage costs, the cost per magazine was going to increase from \$10 to \$12.
- The National Delegates meeting had clarified the criteria for the Alan Jones Memorial Trophy
- As per the challenge he'd issued in his column in Flat Chat, Jim was interested in hearing members' views on what the Club might look like in the future
- JRP 448 – Jim's self-diagnosis of a blown head gasket had actually ended up being a range of things, but he was hopeful everything would be fixed shortly courtesy of Geoff Smith!

### VICE-PRESIDENT'S REPORT

Geoff provided some more technical detail about Jim's woes with his car.

While sharing a car on Charlie's Run, Geoff said he and Jim had had a couple of conversations about their roles in the Club. The outcome was they'd both decided not to stand (as President and Vice-President) in 2025, to try and get some new blood and new ideas on the Committee.

Geoff also referred to the increase in the cost of the national magazine and queried how that might pan out over time.

### SECRETARY'S REPORT



Julie went through some of the non-spam emails received in the month prior:

- Cooly Rocks On artist line-up (5-9 June, at Coolangatta)
- A request from someone wanting to get in touch with former Member Julian Aubanel (forwarded to Christine & Patrick)
- A request to advertise a 1953 Healey in Flat Chat (forwarded to Patrick)
- Offer of a service manual for a 1958 AN5 Sprite (they were advised to contact the Sprite Club)
- Offer of a 1970/71 Sprite Mk IV soft top (they were also advised to contact the Sprite Club)
- March 2024 issues of Speed Read (Motor-sport Australia), Hundreds & Thousands (Vic Club) and Rally Directions (Classic Rally Club)
- Invitation to advertise in Series 2 of "Cool Cars"

### TREASURER'S REPORT

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

Term Deposit \$70,000.00  
Cash Reserve \$42,416.05



Debit Card	\$288.82
Main Account	\$8,143.61
Total	\$120,848.48

The Charlie's Run account had a balance of \$1,668.14, including \$12.75 interest.

Income	
Social Events	\$25.00
Bank Account Interest	\$43.88

Expenses	
Adobe software (Editor)	\$59.98
Excel annual subscription (Treasurer)*	\$239.00
<i>(*Jenny was to look into the \$239 expense as there was a query over exactly what it was for)</i>	

#### MEMBERSHIP SECRETARY'S REPORT

On behalf of Christine, Jim acknowledged the passing of Morris Ruston, who was known to some of the more long-standing members of the Club.

#### SOCIAL SECRETARY'S REPORT

The Social Secretaries and Chapter Conveners present provided updates on events coming up (also detailed in Flat Chat).

Dianne also emphasised the point that the various chapters had been established to try and encourage non-Greater Sydney members to get together for events, but all events, regardless of where they were located, were open to all members.

Dianne also relayed a conversation she'd had at the Sprite Nationals the previous week with a Sprite-owning couple from the ACT. They had apparently approached the Club a few years ago about joining but were unfortunately told that we didn't cater for Sprites. They subsequently joined the Sprite Club. Dianne offered to facilitate them joining our Club, but they declined.

Denis went through some of the event options available on 19 May (National Motoring Heritage Day) and asked for a show of hands of interest. He also advised that, commencing June, Richard Horwood had agreed to host a workshop on the last Sunday of every second month.

Jim reminded everyone that there wouldn't be a

general meeting in August because of lots of people being away for the National Rally. (Ed's note. See President's message)



#### WEBMASTER'S REPORT

Jim advised that the website subscription had just been renewed for another 12 months (at a cost of \$605) so he encouraged everyone to make use of it. As always, suggestions were welcomed!

#### WELFARE OFFICER'S REPORT

In a rare month, nobody had needed a card to be sent!

#### EDITOR'S REPORT

Patrick advised that the March issue of Flat Chat, had gone out the previous evening. He thanked members for their contributions to the magazine.

#### REGISTRAR'S REPORT

No report.

#### HISTORIAN

Joe referred to a story he'd come across on Facebook recently about a 100S being driven from Europe to England, and it had got him thinking about Australia's role in Austin-Healeys. The Austin-Healey had been released in 1953, yet only a few months later, three cars were featured at the Grand Prix in Albert Park in Victoria. Joe was fortunate in later years to meet the mechanic who'd come out with those cars, to make sure they were presented and performed at their best.

In 1956, Paul Hawkins had driven a 100/6 at Albert Park, plus there were photos of him driving a 100S in 1958, so Austin-Healeys were represented at the top level of motor racing in Australia. There also used to be a significant link between racing and daily usage of the cars.

Joe referred to some of the very well-known names in Australian Austin-Healey history, such as Joe





Jarick and Steve Pike, and how they had helped position Australia in the world of Austin-Healeys. Others such as Morris Ruston and the Kilmartin brothers also had significant roles to play.

It was unfortunate that the state motor registries in Australia didn't have the same level of historic information that was available in the UK. But one car that was known was the BJ8 belonging to Chris Dimmock, which had been driven over the Khyber Pass! Joe's view was that Australia had added great value to the world of Austin-Healeys, but that it wasn't always recognised.

Another person in Joe's view who'd had a significant impact was George Goodare, with some of the cars that he'd owned, plus he'd also been instrumental in starting the HSRCA.

#### **LIBRARIAN**

Nothing to report.

#### **TECHNICAL OFFICER**

Greg told the story of having a car into his workshop with the overdrive not working properly. Although there'd been a host of other issues with the car, it had turned out that the gear selector switch wasn't adjusted properly, but it had been an easy fix.

Greg also advised they were trying to scale back on normal cars at the workshop to focus more on classic cars.

#### **PUBLIC RELATIONS REPORT**

Planning for the Donald Healey Birthday Display Day was underway – Ross was just waiting to hear back from Parramatta Park.

can I extend an invitation to the next meeting so you can see what I'm on about.

One of the suggestions at the last meeting was for everyone to try to encourage a friend to attend and hopefully we will have a better turnout for our June meeting when one of our members, Kathleen Long, who among other qualifications is General Manager, Retail for Repco will be speaking.

August 2024 meeting

Entries for the WA National Rally closed on 30th April so if you are intending to go and haven't registered click on the above link for all the information. You may be able to register a late entry.

#### **CMC REPORT**

No Report.

#### **ASSN. OF BRITISH CAR CLUBS**

No Report.

#### **CSCA REPORT**

Colin reported on the goings on in CSCA-land, including Patrick Townshend's run at one of the Bathurst 12 Hour support events. Patrick Quinn had promised an article for the next Australian Austin-Healey.

#### **REGALIA**

Colin Rule had posters available from Terry Bancroft's collection, plus the usual shirts, hats and umbrellas.

#### **SHOW & TELL**

Nothing to report.

#### **FOR SALE OR WANTED**

Member Robert Sassall was looking for help finding someone to repair a BT7 hard top. Colin Rule had a suggestion which Jim was going to pass on to Robert.

#### **GENERAL BUSINESS**

- Jim had a bit of fun with the "spot the Austin-Healey photo" from Flat Chat
- Ray had a bit of fun with his very "scientific" solution for how to slow time down – watch someone on an exercise bike!
- Joe had a question for Colin Rule about changing some door seals on his blue car.

Meeting concluded at 8:50pm.

Pres Message Cont'

Over the past couple of months, I have been advising that due to the National Rally in Geraldton our August meeting would be cancelled as the majority of the committee will be away. At the last committee meeting it was pointed out to me that the number attending only represent a small number of our membership so that we should meet and should not deprive members the opportunity of getting together. So please ignore my prior announcement and come along and have a night without all of the reports – it should be a good evening.

Looking forward to hearing from you and seeing you out in your Austin-Healey.

Jim Phillips, President.



## Social Report

Dianne Lawlor 0413 873 191

[gregorymstrange@gmail.com](mailto:gregorymstrange@gmail.com)

On Sunday 21st April, a small group of Sydney members met at Partridge VC Rest Area for the drive to Tapitallee, near Nowra, to attend the Illawarra and Southern Highlands Chapters' picnic event and private car collection viewing organised by John Thornton.

Our first stop was Bowral, where we met up with two members at the Gumnut Cafe. After a very enjoyable morning tea, we continued on to Tapitallee via Fitzroy Falls, Kangaroo Valley and Cambewarra.

In Mittagong and Bowral, the autumn colours were well into their spectacular showing and the tea, coffee, cakes, barbecue facilities and car show were very well received by club members.

Those participating in the run from Partridge and Bowral were: Greg Strange and Dianne Lawlor - Sprite, Neville Stirton - 3000 MkI, Bob and Angela Ratcliffe - BJ8, Ray and Muriel Roberts- Subaru, Colin Goldsmith - Lexus, Susie Doctor and Denis Kasza - Austin A99 Westminster.

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### Future AHOC Events

**Event: Visit to Historic Berrima** - Illawarra & Southern Highlands Chapters

Date: Wednesday 15th May 2024

Berrima is situated on the Old Hume Highway and is about a 90 minute drive from Sydney.

A signposted walk commences in the Berrima Picnic and Camping ground. Access by car is available via Oxley Street, Berrima.

Group will meet for Lunch at the Surveyor General Inn Berrima at 12:30pm.

Contact: John Thornton 0419 266 284

**Event: Fitzroy Drive**, Southern Highlands

Date: Sunday 26th May 2024

Route and Activities:

Meet at Partridge VC; brunch at Robertson Pie Shop via Picton, Bowral and Fitzroy Falls; Berrima Courthouse self-guided tours, via Tourist Drive and Bowral. Afternoon tea at Berrima.

Contact: as above

**Event: Wharf Cafe, Quarantine Station, Manly**

Date: June 2024, please refer to club website for more details

Contact: as above.

**Event: Explore remaining sections of the Old Hume Hwy.** Illawarra and Southern Highlands Chapters

Dates: Wednesday, Thursday, Friday 19th, 20th, 21st June 2024. Three Day Getaway.

Contact: John Thornton 0419 266 284

**Event: Donald Healey Birthday Display Day**

Venue: Parramatta Park

Date: July 7th 2024.

Contact: as above

**Event: Motor Life Museum. Kembla Grange.**

Date: July 17th 2024.

Contact: John Thornton 0419 266 284

**Event: Hawkesbury Drive**

Date: August 2024, please refer to the club website for more details.

Contact: as above

**Event: Retford Park Tour. Bowral**

Friday 16th August 2024.

Contact: John Thornton 0419 266 284

**Event: Full Historic Tour Joadja Historic Village.**

Wednesday 18th September 2024.

Contact: John Thornton 0419 266 284

**Event: Goulburn Steam Pump House.**

Fri, Sat, Sun 18th, 19th & 20th October 2024.

Contact: John Thornton 0419 266 284

**Event: Central Coast Workshop**

Dates: First Saturday of each month, beginning February

Venue: 109 Humphreys Rd, South Kincumber.

Contact: Colin Rule 0467 563 523

Please bring a contribution to morning tea

**Event: Mid-North Coast Workshop**

Dates: Third Saturday of each month, beginning February

Venue: 79 Barton St, Croki.

Time: 9.00 AM-12.00PM (Please register in advance)

Contact: Phil Lorking 0412 392 362

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

Please bring a contribution to morning tea

## Membership Report

by Christine Lyttle

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

We have the following new members this month:

Mark Randall, from Bensville as an associate member. Reg Wade from Avoca Beach who has a 1954 Austin-Healey 100. Neil Biddle from Forbes who has purchased the BT7 Mk2 Roadster owned by the late Terry Bancroft and Patricia Bancroft.

Currently Reg and Neil have been accepted as associate members, and their membership applications will be tabled at the next committee meeting in May, where following approval, they will be upgraded to full members.

We welcome Mark, Reg and Neil to the club, and hopefully they can join in some events in their local areas and meet some of the members.

As you will know, we are coming up to the end of the Club's membership year and will need to be renewed on 1 July. Membership fees have remained the same as in the previous years at \$100 for up to two members for full and associate memberships, other membership categories also remain the same as in the past years.

Invoices for the 1 July 2024 to 30 June 2025 year will be sent out by email in May, direct from the website so watch out for the email in your inbox that contains the invoice and information to make your payment. Please note the invoice is generic and does not contain an invoice number for you personally. When making your payment via EFT, please include your surname in the description to enable us to reconcile the payment. I understand if you pay over the counter at some of the banks especially Westpac,

they will only allow a numeric description, then use your postcode, mobile or your membership number if known, your membership number can be obtained from the website. If you do pay using a number, please send me an email to advise that you have paid so we can reconcile it.

If you do not receive an email during May from the club website advising you about payment due, firstly, please check your spam or junk mail to ensure it hasn't gone there. If not found, then contact me on the above address so that I can resend the email to you.

If you are new members who joined in the last couple of months before June, then we automatically give you membership through to 30 June 2025, so you won't receive an email requesting you to make payment.

I encourage you all to check the website to ensure your details are correct. The details were entered sometime ago when we changed to this website and the only way we can ensure they are correct is if you review and alter them or send us an email to correct them. If you do not know or have not got your login details and would like them, please contact the website manager Jim Phillips who will send you the link to login.

If you are making payment with a cheque, Please note we recently changed our PO Box and the details are now PO Box 3011 Rhodes NSW 2138.

Hope to see you at an event soon.

Happy Healeying  
Christine Lyttle



**Anne Wisdom and Pat Moss goes over the roue notes prior to heading off in XJB 877.**





## Historic Vehicle Registration News

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

Greetings! Each month the number of vehicles conditionally registered through the AHOC increases slightly. As of today it's increased to 234 vehicles in total and of these, 127 are marque vehicles or Healeys, Austin-Healeys or Jensen-Healeys. One non-marque vehicle is my Toyota Hilux that spends most of its time waiting to go out with a load for the tip or to pick up gravel.

Since turning into an old fart on reaching 65 the registration cost for the Hilux has been nil, but the green slip or CTP insurance has been getting more and more expensive. Tell me if you understand this. Two cars garaged at the same address, driven by the same

person and the difference in the CTP is substantial. For a 15-year-old Mercedes-Benz it's \$163.04 and for a 30 year old Hilux it's \$491.46. To make the decision to conditionally register the Hilux surely is a no-brainer.

The total cost to register the Hilux? \$101.00 which includes an administration fee of \$25.00, CTP premium of \$24 and a once only plate fee of \$52. Next year it will be \$49.00. I also paid \$66 to place on hold the plates 'NWD 977' that were previously on the Hilux as before that they were on the Quinn Austin-Healey being what it was registered in the UK.


Will the Hilux be used more than 60 days per annum into the future? Time will tell, but I doubt it.

Once again here are the instructions on renewing the Conditional Registration of your car.

- Once you have received the renewal papers from Transport for NSW, arrange for your vehicle to be inspected for roadworthiness by either an Authorised Inspection Station or one of the volunteer AHOC inspection officers. See page 2 of this Flat Chat for their contact details. Remember all vehicles, including Historic vehicles need to be inspected and passed as roadworthy.
- Complete the left-hand side of the "Historic Vehicle Declaration" and post it to me at my home address (See page 2 of this Flat Chat for my address) along with an indication that your car is roadworthy or a copy of the pink slip. Please include a stamped self-addressed envelope. There is no need to send me the registration certificate. Do not post the documents by Registered Post as that just slows down the process as I have to go to the post office to accept a registered postal item.
- Once returned, either go to your local Services NSW office to do the renewal or post to Transport for NSW in Parkes. That address can be found on the registration papers.

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

Gregory Strange  
Motor Mechanic



Between Abercrombie Street & City Road

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



## AHOC Chapter News

### Central Coast Chapter Workshop - April 6th 2024



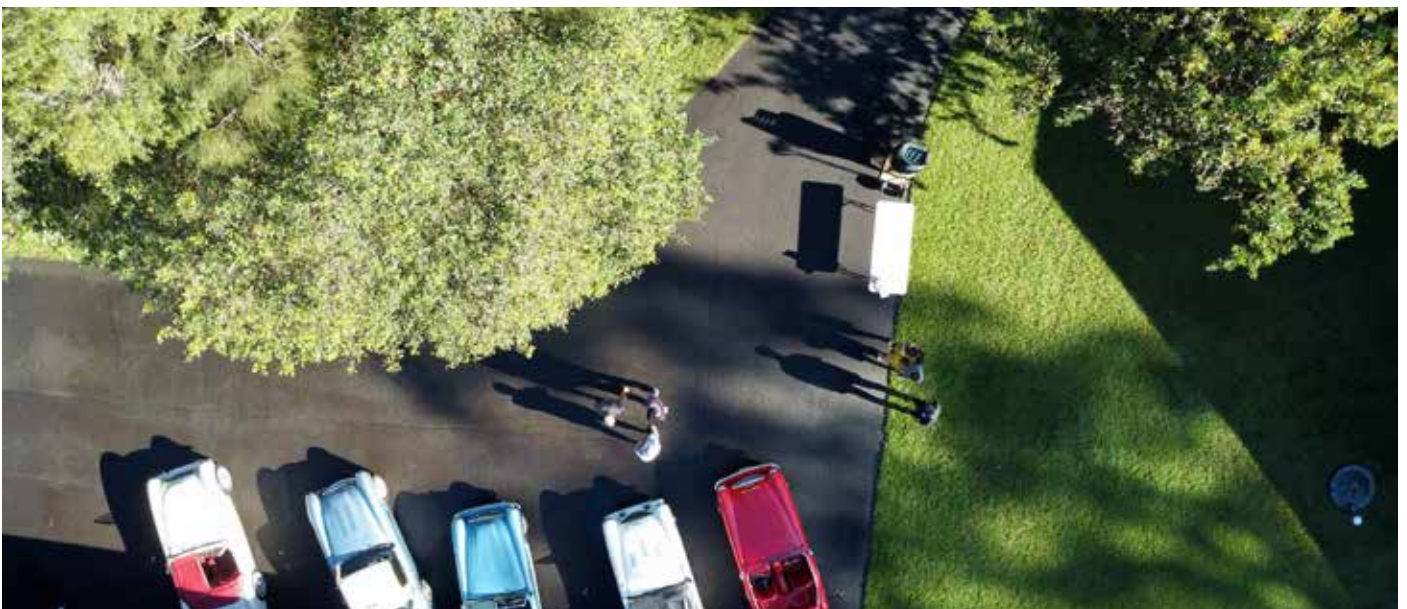
A very stressful 48 hours leading up to our Saturday morning workshop here on the Central Coast. All started on Thursday afternoon at 4.30pm when three intrepid Austin-Healey warriors loaded up the truck and headed for our AHOC general meeting held at the Strathfield Golf Club. Very wet roads, conditions poor, accidents on the freeway held us up at least half an hour. Finally we arrived at Strathfield around 6:15 pm.

Jim Phillips our fearless president, waved his magic with the zoom and meeting as usual. Great to catch up with all the other fearless warriors who also braved the weather to attend.

After the meeting had concluded we packed up the truck once again and headed home joining the freeway at around 10:10 pm still pouring with rain. We were coming down to the Hawkesbury River Bridge when all of a sudden all hell broke loose.

Three lanes of traffic just one km shy of the bridge, two cars to our right hit a river of water crossing the road and consequently a utility and a little yellow buzz box hit the fence and the rock wall, and veered straight into our lane of traffic.

The semi-trailer driver next to us saw it all happen



before we did and slammed on his anchors. Geoff Sith who was driving us was faced with a little yellow buzz box fair in his line of sight. I was the passenger and all I could say was, "Go right Geoff, go right!"

The trouble was the Holden utility who also hit the wall decided to have a go at us as well and all I could say was, "Go left Geoff, go left!". Geoff manage to avoid a major head on collision, he then planted his foot and got the heck out of there avoiding a rear-ender from the semi-trailer driver. Jim Phillips was in bomber command riding in the backseat, it was his job to hand out a fresh change of underwear to both of us in the front. Well done Jim!!!

The traffic report read when we got home, "Major collision heading north bound on the M1, persons strapped, no fatalities." So the stress level at this stage was rather high especially when the rain continue to fall into Friday night.

The Central Coast Chapter has a saying, "It's on Rain, hail, or shine" so I was preparing myself for a very, very wet Saturday morning.

To my surprise (and why should I have doubted), the sun came out around 6:45 am and stayed out all day. Another beautiful day on the Central Coast and by this stage my stress level had subsided substantially.

We had 12 Austin-Healey enthusiasts turn up for the workshop morning, with five Austin-Healeys and a gaggle of tin tops.

The theme and task for the morning was 'how to fit a new windscreen to a BN4, owned by Scott Par-

ry-Jones'. To save time I had removed the screen from his car the day before.

All went well, although the windscreen frame did give us a bit of grief, but okay in the end. Another satisfied customer.

Once again the coffee, cookies and cake went down very nicely, and the gathering finishing up around 12.30pm. A great morning was had by all.

Our next workshop will be held on 4th of May at 109 Humphreys Road, Kincumber South. So pencil this one into your diaries. This will be the first gathering of all the chapters in our club. Coming from Sydney, the Illawarra and Southern Highlands Area, Western the Mid North Coast Chapter a substantial gathering from the Lake Macquarie Newcastle area and of course the Central Coast chapter. In other words all members of the AHOC, no matter where you are, is invited A demonstration will be given by Chris Hatch from the Mid North Coast Chapter on the multimeter, a very useful tool for the Austin-Healey.

Starting time for the 4 May is 10am. Don't forget to bring a plate to share for morning tea. There will be a barbecue lunch sausage sizzle, complements of the Austin-Healey Owners Club of New South Wales.

Don't miss this one. All very welcome. You have just got to turn up!!!

Stay safe and Happy Healeying. All the best. Col and Kerrie Rule.







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13 Waltham Street - Artarmon NSW 2054



**Mid-North Coast Chapter  
20th April 2024  
by Phil Lorking**

Present:- Allan & Di Bryson, Chris & Lyndell Hatch, Tony Ash, Phil & Anthea Lorking, Richard Horwood & Mark Sullivan

Apologies:- Glenn Nesbit, Glen & Barbara Roberson

The major topic of discussion was the restored 100 chassis/body on Richard Horwood's trailer. The work was done for Richard by a friend in Coff's Harbour, to a high standard. I am sure Richard will advise all in an article as to the final plans for this car. A most interesting project!

Tony Ash explained what he has been doing by putting his own touches to the 3000 MKII Roadster including new exhaust from engine pipes back and twin fuel pumps. He expects that the new exhaust and insulation will reduce the heat on Liz's side of the car, however it is yet to be tested by her.

The paint repair on Al Bryson's Sprite has been further delayed by the painter having health issues.

Next meeting and cuppa will be Saturday 18th May at the "Shed" Barton St. Croki at 9:00/9:30 a.m.

Cheers Phil and Anthea Lorking



**Was this lady happy as she was taking delivery of her new 100/6?**

## Cost of Living Help ( Issue No. 47 )

By Ronnie Strange

It's very important to have an anti-theft device fitted to your Austin-Healey as will become evident throughout this cost saving message. My device is a valve hidden beside the seat and connected to the fuel line. That's like a tap for you non-technicals. There's enough fuel from there to the engine for about one mile.

When you next fill your car with 98 go to a large service station with many pumps, when you're finished scan the other cars and people, spot Mrs. McMopp who is putting \$20 worth of 91 in her Nissan Micra. Scurry to the pay counter and say "pump 4". (Mrs. McMopp's pump) Back to your car with your receipt in your hand easily visible to the cameras for future reference and off you go. When Mrs. McMopp finally gets to the counter with her walking frame, the attendant shouts at her for the third time, "YOU'VE ALREADY PAID LUV". Mrs. McMopp is confused, but turns and returns to her car and drives home.

Home invasions are very popular with some youth at the moment. When they enter your house and demand your car keys with threatening looks on their gormless dials, hand the keys over and give them a friendly warning to fill up before their joy ride as it's nearly out of fuel. (The valve is turned off) They have plenty of money as they're just invaded the drug dealers house up the street and scored \$4 million. They didn't take the Nissan Micra or the electrical Bentley as it was on charge using Mr Bowen's cheap power and wouldn't be ready for four days.

The police soon call you to report your car is causing a traffic jam just after the service station.

You spend all day Saturday underneath your Austin-Healey re-fitting the exhaust system because you drove over a speed hump too quickly. When you're finished, strip off, throw your sweaty clothes in the bin, get in the shower then turn off the water. Multiple savings here on gas, electricity and water.

Returning from a long weekend in the country, choose a town about 150 miles from home with an NRMA depot nearby. Go and order a slap-up meal at the restaurant, finish off with a couple of bran-

dies, and while having a cigar out on the veranda, call the NRMA. (The valve was turned off a mile before the restaurant) The mechanic arrives, gets the car started then it stalled and, as he's never seen an Austin-Healey engine before only big batteries, he decides to put it on the trailer and we head for home whilst you curl up in the back cab and have a snooze all the way. Once you're home the NRMA mechanic leaves, you open the valve and get the car off the street and into the garage.

If you're one of those rich people with two pairs of shoes, wear the softer of them when you go to Dan Murphy, they're easier in the accelerator and buy just five boxes of champagne instead of the usual six. With the soft shoe on the accelerator now carrying less weight you save an egg cup's worth of 98 with each trip. The last trip of the year would be virtually free. Not so the champagne.



You've seen Jane's ad for tyres. "BUY THREE GET ONE FREE" What Jane should say is, "BUY THREE GET THE FOURTH FREE". Next time you need new tyres go and see Jane and say you'd like the TV offer please. (For mathematic simplicity let's say each tyre is \$100) Jane gets four nice new tyres from the rack and you check there is one free tyre amongst the four and she agrees. You further explain the wording in the ad that says one of these three remaining tyres is free. You mumble things like Fair Work Australia, Misleading Intent and Royal Commission while you explain things. Jane is good at tyres but hopeless at futures fund management, advanced mathematics or even sums and if there was a tyre lever handy I might feel it across my head a few times. Jane does reluctantly see my point and we agree there are now two free tyres on the floor in front of us and two to pay for. You say the two free tyres are for the front and here's my \$200 for the set to go on the rear.



Alternatively, for even better COST OF LIVING HELP, have the two free tyres put on the front and say you have changed your mind about the rear set and off you go to one of Jane's other tyre sheds a long way away to perform the scheme again for a new set of rears.

With Flat Chat readership now at 11 possibly due to my COST OF LIVING HELP articles there could be 50% or 5 1/2 readers who could suggest I lack ethics. Let me tell you I am very fond of Essex (now correctly spelled) and have spent many weekends at

a friend's farm there. There's not a lot to do in Essex except farming, fishing, fornication and clay pigeon shooting. Very restful. Some may suggest I'm immoral. I've been to Italy, but never to Imola and have no connection with the place, so there! Some would suggest I'm criminally insane. Let me tell you again, I have a certificate issued to me on release from the institution stating "I'm sane" How many of you 2 3/4 people can prove you're sane.

I'm here to help.  
Ronnie

### AHOC Illawarra & Southern Highlands Chapters Visit to Historic Berrima - 15 May 2024

Berrima is situated on the Old Hume Highway and about 90 minutes from Sydney.

Berrima River Walk - 11am

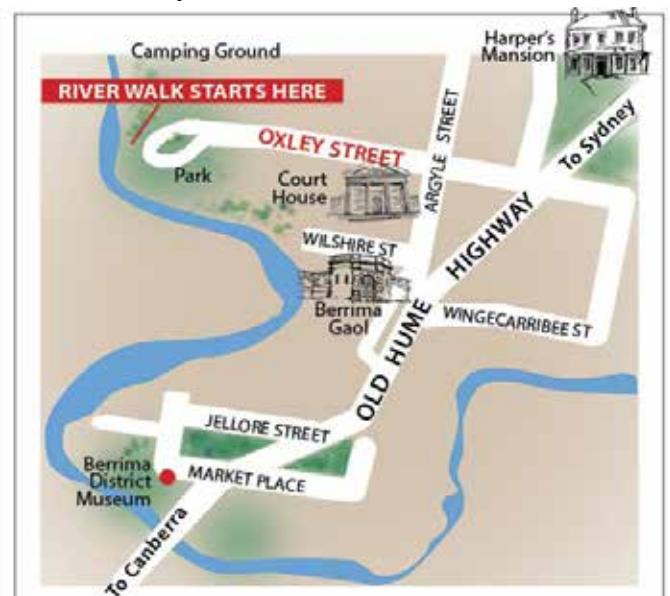
Did you know that during World War 1, Berrima was the site of an internment camp for German merchant seamen?



A signposted walk commences in the Berrima Picnic and Camping ground. Access by car is available via Oxley Street, Berrima.

On the walk you will discover what the German merchant seamen built along the Wingecarribee River while interned in the Berrima German Internment Camp over four years during WW1.

This easy bushwalk highlights the location of some of the German internees' constructions during their enforced stay during WW1. Photographs on interpretative signs are at 17 locations of interest along the existing path that follows the river downstream from the camping ground.



#### WALK INFORMATION

Length: 1.8 km each way. Allow one hour return. You can walk the full length or turn around at any point.

Surface: Reasonably level, slight grades. Path is through bushland, is uneven and can be slippery in wet conditions.

If the walk sounds a little energetic, you can just peruse the local shops and cafes in the historic township of Berrima.

Group will meet for Lunch at Berrima's Surveyor General Inn at 12:30

Please let me if you would like to attend:  
John Thornton  
Email: john.thornton2011@outlook.com  
Mobile: 0419 266 284

## Postscript to Charlie's Run – Fixing Henrietta's Oil Leak

By Gordon Lynas

In last month's Flat Chat Newsletter, I shared the tale of Charlie's Run about how five Austin-Healeys set out for Lightning Ridge, one failed on day one, but six Austin-Healeys returned to Sydney. Well, my Henrietta was the recalcitrant car. We got as far as North Richmond where I became aware of a significant oil leak from the gearbox and/or overdrive. Examination on a hoist courtesy of Abel's (who were very helpful even if they couldn't immediately solve the leakage) showed the gearbox and overdrive to be liberally coated with oil. It was dripping from everywhere! So, discretion being the better part of valour I made the sad decision to turn around and take Henrietta home. She slept peacefully in our garage until after Charlie's Run was over.

The first step in solving the problem, was to strip out seat squabs, carpets, and other sundry bits of trim before I could remove the universal joint cover and then the gearbox cover. Having sat for over a week, the gearbox exterior was now almost dry, unlike the drip pan underneath. A quick wipe over removed the remaining external oil. By now of course there wasn't much oil left to leak out. So, I topped it up with 2.5 litres of SAE30. The capacity of the gearbox and overdrive on a BN1 is only 3.12 litres indicating that I had managed to pump about a litre of oil an hour out of the gearbox! As most legs of this Charlie's Run were of three or four hours duration, I think I made the right call in taking Henrietta home. The alternative would have been a top up every hour and the likely consumption of 20 plus litres of oil, not to mention the embarrassment of fouling each and every forecourt and motel parking space.

All that remained now was to solve the leak. I took her for a test drive. Thankfully neither gearbox nor overdrive seemed to have suffered any serious harm from oil deprivation. It was all working fine, except I noticed oil welling up around the operating valve plug. This is a small hollow bolt in the top of the overdrive. It holds in place a spring, a plunger and a ball. When the solenoid operates to engage the overdrive a push rod lifts the valve spindle, which lifts the ball allowing oil to flow into the operating pistons, thus engaging the overdrive. This of course means that that little plug has to resist oil at 500 psi when the overdrive is operating.

Guess what? It wasn't resisting very well at all!



This is the overdrive viewed from above. The offending plug is top centre of this view and in this case has a fibre washer to seal it. [The photo actually shows Henrietta's original gearbox and overdrive. It only has 400 psi oil pressure, so the overdrive won't engage. I'm currently running with a spare set in the car, but this one was easier to photograph. Incidentally, if anyone knows of a good overdrive repairer, I'd be glad to make contact, 0403 198 343]

Having found the leak, solving it was fairly simple. Remove the plug. Fit a new copper washer with a smear of non-hardening gasket dressing goo each side and then replace the plug, being careful to house the spring in the recess in the plug. Simple really!

A final test run had the overdrive working okay and without any visible oil leaking from the plug.

What I've learnt from this, is that a serious gearbox and overdrive oil leak almost certainly has to be from the high-pressure overdrive system, unless of course the drain plug has fallen out. Gearbox leaks, in my experience, just drip. That can be annoying, but won't empty the gear box in a couple of hours. If I'd realised this at North Richmond, we probably could have repaired the car and continued on the run. It took nearly three hours to return home change cars and return to North Richmond. That would have been plenty of time to make a repair, provided a new copper washer could have been obtained. Hopefully there won't be a next time, but if there is I now know where to look first.

Having repaired the leak, all that remained was to replace the gearbox cover, the universal joint cover



and put the seats, carpets and other trim back into the car.

I'm sure that any of you who have taken a gearbox cover off a '100' will know that it is the devil's own job to get the cover to align with the screw holes in the chassis rails when you try to put it back. After struggling with this problem many times, I thought of a solution. In the photo below you will see what appear to be four screws securing the cover in place. Usually there are only the usual three.

In this case the second from the left is an M3 bolt than slots into a hole in the chassis rail. There is another on the left-hand side of the cover. These are NOT removed when removing the cover as they simply slot into holes in the chassis, and so lift out while still attached to the cover. Replacing the cover is now easy. I just have to wiggle it so that the bolts drop into the alignment holes and magically, the six holes in the chassis rails for the securing screws are exactly under the holes in the cover. I suspect this solution might also be of use to 100/6 and maybe even 3000 owners, but I haven't any experience of 3000s and the last time I helped change a gearbox on a 100/6 was over 40 years ago.

A further refinement I've added lately is a strip of electrical tape on the transmission tunnel aligned with the rear of the universal joint cover. All I have to do is sit the cover in place and slide it forward to the edge of the tape. Eh Voila! The holes for the securing screws are in the right place too!



And that is how Henrietta was once more made fit for the road.



**Shannons Day (CMC Display Day)**  
**25 August 2024 at Sydney Motorsport Park**  
 We need to confirm the tickets this week and they will only be purchased for those who confirm this week.  
 If any questions please contact  
 Greg Strange 0412 811 958

Tickets cost \$25.

If interested in attending, please deposit into the  
 AHOC account  
 BSB:032669 AC 252564 and note it as Shannons Day  
 with your surname.





## AUSTIN HEALEY NATIONAL RALLY GERALDTON 2024

22 TO 26 AUGUST

### Wildflower Country Provisional Program

**Thursday 22<sup>nd</sup> August**

- \* 2 to 5pm – Registration at the Ocean Centre Hotel (OCH).
- \* From 5.30pm—Sunset Evening at the Geraldton Yacht Club (GYC), Meet & greet while the Sun sinks into the ocean at 6.03pm. Casual/ Come as you are for drinks and share food. (350m walk from OCH)

**Friday 23<sup>rd</sup> August**

- \* 6am to 8.30am – Breakfast at your Hotel.
- \* Mid to late morning – Display at the City's Foreshore, cafés and shops close by.
- \* Afternoon – Visit the HMAS Sydney Memorial and Batavia Museum
- \* 7.30pm till late Farmers & Fishers (Dress Up) themed Dinner at Gybes (GYC) – Bring your dancing shoes! (350m walk from OCH)

**Saturday 24<sup>th</sup> August**

- \* 6am to 8.00am – Breakfast at your Hotel.
- \* 8.45am – Depart for Mullewa (99km) for the Agricultural Show where our cars will be on display.
- \* 10am to 1PM – Have fun at the show. Explore Lover's Lane Wildflower Walk that circles the Showgrounds. Take a 30min bus trip the Pindar Wreath Flowers
- \* 1.30pm – Head back to Geraldton via scenic wildflower route.
- \* 7.30pm - Casual Dinner at the Batavia Convention Centre (BCC). (140m walk from OCH)

**Sunday 25<sup>th</sup> August**

- \* 6am to 8.30am – Breakfast at your Hotel.

#### Option 1—Moderate Drive

- \* 10.00am to Middy – Depart for a scenic run through the Chapman Valley to the Nabawa Valley Tavern for lunch
- \* 2pm – Depart Nabawa for a leisurely drive back to Geraldton via the historic town of Northampton.

#### Option 2—Long Drive

- \* 9am—Depart for Kalbarri National Park & Skywalk via Port Gregory coast road and Kalbarri Townsite (193km)
- \* 11am to 1pm—Take in the stunning views or enjoy a brew with view at the Skywalk Café.
- \* 1pm Depart for Geraldton, via (Northwest Coastal Hwy)180km)
- \* 8pm till Late – Gala Dinner (BCC)– Dance Band—Semi Formal. (140m)

**Monday 26<sup>th</sup> August**

- \* 6am to 9.00am – Checkout .
- \* 9am to 11am– Farewell Brunch at Geraldton Surf Lifesaving Club (short drive 3.4km)

**National Rally Ticket Price—\$595.00 per person**

**Registrations will be open from January 31st 2024.**

**Access to discounted Hotel Rates open from January 31st 2024**

#### HQ Ocean Centre Hotel



#### HMAS Sydney Memorial



#### Midwest Wildflowers



#### 90th Annual Mullewa Show



#### Wreath Flowers of Pindar



#### Kalbarri Skywalk



**For more information please see the AHOC website at:**

<https://www.austinhealeynsw.com.au/national-rally-2024/>

### Chilean Austin-Healeys

They seem to pop up everywhere.

Last week while wasting time on Facebook I came across photos of a 100/6 in Chile. Sent a message and got in contact with Christian Rokov who said he was taking part if the Desafio de Clásicos Rally, at Colchagua Valley which is centre of the Chilean

wine region and two hours south of the capital, Santiago.

Christian bought his BN4 from the US and restored it in his home workshop. He also has a Sprite that arrived in Chile in the late 1960s. He understands that there are 15 to 20 Big Healeys in Chile.







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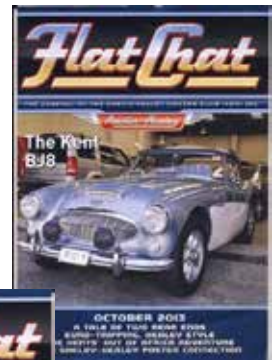
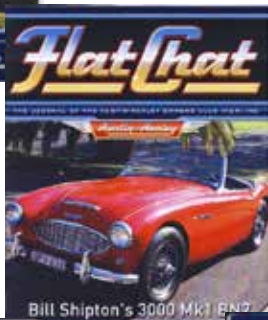
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### Flat Chat Back Issues

Interested in receiving backcopies of Flat Chat?  
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That's 220+ issues for you to read at your leisure.  
Free and gratis to members. All you have to do is to send a 1-3GB USB (thumb) drive to me at the below address along with a stamped self-address envelope.



Patrick Quinn  
"Wongaburra"  
116 Warks Hill Road  
Kurrajong Heights  
NSW 2758

You can give me the drive (& stamp) at a meeting.





## Adventures with a Juliette (Part 1)

By Gordon Lynas

Carsales, yep, Carsales! I'm sure many club members like me, browse carsales.com.au, Bring-a-Trailer and other such websites that sometimes have tempting cars. One day in late January, a Jensen-Healey popped up in one of my open 'searches'. I've sort of lusted after one for quite a while and even went and looked at one about a decade ago that was for sale in 'the Shire'. "\$11,000 worth of trouble," I thought when I saw it, so didn't buy. Chatting to sadly departed Eric Rudd at a club monthly meeting a few weeks later and he said, "Good thing you didn't buy it. You wouldn't have liked it." Now Eric, as far as I am concerned was THE Guru of all things Austin-Healey, and if he thought I wouldn't like a Jensen-Healey, that was good enough for me.

That was until Charlie's Run visited Inverell in 2018. Life member Dave Mould and Inverell native, and all-round good chap, arranged for us all to visit a couple of aircraft hangers where resided an eclectic collection of desirable motor vehicles. One of which was a very nice yellow Jensen-Healey. The proud owner thought it a great car telling me that he often travelled with the Jensen club and that the Interceptor drivers were a bit miffed that his little (according to said Interceptor people) Jensen-Healey could stick with them on acceleration and go round corners at least as quickly. My interest was rekindled!

A Jensen-Healey stayed on a sort of mythical wish list, alongside XK and XKR Jaguars, Lotus and the occasional TVR. Sorry, but I used to be a Pom, and apart from a mostly enjoyable three years with an Alfa Romeo Spyder (despite electrics that made Lucas look like perfection) I've been true to my motoring heritage.

However, in January this Jensen-Healey popped up on Carsales and it looked pretty good in the photos. Its owner was obviously an enthusiast and had looked after it very well as far as one can tell from Sydney when the car was in Adelaide. Anyway, I decided that it was an opportunity that wasn't to be overlooked. I commissioned an inspection. The report came back with three stars and this summary:

"I rate this vehicle in fair condition for the age and kilometres travelled at the time of inspection."



She is 50 years old, so I thought that seemed okay and bought the car. It came with both hard and soft tops, which I really liked. My plan was to have an Austin-Healey with the roof down except in the most extreme weather, and a Jensen-Healey coupé. Sadly, although the car left Adelaide with the hard top attached, by the time it was delivered to Terrey Hills in Sydney it only had a soft top. A thoughtful delivery driver had obviously put the roof up after losing the hard top somewhere along the road.

Unfortunately, he (or she) didn't admit to the fact and the shipper 'P&S Logistics' swore that the car



only had a soft top when collected. Photos of the hard top on the car and the car on the collection truck did not elicit a satisfactory response from P&S. So, I now have a Jensen-Healey without a hardtop. As for P&S Logistics, I leave their performance for your judgement.



Whatever, I now have a Jensen-Healey and I have to say that it is pretty much as I expected it to be. That is, I was not at all disappointed. It took a bit of starting, but once warmed up the engine ran well, the gears seemed to select without difficulty and there weren't any untoward noises when I took her for a quick test run. My local mechanic Peter Walker has serviced and pink-slipped Henrietta, my '100', for many years, so I took the Jensen to him for a general check over and the necessary pink slip for NSW

conditional registration. He didn't find anything that needed attention for registration and thought it a good car for its age and stage.

Two of our grand-children and their parents reside at Corlette on Port Stephens. Louise and I had a visit scheduled and decided to take the Jensen. We were very comfortable under a roof that doesn't leak. (Yes, it rained.) The car cruised very happily up the Pacific Motorway. In fact, it was a real pleasure to drive. Sorry Eric, but for once you were mistaken. I do like my Jensen-Healey! Louise liked her enough to christen her 'Juliette'. That seems to be a tradition with my special cars as 'Henrietta' was christened by a girlfriend at university and the name stuck.

Many of you will know that I also enjoy sailing. Sailors who have owned their own boat will tell you that the two best days of boat ownership are the day you buy it, and the day you sell it. As for Juliette, I really enjoyed our drive to Port Stephens. While in Corlette I let my son Ben drive the car, and I'll tell you more of that next time. I'm just hoping that this car won't be a sailboat experience for me.

Happy Healeying of every sort

### FOR SALE

I have two Austin-Healeys for sale due to a recent medical operation.

#### **Austin-Healey 3000 BJ8 Phase 2. (HBJ8L/38339).**

Seen little use following a ground up rebuild by The Healey Factory. Finished in black with red leather.

**Austin-Healey 100 BN1 (BN1/224663)** Sydney delivered with Larke Hoskins no. 100/234. Five-stud rear end and genuine BN2 gearbox supplied and rebuilt by Jere-

### FOR SALE

my Welch. Engine bay looks standard M and has many very expensive parts and hardly run in. All components new from Denis Welch including roller rockers, steel camshaft, steel rods, steel crank, forged pistons (EN40B Nitrited), contactless ignition, Wasp alternator, light fly-wheel, front crank damper. Engine fitted with new sleeves and standard bore.

Call David on 0420 488 804 to discuss.

### FOR SALE



## Survey reveals Australia's historic vehicle owners spend over \$9.9 billion annually

- Over 6,000 respondents across 800 motoring clubs in a nationwide Economic Value Study confirm close to \$10 billion in annual expenditure on historic vehicles
- An estimated 970,000 historic vehicles in Australia with owners spending close to \$10,240 per vehicle per year
- Australian Motor Heritage Foundation: "In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy"

Sydney, 11<sup>th</sup> April, 2024 - The owners of Australia's historic vehicles spend some \$9.9 Billion each year on their passion, according to a new survey.

The Economic Value Study (EVS) of well over 6000 Australian respondents, distributed to over 800 motoring clubs nationally, was conducted for the Australian Motor Heritage Foundation (AMHF) by The Mercurius Group (TMG). The AMHF is Australia's custodians of motor knowledge, and an organisation dedicated to preserving Australia's motoring history.

The enthusiast owners of an estimated 970,000 historic vehicles in Australia spend on average \$10,240 per vehicle annually, around 12.5% more than people who own daily driven cars. The historic vehicle fleet represents 4.4% of Australia's 21 million total vehicle fleet. Around 50% of the survey respondents own only one historic vehicle, the other 50% owning 2 or more vehicles. "Historic" vehicles are in 2 categories: those 15 to 30 years old defined as "classic" vehicles and those over 30 years old defined as "heritage" vehicles.



Such a survey has never been comprehensively done on so wide a scope or on a national basis in Australia. Following publication of the similar landmark 2020 HERO-ERA study in the UK, the AMHF decided to find out what the real figure for the economic contribution of historic vehicles was for Australia.

"The findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector," says Hugh King, Chairman of the AMHF.

"The response from Australia's motoring club members has been unprecedented: the economic modellers at TMG have never had so large a data pool to work with, proving



motoring enthusiasts care as passionately about their historic vehicles as they do having their voices heard. In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy"

The survey also reveals the total annual economic impact including both direct and indirect secondary expenditure is \$25.2 billion: with the sector creating almost 79,000 jobs - 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually.. These are very large numbers by any standard.

Stavros Yallouridis, CEO of the Motor Traders' Association of NSW (MTA NSW), said the AMHF's survey gave yet more irrefutable evidence of the significant contribution of the automotive sector in the broader Australian economy.

"Despite the end of local vehicle manufacturing, Australia maintains a rich and diverse automotive industry, which employs hundreds of thousands of people across a range of roles," Mr. Yallouridis said.

"The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways," he continued.

Copies of the full report can be downloaded from the AMHF website ([www.motorheritage.org.au](http://www.motorheritage.org.au))

Contact: Tom Wheelwright

Position: Director AMHF

Mobile No: 0487 535 873



### **About the Australian Motor Heritage Foundation**

*The Australian Motor Heritage Foundation (AMHF) is dedicated to the preservation of Australia's collective motor knowledge, particularly with the historical knowledge that exists in the thousands of motor clubs across Australia. The Foundation is equally concerned to preserve the history of motor racing, of motor cycling, of aviation in all its forms and of road haulage by truck or bus, with a research library for this express purpose. Through the library, the Foundation aims to make its information available in digital form as widely as possible. The AMHF's book and magazine collection has tens of thousands of volumes, along with a substantial and growing collection of audio-visual items that includes photos, brochures, prints, film and videos. The AMHF seeks to foster social cohesion through public seminars, lectures and informal gatherings which share its passion for motoring.*

### **About The Mercurius Group**

*The Mercurius Group (TMG) provides consultancy services on the commercialisation of infrastructure. It helps infrastructure businesses – defined as businesses where large volumes of people congregate in the one location – such as airports, railway stations, cruise ship terminals, universities, hospitals, stadiums, museums and casinos generate untapped commercial revenues from activities such as retailing, food & beverage, car parking and advertising. TMG has carried out similar economic evaluations of the Olympic Games, Ashes Test Cricket and the Rugby World Cup.*

## Austin-Healey Master Cylinder Clevis Pins

By Michael Salter

When workers on the BMC assembly lines assembled Austin-Healeys I'm sure they were told time and time again to put a dab of grease on the master cylinder clevis pins before installing them.

These are the little 5/16" diameter pins which form the attachment between the pedals and the brake and clutch master cylinder push rods.

Probably, when the "governor" was looking, these little items were dutifully coated with some sort of grease however, most of the time, they were slipped into place without so much as a sniff of lubricant of any sort.

The sad fact is that it takes longer than the warranty period for something like this to wear out to the

point where it is noticeable, so I'm betting that the practice continued unchecked throughout the 15 years of Austin-Healey assembly.

The result is that after a considerable mileage these un-lubricated pins get badly worn.

These are a couple of examples that I removed from Austin-Healeys over the years.

Unlike modern cars, the braking systems in Austin-Healeys, and for that matter most cars built before 1968, were designed with no duplication, meaning that if one brake component failed the entire system failed. After 1968 all North American market cars had to have "tandem" braking systems, but interestingly, this duplication does not include this little item, so failure of this pin can still cause total brake failure.

Another interesting thing about brake systems is that for the most part they are used very gently; after all vigorous application of the brakes usually makes passengers nervous. The only time that brakes are applied hard is during a "panic" stop and that, of course, is when components are subjected to the greatest loads and failure produces the most serious consequences.

I'm constantly amazed that I have never heard of an accident having been caused by brake failure attributable to the shearing of one of these pins. I'm sure that there are plenty of MGBs, Austin-Healeys and Triumphs running around, all of which use the same system, with pins as worn as much or even more than those shown here.

If you drive a high mileage British sportscar this winter may be a good time to check these out.





## Austin-Healey Club of Japan Kyushu Tour

Thank you to Tomohiro Asada for sending these photos of the Austin-Healey Club of Japan's Kyushu Tour. It was perfect Austin-Healey weather with rain and a little sunshine.

Tomohiro said the weather was great, allowing time in the hot springs and enjoying the company of fellow club members.





### Your Last Page



Looks like perfect weather.

Da do run run run da do run run. The Ronettes.



Monthly Meetings - Zoom ID 980 9019 7648 Passcode 336164

We meet on the first Thursday of the month at Strathfield Golf Club Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm