



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

VOL. 11 ISSUE #1  
Jan 2024

## COMING EVENTS

### JANUARY

Not Much  
10th Committee Meeting

### FEBRUARY

1st Monthly Meeting  
4th Presentation Lunch  
7th Committee Meeting  
14th Tram Museum

### MARCH

7th Monthly Meeting  
14th Committee Meeting  
20-27th Charlie's Run

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The AGM

## and Christmas Party

By Patrick Quinn

Photos by Jenny Penman

Well that was a good night, and a fun time was had by all.

Thursday 7th December saw our all-important AGM (see page 4) followed by the fun and frolics of the Christmas Party.

On arrival at the Strathfield Golf Club some 45 AHOC members and guests were greeted with suitably decorated tables (courtesy of Christine Lyttle) and I must say that the faces of those present were all familiar except for two.

President Jim welcoming all to the AGM and Christmas Party.



PQ Photo

Caroline and I were pleased to welcome Chris and Lyndell Hatch who had escaped the hectic life of Port Macquarie to join with us for the evening.

President Jim got the evening underway by welcoming one and all, and quickly dealt with the AGM and the election formalities. Explanations were given on the Austin-Healey and Historic Motorsport bits and pieces available on the evening, including those to be won as lucky door prizes (in my case it was a lucky plate prize. Woo Hoo!)

Jim had also assembled a selection of appropriate AHOC scenes that were projected on the screen for those who wanted to view them throughout the evening.

Not long into the evening, a wonderful two course dinner was served along with a plentiful amount of alcoholic and non-alcoholic drinks to enjoy.

A most enjoyable evening and thank you to Christine Lyttle and Jim Phillips for their organisation.



POST: AHOC (NSW) Inc  
PO Box 2754  
North Parramatta NSW 1750

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FB: [www.facebook.com/groups/681723625314952/](https://www.facebook.com/groups/681723625314952/)

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

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

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# PRESIDENT'S MESSAGE

January 1st is a time to say goodbye to 2023 and hello 2024. In bidding 2023 goodbye we reminisce on the good and bad experiences and often, as we say hello to 2024, determine to learn from those experiences. Often these are expressed as New Year resolutions, some are ditched in the month of January, some are the same as previous years because they didn't make it through 2023, but hopefully everyone is resolving to get out in their Austin-Healeys a little more and joining in the events organised.

Wishing all of the club members and their families health and prosperity for 2024 and hope to catch up with many of you at functions in 2024.

Those that attended the Christmas Party/AGM seemed to have had a good time. The number of attendees was a little disappointing and I'm not sure why there were not



more. If you have any ideas about how to make this event more inclusive, please let our new Social Secretary, Dianne Lawlor of your ideas.

The AGM returned most of the previous committee members to their roles, but it was great to see Dianne step up and take on the role of coordinating our social events. Many thanks to Bruce Ewan for his time in this role. Bruce is one of those who serve on the committee whilst holding down full-time jobs that keep them busy and is expanding his business into the UK and Europe during 2024 which will take up a

lot of his time and we wish him well in this venture.

Alongside the elected committee members, we have non-committee members that represent our club in various associations and to the many members of our club. Thank you to all of those members who you will find listed on page two of this newsletter. I need to relate Colin Goldsmith's response to his willingness to stand which was "to upset the 48 other members that wanted the role". If only it was true.

Cont' page 5

## COMMITTEE LIST - 2024

Club Patron—Ross Bond

President - Jim Phillips  
8 Belina Ave.,  
Wyoming NSW 2250  
0413 589 306  
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0421 598 755  
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Treasurer - Jenny Penman  
0408 465 547  
[penmans@bigpond.com](mailto:penmans@bigpond.com)

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Membership Secretary - Christine Lyttle  
0410 201 373  
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Regalia - Colin Rule  
0467 563 523  
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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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[penmans@bigpond.com](mailto:penmans@bigpond.com)

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0413 589 306  
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Public Officer - Alan Mitchell  
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0412 898 656  
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Non-Committee Positions  
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 Stirtion  
0414 472 877  
Geoff Smith  
0458 777 339

Assn of British Car Clubs Reps - 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 2754  
North Parramatta NSW 1750

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 January 2024 issue of the Flat Chat Newsletter.

Best wishes for the New Year from Caroline and myself to everyone.

January is always an interesting time to put Flat Chat together, mostly due to the lack of photo opportunities and this one is no different. However, I am pleased to say that courtesy of my Kiwi friend Mike Salter who lives in Toronto, Canada has come what I found to be a most interesting article. I have read a few articles about fitting fuel injection to a BMC C-Series engine, but never to a 100 four-cylinder.

After experiencing EFI in a BN4 while recently in NZ for their 50-year celebrations, Mike decided that he had to do the same to the BN2 that he is restoring. The article starts on page 20 and while I don't profess to be a mechanical whizz, I did find it an easy and informative read.

So what's in this issue? Thanks to Ian Richter for the continuation of Maude's restoration. Ian is at the front shroud stage and for the photos it's clear that all is going well.

If you have got this far you would have read the short report of the AGM and Christmas Party from December 7th. There is also the extra special bonus of the AGM minutes which of course means that our club can legally continue to exist for another 12 months. There are also reports on the final events of both the Central Coast and Mid-North Coast chapters. I have also thrown in a summary of the events that kept us entertained during 2023.

I suspect that the below photo is self-explanatory. Yes it shows an electric fan in the process of being fitted to the Quinn Austin-Healey. Way back when it arrived from the UK in 1974 it was not fitted with any form of air baffles and yes it did get warm. When

the restoration was completed in the mid-1980s it still got warm so appropriate baffles were cobbled together and an electric fan from a Holden Torana fitted nicely.

Unfortunately, the Torana fan motor has run a bearing and makes a terrible noise, so a new fan was ordered from Davies Craig in Victoria. Fitting is interesting and I can't say that I liked the idea of inserting securing rods through the radiator vanes. So am in the process of making brackets from aluminium plates. All going well, except like a dummy I managed to switch the electrical connections, so it sucks instead of blows. Another job to do again!

I trust you enjoy this issue of the Flat Chat Newsletter and please remember that publications such as this only exist through the generosity from the likes of yourselves. Please sharpen up your typing fingers and let your fellow members know what you have been up to.



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

**We meet on the first Thursday of the month (not January) at Strathfield Golf Club Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm**



## **Austin-Healey Owners Club (NSW) Inc Annual General Meeting**

Minutes of the meeting held 7 December 2023 at Strathfield Golf Club, 52 Weeroona Road, Strathfield NSW 2135.

### **Present**

Jim Phillips, Chair, Patricia Bancroft, Harley Boggis John & Kate Burch, Colin & Delwyn Goldsmith George & Liz Goodare, Chris & Lyndell Hatch Richard Horwood, Denis Kasza & Sue Doctor Peter Laurantus, Garry & Julie Lee, Gordon & Louise Lynas, Christine Lyttle, Alan Mitchell, Jenny & Ross Penman, Caroline & Patrick Quinn, Roger Ramsay, Angela & Bob Ratcliffe, Bruce Reynolds Rod Richards, Muriel & Ray Roberts, Doug & Pamela Ross, Colin Rule, John & Judy Sherman, Geoff Smith, Neville Stirton & Carol Brown Greg Strange, Fran & John Thornton, Allan Whitehouse & Jo Hutton.

Jim Phillips, President and Chair of the meeting, noting that there was a quorum, called the meeting to order at 7:10 pm, and welcomed all attendees.

The Chair advised that no proxies had been received for the meeting. Apologies advised prior to and at the meeting were received on behalf of Joe & Lenore Armour, Vince & Natalie Cessario, Mal French, Carol & Russell Kelly, Dianne Lawlor, Richard Lloyd, and Kath & Kris Long.

### **1. 2022 Annual General Meeting Minutes**

Draft minutes of the 2022 AGM had been published in the December 2022 edition of Flat Chat, plus they had been included in the AGM Notice which had been sent to members on 13 November 2023.

RESOLVED that the draft minutes of the Annual General Meeting held 1 December 2022 be verified as a correct record of the meeting.

### **2. Committee Report**

The Committee's report had been included in the AGM Notice. At the Chair's request, a minute's silence was held in memory of the six Club members who had passed away during 2023.

RESOLVED that the Committee's Report for 2022/23 be noted.

### **3. Financial Statements**

The Club's financial statements had been included in the AGM Notice.

RESOLVED that the financial statements for the year ending 30 June 2023 be approved.

### **4. Election of Committee Members**

The Chair conducted the election of Committee members. Completed nominations had been received by the due date for the following roles, so each was duly elected by members at the meeting:

- President – Jim Phillips
- Vice President – Geoff Smith
- Secretary – Julie Lee
- Treasurer – Jenny Penman
- Membership Secretary – Christine Lyttle
- Club Registrar – Patrick Quinn
- Editor – Patrick Quinn
- Public Officer – Alan Mitchell
- Regalia Officer – Colin Rule
- Social Secretary – Dianne Lawlor
- Historian – Joe Armour
- Public Relations Officer – Ross Penman
- Technical Officer – Greg Strange

A nomination was taken from the floor for the following role, which was duly elected by members at the meeting:

- Webmaster – Jim Phillips

### **5. Invitation to Honorary Membership**

The Chair referred to the constitutional requirement that invitations for honorary membership be approved by members each year.

RESOLVED that invitations to honorary membership be extended to Bob Cutler, Graham Healey and Patricia Bancroft.

There being no further business, the Chair closed the meeting at 7:25pm.

## Membership Report -

Christine Lyttle

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

Hope you all enjoyed a very festive Christmas with family and friends. Wishing you all a very healthy, safe and prosperous 2024!

We have no new members this month. No-one received an Austin-Healey for Christmas! I see on Face Book that someone's wife in the USA had an Austin-Healey restored over the last two years for her husband and he was thrilled when sitting in the driver's seat, she told him that the car was his. Lucky man!

Looking forward to the events in 2024 - the Presen-

tation Lunch is always a well-attended event with the club subsidising the lunch to be held on Sunday 4 February from 11 am at the home of Julie and Garry Lee on the Central Coast. Hope to see you all there. Please don't forget to RSVP on the website.

Don't forget any changes to your details please let me know at the above email address.

Not sure if you noticed the Gnoo Blas Classic 2024, their 25th anniversary is being held from 9-11 February 2024 in Orange. I did share the post on the club's Face Book page, maybe worth putting in the events in case anyone is interested.

Happy Healeyng  
Christine Lyttle

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## Pres Message Cont

Hoping to see a lot of you at the Presentation Lunch on Sunday 4th February. You will shortly receive an email with a link to the event so that you can let us know that you're coming, and we can ensure that you will be fed.

The Presentation Lunch also marks the recognition of the club member, who during the previous year contributed the most to the AHOC and its aims of promoting the marque(s). This award is titled the Alan Jones Trophy and is named after Alan who was a staunch Healey and Austin-Healey enthusiast who tragically had his life cut short as the result of a motor vehicle accident in 1979.

So please put your thinking caps on and should a name come forward please let Julie Lee know by

email to [enquiries@austinhealeynsw.com.au](mailto:enquiries@austinhealeynsw.com.au)

Happy New Year

Jim Phillips  
President.

P.S. The club owns various pieces of equipment that have been used by members to assist restoration and/or maintenance of their vehicles. One piece of equipment is an engine stand that has been in the care of Terry Bancroft. As Patricia is moving to new residence in a couple of weeks, we need someone to either use it in their restoration or to store it until needed. Please contact me if you are interested.



Two photos of Katharine Hepburn (and 100) taken in Italy near Venice during the filming of the 1954 film "Summertime". Like the visors above the head lights.



## Social Report

Dianne Lawlor 0413 873 191

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

Denis Kasza 0407 492 008

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

Trusting that everyone had a wonderful Christmas and New Year period. May 2024 be the best year yet for all. After a stellar year of Austin-Healey events in 2023, we have an exciting and possibly even better calendar of events planned for this year.

We kick off proceedings with the Presentation Lunch at Julie and Garry Lee's home at Niagara Park on February 4th. Please RSVP for this event.

**Event:** Presentation Lunch

Date: February 4th, 2024

Venue: 20 Siletta Rd, Niagara Park, NSW 2250

Time: 11.00 AM to 3.00 PM

For members coming from Sydney wishing to participate in a convoy run, meet at the Old Berowra Toll Gates at 10.00 AM for a 10.30AM start

More details to come shortly

Please RSVP via the club website or as above.

**Event:** Paddleboat Lunch Cruise

Venue: Nepean River

Date: Early March 2024

Please refer to club website for more details

Contact: as above

**Event:** Charlie's Run

Venue: Orange, Gilgandra, Lightning Ridge

Dates: 20-27 March

This event is fully booked

**Event:** Expansive Car Collection, Private Open House, South Coast

Venue: Organised by the AHOC Illawarra & Southern Highlands Chapter

Date: Sunday 21st April 2024

Picnic in the grounds, BYO food and drink, picnic tables. Tea, coffee and BBQ facilities on site.

Further details to follow

Contact: as above

**Event:** Fitzroy Drive, Southern Highlands and Illawarra

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

Contact: as above

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

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

Contact: as above

**Event:** Donald Healey Birthday Display Day

Venue: Parramatta Park

Date: July 7th, 2024

Contact: as above

**Event:** Hawkesbury Drive

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

Contact: as above

**Event:** Central Coast Workshop

Dates: First Saturday of each month, beginning February

**Event:** Mid-North Coast Workshop

Dates: Third Saturday of each month, beginning February.





## Historic Vehicle Registration News

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

It's been a quiet month, but then again, December in the world of Conditional Registration generally is. Not many renewals which probably comes from people being busy with the forthcoming festive season, rather than older cars.

Just one call throughout the month from a club member asking how to renew the registration of their car. I am pleased to say that after the turmoil of last month I managed to remain mildly calm. I invited him to read the page of the Flat Chat Newsletter where for close to five years the renewal instructions have been published every month. I was informed that they hadn't

read the latest Flat Chat Newsletter, which I can understand when lives get busy, but it made me wonder if they had looked at it over those five years.

I am penning these words in the first few days of 2024 and probably what has become highly important over the last year is the importance of completing the entries in your logbook. There is truth in the comment "when it doubt, fill it out!" If you are attending a club event, there is no need to make an entry, providing you are driving the most direct route. However, if on the way home you decide to visit friends by way of a circuitous route rather than the direct one, it's wise to fill it in.

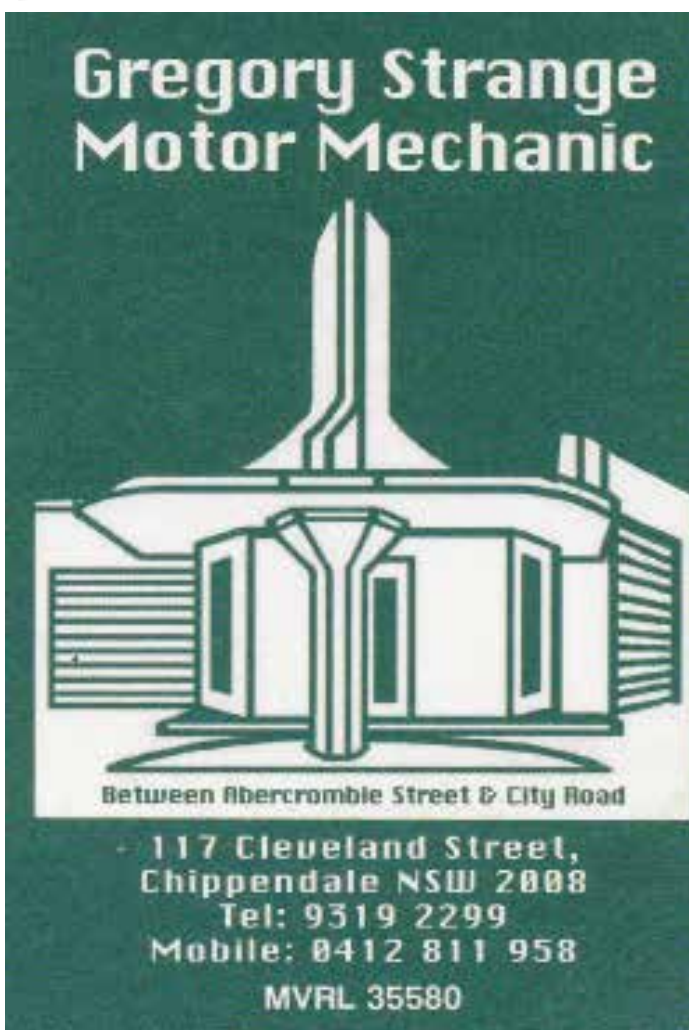
Once again here are the instructions on renewing the Conditional Registration of your car.

- 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 2008  
Tel: 9319 2299  
Mobile: 0412 811 958  
MVRL 35580



## Scenes from the AGM and Christmas Party





## Chapter News

### Central Coast Chapter Workshop - Christmas Lunch 2 Dec 2023



You've just gotta turn up! That's our Central Coast Chapter Workshop motto. And so it was, after leaving a wet Ourimbah starting point, 25 intrepid enthusiasts headed off to our morning tea stop. The beautiful Mangrove Creek Dam picnic area where we were bathed in sunshine.

We enjoyed renovated facilities, completed just three months ago and clearly, a top spot for morning tea. A brilliant start for our Christmas drive.

Leaving the Dam, we drove in convoy through the hinterland all the way to Laguna. Taking in some awesome driving roads, picturesque scenes such as old farmhouses and horse studs, finally arriving for our Christmas lunch at the Old Post Office Cafe.

Great meal and great friendships, we concluded 2023's Saturday Morning Workshops with great memories.

We had Nine Austin-Healeys, a Sunbeam Alpine and a gaggle of tin tops. The attendees on the day were Julie

and Garry Lee (BJ8), Bob and Angela Ratcliffe (BJ8), Chris Jenkins and Geoff Rudland (3000 BT7 Mk2), Larry and Helen Johns (BN2), Ian and Jenni Richter (BJ7) Richard Cardew (Sunbeam Alpine), Mark and Annie McAllan (BJ8), Doug Ross, Richard Horwood and Suzanne Elliott, Jenny and Ross Penman (BJ8), Ray and Muriel Roberts, Helen Vance and Adam Lethlean (3000 Mk1 BN7), John Kirk (3000 BT7 Mk1) and Kerrie and yours truly Rule (BN1). A very big thank you to Ian and Jenni Richter for organising our Christmas drive. What a great event! Well done!

The next Central Coast workshop will be at 109 Humphreys Road Kincumber South, 3rd of February. Starting time 9am. Chris Jenkins will be giving a military talk and history lesson on the Australian Bushmaster. So, for all your military buffs this workshop is for you. Don't forget coffee, cookies and cake, so bring a plate to share and will see you there. So folks, that is a last for 2023. We wish you all a Blessed Christmas and a very safe 2024.

Happy Healeying Col and Kerrie Rule



## AHOC. Mid-North Coast Chapter - "Riverview on Camden" 16 Dec 2023

This month being December with Santa just around the corner, we decided to go out for lunch at the "Riverview on Camden" restaurant, at North Haven, a village on the Camden Haven River, which is situated about halfway between Taree and Port Macquarie.

The weather was quite warm, although the occupants cooked on the way home, while our 3000 maintained a cool 175° F.

Present were:- Tony Ash & Liz Lutherborrow, Chris & Lyndell Hatch, Glenn & Barbara Roberson, Allan & Diana Bryson along with ourselves Phil & Anthea Lorking.

Next Meeting will be at Croki 9.00/9.30 am Saturday 20th January 2024.

Wishing you all a very happy and safe 2024.

Cheers Phil Lorking





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**Contact: Vince Cessario AHOC Member**

info@platinumsmash.com.au  
13 Widdam Street - Artarmon NSW 2054





## AHOC Illawarra & Southern Highlands Chapters

### 2024 Events Calendar

#### Wednesday 14<sup>th</sup> February 2024

Tram Museum Loftus. Tram rides. Lunch at "Old Audley Dance Hall" Cafe in Royal National Park.

Link: [Ride a tram in Sydney Tramway Museum](#)

Link: [Cafe Restaurant - Audley Dance Hall](#)

#### Friday 15<sup>th</sup> March 2024.

**Bradman Museum. Bowral.**

**Lunch at Burrawang Pub.**

[Bradman | Bradman Museum | St Jude St, Bowral NSW, Australia](#)

[Burrawang Village Hotel](#)

#### Sunday 21<sup>st</sup> April 2024. Private Open House.

Expansive Car Collection-South Coast. Picnic in the grounds. BYO food, drink, picnic tables. Tea, coffee, BBQ and facilities on site.

#### Wednesday 15<sup>th</sup> May 2024.

The Berkelouw Book Barn located on Bendooley Estate.

Link: [Berkelouw Book Shop | Bendooley Estate | Berrima Southern Highlands | Wedding Venue](#)

**Wednesday, Thursday, Friday 19<sup>th</sup> & 20<sup>th</sup> 21<sup>st</sup> June 2024. Three Day Getaway.** Explore remaining sections of Old Hume H'way. Link: [The Old Hume Highway: History begins with a road - WWDHS](#)

#### Wednesday 17<sup>th</sup> July 2024

Motor Life Museum. Kembla Grange. Large collection of cars and memorabilia.

Link: [The Australian Motorlife Museum - The Australian MOTORLIFE Museum](#)

#### Friday 16<sup>th</sup> August 2024.

Retford Park tour of House, Gardens and The Ngunanggula Gallery. Lunch at the Gallery Café.

Link: [Retford Park - National Trust of Australia \(NSW\) - Destination Southern Highlands \(visitsouthernhighlands.com.au\)](#)

#### Wednesday 18<sup>th</sup> September 2024

Joadja Historic Village. Full Historic Tour of the whole estate. Second trip.

Link: [ABOUT | Joadja-Heritage \(joadjatown.com.au\)](#)

#### Friday, Saturday, Sunday 18<sup>th</sup>, 19<sup>th</sup> & 20<sup>th</sup> October 2024

1. Goulburn Pump House & Steampunk Fair.
2. **Your Choice?** Make it a day trip. **OR**
3. Make it a weekend event. Drive down Friday with Fran and me. Stay Friday & Saturday night.
  - a. Pump house operational all weekend.
  - b. A big weekend festival.
  - c. Steampunk Victoriana Fair. A real hoot!

Link: [Goulburn Historic Waterworks Museum \(goulburnwaterworks.com.au\)](#)

Link: [Programme - Steampunk Victoriana Fair](#)

#### Wednesday 20<sup>th</sup> November 2024

Christmas Lunch.

Location TBA.

John Thornton

0419 266 284

## Maude - The BN1 Project - Snippet Seven – The New Year

By Ian Richter

I need to check my state of mind as we leave 2023 and to phrase a driving term by adding a touch of pizzazz, understeer into '24'...

Question: Did I buy Maude, this ramshackle BN1 restoration project on a whim, is it because I'm a softie, the seller was a nice guy and the Austin-Healey was as cheap as old socks?

Answer: Yes

Follow-up Question: Wouldn't my money be better off in a bank than spent on this BN1 project?

Answer: No. I am a softie for a lost cause and old loves, this Austin-Healey fits my psyche beautifully and besides, where is the fun handing your pay packet to the bank teller every payday just so they can look at it. Spend it on a project I say!

I looked back at some photos taken as I started the chassis repair work, February 23. It's almost one revolution of the earth around the sun! What happened to all of the time between February and now? Life is busy enough, but when you add in a project, the calendar pages flick past fast. As frustrating as this may be, the only thing that is going to get Maude over the finish line is hard work and a lot more time.

It's tempting at this time of the year to look back at what has been achieved on Maude and to reflect. However I'm more interested in what I can achieve in the coming year. I have a challenge ahead; get the structural metal work complete, the chassis blasted and primed, repair/fit the body panels and start the mechanicals. 2024 being a leap year, I have an extra day, and I will need all of it.



As readers of the Flat Chat newsletter, you may have stumbled across last month's ramblings on Maude's front shroud, I have news. It is 95% complete. Robbie from Contoured Sheet Metalworks has been belting and shaping flat pieces of aluminium for a couple of weeks. He has produced a new nose and repaired what could be saved from the original shroud.



Cont' next page





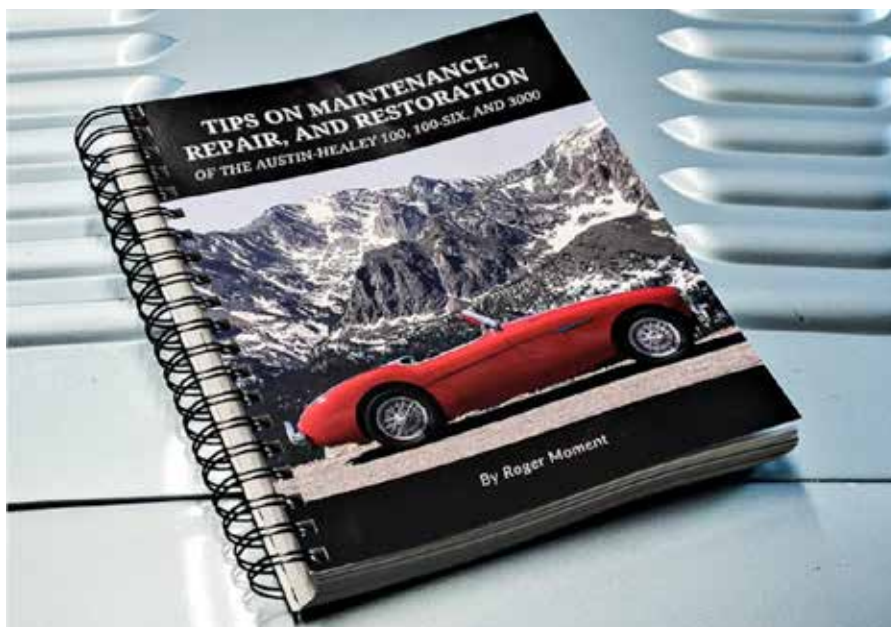
When I dropped off the shroud to Robbie I also delivered a few other pieces for repair. The aluminium dash needs repair along with a hacked out hole on the transmission cover. My aluminium welding skills are below average, I will let Robbie complete these repairs. I have wondered on more than a few occasions why in Maude's past 70 years have others cut so many holes in random places. The dash and the transmission cover are just a few examples. Was it laziness to access a difficult repair location and in the dash's case an additional two extra gauge cutouts and four switch holes. This BN1 must have been well accessorised in its younger days.

Until the next update

Ian

One last thing. For Christmas I ordered myself Roger Moment's book "Tips on Maintenance, Repair, and Restoration." Roger's book is a collection of restoration articles he wrote and were published through the Austin-Healey Club USA magazine "Austin-Healey Magazine" between 2006 to 2011. The book also includes his other technical articles, and supplements to Concours guidelines. If you are looking for originality as to how your Austin-Healey left the Longbridge factory in the 1950s, Roger's book is an absolute requirement.

So on Christmas morning I went straight for that nicely wrapped parcel, labelled 'To Ian from Santa' and I have thumbing through the 402 pages ever since. I tip my hat to you Roger - your book is excellent.





FEB  
4



# PRESENTATION LUNCH 11-3PM

**JULIE AND GARRY LEE'S  
20 SILETTA ROAD  
NIAGARA PARK  
Southern members, meet  
Berowra Toll Gates 9.30  
dep 10am Denis Kasza  
0407492008 Dianne Lawlor  
0413873191**





## 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 Midday – 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





# CLASSIC SPORTSCAR SPECIALISTS



## CAR SALES SERVICE SPARE PARTS RESTORATION ACCIDENT REPAIR

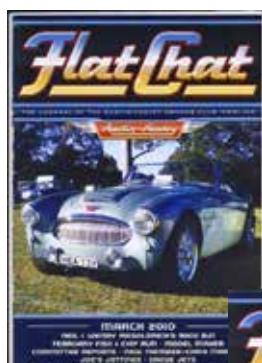
**healeyfactory.com.au**

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

## *Flat Chat Back Issues*

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

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



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

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





## 2023 - The Year that Was Through the Pages of the Flat Chat Newsletter

### January

We welcomed in 2023 with an article from Yours Truly concerning my 50 years of membership of the AHOC. There were also reports on the final Central Coast gathering for 2022 and what happened at December's Terribly British Day in Queanbeyan.



### February

Thanks to founding and life member Dave Mould we enjoyed reading about his history with Austin-Healeys which dated back to January 1960 when he bought his first 100. We also read about the first 2023 Central Coast gathering on 4 February.



### March

In the March issue we read about the highly successful 2023 Presentation Lunch at the Central Coast home of Julie and Garry Lee. It was also a pleasure to read about the inaugural meeting of the Mid-North Coast Chapter.



### April

In April we read about the fish and chip run to Lower Portland on the Hawkesbury River. It was also pleasing to hear about the inaugural gathering of the Illawarra and Southern Highlands Chapters events at the Historical Aircraft Restoration Society (HARS) at Shellharbour Airport. Sadly in April we marked the passing of Philip Bloom.





## May

In May we marked the visit to the New South Wales Rail Museum. We also received the first snippet from Ian Richter on the restoration of his 100.

## June

It was the Hunter Valley National Rally time and all members were able to read about it in the June issue. AHOC Chapter events were going from strength to strength while attracting members from outside the geographical area.



## July

What has become our premier annual event, took place on July 2nd. The annual Donald Healey Birthday Display Day was enjoyed by all who attended. This was preceded by some members descending on Goulburn for an overnight stay. Sadly the July issue also marked the passing of three club members, Peter Burge-Lopez, Jennifer Sell and life member Terry Bancroft.

## August

In August we read about the involvement of Jim Phillips in his local Men's Shed. Thanks to Port Macquarie member Chris Hatch we learnt how valuable the humble multimeter can be to Austin-Healey owners.





## September

Thanks to Allan Whitehouse in the September issue, we learnt that there is a difference between the front disc pads of a BJ7 and BJ8. Thanks also to Ian Richter for the scenic tour from Melbourne to the Central Coast following the rebuild of the BJ7. Sadly the month also marked the passing of Bathurst club member Greg Tucker.



## October

Organised by Terry Bancroft prior to his death the October issue reported on the Painted Silos Tour. Also featured after a break due to Covid and wet weather was AHOC members at the 2023 All British Day.



## November

It was good to see that members of the AHOC did the club proud by their attendance at the 2023 Make-A-Wish Foundation Sydney Car Show. Organised by father and daughter team Bryan (AHOC member) and Emma Levy, the event was a resounding success. It was also good to hear from member Scott Graham about his part in organising the Castlecrag Classic Car Display. However the November issue also marked the sad passing of AHOC founding and life member Don Read.

## December

Reported in the December Flat Chat was the Nov 18th Fish and Chip run to Berowra. Thank you also to John Thornton for delving into the history of the BN2 of non-member Dennis Norton and sending I through for everyone to enjoy. The issue sadly marked the passing of club member Geoff Golding.



After putting those words together and looking through the 2023 Flat Chat Newsletters if there is one thing that stands out, it's the growth of the AHOC chapters. Not all have been mentioned about, but hardly a month went by without a report of a successful gathering, run, workshop etc. Congratulations to all involved.

## Electronic Fuel Injection for an Austin-Healey 100

By Mike Salter

Judy and I were lucky enough to be able to participate in the Austin-Healey Car Club of New Zealand's 50th anniversary tour in February 2023. This was a fabulous "once in a lifetime" experience for us.

Because of the turmoil in the international shipping industry as a result of Covid, shipping my 100 from Canada to New Zealand for the event turned out to be impossible. However Andy Thorpe from Auckland was kind enough to lend us his fabulous, fuel injected, Longbridge 100/6 for the entire tour.



I had heard about this car and was really looking forward to driving it as I have always felt that electronic fuel injection (EFI), if done properly, could be a great improvement to a Austin-Healey and would solve all the drivability issues attributable to using currently available pump fuel in ancient carburetted cars.

Andy's car is a work of art. He has managed to install a completely reliable EFI system in such a manner that it is almost impossible to see and, as a result of his work, the car drives better than any Austin-Healey I have ever driven.

After this experience I decided that I wanted to do the same to the BN2 that I am restoring however, in hindsight, this may have been something of a rash decision as I really had no idea of just how much work this conversion would entail.



### THE PLAN

The automotive carburettor is actually a fairly amazing device which, with the benefit of only one "analog" input, manages to deliver approximately the correct amount of fuel to an engine with incredible reliability. An electronic fuel injection system certainly does a much better job of metering the fuel input, but requires a mind-boggling array of "digital" inputs and electronics to achieve essentially the same thing. These inputs include the following.

Engine RPM & Crankshaft position

Camshaft position

Coolant temperature

Intake air temperature

Intake manifold pressure

Exhaust gas oxygen content

Throttle position

Fuel pressure

All this information has to be fed into a small computer (ECU) which, after a considerable amount of setup, sends appropriate signals to injectors to deliver the required amount of fuel.





## EFI Cont'

Of course, there wasn't a lot of consideration given to just how all these inputs would be measured when the 100 engine was developed sometime in the 1940s so making the necessary modification to acquire this "data" and then install injectors to deliver the fuel presents a considerable challenge.

Fortunately, I was starting this process at exactly the correct point in this car's restoration. The car has only 28 thousand miles on it from new and I had gone over the engine and gearbox very carefully but had yet to reinstall them.

## FUEL PUMP &amp; LINES

After digesting just how big of an undertaking this was going to be I decided that I would start by installing the necessary fuel delivery system i.e., the fuel pump and lines. The type of injection system that I intend to install requires a fuel delivery pressure of 3 BAR (approximately 45 p.s.i.) and there was no way that could be achieved with the original SU pump.

It turns out that one of the complications of delivering this pressure is that the fuel pump absorbs quite a bit of electrical energy and in so doing gets quite warm. As a result, unless the pump is cooled continuously, fuel arriving at the inlet of the pump tends to boil and, as the pump will not pump vapour, it stops delivering fuel. After discussing this issue at length with Andy I decided that the best solution would be to do what almost every current manufacturer does and install the pump inside the fuel tank.



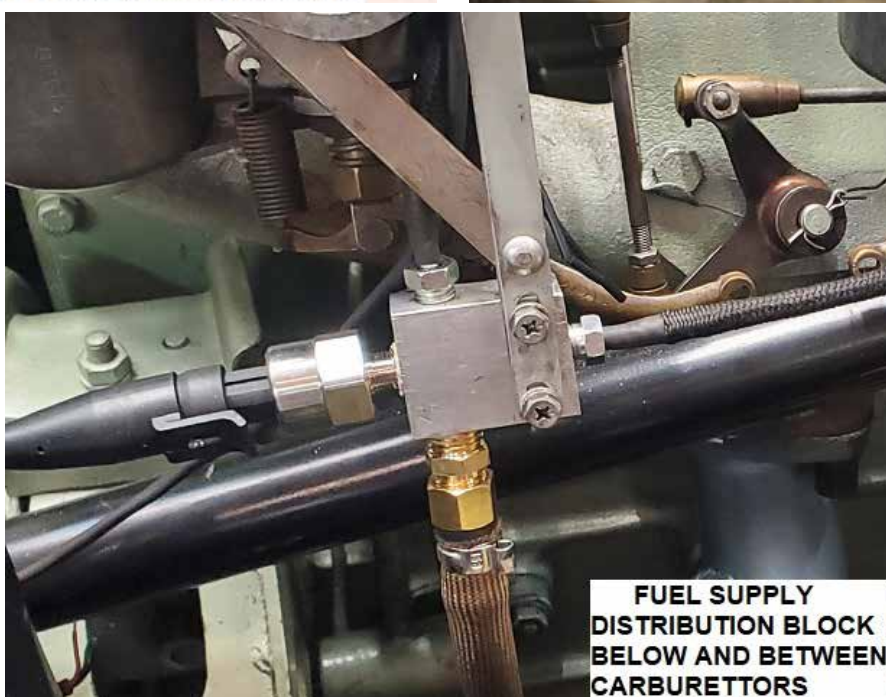
After searching around for a pump small enough to fit inside an Austin-Healey fuel tank I settled on one from a Toyota RAV4. I decided to use the complete fuel pump "module" which includes the pump, a "well" within which the pump resides, and intake filter and a fuel pressure relief valve.

Getting this secured inside the Austin-Healey tank required that I cut a large hole in exactly the correct position to locate the pump in the deepest part of the tank then make a large ring to be soldered to the tank through which the module is inserted and secured by eight handmade clamps.



As a result of this, the fuel delivery line was positioned nowhere near the original position on the 100, but this issue that was overcome by cutting a new hole which will be hidden by the boot lining mat.

After passing through the boot front wall, the fuel line, containing fuel at 3 BAR, is routed along the frame rail to a fuel pressure accumulator, a high pressure filter and then to a distribution block mounted below the front carburettor. The distribution block contains a fuel pressure sensor and has two outlets which direct fuel to the injectors.

**EFI Cont'**

**EVAPORATIVE LOSS CHARCOAL CANISTER  
INSTALLED BESIDE ORIGINAL SU FUEL PUMP**

**EVAPORATIVE LOSS SYSTEM**

The heat from the pump's operation of course tends to heat the fuel in the tank which in turn results in the fuel producing much more vapour than would be the case with the SU pump. Originally these vapours vent through the filler cap into the boot given the much larger volume this would not be acceptable.

This vapour problem has been resolved by installing another emission control called "evaporative emission control system" or EVAP. To achieve this the pickup tube which is normally inside the Austin-Healey tank at the fuel outlet was removed allowing the fuel vapours to be drawn from the tank through what was originally the fuel line connection. This line was then run to a charcoal canister mounted next to the original SU fuel pump.



**EFI Cont'**

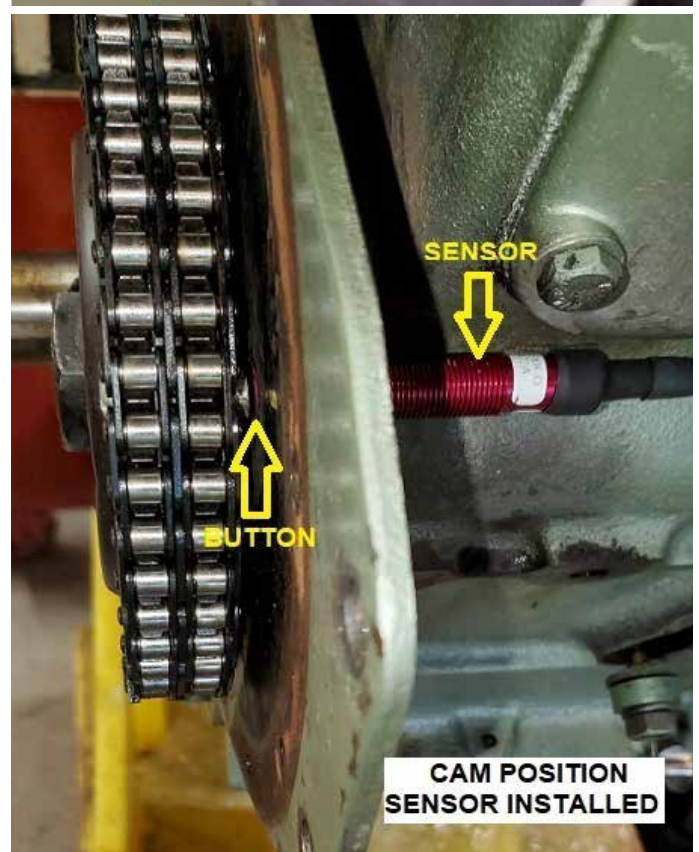
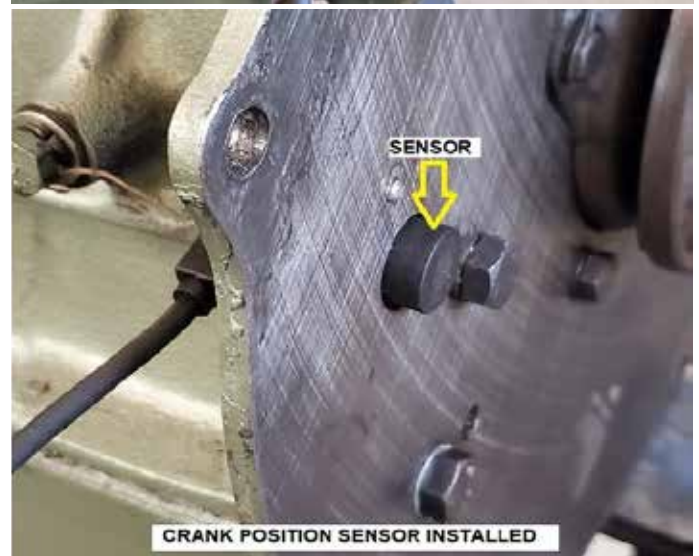
A “purge” line was then run from the charcoal canister along the inside of the inner sill to an evaporative loss “purge” valve and another line from the purge valve connects to the rear air filter housing inboard of the air filter itself.



The idea is that whilst the car is not running the purge valve is closed and vapours generated in the tank pass through the charcoal, which removes the fuel vapour content, and then to atmosphere through the bottom of the canister. When the engine is started the purge valve, which is controlled by the ECU, opens allowing air to enter the bottom of the charcoal canister, pass through the charcoal, absorbing the fuel content as it does, then along the tube to the purge valve and then is drawn into the engine. I'm fairly confident that the slightly lower than atmospheric pressure at the mouth of the carburettor will be sufficient to draw the purge air through the system.

**CRANK AND CAM POSITION SENSORS**

The next task was to fit the engine with its crank and cam position sensors. The crank sensor is from a BMW and is mounted through the engine back plate where it protrudes sufficiently to detect the extended ends of special clutch pressure plate securing screws. For the cam a small “button” is mounted through the camshaft sprocket which is detected by the cam sensor which protrudes through the engine front plate under the left engine mount.





## EFI Cont'

## MAP SENSOR

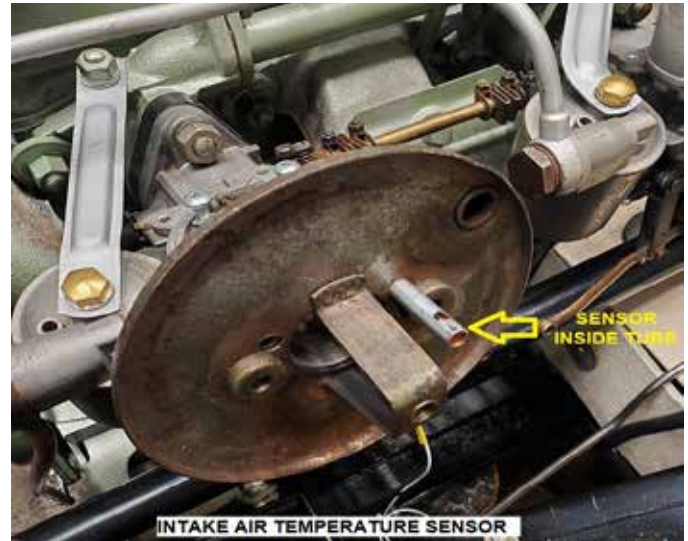
With that completed I turned my attention to the manifold absolute pressure (MAP) sensor. This sensor measures intake manifold vacuum but, on a two-carburettor engine getting an accurate and stable vacuum source is quite difficult. My solution is very "experimental" but the best I could come up with for this engine. I constructed a small "plenum" chamber from a piece of copper drain pipe which is connected to the fuel drain nipples on the underside of each inlet manifold. A small capillary line is installed on the underside of the plenum to allow any fuel which may accumulate within it to drain out when the engine isn't running.



My calculations as to the volume of the plenum and the size of the two vacuum tubes are very much a guess, we will have to see how it works out. A fourth connection from the plenum has a tube running to the MAP sensor itself which is mounted on a bracket on the underside of the left engine mount.

## INTAKE AIR SENSOR

The ECU (engine control unit) adjusts or "trims" the fuel delivery to compensate for changes in the temperature of the air entering the engine. This is achieved by using a temperature sensitive resistor or "thermistor" exposed to the air stream entering the intake. These tiny devices are rather fragile so I constructed a perforated tube from a piece of fuel line and inserted it through the atmospheric pressure inlet hole in the front carburettor body in such a way that the thermistor was situated inside the air filter housing.



The wires for the thermistor pass down through what was originally the hole for the piston lift pin.

## COOLANT TEMPERATURE SENSOR

Another input required by the ECU is the engine coolant temperature. I achieved this by installing a coolant temperature sensor through a replacement for the triangular water gallery cover fitted to the 100 engine adjacent to the water pump.



Fortunately, I have my BN1 close by and am able to check sight lines to ensure that none of these modifications can be easily seen.



**EFI Cont'****OXYGEN SENSOR**

The (ECU) uses a lambda (O<sub>2</sub>) sensor to measure the oxygen content of the exhaust gases leaving the engine. I originally installed this sensor in the exhaust downpipe quite close to the manifold flange however, after some more research, I discovered that the sensor should be installed at least 80 cm from the exhaust valves so was obliged to remove the threaded boss that I had so carefully welded into my original curvature downpipe, weld up the hole, and reinstall the boss down near where the flex pipe is attached.

**FITTING AN O2 SENSOR BOSS IN EXHAUST DOWNPIPE**

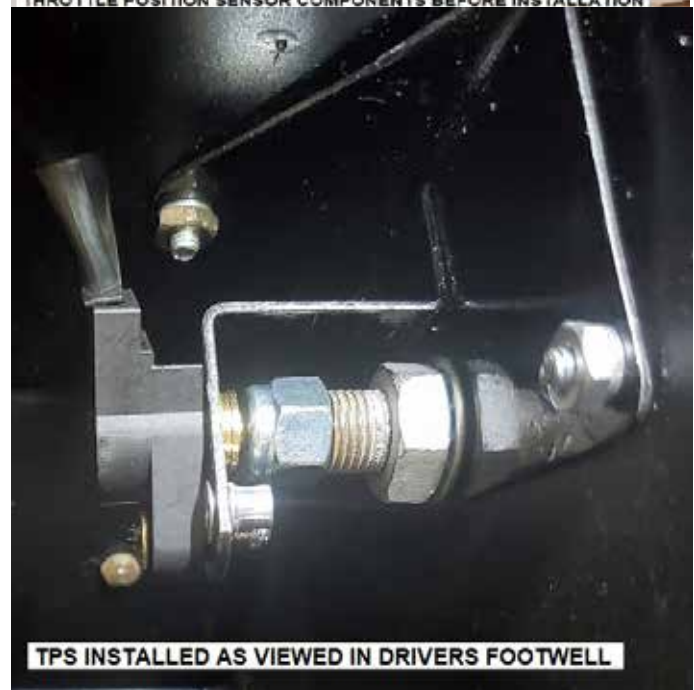
The signal from the O<sub>2</sub> sensor has to be sent to a transceiver which generates a different type of signal for the ECU to use. This transceiver also drives a gauge which shows the air/fuel ratio being delivered to the engine by the injectors. I have mounted the gauge on a hinge so that it can be folded up behind the dash and hidden from view.

**THROTTLE POSITION SENSOR**

The ECU uses information from the MAP sensor and a throttle position sensor (TPS) to determine the amount of air entering the engine. Finding a suitable position for the TPS proved to be a significant challenge. The TPS is a variable resistor which is normally mounted on one end of the throttle butterfly shaft of the throttle body. For my system the carburettor bodies were effectively the throttle bodies and mounting a TPS on the end of the throttle butterfly shaft would place it in plain sight, something I am determined to avoid.

In New Zealand, Andy managed to build a linkage and mount the TPS inside one of the SU float chambers however he mentioned that it was quite difficult to get this to work reliably, and reliability was something else that I was determined to achieve. After

much measurement and experimentation, I decided that the best location was at the throttle linkage pivot point high up on the driver's footwell above the bellhousing. Originally this is a stainless-steel stud bolted through the footwell with a BSF nut on the inside.

**THROTTLE POSITION SENSOR ASSEMBLY BEFORE INSTALLATION****THROTTLE POSITION SENSOR COMPONENTS BEFORE INSTALLATION****TPS INSTALLED AS VIEWED IN DRIVERS FOOTWELL**

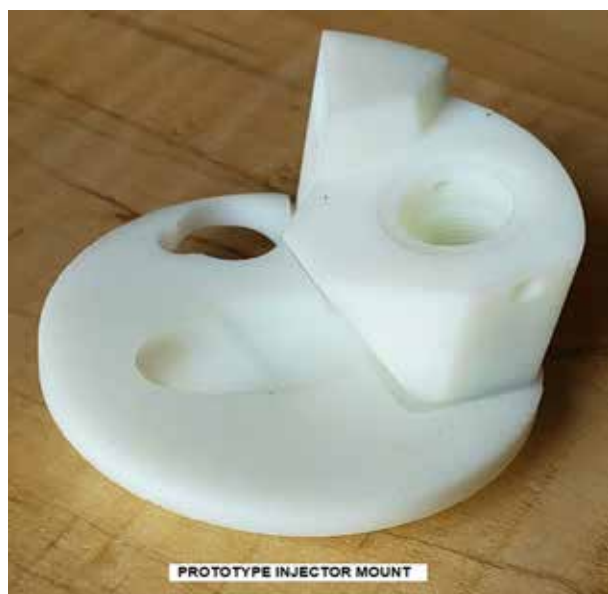


TPS COMPONENTS INSTALLED AS VIEWED FROM ENGINE COMPARTMENT

I built the parts with the aid of CAD (Cardboard Aided Design) and within a couple of days had a working system that I was very happy with which even incorporates a slotted hole that can be used to set the working range of the TPS.

## FUEL INJECTORS

The last link in the EFI fuel delivery system is the fuel injectors themselves. Andy had developed a brilliant piece of engineering that allowed him to mount injectors inside his H4 SU carburettors and was kind enough to send me the CAD, computer aided design in this case, drawings to allow me to have the parts 3D printed.



Being a bit of an originality freak I was somewhat reluctant to start hacking up a pair of 70-year-old carburettors to enable the installation of the injectors but, with the knowledge that there are hundreds of discarded H4 carburettors around the world as a result of so many 100s being converted to using H6s,

I started by boring the throat of the carburettors to remove the original "bridge". Then, utilising tools of mass destruction, I removed the necessary material to allow the 3D printed nylon injector holders to be fitted snugly inside the carburettor body.



One of the things that Andy discovered whilst developing the EFI system for his BN4 was that pulsations from the fuel pump interfered with the fuel delivery. After much experimentation he fitted Honda pulsation dampers on the injector holders to resolve the issue. I have done the same.

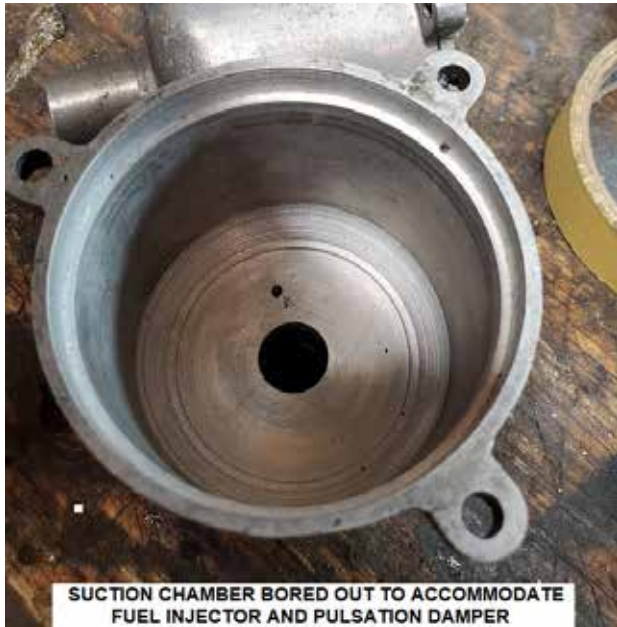
In order to fit all this modern technology under the original suction chambers I had to bore them out. Fortunately, the original castings are fairly thick.

I have a very good friend who constantly strives to get absolutely as much power out of his race Mini engine as possible and as part of his work has been able to confirm that a bell mouth fitted to the



**EFI Cont'**

entrance of an SU carburettor makes a significant difference to the volume of air that will flow through it so I have machined up a pair to fit tidily inside the original air filters.



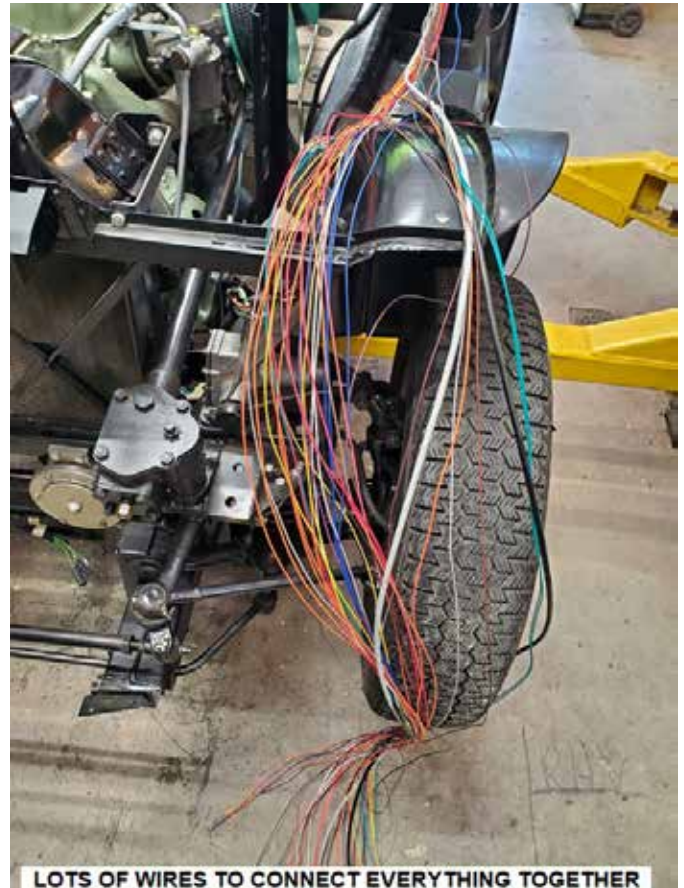
SUCTION CHAMBER BORED OUT TO ACCOMMODATE FUEL INJECTOR AND PULSATION DAMPER



TRIAL FIT OF CARBURETOR BELLMOUTH

In order to make it difficult to see and protect it from engine compartment temperatures I have installed the Link ECU on the firewall inside the car near the wiper motor. Fortunately, this complicated and expensive piece of kit is an electrical "island" meaning that the case is not part of the grounding circuit allowing me to keep this car's electrical system +ve ground, as original.

There are 42 wires in the ECU harness and identifying and connecting the 25 or so that I require took some careful work and help as I am partially colour blind and all the wires are identified by colour.



LOTS OF WIRES TO CONNECT EVERYTHING TOGETHER

Additionally electrical interference from the ignition system can cause serious problems with these types of electronics so care has been taken to route things onto the left side of the engine away from the distributor and coil as much as possible. I will also be fitting suppressor type spark plug wires to help with this.

I ran out of green hammertone for the air filter gauzes.

That is all for now .... Hopefully I'll get this all working during the northern summer of 2024.



THINGS ARE STARTING TO COME TOGETHER



## Your Last Page



The incident that decided the 1965 RAC Rally. In terrible conditions, the 3000 of Timo Mäkinen and Paul Easter, despite a helping hand, cannot hope to hold their lead against the lighter and more tractable Mini-Cooper S of winners Rauno Aaltonen and Tony Ambrose.

## An Afternoon's Work!



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

**We meet on the first Thursday of the month (not January) at Strathfield Golf Club  
Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm**