

Flat Chat

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

Austin-Healey

Steve Shepard's
3000 BJ8



JUNE 2011

**NEW MEMBERS - TERRY & THERESA PULFORD
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Contributions for the magazine can also be emailed to the editor at:
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AHOC Club meetings are held at the Rydalmere Bowling Club, Park Road, Rydalmere on the 2nd Wednesday of each month, commencing at 8pm. Members and guests are welcome to join us for dinner at the bistro from 6:30pm.

Flat Chat Editor
Patrick Quinn



ON THE COVER

Starting on P10 you can read all about Steve Shepard's BJ8.

FlatChat

JUNE 2011

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

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DATES FOR YOUR DIARY 2011

JUNE

- 5 • Brass Monkey Run to Mudgee
- 8 • Monthly Meeting
- 15 • Committee Meeting
- 25 • AHOC CSCA Day at Wakefield Park
- 25-26 • HSRCA Eastern Creek

JULY

- 13 • Monthly Meeting
- 17 • Picnic at Cataract Dam
- 20 • Committee Meeting
- AUGUST**
- 10 • Monthly Meeting
- 17 • Committee Meeting
- 20-21 • Shannons Classic Eastern Creek

- 28 • All British Display Day

SEPTEMBER

- 8-11 • Speed on Tweed
- 14 • Monthly Meeting
- 21 • Committee Meeting

OCTOBER

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

NOVEMBER

- 9 • General Meeting
- 12 • Garden Open Day Run
- 16 • Committee Meeting

If you have any questions about the above events please contact our acting club secretary Alan Mitchell on (02) 9639 9450.

PRESIDENT'S REPORT

JOHN KENT

The response for helpers for our Supersprint on Saturday 25th June has been encouraging and we should have a good day finishing off with dinner on Saturday Night. If you intend to stay on either Friday and/or Saturday nights and have not yet booked, please advise Anne Read on (02) 4841 0095 or email to anne.monaro@bigpond.com

Terry Bancroft's Brass Monkey run is on Sunday 5th June and will end up in Mudgee, and should be good, cold fun.

In 2012 the National Rally will be in Queensland at the Novotel Twin Waters Resort in Coolool. In 2013 it will be our turn to host the Rally. Currently I have a small group working through location options to present to the Committee for consideration. Once a suitable location has been identified we will need helpers to set up and arrange the events for the Rally. While it may seem a long way ahead, a venue booking needs to be made before Christmas.

Happy Healeying

VICE PRESIDENT'S REPORT

TERRY BANCROFT

To all who attended the Brass Monkey Run you know you had a great time, to those that didn't, tough luck, you might come next year.

We departed the truck parking area on the M4 at 6am sharp and as we headed west up the Great Western Highway we had our first casualty, a Morris Cooper S blowing its engine on the expressway. Second Casualty was an MX 5 when a top radiator hose or similar let go and the car was sidelined near Lithgow. Other than that, a fantastic run was had by all.

In the latter part of the event, about 30kms out of Mudgee, our car ended up in a position with a silver Ferrari in the lead followed by an Audi Convertible, Pat and I, a red Ferrari, a yellow E-type Jaguar and one other exotic I couldn't work out. The group of us travelled in line right into Mudgee at most enjoyable speeds.

All in all it was a great day, but we were down on numbers with only 127 adults and 1 child sitting down to breakfast. However as far as the cars were concerned what we lacked in quantity we certainly made up for in quality. Top of that list was a 1925 Vauxhall 23/60 that comes along every year. I understand that they left the Central Coast at 3am, cheated by not stopping on the M4, but were passed by most around 5 km from Mudgee while still travelling very well.

Breakfast was terrific and we will certainly go back there again. Later some of us wandered around Mudgee for a while, followed by a light lunch, and then travelling over to Bathurst for an overnight stay.

In the next issue of Flat Chat I'm going to include the Web URLs for the 2012 events in the US and Canada for those who may be interested. Perhaps you might like to have a good look and take in the atmosphere.

Patricia and I are off to the States in two weeks time we will be attending the 2011 Rendezvous in Vancouver, Washington, USA. Then we are travelling to Colorado Springs, Colorado for the Conclave, the big Austin-Healey show of the year. In late July we will return to the greatest land in the world to enjoy the winter, while it's summer over there.



CLUB COMMITTEE

2011

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Librarian
Stuart McColl

CMC Delegates
Ray Roberts

Assoc of British Car Clubs Rep
Sue Darlington

Please do not call committee members after 9pm.

Flat Chat is published on behalf of the Austin-Healey Owners Club of NSW (Inc) by Vintage Racecar Journal Pty Ltd., 116 Warks Hill Rd., Kurrajong Heights NSW 2758

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Greetings and welcome to the June 2011 issue of Flat Chat that for once is going to start with an impassioned plea.

What's this? Well as the days get shorter and certainly colder I am sure that some of us are undertaking that little job that we have been thinking of all summer. Perhaps the rear end of your car has been leaking a little and you are about to remove the rear axles

and refit with new gaskets and cement. Don't forget in cars with the spiral bevel differential the wheel bearing does stick a little proud of the bearing carrier.

No, but I have been thinking of having the Armstrong shocks rebuilt.

My impassioned plea is not to get you to write something, but to take a photo or two of whatever you're doing and send them to me. I am sure you really don't want to keep reading about whatever I am doing to the Quinn Austin-Healey, although being faced with a complete engine rebuild there will be lots to write about. Plus I intend to rebuild the front suspension and stop those cursed gearbox leaks. This month it's about what caused the breakdown – a piece of No 2 piston decided to jump ship.

Anyway, in this day and age I suspect that there wouldn't be many members who don't own a digital camera. So if you are doing some work on your car, no matter how big or small, please take some photos and email them to me. What I will then do is phone you and we can chat about the work. I will then turn the chat into an article for Flat Chat and send it back to you for your agreement. Now what could be simpler than that?

So what's in this month's Flat Chat? The main feature is as you can see on Steve Shepard's BJ8. Steve has been a member since 1980 and past president. His BJ8 is quite a delight, but as you will see it hasn't always been plain sailing for him. Our new members are Terry and Theresa Pulford from Hackett in the ACT. Terry

An Auto Electrician with Spark

- Do you have lights that go on when you push the horn?
- One headlight is on high beam and the other on low beam?
- That annoying miss in the engine under load you cannot find?
- Brake lights not working at all?

STOP! Go to the guys who will fix these problems and more

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came along to Wings Over Illawarra in his BJ8 rally replica.


Like me, perhaps you have wondered that as the 100S was fitted with four wheel disc brakes, why did the 100/6 have drums all round. It did of course, but if you had the princely sum of £85 in 1957 you could have had four-wheel Dunlop discs fitted to your brand new 100/6. You can read about it in this issue.

Last July we met new members Peter and Denise Marshall along with their BT7 Mk2. Little did we know that amongst the kit of parts that Peter is reconstructing into a real car is a competition car wanting to get out. Thanks to Iain Macpherson in Victoria we now know that the Marshall 3000 was raced quite successfully during the 1960s. Ian's article starts on P14.

By the way I did manage to fit the auxillary power socket to the Austin-Healey and without one puff of smoke escaping. I have been thinking that in some holistic way it caused the problem with No 2 piston, but I don't think so.

Oh yes! I hadn't forgotten that all the Club's news is up at the front of this issue. But don't forget to start those cameras clicking or whatever noise a digital camera makes.

MID-WEEK CLUB RUN TO MEGALONG VALLEY TEAROOMS
Tuesday 26th July
*Meet at McDonalds, M4 Motorway, Eastern Creek
at 10:45am for an 11:00am departure*

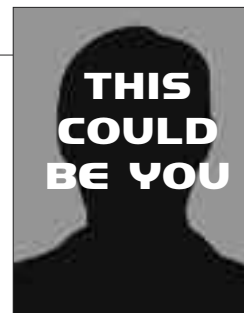


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Take a look at their website
www.megalongtearooms.com

For further info contact Allan Whitehouse
Mob: 0418 477 062
Email: allanwhitehouse@inet.net.au

From the Great Western Highway, turn at the traffic lights of Blackheath, cross the railway lines and follow the signs to Megalong Valley. The Tearooms are situated less than 10km from the Highway. Enjoy the beautiful scenic drive through the rainforest to the valley floor!



■ **MONTHLY MEETING DATE:**
11TH MAY 2011
MEETING COMMENCED: 8:03 PM

Apologies: *Patrick and Caroline Quinn, Barry and Karyn Birch, Anne and Don Read, Don and Margo Hardie*

New Members/Visitors: *Nil*

■ **PRESIDENT**

At the National Rally in SA there was a group of 17 from NSW attending:

- There were 94 cars on display at Elder Park including 2 100Ss.
- At the delegates meeting the Alan Jones Memorial Trophy awarded to Bill Ingram of Victoria
- Discussion on Concours "guidelines nationally" to standardise the judging structure
- It was suggested that due to some vehicle breakdowns that occurred that members undertake a 50k run prior to any long distance drive to ensure that their car is operating "efficiently".
- AHOC Supersprint at Wakefield Park is on 25 June 2011- please contact John Kent to offer assistance. A Secretary of the event has been accepted with a representative from another Club offering to assist.
- Anne Read is organising accommodation bookings as well as for Saturday night dinner - please if you are attending and have not made accommodation booking contact Anne Read.

■ **VICE PRESIDENT**

No Report but reminders

- Brass Monkey Run - this run to the Mudgee Bowling Club is set for Sunday 5 June 2011 - tickets are now available from Terry Bancroft
- Rendezvous 2012 (US West Coast Meeting) is being held early July 2012 on Vancouver Island, British Columbia Canada. If interested in attending please contact Terry Bancroft for more information.
- US Conclave 2012 in Kentucky is occurring before this Rendezvous 2012 is could be a good opportunity to attend both events. Again if interested please contact Terry Bancroft.

■ **SECRETARY**

April/May Birthdays:

Carolyn Kent
 Chris Dimmock
 Alan Mitchell
 Neville Stirton
 Charles Britten

Mail received:

- Careflight - request for donation
- Wingecarribee Council - Bowral Tulip Time September (details with Social Secretary)
- IndyKarts track facilities offer for "Social Club Nights" for 15 people of more - located At Revesby
- B.E.E. Printmail - letter outlining printing and mail facilities available - located at Artarmon
- Riverside Oaks Golf course Hawkesbury River Cattai offering facilities for Club meeting or events including golfing options.
- JC Racing "Dyno Days" offer for dyno day event with lunch drinks etc located at Botany (any individual interest from members should contact Lisa Criticos JC Racing 23 Luland Street Botany NSW 2019 ph 029316 9890 fax 02 9316 8726 mob 0423 530 456 website www.jcracing.com.au; email lisa@jcracing.com.au or john@jcracing.com.au

Events and Activities:

Wintersun Rock N' Roll at Port Macquarie 3-13 June 2011 Booklet and details available from Secretary

Motoring Expo Sunday 12 June 9:30-2:30pm Integral energy Recreation Park Darkes Road Kembla Grange (Wollongong) entry \$8.50 (NRMA

members \$7.50

Kiama Vintage & Classic Rally for Charity Sunday 25 September 2011 registration of motor car \$50.00 (entry fee \$10.00 & donation to charity \$40.00) full details are available www.kiama-car-rally.blogspot.com

Liverpool Super Swap Meet Sunday 17 July 2011 admission \$3.00 per person swap-pers per site \$30.00 more information can be obtained from swap@chryslerclub.org.au or visit the www.chryslerclub.org.au website

Magazines received:

- Yass Antique Motor Club Inc Apr/May2011
- Healey Torque (AHCC NZ) March 2011
- Hundreds & Thousands (AHOC VIC) May 2011
- BMC Leyland Australian Heritage Group Newsletter April 2011

■ **TREASURER** • Bank balances at: \$10,659 - cheque account payments for magazine \$1468 awaiting invoice from supplier. \$12,500 - cash management account. \$62,000 - term deposit (Asset Register - Treasurer to follow up with Barry Campbell on the items that he has. Terry Bancroft has the engine stand.)

■ **SOCIAL SECRETARY** Events:

Sunday 5 June - Brass Monkey Run to Mudgee Bowling Club
 Saturday/Sunday 25/26 June - AHOC Supersprint Wakefield Park
 Sunday 17 July - Picnic to Cataract Dam - meeting point details to come.
 Sunday 21 August - Shannons Eastern Creek Classic
 Sunday 28 August - All British Display Day Kings School North Parramatta

■ **EDITOR** • Nil report

■ **COMPETITION SECRETARY** • Nil report

■ **HISTORIAN** • Nil report

■ **REGALIA/PUBLIC RELATIONS** • Nil report

■ **REGALIA/P.R.** • New tshirts from US - Austin Healey Logo \$25.00 each (US sizes). Awaiting more details on the Healey mirrors - stay tuned.

■ **PUBLIC RELATIONS** • Nil report

■ **LIBRARIAN** • Nil report

■ **CLUB REGO** • Nil report

■ **MEMBERSHIP** • 29 members attending the meeting tonight. 4 Austin-Healeys.

■ **CMC** • Sunday 15 May2011 - CMC Heritage Day - take your car out - CMC locations to attend. Wednesday 15 June 2011 - forum (meeting) to discuss Club Plate systems in different clubs.

■ **GENERAL BUSINESS** • Charlies Run October 23-28 Neil - run all booked up

• DVD of the 1998 & 1999 Bathurst Healey Races currently on VHS tape - Chris Dimmock has been able to locate the original TV tape footage and is looking into getting this footage of both races put onto DVD. The DVD's will be on an order basis once we know the cost of doing the initial print setup and the order print run - Chris will update at next meeting

• Two Central Coast members of Hand Brake Turn (former AHOC supported charity) have graduated from Hand Brake Turn's Certificate 1 Automotive course and have been placed into NRMA MotorServe and patrol.

■ **FOR SALE/WANTED** • Nil

■ **RAFFLE** • Nil

■ **MEETING CONCLUDED** • Meeting concluded at 8.50pm.

MEMBERSHIP REPORT • CHRISTINE LYTTLE

The Club's membership has not changed from last month and remains at 276.

If you know of anyone with an Austin-Healey and isn't a member please let them know that a membership form can be downloaded from the Club's website at www.austinhealeysw.com.au

Also don't forget to check the website for regular updates – thanks to our Acting Secretary Alan Mitchell.

Look forward to seeing all the members at an event soon.

SOCIAL SCENE • CHRISTINE LYTTLE

FUTURE EVENTS

JUNE – Sunday 5th – Brass Monkey Run to Mudgee

– Breakfast will be at the Mudgee Bowling Club. Buy your tickets from Terry Bancroft - \$16 a head per Adult. Meet at Truck Parking Area at Caltex Station on M4 for 6AM Departure. **Wednesday 8th** – General Meeting at the Rydalmere Bowling Club. **Saturday 25th – AHOC CSCA Day** – Wakefield Park – Dinner Saturday night at the Motel – we need help to run this event – if you are able to help please contact John Kent – this day also coincides with a Historic race meeting so our usual helpers are racing that day. If accommodation and/or bookings for the dinner are required please contact Anne Read on 4841 0095 immediately with your booking details.

JULY - Wednesday 13th – General Meeting at the Rydalmere Bowling Club. **Sunday 17th** – Picnic at Cataract Dam – Gates of the Dam do not open until 10am but to ensure we get a lovely picnic spot we should be there at that time to secure our spot. Meet at Campbelltown at 9am on the Narellan Road on the left hand side after we exit the Hume Highway before the traffic lights to the Uni, we will then head to Appin Road on the southern outskirts of Campbelltown. At Appin take the left turn towards Wollongong and the Dam is on the right about 6 kilometres on and then about 4 kilometres into the Dam. This is a good location for the Wollongong members and the ones in the Southern Highlands so hope you can also be there! Bring along a picnic or a BBQ as the park has BBQ facilities, chairs, blankets and whatever else you need. **Tuesday 26th** – Mid Week Run to Megalong Valley Tearooms – meet at McDonalds Restaurant M4 Motorway Eastern Creek 10.45am for an 11.00am departure. Approximate time of arrival at Megalong Valley is noon. If you prefer to go directly to the Tearooms, cross the railway line at Blackheath and

follow signs to Megalong Valley (approx 10 kms). Contact Allan Whitehouse on 0418 477 962 or email allanwhitehouse@inet.net.au if you wish to advise your attendance or if you need to contact Allan on the day.

AUGUST - Wednesday 10th – General Meeting at the Rydalmere Bowling Club. **Sat/Sun 20th – 21st** – Shannons Classic Eastern Creek. **Sunday 28th** – All British Display Day – Kings School.

SEPTEMBER – Thurs/Sun 8th – 11th – Speed on Tweed. **Wednesday 14th** – General Meeting at the Rydalmere Bowling Club.

OCTOBER - Wednesday 12th – General Meeting at the Rydalmere Bowling Club. **Sat/Sat 22nd – 29th** – Charlie's Underbelly Run – the bookings are filling up – contact Neil Thew if you wish to attend.

NOVEMBER - Wednesday 9th – General Meeting at the Rydalmere Bowling Club. Date to be confirmed - Garden Open Day at Quinns'

If you would like to host/organise an event please do not hesitate to contact me with your ideas. Please write these dates in your diary/calendar – the Club needs your support in 2011. Would be great to see lots of members and their Austin Healeys on the road this year.



EXPRESSIONS OF INTEREST

To assist us with our forward planning, the Austin Healey Owners Club of Qld Inc would appreciate your expression of interest in attending the 2012 National Rally to be held at the Novotel Twin Waters Resort, Sunshine Coast Qld between Friday 6 April, 2012 and Monday 9 April, 2012.

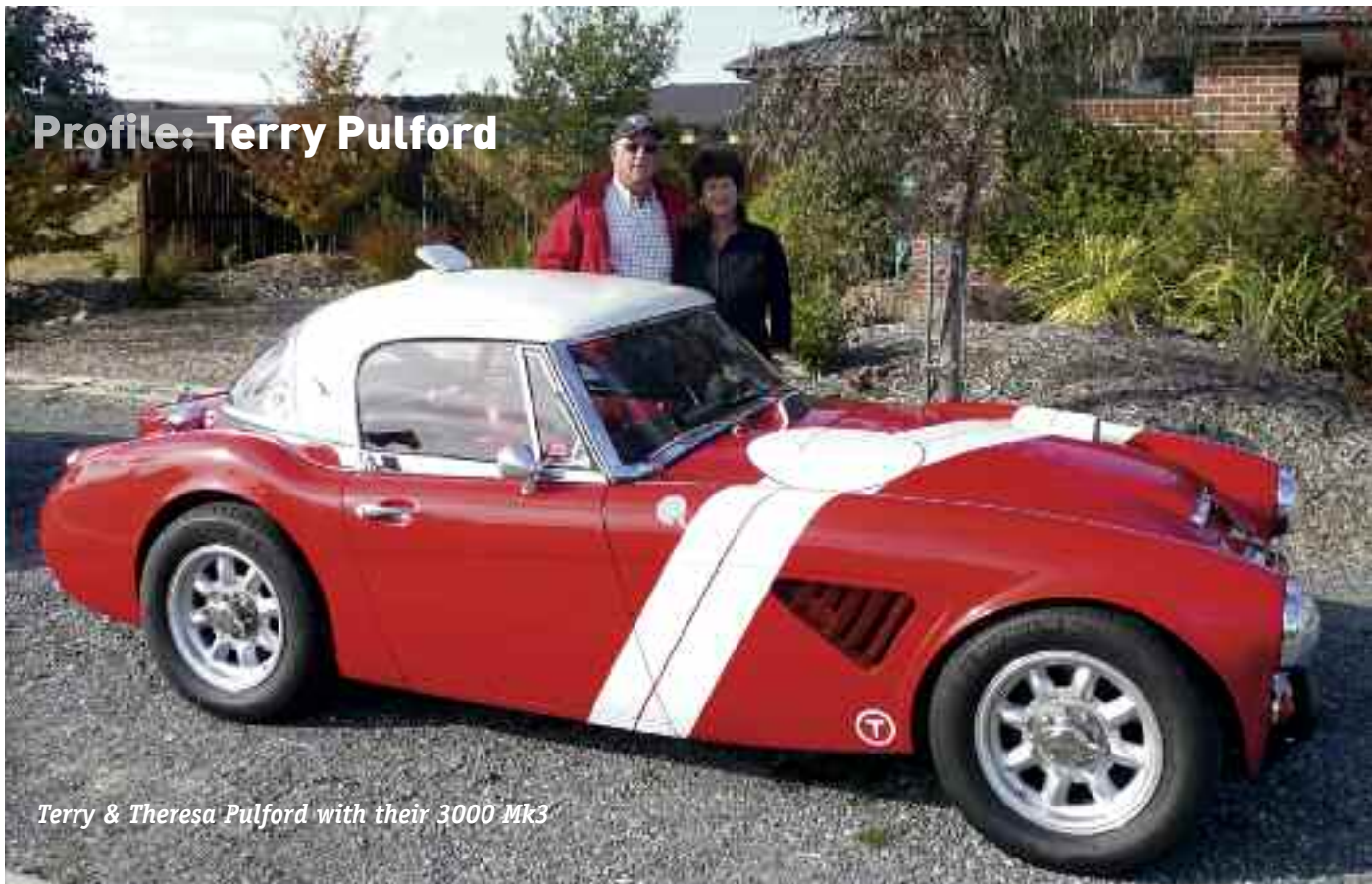
To register your interest could you please advise Chris Miles by email to chris.miles@ctcplc.com of your name, number of people, email address, telephone number and club by 31 July 2011.

Thank you very much for your interest. We look forward to welcoming you to a great rally and a wonderful holiday in a beautiful part of Queensland.

The Organising Committee for the 2012 National Rally
www.austinhealeyqld.com.au



Profile: Terry Pulford



Terry & Theresa Pulford with their 3000 Mk3

Name: Terry Pulford

Occupation: Retired Motor Body Repairer

Where Do You Live? Hackett, ACT

What Model Austin-Healey? 1965 3000 BJ8, Rally Replica

Why did you buy an Austin-Healey? For as long as I remember I have always loved the Austin-Healey. Actually one of my favourite cars and I suspect that like many it's been in the back of my mind that one day I would like to own one.

Did you specifically set out to buy the model that you bought? Yes I did set out to buy this actual car. I was at the Phillip Island Historics back in 2006 and saw the car in the pits. I did drool over and spent a lot of time just looking around it and around it. I have some other older cars and for over twelve months had been thinking of buying another one, and that's when I saw the BJ8.

I found out that it had been previously prepared by The Healey Factory so gave them a call to see if they knew if it was possibly up for sale. They were kind enough to put me in touch with Tim Pyne the owner. So I rang him and asked the question to which Tim answered that he had been thinking of selling it. So that was followed by a flurry of emails with prices, photos and the like.

The deal was tentatively made, but at that time Tim was living in Brisbane and the car was in Melbourne. However that wasn't a problem as Tim flew to Melbourne and drove the car to Canberra for me to look at. Needless to say I liked what I saw and the deal was finalised. Then I drove Tim to the airport for his flight back to Brisbane.



What was it like when you bought it? It was in very good condition when I bought it. As mentioned it had been restored by The Healey Factory from what was really a basket case.

During the restoration, the car was rebuilt like a rally car with strengthening to the chassis, not unlike that was done to a Works car. Other things included a Dave Woodhouse alloy cylinder head, triple Webers, Ivan Tighe camshaft, roller rockers, straight cut gears, discs all round, LSD, side exhaust and period rally instruments.

Despite being in good condition it had been used for what it was built for. In Tim's hands it was raced and rallied not only all over Australia, but also in Europe and the US. Things like the alternator and brakes needed a little work. Now all done it's been running like a dream.

How have you been using the car? I bought the car for touring as that's what Theresa and I really like doing. With a group of friends here in the ACT we have toured Tasmania and gone to such events as Gnool Blas.

I am really looking forward to doing more trips in the car. More touring perhaps with a group of fellow Austin-Healey owners. I joined the club with the hope of touring with other members.

My first event was Wings Over Illawarra, which was great and lovely to see all those Austin-Healeys. Loved the aircraft too and enjoyed the whole experience.

I'm quite interested in motorsport too. Did a bit of Speedway during the '60s and '70s at Tralee here in Canberra as well as Liverpool on a couple of occasions. ■

All Power to You!



It's sort of been bypassed by the expensive noises in the Quinn Austin-Healey, but before the National Rally I had a hankering to fit an auxiliary power pickup. Really a cigarette lighter, but if you remove the

lighter part you have an auxiliary power pickup.

I stopped smoking over 33 years, but have fallen in love with Thomas. No ideas please, as Thomas is our Tom Tom GPS navigator. A wonderful invention that has guided us to all sorts of places with a minimum of fuss and even when we take a wrong turn due to human frailty, Thomas calmly gets us back to where we want to go.

However Thomas also has a frailty, being that he survives on negative electrical energy, while the Austin-Healey happily gets along its way with positive electrical energy.

Yes I know that the car could be convinced to change the way its electrons flow, but I didn't want to do that. So I figured that I could buy a power pickup, reverse the wiring and attached it to the car so that it's completely isolated. Sounds simple and it really was. A trip to my local spare parts outlet revealed that there was an abundance of toys to play with. As suggested, I bought a double pickup, but later realised that the bracket around it was metal. I could see what was going to happen – the smoke would try to escape.

So another trip to the store revealed a single, all plastic bodied pickup. So that was added to the toy box and with both being priced at around \$10 to \$12 it wasn't breaking the bank. Plus the double came with an inline fuse that would keep the dreaded smoke at bay.

Each had red and black wires, so as red is power and black is earth I cut the wires and swapped them around adding the inline fuse to the power wire. I suspect by this stage the auto electricians amongst you, would be squirming in your seats. Then it was a matter of finding a suitable place under the dash for it to be positioned.

As the pickup was plastic it was already isolated, but something I did find out later that it pays to position it so it does not point downwards, as gravity and road bumps caused the power to fall out.



Then it was a matter of picking up power from the ignition switch outlet and finding a suitable place for the earth wire. I chose the ignition outlet as I wanted to be able to switch off in the case of a problem.

After testing with a suitable light, I plugged in Thomas and he started telling me where to go. However having said all that, a GPS is not really needed to get to Adelaide, but when you get there (if we did make it) it would have been useful. Besides as John Sherman said it would be interesting to compare your speedo reading with your actual speed.

THE CLASSIC CONNECTION

1/29 EDWARD STREET, RIVERSTONE, 2765
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Steve Shepard's 3000 BJ8



After looking at Dubbo Dick's 100 last month I thought we would go to the other extreme of our marque for this issue of Flat Chat.

I must admit that it's been some time since I had seen Steve Shepard's BJ8, so it was very pleasing indeed when he readily agreed to bring the car out and allow me to take a few photos and have a chat about his Austin-Healey past.

Like most of us Steve's first memories go back some years to when he was first introduced to the marque. It was during Steve's latter years at school when there was a new student who had come from the US. The new student's father had a 100/6 back in the US, but while here bought a 100, giving it a cosmetic restoration. Naturally it was seen around the school and Steve liked what he saw.

"I became friendly with the new student and it was my first experience with open air motoring and an Austin-Healey in particular." Steve said while parked alongside the Nepean River near Penrith. "We eventually got on to P plates and my friend used to drive us in the 100 around Killarney Heights where I grew up. I distinctly recall a couple of things about that car especially that they had done the door trims in kangaroo hide and the sheep skin covers on the seats. (Niiiiiiiice!!! PQ)"

"I used to work at Grace Bros. during school holidays and on Saturday mornings and there was a hairdresser there who had a 100/6 that he used to bring in to the Chatswood store on Saturdays. So every Saturday I used to go and have a good look at that car."

My BN2

"So that stayed in my mind for some years." Steve said. "Then in 1980 when the dollars were right I bought a BN2. It was very good mechanically and bodywise it didn't have any rust. It was just a car in general good condition while certainly not concours or anything like that. I had that car until 1984 when on looking around I worked out that there were very few BJ8s in Australia. It was about that time when cars were started to be brought in from overseas."

"So I bought my car which was originally painted in British Racing Green. There were two available at the same time, one was very rusty and while the one I bought had some rust, it had also been extensively damaged on the left hand side. So I traded the BN2 on the BJ8 and the restoration commenced. I can't say that I liked the shade of BRG and the original colour of the BN2 had been blue, so I decided that I would finish the BJ8 in Healey Blue. For the side panels I thought I would do something different than the Old English White, so finished it in silver."

Florida Bound

Always interested in the history of our cars I asked Steve if he knew the early history of his car.

"The car was built on 3 July 1966 and went to Florida, USA. At some point it found itself in Hawaii and from there imported to Australia in 1983 by Steve Pike. The left hand side accident damage was almost up to the windscreen, the steering wheel was bent and it certainly wasn't running. At that time it had been previ-



ously repainted a burgundy colour and in pretty poor condition. The car needed front and rear floors, repairs to the chassis, the front shroud needed work and new sections had to be fitted to both doors. Steve did the chassis and panel work and I then sent it to another panel shop for further work, but that company went out of business. So I collected the car and took it to another place when it was finished including the paint."

"The car was on the road in 1993 after every nut and bolt were replaced and every component, engine, diff, brakes were renewed or replaced."

Since Used

Ever quick with a mental calculation, I worked out that it had been 18 years since Steve's car was back on the road. So I asked

how it's been used over that time.

"It has only done 24,000 miles in that time." Steve responded. "It's attended National Rallies in Melbourne, last year in Ballarat and various other club runs and weekend runs. Probably like a lot of cars, that it doesn't get the amount of driving it deserves. I have generally enjoyed the car and my children have always loved it. When my son was married last year the 3000 was the car he wanted to arrive at the church in. Then in 2008 the car was in the TV Show Classic Restos that's aired on Channel TVS where I think the car acquitted itself quite well. It's mostly American cars that are featured on that show, so it was good to see something different."

"Then it was resprayed in 2008 due to a couple of events that started about 10 years back. I was helping someone move a lot





of their cars and when I came back from moving one, another bloke came up to me and said that he had reversed his 1939 Ford into the front of the Austin-Healey. I thought he was joking, but I soon found out that he wasn't. The front shroud was repaired, but it wasn't as good as it should have been. Then in 2008 when returning from a Club run the left-hand rear tyre delaminated causing damage down the left hand side of the car. I'm pleased to say that the insurer, Shannons agreed for the whole car to be repainted."

Another One?

Always in favour of the adage that "I really want one of every model and every colour." I asked Steve if he ever thought of buying another Austin-Healey.

"I would really love to own the Austin-Healey that I originally had." Steve answered. "I believe that the perfect pair is a BJ8 and a BN2, however the BN2 has passed through many hands and is currently in South Australia. It was an original Australian car that lived in Queensland all its life until I bought it from Joe Jarick back in 1980. The car had done some competition work; it



had a very good engine and was very fast. However as prices have increased and I have bought many other cars since I think I might just have to be satisfied with the BJ8."

"I do have an interest in British sports cars. There has been some MGBs, including a couple I raced in Historic racing and I still have a Morris Cooper S which is a road car."

"From the time I bought the BN2 I have been a member of the AHOC." Steve added. "I actually attended some meetings before I bought it to get a bit of a feel for the cars. I really enjoyed the interaction with club members and was given certain advice in relation to cars that I should and shouldn't purchase. That's how I heard about the BN2 being for sale in Queensland."

"When I bought my car the top price for a BJ8 was around \$24,000 so they have certainly have come up in value. I have been a member of the Club since then and have held various positions on the committee including editor, social secretary and three years as president. Like any job within a club it's a matter of putting in a bit of effort to assist the Club and give something back to a club that has certainly provided a lot of enjoyment to me."

"I just want to enjoy the car. I have no plans to do any competition or anything like that. It's always been totally reliable and I enjoy that it sits in the garage. I have always maintained it on full registration so that I can jump in when the time feels right. As you get older the summer heat is a bit hard to handle, but in other seasons they certainly are a joy to drive. You certainly never hear a bad word about the Austin-Healey, as they are such a beautiful car."

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AUSTIN-HEALEYS THAT RACED IN AUSTRALIA

by Iain McPherson

When we think of Austin-Healey 3000s raced in Australia we automatically think of the 3000 Mk1 that Ross Bond raced from 1965 to 1974.

Victoria also had a 3000 which was raced during the early 1960s, a BT7 MK2 of Rob Stelmach. This car, HBT7 19052, was red with red interior and hardtop was sold new by Watson and McCabe, in Shepparton to Robert Cleary of East Murchison and registered HNP 797 on the 26 May 1962. Robert only kept the car for a short while before selling it to Sergi Stelmach from Prahran on 8 July 1962.

I have spoken to a couple of people in the Murchison area about the car, but one would have to be very observant and have a good memory to recall a car that was in the area for such a short time.

So I had a look at Australian Motor Sports and Australian Autosportsman for background information.

At the Calder Meeting on the 9 September 1962, the 3000 was entered in the Sports Car Handicap over 8 laps and the Production Sports Car Scratch Race by Ferryway Service Station with Rob Stelmach as the driver. Also in that race were Frank Hook in his BN2 and Ron Williams in another Austin-Healey. It was reported that "New driver Rob Stelmach driving his first race impressed the experts with his handling of the Ferryway Service Station Austin-Healey 3000 to come 4th ahead of Frank Hook and Ron Williams". For the Production Sports Car race, which was a Le Mans start, "Stelmach was first into the lead, however through Repco Corner the Autosportsman Daimler went into the lead. Hook passed Stelmach, but he spun wide in the esses with Stelmach receiving such a fright he left the track in a flurry of dust and Officials".

The next outing for the car was again at Calder on the 25 November 1962 where Rob managed a 3rd in the Sports Car Handicap.

Production Sports Car

At the Calder Meeting on the 20 January 1963, a race for Production Sports Cars was held within the Division 2 Sports Car Race.

Stelmach came 2nd behind Jim Abbott in the Autosportsman Daimler and was 10th overall in a field which included Tim Schenken in an Austin A30 GT (later on he was an Austin-Healey owner). After lunch the Production Sports Cars lined up for a Scratch Race with a Le Mans start. "As they headed to Repco Corner it was Stelmach in the lead. Stelmach was way clear with the remainder bunched well to the rear. Eventually Abbott had forced clear to move into 2nd position. As they entered the last half lap Abbott passed the Healey to take the chequered flag. Allan Hamilton in the Porsche, although motoring to the limit never really got in the picture."

At the International Meeting at Sandown on 10/11 March 1963 the Austin-Healey 3000 was entered by Geneer Panels and driven by Stelmach in the Marque Sports Car Scratch Race over 10 laps and the Sports Car Division 2 Scratch Race over 5 laps which included Rob Jamieson in his BN1. In the Scratch Race Stelmach was 2nd behind Jamieson. In the Handicap Stelmach won, ahead of Bib Stillwell in the Cooper Monaco and Bob Jane in the E-Type Jaguar.

Templstowe Hillclimb

It was reported that at Templestowe Hillclimb on 24 March Stelmach gave the big bore Healey a hill outing in the big sports car class. Rob managed a 61.09 seconds to beat John Thompson in a Morgan, but couldn't beat John Reaburn's 60.44 in a Buchanan Holden. Five cars lined up for the Over 1600 cc GT Division. Although Stelmach was credited with the winning time of 61.5 seconds he was found to be ineligible for the event. The victory went to Les Palmer in a Holden with a time of 63.72 seconds.

The next Meeting was back to Calder on 31 March 1963 and on this occasion the 3000 was entered by Motor Improvements. Again the Daimler won, followed by Rob Jamieson in the BN1. Rob Stelmach was expected to be a big challenge to the Daimler, but after

*The start at Calder on 25 November 1962. If you look closely the 3000 can be seen second from the front.
Photo courtesy autopics.com.au*



being led throughout the race by Sprites and Porsches, a spirited spin in the esses forced his retirement. The car was also entered in the Bill and Jim Leech Sports Car Trophy which had a Le Mans start.

At Sandown in May the 3000 was second behind the BN1 of Rob Jamieson in the Division 2 Sports Car Race

Rob had a run at Hepburn Springs Hillclimb in June 1963, but this time in a Mercedes 220SE, which was found to be competitive with the Holdens.

Sandown

At the Sandown Meeting on 23 June, the Marque Sports Car Race provided a runaway win for Rob who cruised steadily in the region of 1.37 minutes to come home comfortably.

Similarly, at the Sandown Meeting in July, which was charity meeting with the proceeds going to St Vincent's Hospital. "Rob Stelmach walked away from the rest of the field. By the 3rd lap he was 200 yards in front. By lap four he was 300 yards, and he



They're off at Calder on 25 November 1962. Yes the 3000 can be seen if you look closely. Photo courtesy autotpics.com.au

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had the length of the straight over the next car, Sorensen's Sprite, as he cantered home to the finish". An Invitation Race for Touring Cars and Sports Cars provided plenty of thrills as Harry Firth (Cortina) mixed it with Rob Stelmach's Austin-Healey 3000 for the first couple of laps. It seemed ludicrous that the little Cortina should be able to see off the booming bright red sports car, but it did so in no uncertain fashion. Firth then turned in 3 beautiful laps and a new class record time of 1:32.7.

In August 1963 it was reported that Rob had bought the Bob Jane Jaguar for an amount in excess of \$6,000. It was not clear if this was the E-Type or the over-bored Mk 2, but next month we were advised that the deal had fallen through and that he was pedaling a Fiat 2300. It is not likely that this was the same Fiat Bob Jane started racing in August 1963, with an appearance at the Geelong Sprints, as Bob Jane was still racing it well into 1964. Rob Stelmach does not seem to have raced again. It is believed that he was a Canadian who came to Australia with the Ford Motor Company and probably returned to Canada.

I contacted Rob Jamieson to see if he recalled anything of Rob Stelmach. He explained he was only a country boy and didn't know anyone in the City.

The 3000 was available for sale at High Crest Car Sales, Fiat Dealers in High Street St Kilda, in August 1963. From there it disappeared and was not reregistered in Victoria. Some people thought it was taken overseas with Stelmach.

Peter Marshall

Then in April 2010 an Austin-Healey 3000 was advertised for sale in New South Wales. It was an Australian delivered car which had been sitting in a shed for 30 years. This car was one of many cars the late John Bradley owned and was bought by Neville Stirton from Sydney, who on sold it to Peter Marshall from Sapphire Beach near Coffs Harbour. It has turned out that this is the missing Rob Stelmach car.

Peter was a one time Member of the Victorian AHOC when he owned the Ward Special (now in Queensland) back in 1969. This car was a special bodied Coupe built by Sid Ward and was based on a BN1 chassis which had previously been another Special - the Ausca-Healey raced by Neville Ham.

Since those days Peter has been working in England and Africa. While in Africa he owned a couple of MGAs and an MGB GT.

Peter has commenced a complete rebuild. By now the car was showing evidence of a badly repaired right hand chassis rail and panels. He now has the car ready for painting to its original red colour. Quite a number of parts with the car appear to have come from other cars, but there is no indication that the car has had a racing history.

It is believed that it was raced with triple Webers fitted on a manifold fabricated by Graham Facey and had a side exhaust.

The car was last registered in New South Wales in 1978 leaving 15 years still unaccounted for.

In 1963 the Sydney firm of P and R Williams imported 2 Austin-Healey 3000 Mk 2s to feel out the market. At the time Sports Car World magazine reported; "In circuit racing the car would be completely outclassed, but that it is fast and tough is evident from its magnificent performance in high speed European rallies". They obviously were not aware of what the Stelmach car was doing in Victoria, and could not have imagined what Ross Bond would achieve with his 3000.

Postscript: Many thanks to Iain McPherson for this piece. In case you don't know Iain has been the Registrar of the AHOC (Vic) for many years. Peter and Denise Marshall are relatively new members of our club who were featured in 'New and Newer Members' last July. Thank you to Peter for sending in the photo of where is car is currently at.



The Marshall BT7 Mk2 on it way to restoration.

Peter Marshall Photo

by Patrick Quinn

The Austin-Healey 100/6 and Disc Brakes



When we think of disc brakes most would think that they are a relatively recent development for the modern motor vehicle. However that is not quite so as British automotive manufacturer Frederick Lanchester patented a calliper form of disc brake as early as 1902. However these were not seen as highly successful and it was to be another half a century before they were used on road cars with any degree of success.

The next furtive attempts came from such diverse manufacturers as Crosley and Chrysler in the late 1940s, but it was left to English firm Dunlop to produce the first modern and reliable disc brakes for the Jaguar C-type in 1953. Being Austin-Healey owners we would all know that the 100S is reputed as the first production car to have disc brakes fitted to all four wheels. The Jensen 541 of 1954 was the first production saloon to have four-wheel disc brakes.

So move forward a year or two to 1956 and sports car buyers had amongst other choices the new Triumph TR3 and the Austin-Healey 100/6. Soon after its release the TR was fitted with front disc brakes and as we know the 100/6 had four-wheel drums. Some 56 years later you would have to wonder how many new buyers were swayed to the TR due to the brakes.

Calder

Back in 1973 and 1974 our club used to enter a team in the Calder Six-Hour Relay events. They were a ball and while we didn't come anywhere near the pointy end of the field we had a wonderful time. If you would like to read more about these events have a look at Chris Dimmock's website at <http://www.myaustin-healey.com/>

I recall at one of these events there was a 100/6 there belonging to a spectator that was fitted with disc brakes, but not just at the front, but on all four wheels. While back then I was aware that the 100/6 normally came with drums, I can't say that I took a huge amount of interest, except to file it away in my memory along with the other useful trivia I have collected over the years.

Then about 25 years back I heard of a 100/6 in Western Australia that had discs all round which had been fitted since the car was new. Again I was mildly interested, even if it was just to hear about a little, but unknown piece of Healey History.

Of course these days it is relatively straightforward to fit disc brakes to the 100/6 and some owners have fitted them to all corners. However these are modern modifications and not period.

The first clue as to disc brakes on the 100/6 came about with the publishing of Anders Ditlev Clausager's Original Austin-Healey - The Restorer's Guide to 100, 100-Six and 3000 in 1990. Tucked away on P87 is the following:

However, although documentation is hard to come by, I understand that Healey at Warwick offered a four-wheel Dunlop disc brake conversion kit for the 100-Six, and possibly also a louvered bonnet.

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Chromed Plated Inge 100/6 \$ 1, 10, 0,		\$ 10.00
Chromed Plated Inge 3000 \$ 1, 10, 0,		\$ 10.00
Chromed Plated Inge 100/6 and 3000 \$ 1, 10, 0,		\$ 10.00
Chromed Plated Air Cleaner/Box \$ 1, 10, 0,		\$ 10.00
Wax Mount \$ 1, 10, 0,		\$ 1.00
Painting charges \$ 1, 10, 0,		\$ 1.00
Tail Colour Finish \$ 1, 10, 0,		\$ 35.00
Lower Steering Arm \$ 1, 10, 0,		\$ 1.00
Upper Steering Arm \$ 1, 10, 0,		\$ 1.00
Anti-Rust Assembly \$ 1, 10, 0,		\$ 1.00
Painting charges \$ 1, 10, 0,		\$ 1.00

Austin-Healey 100 Six MPH "100 Six" Model
 The Austin-Healey 100 Six MPH "100 Six" Model was introduced in 1957 and was the first of a new line of cars designed to compete with the more expensive cars of the day. It was a 2+2 convertible with a top that folded down in 15 seconds. The car was designed to be a "weekend car" and was intended to be used for pleasure driving. It was a very popular car and was one of the best-selling cars of the year. The car was designed by Gordon Murray and was built by Austin-Healey. The car was a very successful car and was one of the best-selling cars of the year. The car was designed to be a "weekend car" and was intended to be used for pleasure driving. It was a very popular car and was one of the best-selling cars of the year.

Model	Price
Austin-Healey 100 Six MPH	£1,200
Austin-Healey 100 Six MPH (with top)	£1,400
Austin-Healey 100 Six MPH (with top and luggage rack)	£1,600
Austin-Healey 100 Six MPH (with top, luggage rack and side mirrors)	£1,800
Austin-Healey 100 Six MPH (with top, luggage rack, side mirrors and door handles)	£2,000

Italian Connection

Again it was tucked away with my bank of useful trivia, until a couple of months back when I received an email from an Austin-Healey owner in Italy by the name of Massimo Migli. Of course Massimo lives in Tuscany, which all looks just wonderful.

Anyway before I diverse, Massimo has a 1957 BN4 and from the photos it's a Longbridge built car and interestingly it's right hand drive. Massimo's English is far better than my Italian and he was seeking information about the disc brakes fitted to his car.

So I sent back to him the reference that's in the Clausager publication along with a request to send me back some photos of his car and brakes. I am pleased to say that he very kindly did so, as you will see from this and surrounding pages. You can see that his car is fitted with disc brakes made by Dunlop and not Girling as fitted to the front of the 3000. The 100S was also fitted with Dunlop disc brakes.

Then I send out a request to fellow Austin-Healey owners worldwide for more information and Scott Morris from Ontario, Canada sends me back a few bits of information he has collected over the years. Next is our own Joe Armour who through some



miraculous memory recall sends in a scan of a page from English Motor Sport magazine from the mid 1950s.

Conclusion

Amongst the information sent by Scott Morris are two price lists from the Donald Healey Motor Company. One is in US dollars for US Forces and the other is in Pounds for local UK use.

As known Geoffrey Healey was disappointed with the power generated by the new C-series six-cylinder engine and worked hard at extracting more power. Armed with what he learned about the new engine the DHMC then made available a list of options for purchasers of the new six-cylinder Austin-Healey.

For the US Forces this was known as the M.M. Kit so named after the success achieved by Tommy Wisdom in the 1957 Mille Miglia driving a DHMC modified 100/6. Remember this was all before production moved to Abingdon and before the much improved 12 port cylinder head was fitted.

However while the M.M. Kit may have produced more power it did not include the four wheel discs. These had to be ordered separately at either £85 or US\$245.

Are they the same as the Dunlop disc brakes fitted to the 100S? Not quite, but they are close. If however you were to look at the four wheel discs optionally fitted to the Jaguar MkI and standard to the MkII they look exactly the same. Was Massimo's 100/6 fitted with four wheel Dunlop disc brakes by the DHMC? I would say most definitely. How many 100/6s were fitted with Dunlop disc brakes? Unless someone out there has the sales records we may never know.

An interesting piece of Healey History that once again shows that the Donald Healey Motor Company wasn't adverse to optioning up the current model Austin-Healey. Of course there would have been a few shekels to be made along the way.



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Bond 3000



This month we have two photos of the same car taken in 1971. Both photos come courtesy of David Blanch at www.autopics.com.au

Both show Ross Bond and his Austin-Healey 3000 that we all know is now owned by Colin and Kerrie Rule. I am pleased to say that race events such as these are what finally convinced me to go out on one Saturday in April 1972 and buy my first Austin-Healey 100.

You will also note that only one of the photos show Ross out in front of the pack where he was used to. This is because I actually wanted photos of the Milano GT2 for an article I was writing on the range of JWF Milanos. However it was an opportunity not to be missed and it was good to see Ross and the 3000 included in the article.

In the early 1970s the powers that be at Oran Park thought it would be a great idea to hold day/night race meetings. So lights were erected around most of the circuit and from a spectator's point of view the meetings were fantastic. I recall many a time watching the likes of Ross, Pete Geoghegan in his Mustang and Peter Brock and the Austin A30. Plus being dark, the glow from the front discs under heavy braking was wonderful to watch.

The night photo shows Ross with a nose in front of the Milano GT2 of Moss Angliss, followed by the similar car of Bruce Leer.

Wanting to broaden spectator appeal Oran Park held a closed-car day/night meeting in 1972. Therefore no open sports cars, open wheelers or the like, but not to be daunted Ross fronted up in his 3000 with a windscreen and hardtop borrowed from club member Alan Jones and blitzed the field.

The second photo was taken by Lance Ruting at Warwick Farm and shows Bruce Leer out in front in his Milano GT2, followed by an unknown clubman and then Ross.

Sadly both the Oran Park and Warwick Farm circuits are no longer, but both Ross and his car are going strong. Both Milanos are also active in Historic racing.



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See I told you that I was going to bore you silly with articles on doing things to the Quinn Austin-Healey.

Anyway I now know what caused the very expensive metallic clanging sounds which subsequently gave us the pleasure of co-habiting with a tilt tray truck driver for 6 ½ hours.

Last month I was having a whinge about dismantling this and that. During the car's restoration the engine was installed in 1984 prior to the body being fitted. It was a comparatively straightforward job and I was assisted by eldest son Mark who was six at the time and then club member Ian Walker who was of indeterminate age. Since then I have always viewed that should ever the engine has to be removed the front body panels would have stripped from the car first.

My thoughts about this were strengthened by an article written by an owner before me, saying that when he removed the engine back in the early 1960s the shroud had to be removed. While the car may have been used for all sorts of experiments by the Donald Healey Motor Company I just can't imagine them designing it in such a way that makes it so difficult to undertake any major repair.

So I have kept procrastinating by taking off everything that could be. You know, unimportant things like the exhaust and inlet manifolds, rocker cover, rockers, side plates, cam followers and the like.

Last weekend son Mark (now 32, married with a baby) visited and I thought that it was an opportunity to remove the cylinder head. As you know six-cylinder heads are not light and I knew it wasn't going to be easy, especially as the back of it is directly under the bonnet catch.

Anyway all the head nuts came off with a little effort and we lifted the head upwards. Just what I thought, the bonnet catch was in the way. Remember it's a 100 body with the catch at the back of the engine bay. Some collective head scratching followed as the fasteners holding the bonnet catch are obscured by the heater inside the cabin. But those holding the overdrive throttle switch could be undone.

This was done and it was possible to move the head sideways until it was free of the despotic bonnet catch. Then away it went to the workbench, where a cursory glance didn't reveal any problems. The same cursory glance didn't reveal any problem with the pistons either.

There is a moral here – 'Don't rely on cursory glances!' to either people or car bits. Two days later I looked at the head and saw a tiny rectangular piece of something sitting in number two combustion chamber. It was alloy, meaning that it had either fallen from a passing disintegrating satellite or from a piston.



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A more than cursory glance at number two piston revealed a 12mm x 5mm chunk missing from the top of the crown that extended down to the compression ring. It no doubt broke off and hit the combustion chamber and stayed there making that rather expensive noise each time the piston rose to greet it. Further inspections of the cylinder head revealed a small dent that was caused by the escaping piece of piston.

On mentioning the damage to club member Chris Dimmock he donned his thinking cap and said that I could have kept driving and the piece of piston would have ended up out the exhaust system. The cause, according to Chris was that the top ring wears through the alloy piston and after time "flutters" in the worn ring groove. Eventually the piston crown cries "I can't take it any more", a chunk parts company, shot blasts the combustion chamber and usually disappears out the exhaust. In our case it stayed there.

So enough of this drivel and no doubt you look forward to more boredom next time.



Auction News

Woodies, Race Cars, OZ BJ8s and Toolkits

Interesting month for those of us who keep an eye on what's for sale around the world. For something that many of us wouldn't even realise exists, is the eBay auction of a 1948 Healey Woodie. This is a real Healey and not an Austin-Healey and of some 1,185 Healeys built a total of 123 were sold in rolling chassis form and bodied by specialist coachbuilders.



One such chassis was sold to Hector Dobbs, a well known Riley racing driver of the time who commissioned a company called Dibbens to fit it with wooden coachwork. While the longevity of wooden bodied cars cannot be seen as prolonged, it did survive and has recently received an extensive restoration.

At the time of writing it's running through eBay for the second time. The first time around it reached US\$115,000 which was below its reserve. Now it's listed in Pounds and £44,801 or Aus\$69,120. What's it worth? Heaven knows!

Away in Canada a MK1 3000 BN7 has been offered for sale. No ordinary BN7 as it was allegedly prepared by the DHMC and fitted with quite a number of Ruddspeed go faster bits and has been used for racing all its life. Registered in Canada as CAN 171 this car featured heavily in period advertising and is also on P142/143 of The Healey Book.



CAN 171 was once owned by Bill Bolton, a regular visitor to Australia during the 1980s and later by Alan Casavant. Offered for sale by RM Auctions it is expected to reach somewhere between £65,000 and £95,000.



Bathurst, Australia, where it spent a large part of its life.' It's for sale by Piston Heads at <http://www.pistonheads.co.uk/sales>

Was it sold new in Australia? Well if it was, the chassis number does not show up in the Austin warranty cards that club member Garrie Bain managed to find a few years back.



Looking for a tool kit for your BJ8? Well there is one on eBay right now with a selling price of \$200. Have a look at 320709618144.

CLASSIFIED ADS



FOR SALE – AUSTIN-HEALEY 100

Build date May 1955, The Heritage Certificate indicates a build date of May 1955. Completely rebuilt by renowned Austin-Healey experts to original specs of glistening Old English White with complete retrim in red including hood, tonneau cover, side screens and fully carpeted boot.

Extras include chrome wire wheels (originals come with car), Motolita steering wheel (original avail) owners handbook and workshop manual.

This is a rare and lovely unmolested example of an original spec. car and very few 100's of this quality come onto the market. Major service just completed by Michael Vigneron of Highlands Race and Classic with all invoices.

Price \$55,000 sensible close offers considered. For further details please call Paul Samuels on (02) 4862 2048 or paulracing@bigpond.com

FOR SALE – AUSTIN-HEALEY 100

I reluctantly offer my 100 for sale due to time, health and other commitments. I purchased it in 1978 as an unrestored vehicle that had been in storage since 1966 with the speedo showing 45,000 miles. It remains a restoration project, but apart for a rear bumper is complete. The following has been done to the car. Chassis completely repaired and is finished in primer. Body panels are complete, but work is still required on the rear guards. Many new parts have been procured including pistons, engine bearings, suspension rubbers, kind pins, gearbox bearings etc. There are also many used parts including suspension, rear axle, gearbox and a spare 100 engine that has been completely rebuilt. Also comes with a number of workshop manuals, handbooks, brochures along with other pieces of 100 memorabilia. There is even a factory original Austin front spring compression tool and a set of NSW black on yellow number plates 'BN1 100'.

Happy to talk about breaking the spares. Please call John Sneddon on (02) 4955 9559 or 0408 431 807

AUSTIN-HEALEY WANTED

I am looking for an Austin-Healey to restore. I don't necessarily want a car that needs a ground up restoration, but one that needs work to make it into a car that that is as original as possible and will be used frequently.

Many thanks. Bill Curtis 0417 708 225 or billcurtis@iinet.net.au

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Recently restored BJ7 owned by John Southwell

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- Spined hubs can be manufactured to suit your application.

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Back Page Pics



Steve Pike in his 3000 looks for a way past the TR3A of Wes Dayton while Ian Ross waits for an opportunity in his Shelby GT 350. Ian Welsh Photo.



Colin Goldsmith and his Mk1 at Wakefield Park. Steve Oom Photo.



Brian Duffy at Wakefield in February driving his 3000 followed by the tractor of Andrew Gibson and Paul Armstrong's Jewitt Holden. Steve Oom Photo.



Sitting down for breakfast at the Brass Monkey Run. Carolyn Kent Photo.



Terry Bancroft making a point to Peter Barnes at Mudjee with Sue Darlington alongside. Carolyn Kent Photo.



Graham Adams' car at Mudjee during the Brass Monkey Run. Jeremy Braithwaite Photo.



Peter and Margaret Barnes' BJS at the Brass Monkey Run. Jeremy Braithwaite Photo.



The front of the Read 3000 during the Brass Monkey Run. Jeremy Braithwaite Photo.

Austin-Healeys at Mudjee during the Brass Monkey Run. Jeremy Braithwaite Photo.



Peter Jackson leading the field at Phillip Island in March. Steve Oom Photo.