



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

VOL. 11 ISSUE **#3**
Mar 2024

COMING EVENTS

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

APRIL

4th Monthly Meeting
6th Cent Coast Gathering
10th Committee Meeting
20th Mid-Nth Coast Gather
21st Expansive Car Collect

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The Presentation Lunch was a great success thanks to Julie and Garry Lee's hospitality. The hosts had been very nervously watching the weather forecast all week and crossing their fingers that it wasn't going to be too hot. It did turn out to be a very warm day, but after a sumptuous spit roast lunch (followed by a cake celebrating Christine's significant birthday of a few days earlier), everyone took their chairs and sat under the shade of the trees to learn who the trophy winners for 2023 happened to be.

Thanks go to all the Committee members that got in and made it a wonderful way to kick off 2024.

Thanks also goes to those that travelled long distances to join in the day, including our honorary members Bob Cutler from Molong and Graham Healey from Wombarra. Bob brought along John Medley, the author of Bathurst: Cradle of Australian Motor Racing, who was well known to many of our longer-serving members. Another long-distance traveller was Tony



Julie Lee Photo
Cont' page 10



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North Parramatta NSW 1750

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

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

PRESIDENT'S MESSAGE

I'm looking forward to hearing from Chris Jenkins at our March general meeting on the history of the Bushmaster. Chris held senior roles in Thales, the manufacturer, for over 35 years and is well versed in how this piece of equipment has developed over the years.

I'm hoping that Chris will be the first of an array of speakers that will inform members at our meetings. Kathleen Long who is the General Manager Retail for Repco has also agreed to talk to us, hopefully, in May depending on her busy work schedule. If you have any suggestions for members or even non-members who can educate us about things that they are involved with, please let either myself or the committee know. Any other suggestions for our general meetings will also be appreciated so that we can make these meetings more informative.

Zoom meetings continue to be a challenge and special thanks



to Chris Hatch from the Mid-North Coast chapter and Joel Parry-Jones, the son of one of our members, who assisted greatly last month in at least getting the audio content a lot better. Unfortunately, the vision was not brilliant, but we will continue to persevere.

During the past week Gordon Lynas and I participated in a Zoom meeting for the national delegates of which each state club has two. Prior to last year's National Rally, they only met annually at the rally, which meant that many of the ideas raised took a long time to eventuate as they need to be approved by each club.

At the last rally it was decided that these meetings should be better structured and held on a more regular basis. One of the ideas that arose from the rally meeting was for each state to change their name to incorporate "Australia". I mentioned this at one of our previous general meetings where our committee decided that it was not warranted. Queensland committee put the notion to a vote, but failed to achieve a 75% of members in agreement which was required under their constitution. As the South Australian and Western Australian clubs already have Australia within their titles and Victoria also did not proceed with

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COMMITTEE LIST - 2024

Club Patron—Ross Bond

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

Vice-President - Geoff Smith
0458 777 339
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Secretary - Julie Lee
0421 598 755
hedli@tpg.com.au

Treasurer - Jenny Penman
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Membership Secretary - Christine Lyttle
0410 201 373
membership@austinhealeynsw.com.au

Regalia - Colin Rule
0467 563 523
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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

Public Relations - Ross Penman
0408 465 547
penmans@bigpond.com

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0413 589 306
jpjimbeau@gmail.com

Public Officer - Alan Mitchell
PO Box 123
Marulan 2579
0412 898 656
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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 Stirtion
- 0414 472 877 - Geoff Smith - 0458 777 339 - Phil Loking - 0412 392 362

Assn of British Car Clubs Rep - Christine Lyttle

National Assn Delegates - Gordon Lynas & Jim Phillips

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

If you want to send something by post, the Club's address is:- AHOC (NSW) Inc
PO Box 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.cquinn@outlook.com

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

Been busy. Really busy, as one of our adult children is getting married in our garden this coming weekend. All of which has mean that there has been LOTS of necessary things to be done around the house and garden. This has necessitated that the preparation of this Flat Chat Newsletter had to be drawn over a longer period of time and some snippets that I would have liked to include haven't been possible. For instance, I found out yesterday that the Ferrari F1/2 car that was the part of the Ferrari-Healey is coming up for sale. Surely an opportunity to tell the story again using some great photos of the Ferrari four-cylinder engine. I can't help but think how wonderful that would look like on opening the bonnet of a 100. Next month! Also Patrick Townshend did well at Bathurst, but you will have to wait until the Australian Austin-Healey to read about that.

I am pleased to say thanks to club members who put fingers to the keyboard for this issue. Members like Ronnie Strange for his unique narrative. Thanks also to Jim Phillips for passing on the news of the collaboration of an important patent about to be taken out by himself and Colin Goldsmith. Also thanks to Ian Richter for Snippet 8 on the restoration of his BN1. I found Ian's words on original welding quite interesting. Thanks also to Richard Horwood for the photos.

Long leaps forward with the Quinn Austin-Healey with the fitting of the steering wheel, indicators, stator tube and those important bits. (never know what the right name is for that with the long stator tube), but I sure don't like 'control head'. Whatever it's called, it's a real pain in the bum to fit while making sure that the wires make it in one piece at the

other end of the steering box. Both the indicators or trafficators received quite a bit of restoration time and I am pleased with the result. Also pleased with the restoration of the steering wheel with epoxy putty and numerous pieces of wet and dry. Didn't have the intestinal fortitude to paint it with semi-gloss black so had that done by Platinum Smash Repairs. Looks great!

Anyway it's done, but the aforementioned time consuming activities have meant that the wires have yet to be attached and tested. Anyway, it worked before, and I see no reason why it shouldn't work now.

I trust you enjoy this issue of the Flat Chat Newsletter and again it's pleasing that some members have sent in their words and pics which is very much appreciated.



Monthly Meetings - Zoom ID 980 9019 7648 Passcode 336164

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



Minutes of the General Meeting

Thursday, 1 February 2024

Meeting commenced at 7:45pm.

Venue - Strahfield Golf Club and Zoom

ATTENDEES

Colin Goldsmith, George Goodare, Chris Hatch (Z), Richard Horwood, Denis Kasza, Amer Khoury, Peter Laurantus, Dianne Lawlor, Julie & Garry Lee, Kathleen & Kris Long, Christine Lyttle, Jenny & Ross Penman, Jim Phillips, Patrick Quinn (Z), Rod Richards, Muriel & Ray Roberts, Colin Rule, John & Judy Sherman, Geoff Smith, Greg Strange, Ronnie Strange, John Thornton (Z).

VISITORS, NEW MEMBERS

Nagy Khoury (guest)

APOLOGIES

Patricia Bancroft, Vince Cessario, Bruce Ewan, Mal French, Caroline Quinn, Alan Mitchell, Neville Stirton.

MINUTES

Resolved that the minutes of the General Meeting held 2 November 2023, as published in the December 2023 issue of Flat Chat, be verified as a correct record of that meeting.

PRESIDENT'S REPORT

Jim thanked everyone who was involved in organising the upcoming Presentation Lunch. He also thanked those who'd RSVPd through the website, as it had allowed that feature to be tested.

Meetings had been booked for 2024 at the Golf Club. The Golf Club had asked that AHOC Club members who were regularly attending the meetings in person consider joining the Golf Club as social members.

To allow wider participation in the general meetings, the AHOC was persevering with the hybrid (Zoom) meetings and hoping to get the ongoing tech issues sorted out soon!

VICE-PRESIDENT'S REPORT

Geoff gave a brief update on the National Rally and invited any members who were thinking of making the trip over to WA to join a convoy of several club members.

SECRETARY'S REPORT

Apart from the usual bunch of electronic magazines received from other Clubs, Julie didn't have much to report, apart from a rather unusual piece of snail mail in the form of a newspaper "The Light Australia". According to the sender, this had been sent "because I care for Healey people"! It's fair to say that the contents represented a particular view of the world.

TREASURER'S REPORT

Jenny gave an update on the status of the Club's piggy bank.

Main Account	\$4,154.34
Debit Card	\$308.82
Term Deposit	\$70,000.00
Cash Reserve	\$47,324.37
Charlie's Run Ac	\$12,910.11
Total Members' Funds	\$121,782.53

Income	
Membership	\$240.00
Interest	\$50.60

Expenses	
InDesign software (Flat Chat)	\$59.98
Presentation Lunch	\$1,956.00
Zoom annual subscription	\$246.29

MEMBERSHIP SECRETARY'S REPORT

Christine welcomed several new Associate Members – Mark & Jax Langkilde and Glen & Barbara Roberson. Their applications for full membership would be going to the next Committee meeting.

SOCIAL SECRETARY'S REPORT

Dianne Lawlor, Colin Rule, Chris Hatch and John Thornton all provided information on upcoming events, including the following:

- Central Coast Chapter – Saturday 3 February: Guest Speaker would be Chris Jenkins, on the Bushmaster military vehicle.
- Illawarra & Southern Highlands Chapter – 14 February: a visit to the Sydney Tramway Museum in Loftus, then a visit to the Bradman Museum in Bowral on 15 March.
- Mid-North Coast Chapter – 21 February for their normal monthly meeting.
- Tea Gardens Hawks Nest Motorfest – 9 March at Myall Sports Park, Hawks Nest. Cost is \$10 per vehicle to display.



Dianne mentioned a few of the other events that she and Denis had put together for what was a pretty full calendar, but she asked that if members had any other suggestions to please pass those on to herself and/or Denis.

Richard Horwood mentioned the Gerringong Lions Motor Show on 17 February for anyone who might be interested. This was apparently quite a big event with around 300 cars.

And of course last, but definitely not least, the 2024 National Rally in Geraldton was coming up in August. There was a link to the Rally on the AHOC's website.

WEBMASTER'S REPORT

Jim didn't have anything particular to report (apart from yet another plea for help with the Webmaster role) although he said that the website RSVPS appeared to have worked well for the Presentation Lunch. He also suggested that members pin the Club's website address to their browser bookmarks so they'd remember to regularly check it out.

WELFARE OFFICER'S REPORT

Pamela had sent a condolence card to Richard Horwood on the passing of his stepmother and also the

illness of his cousin. Richard reported on progress with his cousin.

EDITOR'S REPORT

Patrick advised that, sadly, he'd received very little by way of contributions for the February issue of Flat Chat, which had gone out the previous evening.



REGISTRAR'S REPORT

Patrick didn't have much to report on, but he provided a word of warning that with many events coming up over the next few months, members should be aware that if they didn't travel by the most direct route to an event, then they needed to fill in their logbooks.

HISTORIAN

No report.

LIBRARIAN

Ronnie didn't have any library news, but did advise that he'd been doing some more paintings with Austin-Healeys in them!

TECHNICAL OFFICER

See CMC report.

PUBLIC RELATIONS REPORT

Nothing to report.

CMC REPORT

Hot off the presses from the CMC meeting, Greg Strange advised that the historic number plates were apparently carcinogenic. He strongly advised members not to lick them or kiss their car on the number plate!



Onto more pedestrian items, the Shannons Day is scheduled for 25 August, with tickets at \$25 each. Greg asked members to let him know ASAP if they wanted to attend so that he could advise the CMC of ticket numbers.

ASSN. OF BRITISH CAR CLUBS

No report, as the first meeting wasn't due to be held until March.

CSCA REPORT

Colin had some great Super Sprint news – the first round on 21 January (run by the Sprite Car Club) had attracted a whopping 96 entrants! A slight blot on the landscape for some would-be entrants is that they were knocked back for MSA-mandated seatbelt indiscretions. After much discussion post-event, MSA had ended up reverting to the previous rules.

In other CSCA news, the MX5 Club had applied to join. This was potentially a big boost for Super Sprint numbers, with the MX5 Club suggesting they might have 25-30 entrants per event.



President's Report cont'
the proposed change, nothing will now alter.

The other point for resolution from the previous meeting was the acceptability of nominating someone from another states club as recipient of the national Alan Jones Trophy. It was agreed that the practice was acceptable, but due to the process adopted by our club this will not apply to NSW as we nominate the winner of our state trophy to be con-

Nothing to do with the CSCA, but Colin entertained the meeting with his solution for Jim's choke cable issues – two pegs would stop it going back in of its own accord! In a nice touch, Colin had thoughtfully chosen colour-coded pegs for Jim's blue over white car!

Ronnie Strange had an alternative solution for the same problem with two different lengths of aluminium channel – one for summer and one for winter!

REGALIA

Mr Regalia, Colin Rule, had a heap of items available from the original Mr Regalia, Terry Bancroft, plus the usual books, badges, umbrellas etc.

SHOW & TELL

Ray Roberts, as usual, had a dodgy anecdote on hand, regarding a cricket match at Gerringong many years ago where a particular female participant mysteriously was never caught out! This reminded Patrick Quinn of a football match at Palm Beach, which was accompanied by a keg!

FOR SALE OR WANTED

For those with a substantial amount of loose change lying around, there were quite a few cars to choose from in latest Flat Chat.

In the Wanted category, Chris Hatch was after a three-speed gearbox and Jim knew of someone who was after some Austin-Healey seats.

GENERAL BUSINESS

- Kris Long wanted to know if there was any interest in a trip to the Australian War Memorial in Canberra
- A few members were wished happy birthday, including Christine Lyttle, who was celebrating a significant birthday!

Meeting concluded at 8:50pm.

sidered by the national delegates. As it is a requirement that the nominee must be attending the rally, we do not nominate anyone if that happens to be the case.

Happy and safe travels to all of those on Charlie's run to Lightning Ridge in a couple of weeks.

Jim Phillips
President



Membership Report -

Christine Lyttle

membership@austinhealeynsw.com.au

Glenn and Barbara Roberson of North Haven with a 1960 BT7. I understand they have attended all the Mid-Coast Chapter gatherings.

Greg Denning of South Tacoma was at the February Central Coast Chapter gathering and has decided to rejoin. Many members would remember Greg with his 1965 BJ8. He also attended the Presentation Lunch with a friend the following day.

We also received an application in the post from Allan Bryson of Rainbow Flat. Allan has a number of vehi-

cles including a 1965 Austin-Healey Sprite MK1, 1957 Austin A35, 1962 Triumph TR4, 1974 Triumph Stag and 1972 car trailer.

All the above applications will be tabled at the next committee meeting.

We welcome you all to the Club.

If there any changes to your details on the website, please let me know at above email address.

Hope to see you all at the General Meeting.

Happy Healeying
Christine Lyttle

Social Report

Dianne Lawlor 0413 873 191

gregorymstrange@gmail.com

Denis Kasza 0407 492 008

deniskasza@gmail.com

The club saw a good number of events in February, with the Presentation Lunch, the Central Coast Chapter workshop, and the gatherings of the Illawarra/Southern Highlands and Mid-North Coast Chapters. The month finished with a reunion at Amaroo Park. You will find reports about these events elsewhere in this month's Flat Chat. However, before looking into the future a special thanks must be extended to Julie and Garry Lee for hosting the Presentation Lunch. Without them and other members who assisted, the event just would not have happened.

March promises to be another busy month, with plenty going on as usual with the chapters, the Hawks Nest Motorfest, with Charlie's Run rounding things off.

Tea Gardens Hawks Nest Motorfest
Venue: Myall Sports Park, Hawks Nest
Date: Sat 9th March
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

Illawarra & Southern Highlands Chapters: Bradman Museum, Bowral, lunch at Burrawang Pub

Date: Frid 15th March

Contact: John Thornton 0419 266 284

Charlie's Run

Venue: Orange, Gilgandra, Lightning Ridge

Dates: 20-27 March

Booked out.

Expansive Car Collection, Private Open House, South Coast

Venue: Organised by the AHOC Illawarra & Southern Highlands Chapters

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

Contact: John Thornton 0419 266 284

Fitzroy Drive, Southern Highlands and Illawarra

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

Contact: as above

Wharf Cafe, Quarantine Station, Manly

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

Contact: as above

Donald Healey Birthday Display Day and Concours

Venue: Parramatta Park

Date: July 7th 2024

Contact: as above

Hawkesbury Drive

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

Central Coast Workshop

Dates: First Saturday of each month

Venue: 109 Humphreys Rd, South Kincumber

Contact: Colin Rule 0467 563 523

Please bring a contribution to morning tea

Mid-North Coast Workshop

Dates: Third Saturday of each month

Venue: 79 Barton St, Croki

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

Contact: Phil Lorking 0412 392 3620

thelorkings@outlook.com

Please bring a contribution to morning tea.

Thank you to Richard Horwood for these photos taken at the Gerringong Motor Fest held on 12 February.

The car below is the BN4 of Trevor Cowan, while the other is the 3000 Mk1 of Ernst Jensen.



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Contact: Vince Cessario AHOC Member

info@platinumsash.com.au

13 Wilham Street - Artarmon NSW 2054



Historic Vehicle Registration News

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

Greetings! We have a new AHOC vehicle inspection officer. At last month's committee meeting it was agreed that Phil Lorking of Croki on the Mid-North Coast will be our third voluntary inspection officer for vehicles on Conditional Registration. So, if you live in that area and the Conditional Registration on your vehicle is due, contact Phil. You will find his contact details on page 2 of this Flat Chat.

Just two! Over the last month I have been asked just twice how to renew Conditional Registration. Didn't keep a number of renewals done, but there have been a few. "Don't forget the stamped self-addressed envelope!" is always within my response, but one mustn't

have listened and the other sent a blank envelope. I can always say that my grumpiness is age related. However it does annoy me!

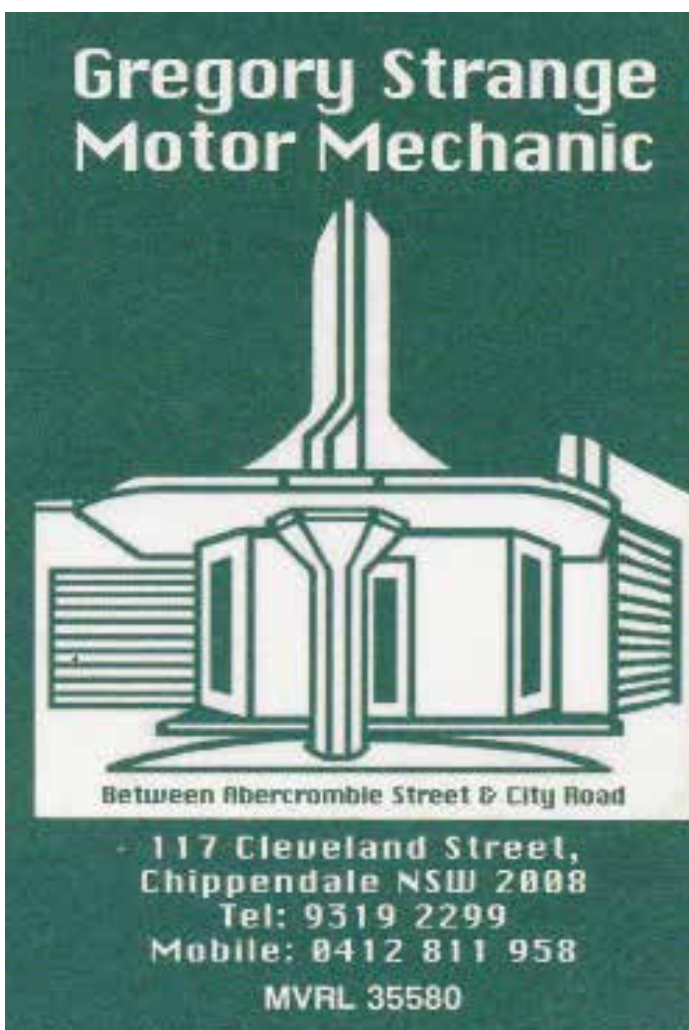
Please, if in doubt about filling in your logbook, it's best to do it anyway rather than to be slugged with a hefty fine.

Charlie's Run is coming up and it looks to be popular. If you drive your vehicle from where it's garaged direct to your evening accommodation and vice versa, there is no requirement to make an entry in the logbook. However, should you decide to deviate or visit that country town that is just away the route home it makes sense 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

Presentation Lunch Cont'

Ash from Hallidays Point. Thanks to Denis Kasza who organised for 12 members in various cars including four Austin-Healeys to meet at the old Berowra toll-gates for the run to the Central Coast. In total at the Presentation Lunch were 46 Members and seven guests, with 15 marque cars.

Onto the trophy presentations, and President Jim was in charge (ably assisted by his "barrel girl" Geoff!) After hearing of the hard luck that had befallen Doug Ross, or was it Pamela, that resulted in her Austin-Healey being taken off to Platinum Smash Repairs, and the Johns, who ran out of petrol on the way to the lunch even though they live in the next suburb, the Hard Luck Trophy was awarded to Bruce Ewan. This was in recognition of the serious bicycle accident that put him out of action for many weeks in the lead up to and during the National Rally, of which he was one of the key organisers.

**Jenny Penman Photo**

It was really pleasing to receive three nominations for the Alan Jones Trophy. The nominees were voted on by the Committee using a preferential voting arrangement. The end result was very close but as they say there can only be one winner. Those nominated were Ross and Jenny Penman for their ongoing contribution to the club which is often not noticed as it is in the background, Rodney Richards, who also quietly helps members out and contributes to keeping their Austin-Healeys on the road, and John Thornton who took on the role of the co-ordinator of the Southern Highlands and Illawarra chapters and provided a vehicle for members in these areas to get together on a monthly basis to share the joys and challenges of owning an Austin-Healey. The winner of the trophy was John Thornton.

**Graham Healey with his newly acquired 3000 assisted by Ross Penman and Tony Ash. Julie Lee Photo****Richard Horwood and Geoff Smith.****Geoff Smith, Greg Strange and Jim Phillips.****Colin Rule (L) and Jim Phillips****Julie Lee Photos.**

Presentation Lunch Cont'

The trophies awarded for the Show and Shine Display held in conjunction with the Donald Healey birthday celebrations in July were:

100	Colin & Kerrie Rule	BN2
100/6	Andrew & Debra James	BN4
3000 Mk1	Lou McAllen	BT7
3000 Mk2 Roadster	Richard Horwood	BN7
3000Mk2 Convertible	Allan Whitehouse	BJ7
3000 Mk3	Bryan Levy	BJ8
Sprite	Greg Strange & Dianne Lawlor	
Modified	Geoff Smith	BT7

It is pleasing to note that there are still Austin-Healeys involved in competition events, and the Ross Bond Trophy was again earned by Patrick Townshend. Patrick Quinn's award of Scribe of the Year went to Ian Richter, for his series of "snippets" (seven and counting!) detailing the restoration of his BN1, Maude.

Last but not least were the presentations for the Club Champions. These trophies are awarded to those Club members who have accumulated the most points for attending Club events during the previous calendar year. Winners were Colin Rule, and Julie Lee for the lady's trophy.

Julie Lee and Jim Phillips enjoying the occasion of Julie receiving her trophy. Jenny Penman Photo



Jenny Penman Photo.



Christine Lyttle cutting the cake in recognition of a significant birthday
Jenny Penman Photo



Denis Kasza Photo



Julie Lee Photo

Chapter News

Central Coast Chapter Workshop - March 2nd 2024

Wow! The February Central Coast workshop, first for the year was very well attended with 26 attendees who came along to hear Chris Jenkins' presentation of the Australian built military vehicle called the Bushmaster.

Chris was the CEO of Thales, the company that makes the Bushmaster. Although now retired, he is still involved with the company. A very Big Thank you Chris and well-done.

Chris gave us a wonderful history lesson on this special vehicle that has saved countless lives in action across the globe.

For those who couldn't attend the Saturday morning workshop we are pleased to announce that Chris will be bringing the same special presentation to our general meeting in March. So for all you military buffs who would like to hear about this wonderful Australian made military vehicle, come along to the



next AHOC general meeting at Strathfield Golf Club on March 7th starting at 7.30 pm.

On Saturday 4th we had 10 very well-presented Austin-Healeys, a Sunbeam Alpine, a beautifully restored MG TF, a MG RV8 and a very hot VW Beetle.

I would like to mention a big thank you from Greg Denning to Geoff Smith, our resident mechanic here with the Central Coast chapter carrying out minor repairs and breakdowns on the day.

A big welcome to our newbies. Phillip and Alex



Leishman, Peter Ford, Cathy Andrews, Ken Jolly, Bob Crawford, Lindsey White, Adrian Cohen and Eric Pearson.

What a great morning we had all finishing up around 12.30pm with the traditional coffee, cookies and cake.

The attendees were Greg Denning (BJ8), Richard Cardew (Sunbeam Alpine), Christine Lyttle, Geoff Smith (3000 Mk1), Chris Jenkins (3000 Mk2), Jim Phillips (100/6 BN4), Richard Horwood, Doug Ross, Peter Ford, Geoff Rudland and Cathy Andrews (BJ8), Larry Johns (100 BN2), Ian and Jenni Richter

(3000 BJ7), Roger Ramsey, Ken Jolly (MGRV8), Suzanne Ellicott, Bob Crawford (Jaguar), Lindsey White, Adrian Cohen, Eric Pearson (MGTF), John Kurt (VW Beetle), Richard Horwood, Kerrie and Yours Truly Rule (Bond Healey 3000 Mk1).

The next Central Coast workshop scheduled for March 2nd, will be over and done with by the time you read this issue of the Flat Chat Newsletter, by which time we will be fully knowledgeable on the fitting of door seals to six-cylinder roadsters.

Take care and Happy Healeying.

Kerrie and Col Rule.

Mid North Coast Chapter 17th February 2023 At Croki

Present:- Tony Ash, Allan & Diana Bryson, Glenn & Barbara Roberson, Glenn Nisbet, Chris Hatch & son Ethan as well as Phil & Anthea Lorking.

There was quite a bit of discussion related to the just completed chassis and body restoration of Simon Lorking's 1954 BN1. Now the fun part begins fitting the mechanicals etc., while the body panels reside in the third bedroom here in Croki. Not the first time - a very understanding mother helps.

Tony Ash's partner Liz Lutherborrow got very HOT feet on their recent return journey from the Central Coast. No doubt due to lack of insulation and not helped by the style of exhaust. I had some of double foil and glass insulation that I had used on the BT7 after Anthea got her feet cooked. Hopefully this will be sufficient to insulate Liz's side for the time being. Perhaps there is some "Exhausting Work" to be completed to reduce the radiant heat.

Allan's Bug Eye had some paint issues in the boot area that have reoccurred three times over the years. He has since stripped the total boot area and engaged a new painter to prepare and repaint the area.

Our next meeting will be on 16th March in Croki.

Cheers Phil Lorking





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

**TGHN SURF CLUB, RURAL FIRE, THE LOCAL FREE
CLINIC BUS, VARIOUS OTHER LOCAL CHARITIES**

FURTHER INFORMATION: ROSS ANDERSON M) 0400 320 611

AHOC Illawarra & Southern Highlands Chapters Sydney Tramway Museum

By John Thornton

Wednesday 14 February 2024 arrived. The morning weather looked a little suspect, leaving some with a decision to make of what car they would be going to drive.

It was Dennis and Dianne Norton in their BN2 flying the flag for the Austin-Healey marque. (See article in Flat Chat Vol 10 Issue #12 Dec 2023)

A trip on a tram was a must on the day, with Peter and Joe Armour, Joan and Ernst Jensen, David McIntyre and Charlie Cugaly (obscured) and Fran Thornton. The other attendees were Dennis & Dianne Norton and myself.

We couldn't go past the workshop where the museum had two trams under restoration.

Later we adjourned to the Audley Dance Hall Cafe for lunch in the Royal National Park and enjoyed an hour or two in deep car discussions.

There is always something interesting happening on these chapter trips and this was no exception.

The two photos below tell a wonderful story of Dennis and Dianne's Austin-Healey. The black and white photo is their car in the Royal National Park. The second colour photo is the same car making its second trip through the Royal National Park, some 60+ years later.

It was a great visit to the Sydney Tramway Museum, giving us a fascinating view into our historic transport systems. The staff at the museum were extremely helpful and have a wealth of knowledge to pass on to visitors.

You can see many more photos of our event at <https://austinhealeynsw.com.au/photos/>

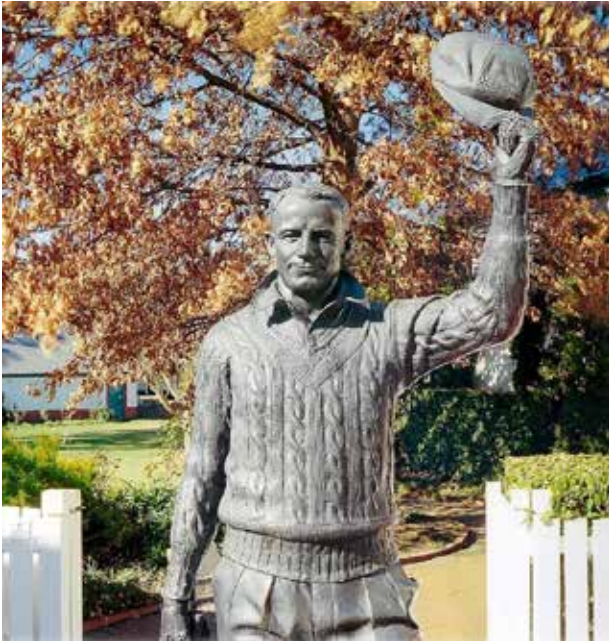


AHOC Illawarra & Southern Highlands Chapter

Bradman Museum Bowral followed by Lunch at Burrawang Village Pub

Friday 15 March 2024 10:30 at Bradman Museum

BRADMAN MUSEUM
St Jude St, Bowral NSW 2576



The Bradman Museum celebrates the stories and people who shape the spirit of cricket. Enjoy our interactive exhibitions as the defining moments of the game come alive.

At the heart of our Museum is the greatest cricketer of all time, Sir Donald Bradman.

Bradman was renowned for the values of modesty, dignity, integrity and courage and these values resonate through the stories and people showcased in the Bradman Museum.

We are proud of the way cricket brings together many cultures from around the world with the enduring power to inspire millions.

Tickets Adults \$30. Concessions \$23.50

**Short Drive (18km) Bowral to Burrawang with lunch at the
Burrawang Village Hotel. 14-16 Hoddle St, Burrawang, NSW 2577**



**Illawarra Members. Leave All Saints Anglican Church Illawarra Highway,
Albion Park at 9:30 am.**

Response please by Sunday 10th March 2024

Email: john.thornton2011@outlook.com

Mobile: 0419 266 284



Amaroo Park Reunion

By Denis Kasza

Sunday 25th February, saw 16 AHOC members with 11 cars head to Amaroo Park to participate in a reunion organised by Donington Auctions at the old Amaroo Park Raceway. Anyone who'd had a connection to Amaroo Park, either as a competitor or enthusiast was invited.

There was plenty to see and do, as the original entrance and a lot of the buildings on the upper level are still in place. The track area, which had been below the escarpment in a natural amphitheatre, was subdivided into small lifestyle blocks, after the venue had closed in 1998.

As well as the Donington premises, there is an excellent motorcycle museum on site and a substantial cafe.

There were many interesting race cars and bikes from the era on display, with 70 or so classic cars and a good number of classic bikes also present. Our cars were prominently displayed near the coffee caravan. Two race cars of special interest to many were a Repco-Brabham single seater and the Alfa Romeo Bertone 105 that had raced in the very last event held at Amaroo Park. The Alfa

was started up, apparently for the first time in 26 years, on the same tank of 26-year-old Avgas. Some doubt was expressed about the veracity of that claim, however, it entertained the small crowd with a great sound and a nostalgic aroma.

Donington Auctions had numerous interesting vehicles on display in their showroom for their auction, including a 1927 Bugatti Grand Prix car and an ex-Dean Martin Cadillac Eldorado by Barris.

The auction put up some surprise bargains, in particular the ex-Philip Bloom Silverstone bodied Healey and a Lotus Europa, both well under the estimates. Conversely there were also some surprise results that were well over.

Those present included Greg Strange and Dianne Lawlor Sprite, Rod Richards BJ7, Neville Stirton BT7 Mk1, Ronnie Strange BT7 Mk2, Damien Carrick BJ8, Glen and Josh House BJ8, Kathleen and Kristopher Long BT7 Mk2, Greg and Sue Denning BJ8, Helen Vance and Adam Lethlean BN7 Mk1, Robert Hoskin BJ8 and Denis Kasza Austin A99.





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



For more information please see the AHOC website at:

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



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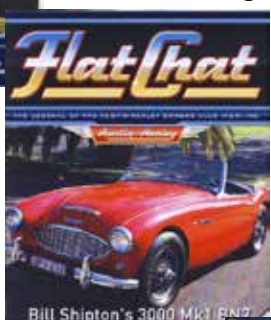
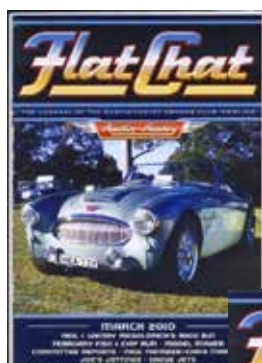
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Flat Chat Back Issues

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through to March 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.



Cost of Living Help (Issue No. 54)

By Ronnie Strange

On completion of my most recent Suburban Landscape painting, which contained just one Austin-Healey (mine) I was keen to get on with a project I've been looking forward to.

The base cushion of my Italian made Sparco seats was looking and feeling a bit like a pizza base left out in the rain. Over the years I've added layers of support beneath the seat base, and it was now time to do something proper.



Over previous months I've inspected lots of cushioned furniture left out for council collection and finally found just what I wanted, 100mm thick foam in good condition.

Thinking ahead, I thought this foam may be a bit soft and would need something slightly more solid over it. Then, unbelievably, during the recent hurricane winds a piece of solid foam 4mm thick tumbled down the street. I captured it and secreted it away before the owner came looking for it. I already had the main commodity; leather removed from our Victorian Chesterfield when the base was replaced fifteen or so years ago. I also have a sheet of .6m galvanised steel for the seat base. All set to go!

Shaping the leather around the foam was easy enough, but fastening it was another matter. Traditional stitching was out of the question, contact adhesive may have worked and would be messy so, a bit of engineering was called for. Rivet the leather to the steel base! Please don't show this to any professional upholsterers as they'll all be doing it.



After securing three sides, the more solid foam was shoved in to tighten the covering then riveted the fourth side.

The brown leather which has been impregnated with wax and God knows what else over the decades, now had to be coloured black.



Seats cont'

Anticipating a problem with the colour being accepted by this leather, it was cleaned with everything known to man except a sanding disc. Black stain didn't work, so into the paint box for a squirt of black acrylic paint. Two coats of that and it looks good.

It feels good to sit on and because of the new elevation the rear-view mirror and the side mirrors had to be adjusted.

Driving the car now brings back recollections of driving my Bentley Continental, or was that just a dream?

All the items used have previously been paid for or rescued, so almost zero cost except for my rate of 19 shillings and six pence per hour.

I'm here to help, Ronnie.



Shannons Day (CMC Display Day)

25 August 2024 at Sydney Motorsport Park

We need to confirm the tickets this week and they will only be purchased for those who confirm this week.

If any questions please contact Greg Strange
0412 811 958

Tickets cost \$25.

If interested in attending, please deposit into the
AHOC account

BSB:032669 AC 252564 and note it as Shannons
Day with your surname.

AHOC Illawarra & Southern Highlands Chapters

Planning Ahead

Private Car Collection-South Coast Shoalhaven Region

Sunday 21st April 2024



Choke Cable Modifications

By Jim Phillips

At our last meeting, Colin Goldsmith shared his research into an issue that I have with my 100/6. The issue, as I recorded some time ago, is that when I had to replace the choke cable the replacement does not have the facility to lock in an ON position. This creates some challenges when it is necessary to have the choke on, change gear, turn on indicators, check rear vision mirrors and traverse a corner all at the same time.

At the meeting Colin demonstrated the research that he and a Design of engineers (I had to Google the collective noun for engineers and it came up with "Design" but also suggested that "Geek" and "Awkward" are the others) had put into my issue.

The first prototype was a clothes peg placed on the extended cable. It was soon discovered that this didn't provide sufficient choke when required on cold mornings.

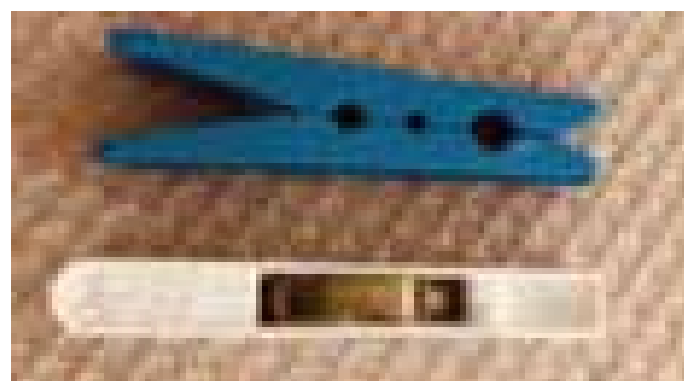
After much discussion and further research, prototype two was manufactured using a piece of folded cardboard held on by a peg with the cardboard being removed when full choke was no longer required.

Further consideration determined that this model could be made more aesthetically pleasing by the use of two pegs instead of the cardboard. With one peg being removed when full choke was not required, and that these pegs should represent the colour of the vehicle. In my case blue over white. The added advantage was that when not in use they could be pegged into the side pocket on the door for easy access.

While this latest version looked good, it failed practically as two pegs do not squeeze onto the extended choke cable. This product design fault was conveyed back to Colin and his engineers who decided that I would need to revert to the second prototype.

Well! cardboard might be a suitable accessory for a Toyota or even a Lexus, but an Austin Healey demands something of a better quality so the latest is to replace cheap cardboard with leather.

There is patent pending on this latest design, and



ongoing discussions with Repco for the mass manufacturing and marketing of this innovative product to supplement the choke cables that they sell so many of.

So, keep an eye out for it in their catalogues. All royalties are going to Colin which will enable him to buy a coffee every now and then.

Snippet 8. Maude - Welds and a Seatbelt

By Ian Richter

Regular readers know the drill by now: I relay the progress on what has or has not been achieved on Maude the BN1 restoration over the last month. Correction: it's been two months since I scribbled something to share. And those regulars will register zero on the 'Richter Scale' of surprise when I share that I am still knee-deep cutting, grinding and welding in replacement steel on the driver's side. Floors, sills, foot wells, outriggers, inner guard...it continues to be relentless, gruelling in fact. It's a reasonably well-trodden track for all who have ventured into a restoration.

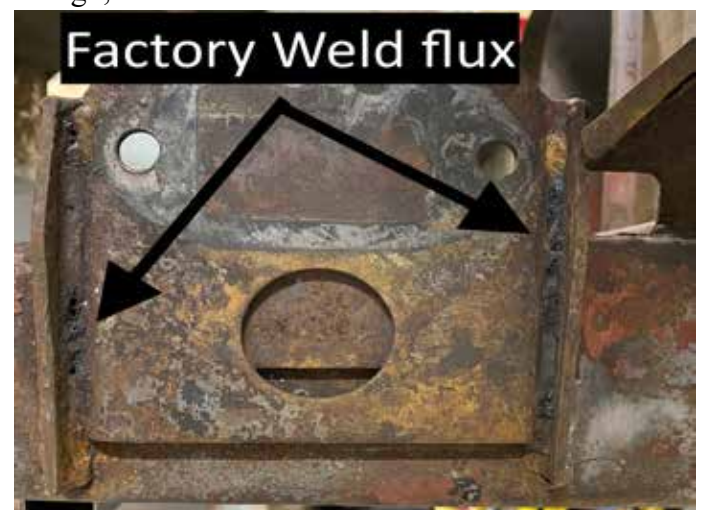
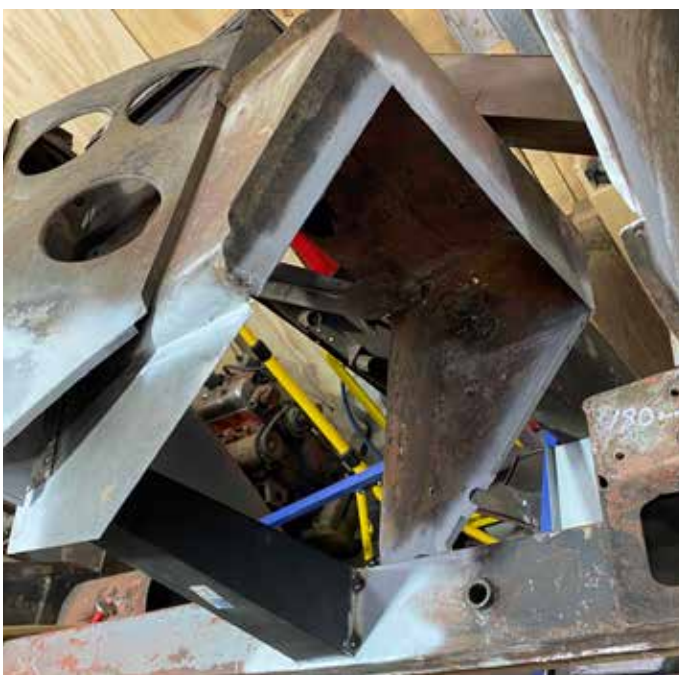
The big push is to have all the inner panel steelwork completed by the end of April. Then send out the chassis, with its attached inner sub-assemblies to be blasted and epoxy primed. I may be served up humble pie come May if this has not gone to plan.

There are two remaining panels to paint strip, the rear shroud and the boot lid. It is on my must-complete list before next month. Why? I'm not sure, I have no intention of starting the outer panel work just yet. I will stack them with the other pre-stripped panels, but it will be ticked off the list.

Let's talk welds. My go-to welder is the MIG. It's quick and easy and produces a good weld. This gets used extensively on the inner parts, panel repairs or anywhere that is not visible on a finished car.

There were four primary welds used on most Austin-Healeys during production. 1. Spot welding, 2. TIG, 3. Coated Electrode - Stick welding and 4. Gas torch welding, good old oxy-acetylene. Where is the MIG welding I hear you ask! It is unclear if it was used on any Austin-Healey, certainly not on an early BN1 like Maude, but possibly on the late '60 Austin-Healey. The MIG welding development didn't come in to its own until about that time.

The suspension hangers, shock absorber mounts, chassis outriggers etc. are all stick welded on the Austin-Healey. This is fairly easy to spot. Stick welding produces plenty of splatter and in some weld joints, the weld flux or slag has been left in place and is still there after 70 years. Interestingly though, these welds are of different widths/thick-



Maude cont'

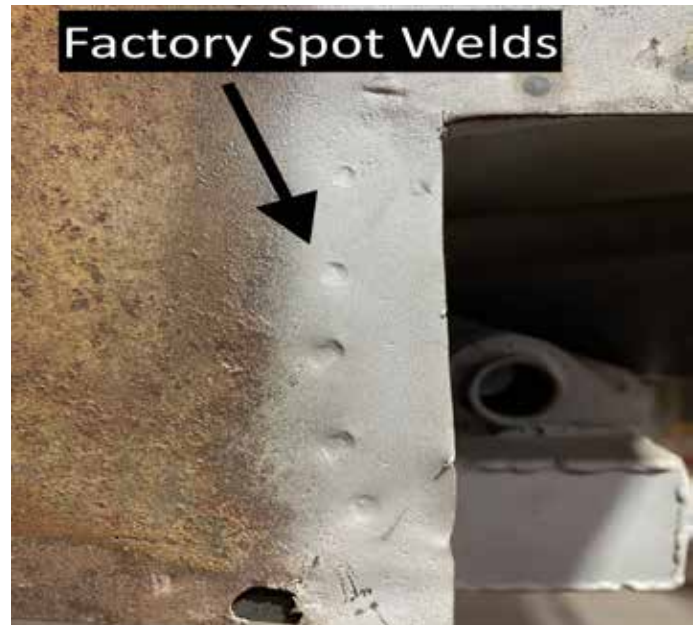
nesses. I'm unsure if chassis manufacturer John Thompson Limited, or the assembler Jenson Motors used different-sized rods during construction. I used a couple of different electrodes, it's the only way I was able to copy the factory look.

For the technical side of our brains, on the thinner material, i.e. outriggers to the chassis, I use an electrode that produces soft arcs, such as a E4313, also smaller diameter electrodes i.e. 2mm which provides shallow penetration to help prevent burn-through, but will also produce a nice shape weld.



On the heavier steel sections, for example, repairs to the front and rear shock mounts a standard 2.5mm E6011 did the trick. Weld current varies depending on the material and rod size. For the work I completed, the welding current sat somewhere between 40-80 amps. Test your welding skill on some similar material before committing as it is far easier to test your welding than to spend ten minutes on the grinder removing your mess so that you can have another go. I may have experienced this once or twice.

The car sub-assemblies are basically held together with spot welds and lots of them. I don't have access to a spot welder. It would be nice, but unnecessary. For areas that require spot welds I use the plug weld technique and as long as the material is clamped tight the plug weld holds nicely. If you are going to see the spot weld on the finished car you can dress the plug weld up with a small carbide bur to imitate a factory spot weld. Once this area is painted it's hard to tell the difference.



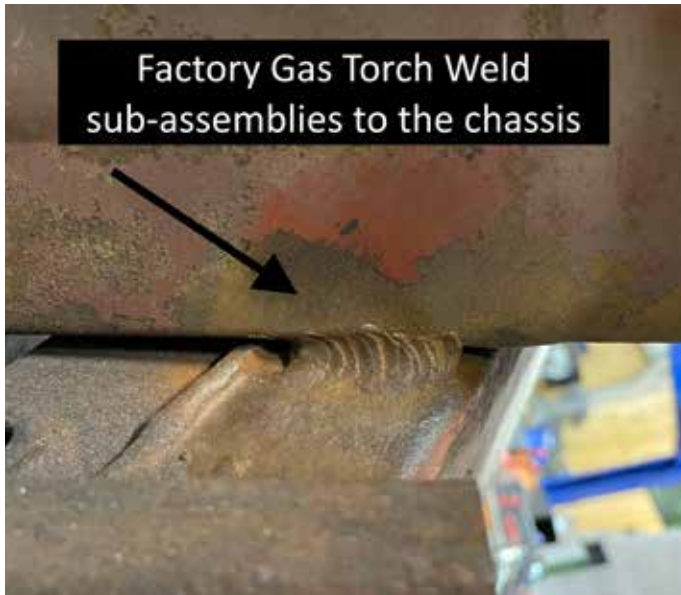
The aluminium shrouds welded in the factory used two processes. TIG was used for welding the front and back shrouds while clamped in the mounting jig. Upon removal from the mounting jig, torch welding oxy-acetylene was used to tidy up the ends of the TIG weld where the mounting jig prevented access. If you view the underside of an original shroud you will see the weld flatten toward the edge of a welded section identifying the torch weld. It's a neat unseen detail.

Torch welding was not only used on the aluminium shrouds it was also utilised to weld the steel sub-assemblies to the chassis, sections of the floor, boot floor and inner sills. Armed with that information,

Maude Cont'

I zipped out to the shed for a quick look and sure enough it's easy to spot the torch welding.

Despite my grumblings about the work required to complete the metal work on the chassis and inner panels - it is moving forward. There is one decision to be made shortly before the metalwork is complete. Do I allow for seatbelt anchor points or not? Seatbelts were indeed not part of the original build.



One last thing.

Did you know the three-point seatbelt was invented by a man named Nils Bohlin? Nils was recruited by Volvo in 1958 as the company's first Chief Safety Engineer. He was tasked with finding a solution to improve driver vehicle safety after the then-CEO of Volvo lost a close family member in an accident. If you chose to have one fitted, basic lap belts had been installed in automobiles for quite some time, however, their effectiveness in even minor collisions was minimal. Without any additional support, drivers and passengers were prone to the dangerous motion of their torso folding forward in a crash, colliding with something solid, most likely the dash.

Nils knew that drivers and passengers would simply not wear a harness that was difficult to wear. He needed to design something that could be put on and removed with little effort. The solution is so simple it seems obvious to us today, the three-point seatbelt.

Today we wear this belt every time we get into a car.

Volvo did a very rare thing in 1959. Nils Bohlin was a company employee. As such, Volvo owned the rights to the intellectual property that was contained in Bohlin's design and its patent. Volvo could have profited out of such a patent and promoted their cars with a safety three-point seatbelt but they did not do that. In an effort to improve safety across all car manufacturers, Volvo 'opened up' the patent rights, to be used by any competitor who wanted to fit three-point belts to their cars. And they did! US and German manufacturers jumped on the idea, with



British manufacturers being a little slow on the up-take. Volvo did not ask for royalties or any payment; this was bigger than profit, it was about improving safety.

Before seatbelts were compulsory, my mother insisted that my father fit them to our family cars: mind you, front seat only. I have no idea how I survived the late '60s and early '70s, bouncing across the back seat with my siblings. Even worse, we sat on a piece of foam in the very back of our family's HD Holden station wagon with the rear window wound down and not a restraint in sight for us kids. Interesting times!

Until next time! Ian

WANTED

Do you have a spare set of 100/6 - 3000 Roadster windscreen uprights taking up valuable space in your garage? Would you like to see them go to a good cause?

Please call Patrick Townshend on 0407 075 997.

Your Last Page



Spot the Austin-Healey!

This is a challenge, but there is one there. I enlarged the photo considerably.

I would have thought it was an invitation for the replacement of rusty panels.

