



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

VOL. 11 ISSUE #2
Feb 2024

COMING EVENTS

FEBRUARY

1st Monthly Meeting
3rd Cent Coast Gathering
4th Presentation Lunch
7th Committee Meeting
14th Tram Museum
18th Mid-Nth Coast Gather

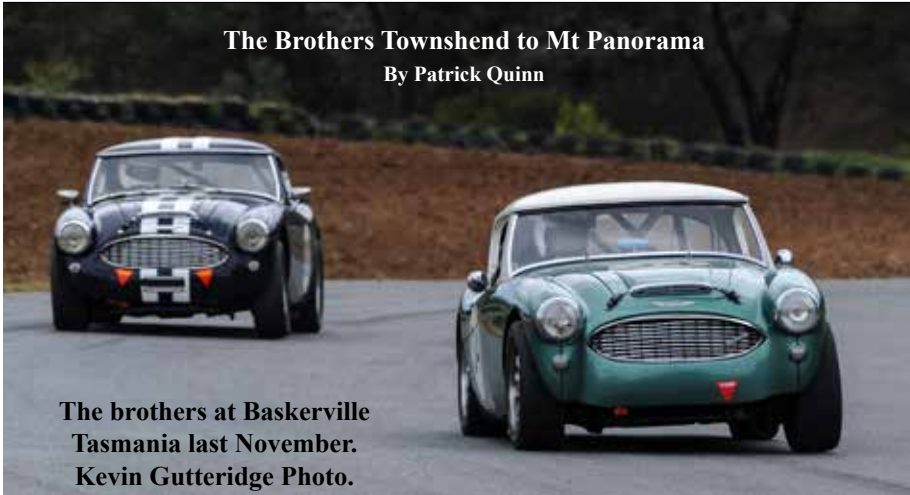
MARCH

2nd Cent Coast Gathering
7th Monthly Meeting
9th Tea Gardens
13th Committee Meeting
15th Bradman Museum
20-27th Charlie's Run
16th Mid-Nth Coast Gather

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The Brothers Townshend to Mt Panorama By Patrick Quinn



The brothers at Baskerville
Tasmania last November.
Kevin Gutteridge Photo.

Well, that was the plan!

The weekend of 16 to 18 February will see the annual Repco Bathurst 12 Hour at Mount Panorama, Bathurst. I suspect that a few of us would not have heard of it, but it's endurance race for GT and production cars. It stemmed from the long-running Bathurst 1000 which continues for sedans while the 12 Hour is for GT or modern sports cars.

In itself absolutely nothing to do with Austin-Healeys, except the organisers have invited Historic Group S cars to take part in supporting races. Group S broadly covers production sports cars built between 1st January 1941 through to 31st December 1977. Of interest to us, is Group Sa which covers 1st January 1941 and 31st December 1960. Therefore Austin-Healeys that were manufactured within that timeframe.

Thanks to Bob Rowntree I heard that AHOC members Patrick Townshend and Becher Townshend had entered their cars in the Group S support events. Patrick has the

ex-Colin Goldsmith 3000 and Becher the ex-Brian Duffy 100/6.

I caught up with Patrick who works in Papua New-Guinea within the aviation industry, who said that they would normally enter for Phillip Island, but the opportunity to run their Austin-Healeys at Mount Panorama in three separate half-hour races was just too good to pass up.

Becher lives in Tasmania, and apart from the entering for the meeting, the Bass Strait Ferry was booked along with accommodation at Bathurst. The cars were also in the process of being prepared.

As said, that was the plan!

Over the Christmas/New Year period while holidaying in Ireland, Becher fell down some stairs and unfortunately broke his left wrist. Being left handed, he was left with no option but to cancel his Bathurst entry.

All is not lost, as Patrick is proceeding with his entry and is looking forward to running at the famed circuit.



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PO Box 2754
North Parramatta NSW 1750

EMAIL: enquiries@austinhealeynsw.com.au
WEB: www.austinhealeynsw.com.au
FB: 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.

PRESIDENT'S MESSAGE

Happy New Year – I think I can still use that as a greeting.

Christmas Parties ✓
 Christmas ✓
 Boxing Day sales ✓
 New Year ✓
 Australia Day ✓

Time to get back to normality.

I'm looking forward to our club events for 2024, not that I'll be able to get to them all, but it's encouraging to see Dianne Lawlor and Denis Kasza, are putting together a list of events for the year in conjunction with the chapter co-ordinators. Check them out as there are a couple of events already in the calendar and they are a great way of getting to know your fellow Austin-Healey enthusiasts.

As you should all know by now, we kick off 2024 with our Presentation Lunch to be held next Sunday, 4 February. Hopefully the



weather gods will be kind to us, and the day will be one of enjoyment for all who attend. Thank you to everyone that recorded their attendance at the lunch via the AHOC website. It certainly makes it easier for the organisers to plan for numbers.

We are going to persevere with our Zoom meetings. I appreciate that currently they are less than ideal for those that are dialling in as well as for those that are in person at the general meeting. Obviously for a lot of us that have not grown up in the technological era (which is the majority of those who attend general meetings) it is

a bit of a challenge, so the committee has decided to get some external assistance. Hopefully the experience for all will start to improve but, for those involved I would appreciate any comments that you would like to provide, I'm not sure that we can do something about everyone, but at least it will provide a reference for us.

We have many members spread over the state and the country who can't get to meetings, but it would be great if you can join us via Zoom. The details are in this newsletter.

COMMITTEE LIST - 2024

Club Patron—Ross Bond

President - Jim Phillips
 8 Belina Ave.,
 Wyoming NSW 2250
 0413 589 306
jpjimbeau@gmail.com

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 0458 777 339
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membership@austinhealeynsw.com.au

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coolibahconvertible@bigpond.com

Technical Officer - Greg Strange
 02 9319 2299
gregorymstrange@gmail.com

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

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penmans@bigpond.com

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 0413 589 306
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Public Officer - Alan Mitchell
 PO Box 123
 Marulan 2579
 0412 898 656
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

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 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

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

I started drawing up a list on a piece of paper and it's sitting on my desk, somewhere. It's a list of club members who sent in words, photos and images for this issue of the *Flat Chat Newsletter*. I intended to use it to remind myself who to thank for taking the trouble of letting their fellow members know what they have been up to with their Austin-Healeys. We all know that it's interesting to read about how someone is getting to the bottom of an electrical fault; changing a wheel bearing or giving a car an annual servicing. You know, something we can relate to or even gain some useful knowledge that we can use later if we are in the same situation.

So where did I put the list? After a little shuffling about, I found it. I was having you on, as there is no list, however there is a blank sheet of paper with no

names whatsoever on it. Not one? Apart from reports, not one club member sent anything about what they had been up to. Perhaps that's not 100% correct as Ray Roberts did send me a couple of photos as the result of a telephone conversation we had, and John Sherman sent a connection between Donald Healey and Ian Fleming which I will use elsewhere. So what was I to do? I know! I'll make it all up.

That's what I did. Kept my eyes and ears open and included things not involving our club at all. Who wrote all this drivel? You will just have to wait and see.

As to the Quinn Austin-Healey I was going to regale you with a blow-by-blow rendition of removing the safety gauge or what most would know as the combined water temp/oil pressure gauge. For the last six months the oil pressure needle was stuck just about 40lbs, so I made arrangements to have it serviced.

Easy enough, but removing it from the car is quite a challenge, mainly caused by the water temp capillary tube.

Anyway after disconnecting the brass clamps around the engine bay, I thought a little time on my back on the passenger floor would be recuperative. Managed to loosen the bracket holding the gauge in place and when I looked at its face the needle had returned to zero. Was this a good sign, or just a burning bush? So I got up from my resting and started the engine and the needle behaved itself. Over the next ten minutes of starting, stopping and revving, it continued to behave itself. Result? No longer having the gauge serviced.

I trust you enjoy this issue of the Flat Chat Newsletter and it's clear that you only want to read things that I write, or else you would be sending in other things of interest. So I'm not going to bother asking for anything else.



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**



Membership Report -

Christine Lyttle

membership@austinhealeynsw.com.au

With the Christmas/New Year period over, I do hope that you all enjoyed your time with family and friends and now ready for a year full of great events with the Austin-Healey Owners Club.

New members this month are Mark and Jacklynn (Jax) Langkilde of Point Clare, with a 1967 3000 MKIIIA BJ8. Also Glenn Roberson of New Haven with a 3000 Mk1. Mark's and Jax's as well as Glenn's applications have been passed as associate members until the February 2024 committee meeting

Social Report

Dianne Lawlor 0413 873 191

gregorymstrange@gmail.com

Denis Kasza 0407 492 008

deniskasza@gmail.com

Trusting that everyone had a safe and enjoyable Christmas/New Year period and that good times will continue for all.

We kick off the year with a Central Coast Chapter gathering on Saturday 3rd February, followed by the Presentation Lunch at Julie and Garry Lee's home at Niagara Park on February 4th.

Event: Central Coast Chapter Gathering (see page 8 for more info)

Date: 3rd February 2024

Venue: 109 Humphreys Rd, South Kincumber

Contact: Colin Rule 0467 563 523

Please bring a contribution to morning tea

Event: Presentation Lunch

Date: 4th February 2024

Venue: 20 Siletta Rd, Niagara Park, NSW 2250

Time: 11.00 AM to 3.00 PM

For members coming from south of the Central Coast wishing to participate in a convoy run, meet at the Old Berowra Toll Gates at 9.45AM for a 10.15AM start. Cost: no charge, as this is a club sponsored event. Tea, coffee, soft drinks and lunch will be provided. Should members be wanting alcohol, please bring your own and glasses.

RSVP for this event has closed

where their memberships will be tabled for upgrading to full members. We welcome Mark, Jax and Glenn to our club and hope to see them at an event shortly.

Don't forget members if there any changes to your details on the website, please let me know at the above email address.

Hope to see you at the General Meeting or the Presentation Lunch.

Happy Healeyng
Christine Lyttle

AHOC Illawarra & Southern Highlands Chapter
Event: Loftus Tram Museum, Tram Rides and Lunch at Audley Dance Hall Cafe, Royal National Park. (See page 9 for more detail.)

Date: Wed 14th February 2024

Contact: John Thornton 0419 266 284

Event: Tea Gardens Hawks Nest Motorfest (see page 10 for more info)

Venue: Myall Sports Park, Hawks Nest

Date: 9th March 2024

Time: Gates open 8AM-2PM

Cost: \$10 to display vehicles

Vintage/Classic Cars/Hot Rods/Motorcycles/Live Music/Food Stalls/Raffle etc

Contact: Ross Anderson 0400 320 611

rossanderson6@bigpond.com

Event: Mid-North Coast Workshop

Dates: Third Saturday of each month, beginning 18th February

Venue: 79 Barton St, Croki

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

Contact: Phil Lorking 0412 392 362

thelorkings@outlook

Please bring a contribution to morning tea

Illawarra & Southern Highlands Chapter Event: Bradman Museum, Bowral, Lunch at Burrawang Pub

Date: Frid 15th March 2024

Contact: John Thornton 0419 266 284

Event: Charlie's Run

Venue: Orange, Gilgandra, Lightning Ridge

Dates: 20-27 March

RSVP for this event has closed

Social Report Cont'

Event: Private Car Collection and 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, BBQ facilities on site

Further details to follow

Event: Fitzroy Drive, Southern Highlands and Illawarra

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

Event: Wharf Cafe, Quarantine Station, Manly

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

Event: Donald Healey Birthday Display Day and Concours

Venue: Parramatta Park

Date: 7th July 2024

Event: Hawkesbury Drive

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

Contact: as above



A delightful photo of a 100 taken at the Concours D'Elegance in Enghien Les - Bains near Paris in 1954.

By the way, perhaps one of you who is fluent in French might like to tell me who Les Bains is.



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Contact: Vince Cessario AHOC Member

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

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**



Historic Vehicle Registration News

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

A new year! A new opportunity! If you have a vehicle, including cars, motorcycles and trailers that was made in 1994 or before you are eligible to place it on Conditional Registration. The only prerequisite is that it needs to be roadworthy, and you have to be a member of a recognised car club, which the AHOC is. The vehicle does not have to be a marque vehicle, and unlike some other clubs the AHOC does not require you to attend any events in that vehicle, although it would be nice if you did, especially if it's interesting. Also the AHOC does not charge for this service, like some clubs do.

As said, the vehicle can be anything. For instance, we

have a 1994 Toyota HiLux that has been around the block more than a few times, however it's roadworthy. When its full registration ceases in a couple of months it will be going on Conditional Registration, as how many times a year can I take rubbish to the tip or pick up a load of compost?


Remember to make the entry into your logbook, even if you have a doubt, as it's better to fill it in than to be sluggish with a hefty fine.

This weekend coming, we have the Presentation Lunch on the Central Coast. If you drive your vehicle directly from where its garaged direct to Chez Lee and return, there is no requirement to make an entry in the logbook. However, should you decide to head home via Terrigal Beach, that return journey should be in your logbook as it's not the most direct route.

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.

Gregory Strange
Motor Mechanic



Between Abercrombie Street & City Road

117 Cleveland Street,
Chippendale NSW 2008
Tel: 9319 2299
Mobile: 0412 811 958
MVRL 35580

Chapter News

Central Coast Chapter Workshop - February 3rd 2024

After a fantastic break on the South Coast, Kerrie and I are back ready and raring to go for 2024. February 3rd is the first of our Saturday Morning Workshops here on the Central Coast.

Our guest speaker for the morning is club member Chris Jenkins, who is going to give us a history lesson of the development and manufacture of the Bushmaster, a military vehicle that is built here in Australia.

So for all you military buffs who would like to check this one out, you are very welcome to come along and join us here at 109 Humphreys Road, Kincumber South 9 am start. Don't forget to bring a plate to share, coffee and tea will be on tap as usual.

Looking forward to catching up with everyone. Oh yes it's on rain hail or shine. Stay safe and will see you there. You've just gotta turn up. All the best for now. Col and Kerrie Rule.



Yes it is really that good!

THE AUSTIN HEALEY 100
IS IT REALLY THAT GOOD?

AHOC Illawarra & Southern Highlands Chapters Sydney Tramway Museum



Wednesday 14th February 2024

Corner Rawson Ave (Old Princes Highway) & Pitt St, Loftus

A very happy New Year to members and guests for our first 'Chapter' outing for 2024.

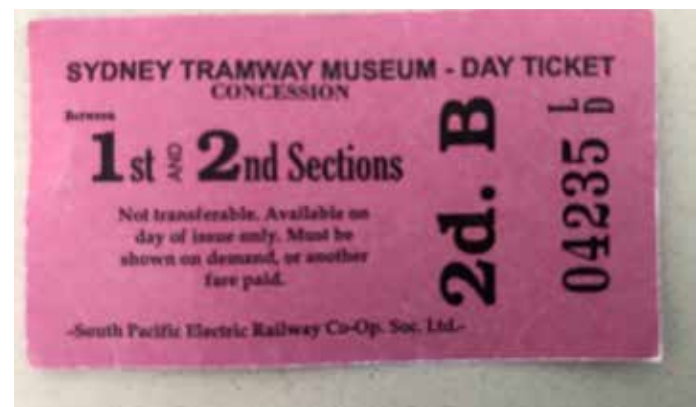
We have a group booking at the Sydney Tramway Museum to take a ride on an operating electric tram and view the fascinating collection of about 22 trams in the Museum itself. There is a viewing of the tram

restoration workshop for the technically minded.

Arrive at the museum no later than 9:45am. Austin-Healeys can park on site and be displayed rear to kerb, diagonal parking. Historic backdrop for photos. Our tram leaves at 10:30am.



All other attendees' cars can be parked on the east side of Rawson Avenue (Old Princes Highway) near the bike track. Plenty of parking.



When the exploration is over, we will head off to the "Old Dance Hall" Café at 2 Lady Carrington Drive, Audley in the Royal National Park for refreshments, or hire a rowboat.



Southern Highlands' Members meet David McIntyre at Highlands Golf Club/Mittagong Oval car park. Depart 8:30am travelling via Picton Road.



Illawarra members meet me at the Mt Ousley 'truck stop'. Departing 9:15am. Response, please, before Tuesday 6th February: john.thornton2011@outlook.com



TGHN MOTOR CLUB PRESENTS TEA GARDENS HAWKS NEST MOTORFEST



📍 MYALL SPORTS PARK, HAWKS NEST

SATURDAY, 9TH MARCH 2024

GATES OPEN: 8AM - 2PM

\$10 PER VEHICLE TO DISPLAY

**VINTAGE/CLASSIC CARS/HOT RODS/MOTORCYCLES
/ LIVE MUSIC/FOOD STALLS/RAFFLE ETC.**

ALL PROCEEDS GO TO

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FURTHER INFORMATION: ROSS ANDERSON M) 0400 320 611

Tinkle Tinkle Little Bush – How I Wonder Where You Are

By Patrick ‘Drongo’ Quinn

Now that seemed like a good idea. I had taken the Quinn Austin-Healey for a drive around a large block. It went well with everything doing what was expected of it. However I kept crunching gears while changing down. I thought the shift was about as precise as a piece of cooked spaghetti in a bowl of jelly.



The gearbox was originally fitted to a 100S and is numbered 1003. Way back when the first 100Ss were being prepared for the 1955 Sebring 12 hour there was a problem with first gear and all were modified to suit, except for one, AHS 3503. Time was running short and with the cars about to be shipped to the US, the gearbox was removed out of what was destined to be the Quinn Austin-Healey and installed in AHS 3503. After all the rushing about, gearbox 1003 was modified and fitted into the BN3.

If you're interested, AHS 3503 still exists in Europe and is fitted with a David Brown gearbox.

Apart from an interesting history, there is nothing special with gearbox 1003, it's a sideshift four-speed, but sometime between 1955 to when it became the Quinn Austin-Healey in 1974 it was fitted with a 22% overdrive.

Milking Shed

Back in its assigned place in what was once a milking shed, there was a little head scratching. As said, it seemed like a good idea and out came the gearstick, preceded by the metal cup, rubber seals and distance pieces. Didn't know about the threaded gearstick locating screw, brass gear lever bush and spring clip, as they seemed very loose.

Continuing along with the good idea, let's put it all back together carefully making sure everything was done up correctly.

What an absolute *^#\$^* pain is the brass bush on the bottom of the gear lever. Bloody, stupid (&#%& thing. Did it easily slip into its repository in the gear selector? No #%& *% way!!!

I am sure I heard 'Tinkle Tinkle' as the two halves of the *^%# brass bush bounced off the *#@%(\$ selectors and disappeared into the *%\$& depths of the *^\$#^(^ gearbox.

What to &^##&*(do?



No alternative than to jack up the car, drain the oil and remove the sideplate which exposes everything inside the gearbox – including the errant bush halves and clip.

What about the bush halves, clip and locating screw? Plus there are 13 setscrews holding the sideplate to the gearbox casing for a reason. Discussed with the Chancellor and decision made. New bush, clip, locating screw and gasket. However the gasket is problematic as it's not possible to buy the gasket without including all the gearbox gaskets. I suppose that's understandable as there are not many drongos about who drop things into the gearbox.

The result?

After waiting a couple of weeks for everything to arrive, it all went together without a problem and there is a huge improvement with the gearshift.





AUSTIN HEALEY NATIONAL RALLY GERALDTON 2024

22 TO 26 AUGUST

Wildflower Country Provisional Program

Thursday 22nd 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 23rd 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 24th 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 25th 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 26th 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



A Jensen Without an Engine

By Patrick Quinn

We all know the close connection between our Austin-Healeys and Jensen Motors. Many of us would also be well aware of the connection between Donald Healey and Jensen. Plus there was also Donald's involvement with the Jensen-Healey.

However, there are more connections than a lot of us would be aware of.

Enter Richard Calver, a retired Australian diplomat and United Nations analyst who in 1985 bought a 1969 Jensen Interceptor and before long found himself enamoured with everything and anything to do with Jensen.

When working in London in the late 1980s he took leave from his Australian government toils and camped himself in the Jensen factory at West Bromwich. The result of this was an amazing tome entitled *A History of Jensen: The Chassis Data*.

It is what it says, a collection of available data of every single Jensen built. Not model after model, but each and every single car including commercial vehicles, of which there were many.

It is an amazing publication and a little like a phone book that goes on with lists page after page.

I recall when I first saw this book 20 or so years back, I was interested in the Jensen 541, my favourite British four-seat coupe. Powered by the four-litre Austin Sheerline engine, Austin gearbox, suspension etc it's an effortless tourer. Around 440 Jensen 541s were built between 1954 and 1964.

In the list of Jensen 541s, I recall seeing one car that was sold in May 1962 without an engine and gearbox. The buyer? Donald Healey of the Donald Healey Motor Company.

It wasn't the first Jensen 541 fitted with a V8 as that was in 1957 when one was ordered by an American gentleman who wanted it fitted with a Chrysler engine. However, that never went ahead and the car was sold with its whereabouts unknown.

The car ordered by DMH was delivered to the Donald Healey Motor Company without an engine or transmission. It was a 541S that had a different frontal treatment and Donald wanted a Chevrolet 327ci V8 engine, mated with a GM 2-speed automatic transmission.

DMH had built up many friendships within the American forces and the engine and transmission was shipped to the UK aboard an American USAF aircraft. The colour of the car? Healey Ice Blue of course with blue trim. The installation was undertaken at Warwick.

The car, carrying trade plates, was used by DMH for commuting between Warwick and his recently purchased Trebah estate, near Falmouth in Cornwall. It was eventually registered 605 KUE on 11 March 1965.

The car still exists and as at 2021 has 58,000 miles on the clock. Jensen in late 1962 introduced the C-V8, powered by a Chrysler V8 with either a four-speed manual or three-speed automatic.







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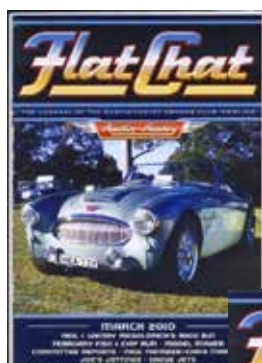
healeyfactory.com.au

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

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



A Small Coincidence or Two

By Patrick Quinn

Some years back, actually it was the end of 1969 when a schoolfriend and I were thinking about what to do after finishing school, to fill in the time before we were due to start our further studies.

It turned out that his father was a wool broker whose business partner was what used to be called a "Pitt Street Farmer" with a property at the thriving metropolis of Murga, some 60K from Parkes and 20K from Eugowra. Actually, Murga was a shed at a T intersection, where the local cockies would pick up their essentials like bread and milk.

It was suggested to my friend Chris, that we could work as jackeroos at this mixed farming property just north of Murga. Sounded like a good idea which we accepted.

So armed with our gear and books on 101 ways of slaughtering and cooking your sheep, we headed west in my Morris 850.

We were there for about six months and apart from morning smoko, Friday nights were the most looked forward to time of the week. The social centre of Eugowra was The Fat Lamb Hotel where the liquid refreshment while waiting for a haircut (and anything else) was exceptional. Across the road from the hotel was a Greek milk bar and as we all know, every town must have a Greek milk bar or cafe, where a mixed grill was to be enjoyed when you wanted a break from the hub bub of the hotel.

Sadly, The Fat Lamb is no longer due to a disastrous fire, and I have often wondered about the Greek milk bar. Since then, I admit to not having visited Eugowra, but we did sail through Murga once.

Now what has this got to do with Austin-Healeys? Not much really, as while I had seen Ross Bond racing at Oran Park and Warwick Farm, they were still a few years ahead of me personally.

Just last week I was talking to AHOC member Ray Roberts and happened to mention the Fat Lamb Hotel and the Greek milk bar. "We've been there!" Came Ray's comment. "It was during a Charlie's Run some years back and we stopped at the milk bar for something to eat. I have some photos of it somewhere."

Anyway, Ray sent these photos and I am positive that the inside of the milk bar hadn't changed a bit.

But wait there's more!

Remember the Pitt Street Farmer? He turned out to be the uncle of well respected Sydney corporate solicitor Hugh King who joined the AHOC in the late 1970s with a BJ8 (now owned by Julie and Garry Lee). Hugh was the AHOC treasurer for a couple of years.

After finding out who was the smartest, the sheep or us, Chris went on to become a professor of dentistry at Westmead and I became an Austin-Healey owner.



The BJ8s of Ray & Muriel Roberts, Neville & Jan Stirton and David Williamson. Muriel and Jan standing on the right.



The inside of the Eugowra Greek milk bar/cafe hadn't changed a bit. Neville & Jan Stirton on the left with Ray & Muriel Roberts.



Due Diligence

By Patrick Quinn

I suppose it's a little like the old saying "Let the buyer beware".

You see something come up for sale and there is something wrong about it. Too cheap! Too expensive! Not correct! Did they really make that?

If it's of interest it always pays to check thoroughly about whatever it is up for sale before you part with your hard earned.

Just last week I saw an Austin-Healey come up for auction in Belgium which really took my interest. It does look to be an exceptional car.

Have a look at www.troostwijkauktions.com

It's readable in English and Dutch, but what's of great interest are the words:-

Here you can literally acquire a unique classic, a 'once in a lifetime'. This extremely special Austin-Healey comes with a Rolls-Royce 4.1-liter six-cylinder, and only ten bodies of such a "4-Litre" were made from the factory. Three of these have been used effectively/officially; one lives in Switzerland, one went to Australia, and the third was once owned by British racer Joe Cox, but is currently on display in the Dutch Austin-Healey Museum. The great link with Rolls-Royce comes from Donald Healey, who

went there when British Leyland only wanted to continue with MG. _ _ _ What we can offer is the unofficial fourth. Equally developed in collaboration with Donald (and Geoffrey) Healey, but further improved and which Joe Cox said is a much improved version compared to the other three. That will probably be the case, including; a widened Austin-Healey 100-Six chassis, three carburettors, electronic 1-2-3 ignition, a Jaguar four-speed gearbox (with overdrive), a 'Louvre' hood and, for example, special oil from Porsche North America (which, unlike European variants, keeps the temperature 15 degrees lower). _ _ _

It is an absolutely exceptional top classic, and its specific composition makes it unique. Moreover, it is in extremely well-preserved & cared for condition, thanks to a leading expert from the Austin-Healey house, with incredibly few miles (03,609) on the odometer and in the nice 2+2 configuration. As an indication, a relatively recent appraisal report estimates this pearl at 250,000 euros. You are welcome to admire & inspect this extremely exclusive roadster yourself; but only through a specifically reserved viewing moment (in Belgian North Limburg). _ _ _ So, this lot only shows minor signs of wear (or during the viewing 'Viewing Day' you can form your own important opinion), and is further provided with; 1 SET of keys, its old British license plate and some nice history. The certificate of the last techni-

Due Diligence cont'

cal inspection is still valid and can be presented on request. ___ It is therefore mandatory to reserve a place on that Viewing 'Viewing Day', and this must initially be done by e-mail via info@Haspengouw-Classics.eu (in exceptional cases we will agree on a different time). ___ In this exceptional case, the collection is in Belgian North Limburg, and in order to ensure a smooth process, it is mandatory and must be requested in a timely manner (via the same e-mail address, in the first instance). When it comes to vintage cars, project cars, cars that have stood still for a while or special vehicles, remember that you come and collect them well prepared. In exceptional cases we can propose transport. All dates are subject to change.

Well what do you know? Everything I knew about the 4000 is wrong.

My understanding is that in period, a total of six widened new chassis were made by John Thompson Pressings for the Rolls-Royce powered cars. Three complete cars were made. Then sometime down the track, one of them was in a severe accident and one of the three leftover chassis was used in the rebuild. That car was finished in red and imported into Aus-

tralia in late 1974 and I drove it in January 1975. That car has since been fully restored in Old English White and remains in Australia.

When in the UK later in 1975 Alan Jones and I met Joe(?) Cox the owner of another Rolls-Royce powered car that was finished in British Racing Green. I had the pleasure of driving that at an Austin-Healey rally at Donington Park. That is the car in the Dutch Healey Museum.

The third example, also finished in white, is in Europe and perhaps Switzerland.

Sometime in the 1980s or '90s a replica was started in the UK by an ex-pat Australian, finished by someone else and featured in a UK magazine. I have a recollection that it was finished in red, but I may be mistaken. It was sold as a replica to an enthusiast in the Netherlands.

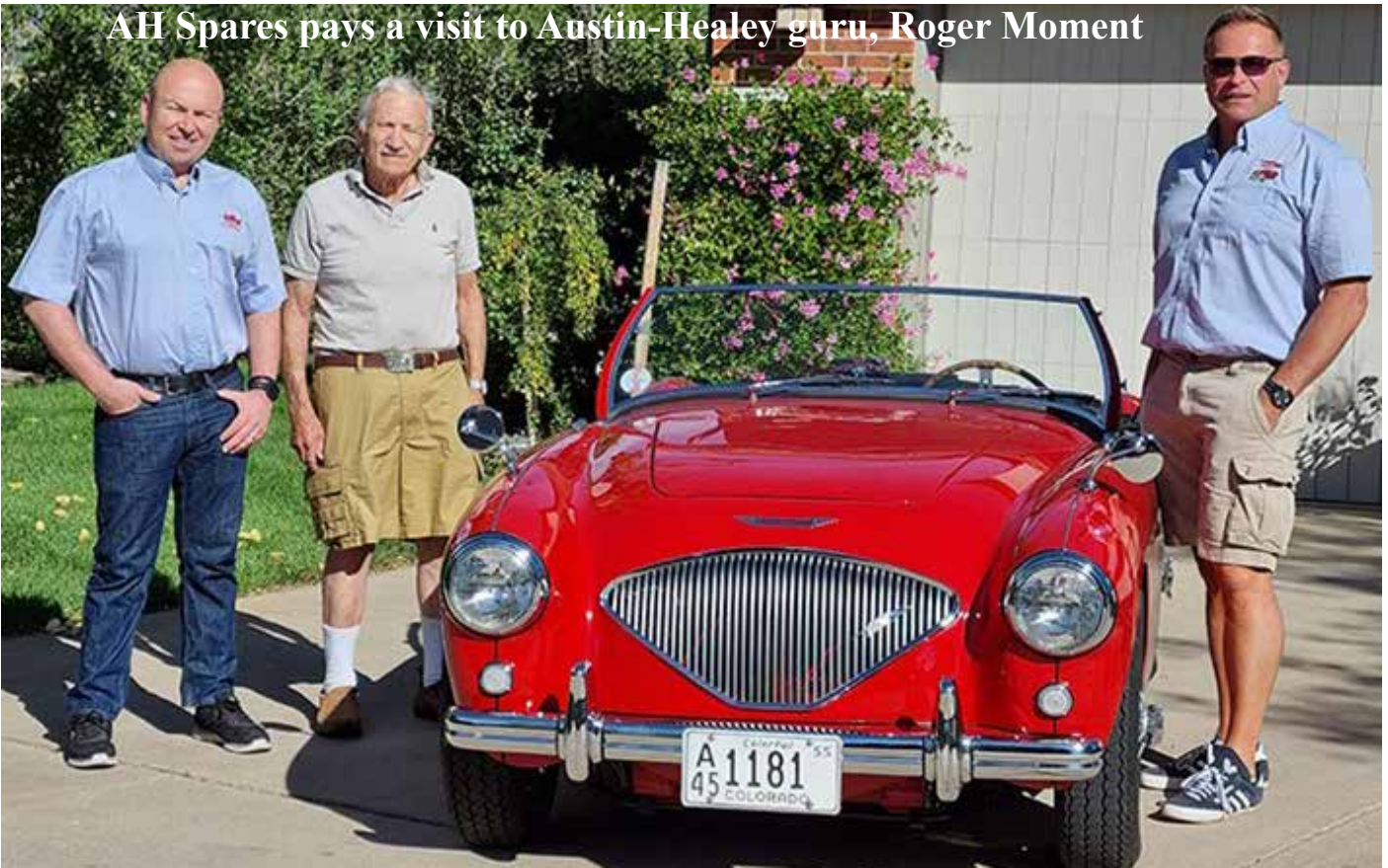
What is interesting is the chassis number of the car coming up for auction in Belgium is BN4/460941.

With anything that is rare, it's always important to pay due diligence to its history.



Editor's Note. Article placed at the request of AH Spares

AH Spares pays a visit to Austin-Healey guru, Roger Moment



TIME TO MEET NEW FRIENDS

Last October two of our directors jumped on a plane and headed across the Atlantic to finally meet the world renowned Austin-Healey authority, Roger Moment.

After being a customer of AH Spares since the 1970s Roger had paid us a few visits over the years but we had never repaid the honour. So, on the back of the successful launch of Roger's new book we decided to have our personal copies signed by the man himself and in person.

Roger and his amazing wife Lilly welcomed our directors John Lee and Jon Hill and very hospitably hosted them at their home in Colorado.

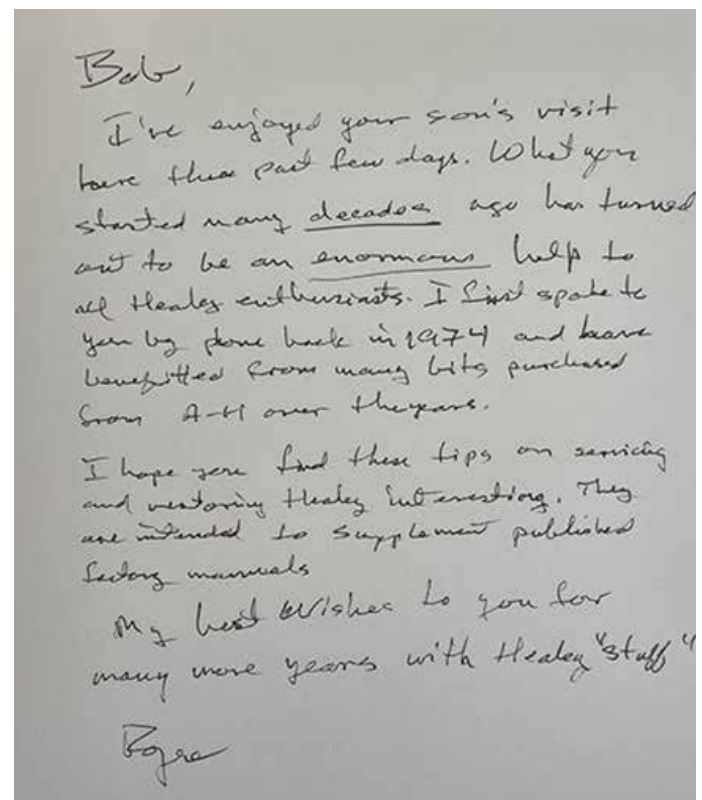


Photo by Roger Moment of John Wheatley, Bob Hill, and Fred Draper outside AH Spares circa 1980.

Roger Moment's personal message to Bob Hill

Roger Moment cont'**SEEING THE SIGHTS**

As part of our visit, Roger and Lilly kindly showed us around some of the sites of the beautiful state of Colorado and being autumn, the leaves were turning all the shades of gold, yellow and brown giving truly breathtaking scenery throughout the mountains.

“One of my favourite places we visited was “Gold Hill,” which is a small town in the mountains steeped in history.” Originally a mining camp, it was the site of the first major discovery of gold during the 1859 Colorado Gold Rush, but now has a population of only 200 people.

A Scenic Colorado Drive with Roger Moment's Original Austin-Healey 100 BN1

<https://www.ahspares.co.uk/news/ah-spares-pays-a-visit-to-the-healey-guru-roger-moment.aspx>

THE ONLY WAY TO DRIVE

The next day Roger took us both for a run up into the mountains in his cherished and extremely original and stunning BN1.

“These are the kind of roads these cars are made for and what an experience it was to actually be able to drive Roger's car myself,” says John Lee.





Roger Moment Cont'

INSIDE ROGER'S AUSTIN-HEALEY COLLECTION

Once the car was back safe and sound in Roger's garage, we spent the rest of our time talking Austin-Healeys and we were only too happy to be shown around Roger's lifetime collection of original BMC and Austin-Healey artifacts. Roger has examples of every type of BMC tool kit and has gone to great lengths to research and ensure they are "spot on" correct for the Austin-Healeys. Roger explained the whole story and process he went through to reproduce the correct lead knockoff hammers down to the correct size, wooden handle and reproduction of the 'Thor' labels. This whole process took him more hours than he can remember, which just goes to show the level of detail Roger works to for his cars.

Another item we had never actually seen before apart from in brochures was an example of an early "Touring Kit" that was available as an accessory. Every component inside is O.E. and still in its original packaging. Additional was an extremely rare BMC Distributors tool board with all the correct tools not to mention his vast archive of research books and articles.

KEEPING THE LEGACY ALIVE

Roger's love for Austin-Healeys and his eye for detail is incredibly infectious. He is a living, breathing encyclopaedia for all things Austin-Healey and has been heavily involved with the evolution and progression of the Concours movement around the world.

Roger recognizes that we at AH Spares are extremely passionate about ensuring Austin-Healeys continue to be cherished and admired for years to come by providing the finest service and quality parts to current and future custodians.

We must make Austin-Healey ownership easy and fun. They need be admired by future generations in their full beauty and not patched up with inferior parts or workmanship. I fully believe that to preserve their desirability and Austin-Healey essence the cars must be maintained to a high standard. AH Spares will strive to assist with this while also supporting the Healey community.

- Jon Hill

As a result of our visit and established friendship we are enormously excited and honoured to announce that Roger has kindly offered to assist us with our mission by sharing his vast knowledge and expertise to support us in achieving this important ambition.

Roger has already helped us to manufacture several new parts. DRF224 Scuttle Seals, DRF199 Door Bottom Draught Excluders and correct HOD205 Hood Screen Top Seals for the Austin-Healey 100 which can already be found on our website.

Lilly and I were very pleased to host your visit to Colorado. We had some very nice drives up though our winding roads, and I appreciated your comments about how my car performed. I also enjoyed showing you my collection of accessory items that were available for Austin-Healeys back in the '50s and '60s, as these tell a story about the English motor industry and automobile ownership in those post-war years. A-H Spares has really expanded in scope ever since I first became acquainted with your shop from correspondence with John Wheatley back in 1974. At that time, he told me to contact Fred Draper when I was looking for a new cam for my BN1, and Fred offered me a choice of "standard" or "Le Mans" versions for GBP25.00 each!

From our many chats during your visit, I feel that you truly have the interest and conviction to develop many more accurate replacement parts for those of us that want to make our cars as accurate as possible, and I welcome the opportunity to assist you in these projects in any way that I can. I hope that I will be able to make a return visit across the pond to you and see, first-hand, how your facilities have grown.

Best wishes for the future, Roger

- Roger Moment

DON'T MISS OUT

Watch this space for thrilling forthcoming developments and fascinating Austin-Healey articles. Make sure to tell your Austin-Healey friends not to miss out and to sign up to our newsletter.

FOR SALE

Lots for Sale!

It's either a famine or a feast. In this month's Flat Chat Newsletter not only are there five Austin-Healeys listed for sale but if you were to look at



Austin-Healey 1959 100/6 BN4 (BN4/0/77142). Purchased in the UK by the seller in 1969 and brought to Australia in 1971. Engine rebuilt 4,000 to 5,000 kilometres back. Fitted with four-wheel disc brakes. Seller informed in 1969, that car was one of

FOR SALE

what's coming up for auction at Donington Auctions at <https://www.doningtonauctions.com.au/> you will find a Jensen-Healey for auction in South Australia plus the Silverstone bodied Healey owned by our late member Philip Bloom. Happy shopping!



100 so built. (Optional four wheel discs were fitted by the Donald Healey Motor Company in the 1950s. PQ.). Stored for over 20 years. Unregistered. Call Robert Gibson on 0417 665 403 for more information.



FOR SALE

1964 Phase II BJ8 (HBJ8L/26889). Excellent condition, dark BRG with original interior. Fourth owner, original US sales invoice and book. Just serviced,

**FOR SALE**

no rust. Comes with three sets of wheels (original ones, 72 spoke chrome and Minilite reps). \$85,000. Car in Sydney, call Peter on 0414 768 727.

**FOR SALE****1955 Austin-Healey 100 BN1**

Finished in Carmine Red exterior, silver powder coated wheels and full black leather trim, BN1/224691 was delivered new in Sydney, and as far as known led a chequered life. Research by the recently deceased previous owner has revealed the car is a combination of three vehicles and was raced at Warwick Farm in the 1960s and part of the AHOC of NSW team that raced at Calder in the 1970s along with numerous club events.

With the car go photos of the body off restoration

carried out in 2002-3. There are photos of a full engine rebuild in 2011; along with a log of all repairs and parts purchased. At one stage during the 1980s, the car was written off and rebuilt using a new-old-stock 100 Chassis.

Mechanically, while far from standard provides great performance without taking away reliability. It is fitted with a BN2 four-speed gearbox. Visually the car is in very good condition with no rust in the body work.

Further details please call 0417 673 065.



FOR SALE

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

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

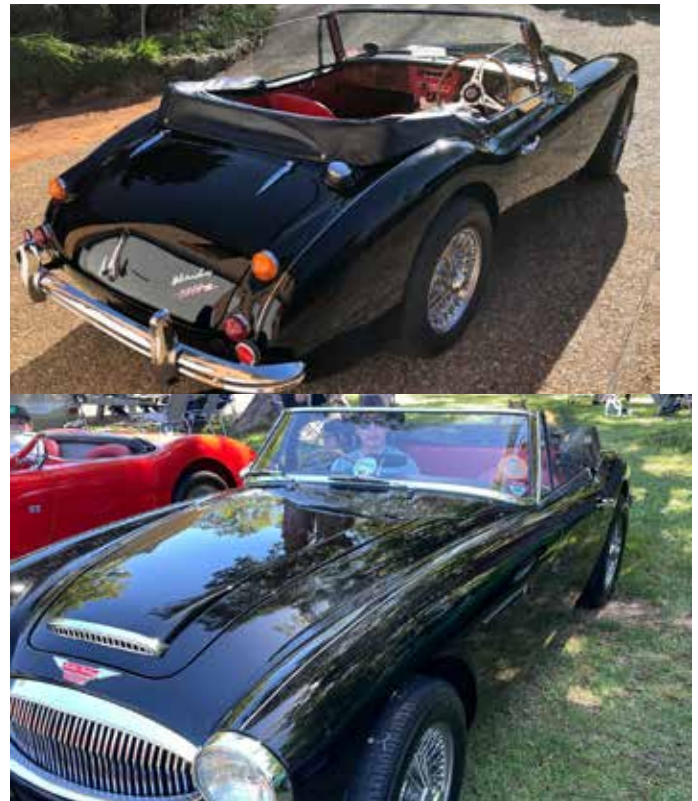
This beautiful car has had little use following a ground up rebuild by The Healey Factory. Finished in black with red leather. It is a delight to drive, sounds magnificent and beautiful to look at.

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

FOR SALE

rebuilt by Jeremy Welch. Car is in lovely condition with engine fitted with new SUs plus cold airbox. 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 flywheel, front crank damper. Engine fitted with new sleeves and standard bore.

Both cars are in beautiful condition. Call David on 0420 488 804 to discuss.

FOR SALE

Your Last Page

CHASING CARS
Quentin Willson's hot tips

Refreshed interest in Austin-Healey 3000s

Recent sales both sides of the Atlantic show that the fortunes of an old British favourite are back on the up

There's a rising premium being paid for fine original or perfectly restored 'Healey 3000s. The days of buying a mitter for £35k have long gone. In September, at the Bonhams Goodwood Revival sale, a very nice '67 MkIII Phase 2 with £50k of restoration invoices made £65,550, and it was a US import. In August, Gooding & Company drew \$100,000 for a '67 MkIII B11 at Pebble Beach while in April Barren-Jackson at Palm Beach dispatched a superb, fully restored '64 B18 for \$104,500. In July Hammonds sold a good, but not perfect, '60 MkIII Phase 3 for £54k; in June Brightwells sold a lovely, unrestored, one-owner-for-52-years '66 MkIII B11 with comprehensive history for £52,030. Then last August Gooding surprised everybody with a restored, last-of-the-line 1967 B11 for \$193,400.


Most of these achieved results were well over their higher estimates and there's a renaissance of demand for immediately usable, well-fettled or well-restored cars in desirable factory colours.

With a pro restoration time costing over £140k - 'Healeys always were expert runners - these rising prices may only be a reflection of the value already invested by previous owners. Restoration, I believe. But I also think the Big Healey has come back into fashion. Your years ago, many 3000s offered at auction were no-takers and in November 2018 Histories sold a superb, fully restored 1960 MkI for £40,320. Today that car would sell for £60k.

So, while E-types are going down, Big 'Healeys are clearly going up. They haven't had the over-exposure of the Jags, or the same degree of price invigoration. But you can still bag the odd bargain. In September Ewbank's sold a delightful 11K-supplied, original, warranted 29,000 mile 1960 MkI in super rare factory Primrose yellow for £46k. There's profit in that for somebody.

**VALUE 2019
£65k
VALUE NOW
£72k**

'They haven't had the over-exposure of the Jags, or the same degree of price invigoration'



We all might like to read this, but of course I am sure that none of us have our Austin-Healeys as an investment.

Below are a couple of screen-shots from the film *Sabrina* showing William Holden, Audrey Hepburn (sigh!) and a Nash-Healey.



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**