

Flat Chat

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



**Stuart & Diana McColl's
Pride & Joy**

**3000
MK2 BN7**

FEBRUARY 2011

**NEW MEMBERS - ROSS & JENNY PENMAN
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Flat Chat is the official publication of the Austin-Healey Owners Club (NSW) Inc., and is published monthly by Vintage Racecar Journal Pty Ltd.

Contributions from members are welcome, however the Club accepts no responsibility for the accuracy, reliability or opinions of any article or correspondence herein.

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Contributions for the magazine can also be emailed to the editor at:
p_cquinn@tpg.com.au

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

The McColl's ripe-for-restoration BN7 blossomed into a concours-worthy dream machine. Story on page 10.

FlatChat

FEBRUARY 2011

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

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DATES FOR YOUR DIARY

2011

FEBRUARY

- 9 • Monthly Meeting
- 16 • Committee Meeting
- 19 • Run from St Ives to Royal Motor Yacht Club for dinner
- 26-27 • Phillip Island Classic
- 27 • Concours at Wings Over Illawarra

MARCH

- 9 • Monthly Meeting
- 13 • Lunch at Werai Tea House & Nursery
- 16 • Committee Meeting
- 18-20 • Phillip Island Classic

APRIL

- 3 • Breakfast Run to the home of Geoff and Margaret Smith
- 13 • GEAR Meeting Wakefield Park
- 13 • Monthly Meeting
- 20 • Committee Meeting
- 22-25 • Adelaide National Rally

MAY

- 1 • Tallong Apple Day
- 11 • Monthly Meeting
- 18 • Committee Meeting
- 28-29 • Historic Winton

If you have any questions about the above events please contact our club secretary Pamela Ross on (02) 4332 0075 or 0408 436 595. For competition events contact Patrick Townshend on 0407 075 997.

PRESIDENT'S REPORT

JOHN KENT



Welcome to the New Year and welcome to this Year's Committee. The presentation Breakfast was held this year at Cameron and Belinda Sell's property at Winmalee. Despite the poor weather a number of hardy members turned up. Our thanks go to Cameron and Belinda for their hospitality.

We have a number of major events this year and I am looking forward to strong support from our members. The Austin-Healey Display and Concours Day to be held in conjunction with 'Wings Over Illawarra' at Albion Park on Sunday 27 February is a major opportunity for members to show off their cars as well as see aircraft of all shapes and sizes. If you wish to stay overnight on the Friday, Saturday or Sunday nights, as a number of members are doing, accommodation has been arranged by Carolyn Kent at a Kiama Motel. Please contact her for details.

Please note that Austin-Healeys entering the display are to assemble at the Albion Park Showground which is accessed from the Tongarra Road at 8.15 am for special access to airport site. (Not through general public entry)

The National Rally this year is in Adelaide and as usual should be an enjoyable event. I expect the Club to be well represented.

This year's Supersprint will be at Wakefield Park on 25 June. As this date conflicts with other competition events, a number of regulars who have played pivotal roles in the past will not be available. As a consequence I will need strong support from members to help run the event which is the major Club fundraiser for the year.

There are a number of key Committee positions remaining vacant after the Annual General Meeting. They are Club Secretary, Competition Secretary and Technical Officer. The future of the Club depends on members undertaking some of the responsibilities of running the Club. Please speak to any of the committee members if you can assist in filling any of these positions.

Members are also welcome to support Christine Lyttle as Social Secretary with suggestions and offers of help in organising events.

Wings Over Illawarra

Wings Over Illawarra (WOI) is an annual event held on the last Sunday of February. **In 2011 it will be held on Sunday 27th February.**

Each year as part of the general display, a classic car manufacturer is selected as the featured marque. In 2011 it is AUSTIN-HEALEY and our club has been invited to take centre stage. On this day the Austin-Healey Owner's Club of NSW will hold its 2011 Concours d'Elegance in conjunction with the display day.

In addition the RAAF "Roulettes" Aerobatics Team will put on an aerial display.

See www.wingsoverillawarra.org.au for the full list of attractions.

AUSTIN-HEALEY Owners Club members who attend with their cars will gain **FREE** admission. The show starts at 9.00 am and closes at 3.30 pm. Cars will need to be in place well before the start time.

I am proposing that the Club make a special weekend of this and go down on the Saturday and have a "drive around" the area before dinner that night. Of course if you can attend just on the Sunday, that would be wonderful.

Please put these dates 26th and 27th February 2011 in your diary of must attend activities. **John Kent • 0419 497 033**



CLUB COMMITTEE

2011

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Vacant

Club Registration
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Public Relations
Richard Horwood (As Above)

Non-Committee Positions

Competition Assistant
John Kent

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

The opinions expressed in Flat Chat are not necessarily those of the Editor or the AHOC (NSW) (Inc).



Greetings and welcome to the February issue of Flat Chat.

With our concours around the corner I thought a suitable car would brighten up our cover. Thanks to Stuart and Diana McColl for the words and pics on their Mk2 BN7 and I am sure you will enjoy reading about the lengths taken to get the perfect car.

I am pleased to say that our club has received quite a number of new members over the last month or so. This month on page 8 we get to meet Ross and Jenny Penman who have recently become the new owners of a BJ8. Right next door on page 9 you can see what's involved in balancing brake drums and I can personally say it's something I highly recommend. What about cleaning small parts such as carburettors with a soda blaster? It's really very simple to do yourself and you can read how to do it on page 21.

I suspect that like me you probably spent many hours during the late 1950s and early '60s glued to glorious black and white TV. Were you a Superman fan? I certainly was. Do you know what sort of car his alter ego Clark Kent drove? The story starts on page 14. Back in late November the Austin-Healey marque distinguished itself at Eastern Creek here in Sydney along of course with their owner/drivers who were also AHOC members. When was the last time an Austin-Healey beat a Maserati 250F to the finish line? Read all about it on page 18. Of course you can also read what's happening within our Club though the committee reports.

Just a week ago Caroline and I returned from a couple of weeks in New Zealand. Apart from seeing the sights, the primary pur-

pose was to attend the historic racing at Hampton Downs. Yes there were a couple of Austin-Healeys running, both 3000s and it was good to meet the owners and share a few stories. While there we stayed with Mark Donaldson who founded the Austin-Healey Car Club of New Zealand. I have known Mark from the early 1970s when we were exchanging thoughts by snail mail. Mark now has a BN2, BT7 Mk2 and an ex Canadian race car that started life as a Mk1. I thought a photo of his impossibly neat garage would be of interest. While there we also spent time with Nell Holdstock, who Alan Jones and I first met on a Vancouver Island ferry back in 1975 and went on to be president of the British Columbia AH club and later married Mark.

Almost forgot! On the back page pics you will notice a small photo of a pink BJ8. Yes it's pink, but it's really painted BRG. It was used in a promotional display at London's Heathrow airport for New York fashion house Carolina Herrera. The pink finish is actually a plastic film that has been painstakingly applied to the whole car.



40TH AUSTIN-HEALEY NATIONAL RALLY

Join the Rally!

To Register for the 2011 Rally please complete the following:

1. The 2-page **REGISTRATION FORM**
2. The 1-page **ACCOMMODATION BOOKING FORM**

When you have completed all 3 pages please post (do not email) to:

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49 Vincent Boulevard
FLAGSTAFF HILL SA 5159
AUSTRALIA

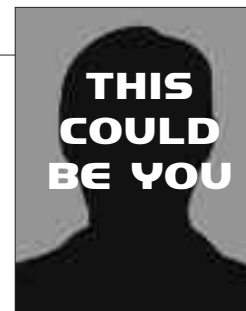
No initial deposit for rooms required, payment for room will be charged and payable at the end of your stay. Rooms will be allocated on a first in basis so be sure to complete and return your Registration quickly to avoid disappointment. Receipts will be issued for all monies received.

If you wish copies of the registration forms either look at the website below or send me an email at p_quinn@tpg.com.au



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■ **MONTHLY MEETING DATE:**
12TH JANUARY 2011
MEETING COMMENCED: 8.00 PM

Apologies: Neville Stirton, Don and Anne Read, Sue Darling-ton, Karyn and Barry Birch, Patricia Bancroft, Ray and Muriel Roberts, Don and Margo Hardie, Alan Mitchell plus Doug and Pamela Ross

New Members/Visitors: Ross and Jenny Penman. Have purchased a BJB Phase 2 in British Racing Green.

■ **PRESIDENT**

• Welcome to the 2011 Year. We are looking for members to fill the following Committee positions which were not filled at the Annual General Meeting: Club Secretary, Competition Secretary, Technical Officer.

The Presentation Breakfast was held on Sunday 9 January 2011 at the home of Cameron and Belinda Sell at Winnmalee. This was an excellent location with a wide undercover verandah capable of holding many people. It was a pity, that due to the inclement weather, the numbers were well down. However a good time was had by all those who did attend. Terry Bancroft & co. did a great job on the bar-b-que. We express our thanks to Cameron and Belinda for their hospitality.

■ **SECRETARY** • Position Vacant

Incoming Mail:

- Magazines
- Healey Torque – Queensland
- Healey Howl – South Australia
- Hundreds and Thousands – Victoria
- Healey West - Western Australia
- Healey Marque – Austin Healey Club of America

Care Flight
Highlands Steam and Vintage Fair Oberon 12 & 13 February
Sydney Super Swap Clarendon 20 February
Phoenix Rod and Custom Club – Pelican Flat Social Run Sunday 13 March
CAMS CARnival 2011 Echuca-Moama proposed new date 21-22 May

Email:

from Neil Thew with proposal for “Charlie’s Run” to Riverina area late October
Roger – Drive NZ Classic re the 2001 Drive NZ Classic Rally
CAMS re 10% Discount on Tickets for Australian Grand Prix

Magazines: Most 2 months

- Yass Antique Motor Club Inc
- Australian Sporting Car Club Inc
- Healey Torque – New Zealand
- Healey Howl – SA
- Healeys West – WA
- Healey Torque – Qld
- Hundreds and Thousands – Victoria

■ **TREASURER** • Bank Balances

Cheque Account	\$7,402.79
Cash Management Account	\$12,526.48
Term Deposit	\$60,000.00

Jim reported that membership payments were being received.

■ **SOCIAL SECRETARY**

- Christine advised members to refer to the Club’s magazine for upcoming events.
- February 19 (Please note change of date) departing at 3 pm departing from St Ives Showground for Dinner at the Royal Motor Yacht Club at 6.00 pm - John Sherman Organising.
- 20 February - Sydney Swap Meeting.
- 27 February – AHOC of NSW Concours – Wings Over Illawarra at Albion Park
- 13 March - Werai Tea House Mittagong for Lunch.
- Breakfast Run to Central Coast – to be confirmed.
- 22 – 25 April – National Rally Adelaide
- 1 May - Tallong Apple Day - Car Display followed by BBQ at Don and Anne Read’s Home in Tallong.
- Saturday, 26 June – AHOC Supersprint Wakefield Park

■ **COMPETITION SECRETARY**

- Wakefield Park
- Wednesday 9 February Gear Day
- 12-13 February FOSC Meeting
- 26-27 February HSRCA
- Phillip Island Classic; Friday – Sunday 19 – 21 March
- Eastern Creek; 22-24 April FOSC
- 26-27 June HSRCA (Same weekend as the AHOC Supersprint)
- Other Gear Days 13 April and 8 June

■ **HISTORIAN**

- Roger Menadue’s role in Healey 100 at London Motor Show.
- John Gott’s role in BMC Motor Sport.

■ **EDITOR** Requested photos and words from members who are doing work on their cars

■ **PUBLIC RELATIONS** Contact was made with the “Drive” reporter of the Daily Telegraph and it is hoped that an article about Richard’s two cars as a follow up on Patrick Quinn’s article will appear shortly.

■ **REGALIA/P.R.**

- T Shirts from America \$20.00
- Polo Shirts from America \$30.00
- 2010 specials from last rally
- Posters from the 2010 Healey Rally in Oregon

■ **LIBRARIAN** • Nil

■ **CLUB REGO** • Patrick Quinn
Send details with a return self addressed stamped envelope.

■ **GENERAL BUSINESS** • Nil

■ **FOR SALE/WANTED** • Nil

■ **RAFFLE** • Nil

■ **MEETING CONCLUDED** • 9:15 pm.
• Committee meeting next Wednesday 19 January – 7.30 pm.

MEMBERSHIP REPORT • CHRISTINE LYTTLE

With three new members this month the Club's membership is now at 252.

These new members are: Bevan Cursley from Wallaga Lake with a BN6. Ross and Jenny Penman from Thornleigh with a BJ8.

Welcome to our new members and I hope to see you at an event shortly. Ross & Jenny attended the last General Meeting and their membership was also passed the next week.

In addition we have some new members for the February

meeting.

CLUB FEES ARE OVERDUE!!!! If Club fees are not paid this month, this issue of Flat Chat will be the last to be received.

A membership form was included in the December 2010/January 2011 Flat Chat or available from me or can be downloaded from the Club's website - www.austinhealeynsw.com.au

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

SOCIAL SCENE • CHRISTINE LYTTLE

Hope you all enjoyed a lovely Christmas and have started the New Year by keeping cool – it has been far too hot for travelling around in the Austin-Healey!!

FEBRUARY - Wednesday 9th – General Meeting at the Rydalmere Bowling Club. **Saturday 19th** – Dinner at Royal Motor Yacht Club, Newport. Meet at St Ives Showground for a late afternoon run and dinner organised by John and Judy Sherman. **Sat/Sun 26th – 27th** AHOC Concours at "Wings Over Illawarra" – Nowra – The Club's Concours will be held in conjunction with this event on the Sunday and Austin-Healey is the vehicle marque for the event. John and Carolyn Kent are organising accommodation on Saturday night and Sunday night if you wish. Contact Carolyn to book a room. Neville Stirton is assisting John to contact as many Austin-Healey owners to have their vehicle on display at this event. Please assist by putting this date in your diary so you do not miss out on this tremendous day. We hope to see the biggest display of Austin-Healeys ever – why not bring your car along.

MARCH - Wednesday 9th – General Meeting at the Rydalmere Bowling Club. **Sunday 13th** – Lunch at Werai Tea House and Nursery - organised by Anne Read. Meet at Mittagong Information Centre at 11.00am for a short drive to the Tea House. Please advise if you are interested in attending for numbers with the Tea House.

APRIL - Sunday 3rd – Breakfast Run to the Central Coast. Geoff and Margaret Smith have offered their home for the breakfast. Meet at 7.45am for 8am departure at Berowra Truck Station for convoy to St Huberts Island. Please advise if you would like to attend for catering purposes. Bring your own

chair along with your swimmers if you would like to have a swim. **Wednesday 13th** – General Meeting at the Rydalmere Bowling Club. **Fri/Mon 22nd – 25th** – National Rally - South Australia

MAY - Sunday 1st – Apple Day at Tallong – Visit to Apple Day festivities and car show followed by BBQ lunch at the Reads' home. **Wednesday 11th** – General Meeting at the Rydalmere Bowling Club.

JUNE - Sunday 5th – Brass Monkey Run to Mudgee – Breakfast will be at the Bowling Club. **Wednesday 8th** – General Meeting at the Rydalmere Bowling Club.

Please put these dates in your diary/calendar – the Club needs your support in 2011. It would be great to see lots of members and their Austin-Healeys on the road this year!!!



Werai Tea House – 4 Greenhills Road Werai

NATIONAL RALLY IN ADELAIDE



We Have a Convoy!

Going to the National Rally in Adelaide over Easter and want to travel in convoy with other Austin-Healeys? If you do and want to travel via Wagga Wagga, Hay and Balranald, Anne Read has made reservations at the Stuart Motel at Balranald for the night of Thursday 21 April 2011.

Six double rooms have been booked at \$75.00 per room in the name of the AHOC. For the hearty, a full breakfast menu is available. No deposit is required.

If you are interested please contact Anne Read on (02) 4841 0095, 0409 658 036 or email to anne.monaro@bigpond.com

Profile: Ross & Jenny Penman



Name: Ross & Jenny Penman

Occupation: Ross – Company Director

Where Do You Live? Thornleigh

What model Austin-Healey? 3000 BJ8

Why did you buy an Austin-Healey? It's been something I have been wanting for over 20 years. My brother-in-law used to be involved in Historic racing and I have a fond memory of going with him to a Historic meeting and being really taken by an Austin-Healey that was there. I made up my mind there and then that one day I was going to buy one. Since then I bought all the books and read all the articles. I wasn't all that sure what model I would end up with and certainly didn't have my mind set on a BJ8 and then this one showed up. (See Austin-Healey Marketplace – Flat Chat September 2010 – PQ)

Did you specifically set out to buy the model that you bought? As I said I didn't specifically set out to buy a BJ8, however once I let it be known that I was in the market for one a lot of people said that it was the model to have.

They kept on telling me that the BJ8s have all the good parts that we should be looking for. This like the carpets and that Jenny would more than appreciate the comfort of the convertible hood and wind-up windows. I was also told that the BJ8 was the best driving of them all. However with the budget that I had set myself I started thinking seriously of a nice 100/6. Then I saw this one up for sale and we went to have a look. As soon as I saw it I knew that I really had no choice and that I had to go the extra money. That the car was an original RHD was also really attractive.

What was it like when you bought it? It had a new interior and the paint was also fairly new. The bloke I had bought it from had purchased it from a dealer in Houston, Texas. I know that doesn't seem to match up with it being right hand drive, but the Heritage Certificate shows that it was sold new in the Home Counties. It was originally painted blue with blue trim and fitted with disc wheels. How it ended up in Texas is bit of a mystery.

I haven't had any previous experience with older cars and that includes working on them. As far as I see it's a perfectly good car that does everything we have asked of it. I am inclined to have the car professionally serviced instead of doing it myself. However I will probably end up doing a few things myself. We have only had the car for a short time and at the moment the chokes on the carburettors don't seem to be working, plus the blinkers don't self cancel. (Welcome to the club! PQ) And one of the window winding channels moves a little.

How have you been using the car? We have only had the car for four weeks and have not used it very much. The longest trip so far has been from home to Glenhaven and back again.

We went to the January meeting and thinking of how we have used the car we were quite surprised when people were talking about driving their cars to Perth and the like. I keep thinking of our Landcruiser for that sort of trip.

We are looking forward to being involved with other members of the club at various events. The future for that looks really good. The car looks really good too and it really is wonderful. ■



Removing the Judder

I had been putting up with it for years. At around 55mph it would start and continue until I was well into licence losing territory. It wasn't severe enough to shake out any fillings, but it was annoying. It was a slight judder that no matter how many times I had the wheels balanced just didn't want to go away.

At a club meeting a year or so back someone mentioned having their brake drums balanced and the idea stuck in my grey matter ever since. So when I had the brake shoes re-lined (another story) I decided that the time was right to see if it was worth the effort.

Armed with the directions from John Dowsett and four brake drums I set off to KC's Engine Reconditioning at Castle Hill.

With camera in hand I watched as the four drums went through their paces. Actually each was placed on a special lathe with a long shaft that was driven by an enclosed electric motor to a support cradle about 4 feet away. On that was a chuck that held the drum with the cupped or open side facing away. The machine was spun up and through various attachments it was possible to read if the drum was out of balance.

We tried the front drums first and each was out around 35 grams. Now came the interesting bit as when the lathe was slowed it showed where the extra weight was by stopping at a certain position. Now if you can imagine a brake drum as a large pie that is divided into segments or slices it is possible to say that within a known segment is the extra weight. Then it's just a matter of removing the drum from the lathe and grinding the raised lip on the perimeter of the drum and then retesting on the lathe.

It didn't take all that long to do the fronts and I honestly thought they were worse than the rears. Then when one of the rear drums was spun up I thought the whole lot, lathe and all was about to fall off its supports. It was 180grams out of true - an amazing amount.

So with plenty of judicious balancing, grinding followed by more grinding and balancing it was made true. The other rear drum at just 75 grams out was a doddle by comparison.



The result? An amazing difference!!!! There is absolutely no judder at all, at any speed. I was pleased as punch and at the cost of \$25 a drum I thought it was more than well worth it.

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Stuart & Diana McColl's 3000 Mk2 BN7



You would be blind Freddy if you didn't know that our concours is just a few weeks away. This year it's being held in conjunction with Wings Over Illawarra at Albion Park on the south coast where Austin-Healey is the invited automotive marque.

So with the thought of polish, cloths and shiny chrome in mind I thought a close look at a concours car would be appropriate this month. You have to admit that while all the cars in our Club are just simply gorgeous, not all of them would be fall under what's could be classified a 'Gold Level' as far as concours is concerned.

So after a few moments of thought I came to the conclusion that the 1961 3000 Mk2 BN7 of Stuart and Diana McColl would be just the car to have a close look at. Personally I recall when they bought the car and I went to have a look at it. Yes it could have been called 'Ripe for Restoration'. While it wasn't drivable it wasn't too bad either. Stuart and I attended the TAFE panelbeater/spraypainting course at St Leonards together and well I remember the various bit and pieces that he dragged along to receive the necessary TLC.

Right from the first time I saw the car back in around



1987 Stuart was at pains telling me that he intended on restoring the car with concours in mind. And from a close look at the photos that's what he certainly did. Stuart said quite clearly that if he had a choice of restoring an original part over replacing it, he would go the extra length to restore it to exactly how it was when it left the factory. Even the original nuts and bolts were cleaned and replated, unless they were beyond redemption.

If you didn't know, the 3000 Mk2 BN7 (or the 2 seater tri-carb) is the rarest of all the production Austin-Healeys with just 355 built. It is not known for sure, but it's believed of that number, just 39 were built in right hand drive. For the pedants we can go even further for at chassis BN7/16039 the new centre-shift gearbox was introduced. Meaning that there were probably just 12 Mk2 BN7s built with the centre-shift box and 5 of these were destined to be Works Rally Cars.

The McColl's car was built in December 1961 and despatched on 5 January 1962 bound for Detroit in the US. Shortly after arriving in Motown the car was taken to California and remained there until Stuart and Diana bought it in 1987.

Restoration

Being a Californian car it was comparatively rust free so after the car was completely stripped, the chassis frame was chemically dipped and comprehensively rust treated. Like all of us, Stuart is well aware of the many places in an Austin-Healey chassis where rust can hide so he had the rails, cross members, outriggers and sills filled with rust preventative and it was all rotated on a rotisserie many times so it reached everywhere. Similarly the panels were chemically dipped, repaired where needed and the seams and wired edges enthusiastically rust proofed.

I just a slight variation for originally Stuart finished the underneath of the car in a two-pack enamel, because he was looking for toughness. However on top he used acrylic lacquer as it was the closest approximation to the original nitrocellulose.

Mechanical

Stuart took a similar approach when it came time to do the mechanicals of the BN7. Everything was stripped and reconditioned if required, but nothing was renewed unless it was unsalvageable.

The engine was stripped, measured and cleaned. Being such a low mileage car it was found to be in excellent condition and didn't even need reboring. Then followed a careful re-assembly using new rings and bearings with the original pistons. Similarly the centre-shift gearbox/overdrive



Charlie's "Underbelly" Run by Neil Thew

I have been busy plotting the route for Charlie's 2011 run with the intention of revisiting some previous destinations within the

Riverina district. The run has been scheduled for October 22-27 and included will be accommodation for 6 nights, all evening meals and breakfasts. During this time we will be visiting Tumut, Deniliquin and Griffith all of which offer a wealth of attractions and some interesting driving experiences.

I have yet to finalise bookings, however it is not expected that the cost of the weeklong outing to be vastly different from previous years. Some 20 rooms have been reserved for 40 participants and names are now needed to start the ball rolling. To get your name on one of these rooms or if you require further information please call me on (02) 4237 7591 or email to ngt50@bigpond.com.au

I will publish further information as it comes to hand. Looking forward to another fun filled Charlie's run.

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THE MCCOLL'S 3000 MK2 BN7



and rear axle were stripped and received attention where necessary. Understandably the radiator was re-cored and the carburettors, starter and generator were reconditioned.

For the interests of safety, the brakes were renewed as were the suspension wearing components while the fuel tank was dipped and repainted.

What did need renewing were the wheel hubs and wheels so new hubs were fitted along with Dunlop wire wheels with the correct painted 48 spoke pattern. Tyres? Dunlop 5.90x15 RS5 Roadspeed of course. Again Stuart is at pains to say that these tyres are not modern reproductions, but new old stock tyres. He also reminds everyone that the tyres due to their age are for show only and not suitable for the road.

Originality

As you can imagine Stuart went to whatever lengths necessary to ensure the correct trim colour. It was originally grey in colour, which is no longer available off the shelf. However Stuart managed to find an original piece behind the passenger's grab handle that hadn't faded. From this he was able to have the trim material hand matched.

Yes there are some changes from originality, but even the closest inspection would not reveal them.

When it left Abingdon the McColl BN7 was painted red with grey trim and a black hardtop. Now it's green over white with grey trim and a white hardtop. Plus of course the car was originally built in left hand drive and it's been converted to right hand drive.

There are other aspects of the car that show the lengths

taken to achieve as close to what an original Mk2 BN7 would have been like. Of course the hose clips are period correct, there is little polished under the bonnet and the hardtop rear screen has "Perspex" engraved exactly where it should be. But as they say in the classics - that's not all. Have a look at the photo of such parts as the front coil springs and bonnet spring. Those red paint splodges are original as is the Triplex decal on the windscreen.

The results at the 2006 Concours de Elegance spoke for themselves. During the event the car gained a Gold Standard Award in the Master Class with a tally of 968.5 points. Stuart however believes that with further work should bring the car to the vicinity of 980 to 985 points. So where were the points lost in 2006? Exactly where it is not original - the colour and that it is no longer left hand drive.

Club members would know that Stuart and Diana regularly attend events in their Mk2 BJ7 which they have had almost from new. Unfortunately we don't see the BN7 all that often. "It takes bloody days to get it clean enough to bring out!" Was the response I received from Stuart to my question as to when we may see it again. Hopefully that will be soon. ■





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CLUB PRESENTATION

On Sunday 9 January 2011 members of the Club congregated at the home of Belinda and Cameron Sell for our annual Presentation Breakfast.

Following a wonderful breakfast prepared by those Gordon Blues of the BBQ Doug Ross, John Kent and Terry Bancroft the following worthy winners were announced.

AHOC Male Club Champion	Doug Ross
AHOC Lady Club Champion	Carolyn Kent
Club Member of the Year (Alan Jones Trophy)	Jim Phillips
Scribe of the Year	Allan Whitehouse
Hard Luck Trophy	Brian Duffy

Competition

CSCA Trophy	Cameron Sell
Best 100	Chris Comer
Best 3000	Cameron Sell
Best Non-marque	Patrick Townshend
Club Competition Champion	Cameron Sell
Ross Bond Trophy	Peter Jackson

(for photos see the Back Page Pics)



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The Adventures
of

SUPERMAN'S Car

Words Originally by Bruce Jroxell

Clark Kent cruised Metropolis in his Nash Healey chasing down stories for The Daily Planet and looking for phone booths to transform into the Man of Steel

Improbable Beginnings

The Superman character was created by Jerry Siegel and Joe Shuster in 1932 and first appeared in Action Comics #1 in June of 1938. The character has thrived since creation, appearing in various print media, movies and television. The Superman legend was heightened recently when a mint condition Action Comics #1 sold at auction for over \$1 million.

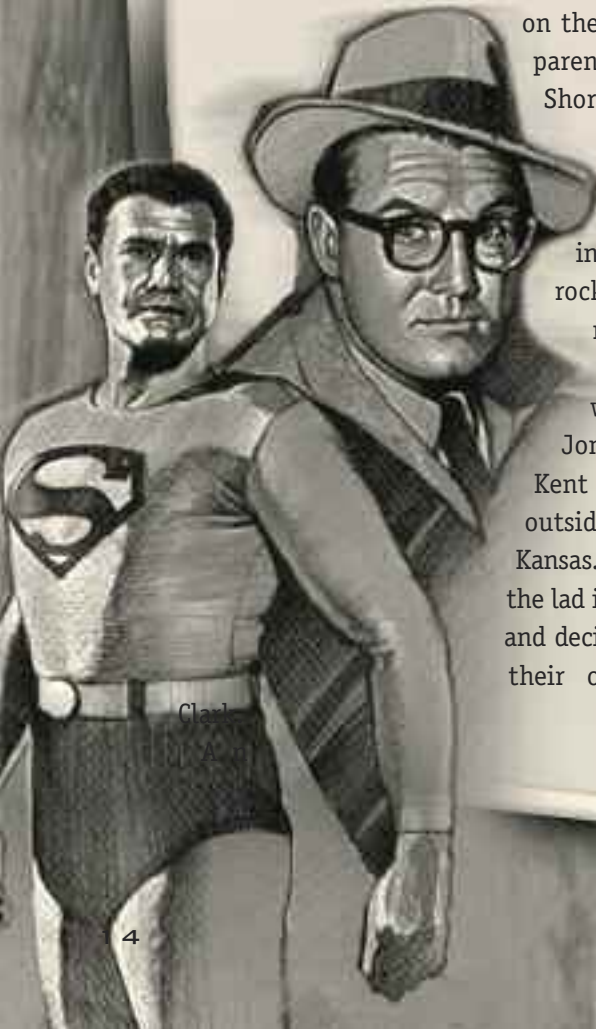


In the Superman story, Kal-El (who would later become Superman) was born on the planet Krypton to parents Jor-El and Lara. Shortly before the planet Krypton exploded, Jor-El sent his son off into space in a small rocket ship. Fortunately for all of us, the rocket ship was spotted by Jonathan and Martha Kent as it crash landed outside of Smallville, Kansas. The Kents saw that the lad inside was still alive and decided to raise him as their own, naming him

improbable beginning certainly, but improbabilities in fiction are part of what makes the story fascinating. When such improbabilities happen in fact, the story becomes positively intriguing.

Healey Silverstone

Most of us would know that the Donald Healey Motor Company commenced production of the Healey Silverstone in 1949. Like all the Healeys beforehand the Silverstone were powered by 2.4 litre Riley four-cylinder engine and acquitted itself very well in competition. So well, in fact, that it was noticed by US sportsman/racer Briggs Cunningham who commissioned Donald Healey (DMH) to build an engineless Silverstone that was then fitted with a new Cadillac V8 engine once it reached the US. The performance of the V8-powered car was sensational, but further production was impossible due to the lack of Cadillac engines. To try to secure a supply of V8 engines, DMH arranged for a meeting with the brass at Cadillac Motor Car Division and booked passage on the Queen Elizabeth bound for the USA.



Clark Kent

Nash Healey, 1951.



A Chance Meeting

While aboard the Queen Elizabeth, Donald Healey engaged in another of his interests - photography. He had the latest in cameras and equipment, which attracted the attention of another camera buff on board and the two struck up a friendship. It wasn't long into the voyage before Donald Healey told his new-found friend about his quest to obtain engines for his sports cars. The friend was quite interested - he was George Mason, president of Nash Kelvinator Corporation, maker of Nash cars. Mr. Mason told DMH that, if his meeting with Cadillac was not successful, he should come see him at Nash.

In the post-World War II car boom, Cadillac had all it could do to produce enough engines for its own cars and did not have the extra production capacity to supply engines to DMH. Not successful at Cadillac, DMH went to see Mr. Mason and the two reached an agreement whereby Nash would supply engines, transmissions and other drive train components to the Donald Healey Motor Company for a new car to be named the Nash Healey. Although Nash did not have a V8, they provided Ambassador 6-cylinder engines which Roger Menadue modified to produce 125 HP.

Nash Healeys at Le Mans, 1953.



Nash Healey

The new Nash Healey, a two-seat, open sports car debuted in December of 1950. It had a Nash drive train mounted in a modified Silverstone chassis, covered by an all-aluminum body built by Panelcraft of Birmingham, England. All told, 104 Nash Healeys were built in 1950 and 1951.

For 1952, the body was redesigned by Sergio Pinin Farina in Italy and the output of the Nash engine was bumped up to 140 HP. The body retained its open top design and was greeted with much acclaim. A handsome coupe version expanded the Nash Healey offerings in 1953.

The year 1954 proved to be the last year for the Nash Healey. The logistics of shipping the engines and transmissions from the US to England, shipping the bodies from Italy to England, and then shipping the completed cars from England to the USA drove the cost of the Nash Healey to over \$5,000. At a time when the average price for a new car in the US was \$1,700, the Healey was a tough sell. The merger of Nash Kelvinator with Hudson in 1954 to form American Motors brought the production of Nash Healey to an end after a total of 506 were built.

Competition

While not faster than a speeding bullet, the Nash Healey did quite well in racing during its short existence. In an auspicious racing debut at Le Mans in 1950, the #14 Nash Healey driven by Tony Rolt and Duncan Hamilton finished 4th overall and 3rd in Class. In 1951, the same drivers drove the # 19 Healey to 6th place

overall and 4th in class.

Nash Healey's finest hour at Le Mans was in 1952 when car #10 driven by Leslie Johnson and Tommy Wisdom finished 1st in class and 3rd overall behind two Mercedes Benz 300SLs. In its last year at the Circuit de la Sarthe in 1953, Leslie Johnson and Bert Hadley drove car #11 to 7th place in Class and 11th overall.

The Nash Healey also proved adept at rally competition, entering the 1951 and 1952 Mille Miglias and finishing both times - no easy feat. In 1951, Donald and Geoffrey Healey finished the 1,000 miles in a time of 15 hours, 5 minutes and 30 seconds, good for 7th in class and 30th overall. The following year, Leslie Johnson and W. A. Mackenzie finished 7th overall and 4th in Class with a time of 13 hours, 11 minutes and 59 seconds.

Nash Healey Meets Superman

The Man of Steel came to television in 1951 in "The Adventures of Superman" with George Reeves in the title role. The program ran until 1958 and featured a continuing cast of characters including Lois Lane as a reporter for The Daily Planet, cub reporter Jimmy Olsen, Editor Perry White and Inspector Henderson of the Metropolis Police Department.

George Mason of Nash Kelvinator was ahead of his time when it came to what is now known as product placement in TV shows and movies. "The Adventures of Superman" in the early 1950s featured Nash cars. Clark could be seen driving his Nash Healey, Lois could often be viewed driving her spiffy Nash Rambler convertible and Inspector Henderson would arrive at the crime scene in his Nash Ambassador police car.

"Jeepers, what did Jimmy Olsen drive?" you ask. Well, with his meager cub re-



Rolt and Hamilton at Le Mans, 1950.

porter's pay, Jimmy probably had to hitch a ride with Clark or Lois, or take public transport.

The Nash Healey has been called the most improbable car ever built. It owed its life to a chance encounter in the middle of the Atlantic Ocean between an American industrialist and an English sports car maker with a mutual interest in photography. It's almost as improbable as the survival of little Kal-El from the planet Krypton.

However the Nash Healey is now being paid the credit it is owed. Pick up any number of publications on American sporting cars and especially the Chevrolet Corvette and you will see that the Nash Healey is now recorded as being the first post WW2 American sports car and the Corvette's forerunner. It was also the vehicle that brought to the Donald Healey Motor Company the much needed funds required to build the prototype Healey 100. In all probability if it wasn't for the Nash Healey we may not have the Austin-Healey.

Thank you Superman and the citizens of Metropolis. ■





Legends of the Fall



We all have nightmares and if you are involved with cars some of these bad dreams can evolve around them.

Sometimes the nightmares can be more close to reality than we would like. I recall some years back when I was going through a Mini phase and had one up on a trolley jack to do some repair or the like. One of the front wheels was removed and I had placed it under the car.

Without warning there was an almighty crash when the jack slipped out from under the car and of course the Mini came down on the tyre. Luckily I was a distance from the scene and had a couple of younger bodies in the house at the time to help lift the car back up. While there was no damage to either person or property, it did leave an indelible mark in my memory and since then I have always used

helps to tell the story. Another part of the story is surely the skill of the tow truck operator who not only managed to extract the car from its garage, but to also rotate the car and place it gently on its wheels. It all makes you think doesn't it?

Many thanks to Linwood Rose, the editor of Healey Highroads the online publication of the Capital Area Austin-Healey Club. ■



DVD REVIEW



DVD – Return to Bonneville: A Tribute to Donald Healey By Air Tight Productions

The 2009 attempt at Bonneville by club member Steve Pike was really the stuff of dreams. That the cars were built, taken half way around the world and run at the same place where Donald Healey and his team were in 1954 was really simply amazing. It really doesn't matter that no records were set. What really mattered was that it was done at all and remains a vivid memory in people's minds.

If you would like to see what it was like on the salt

Steve Kingsbury of California was there and has put together a magic DVD on the attempt. It shows all the action leading up to the salt, the runs and the excitement. There is also a second DVD that shows the open forum/dinner presentation just two days after the salt. I even caught a glimpse of our own Terry Bancroft enjoying the presentation.

I met Steve Kingsbury at last year's National Rally and he is a true Austin-Healey enthusiast. This double DVD on a truly historic event is highly recommended.

If you want to know more you can contact Steve at airtightproductions@mac.com.

You might be interested that Steve Pike is returning to Bonneville this year with 200mph well within his sights.

The last weekend of November was a busy one for quite a few of our fellow Club members. While some were enjoying a Fish and Chip run to Chateau Ross at Bateau Bay quite a few others were sampling the sights and smells of Historic motorsport at Sydney's Eastern Creek Raceway.

Organised by the Historic Sports and Racing Car Association, Eastern Creek was the scene of the third Tasman Revival. Over 400 cars were entered for three solid days of racing and of that 42 cars had been shipped in from overseas specifically for the event.

In amongst the entrants were the Austin-Healeys of club members Colin Goldsmith, Brian Duffy, Peter Jackson and Steve Pike all in Mk1 3000s. Other Austin-Healeys entered were the Mk1 of Laurie Sellers and the 100 of Victorian David Lawrence.

The results tell us that our favourite marque fared very well indeed, especially the car of Peter Jackson.

While at the Tasman Revival I caught up with Peter Jackson not long after he successfully finished a race and I can honestly say he was so excited it was hard to get him to stand still for a few minutes. In response to my less than probing questions Peter said:-

"I can't believe the successful run I just had. Against all these really expensive and very fast cars like Maserati 250F, Alfa 8C, Mildren Cooper etc etc the list goes on.

Pretty amazing being out in front of all that company in the Austin-Healey. Honestly I think they are better today than they ever were in the original form. I came to the Tasman Revival and looked at the entry list and thought that I would probably run about mid-field. I managed poll on Friday and had a very good race with Dick Willis (Mildren Cooper) on Friday afternoon and Saturday. Then to come out on top of the main race on Sunday is pretty amazing really.

I think there is an air of surprise with the people who have come around to speak to me. Yes the old Healey can still put in pretty good lap times. Of course there is no reason why they shouldn't as they were a pretty good car in their day, but probably weren't as developed as they could have been. I don't know if there were that many of them running, certainly the six-cylinder cars. Obviously there were a lot of 100Ss running in the early period, but I think all in all we are maybe seeing a resurgence especially in Group S. I am certainly trying to encourage as many others as possible to come along and join Historic racing."

For the record Peter Jackson managed two firsts and two seconds



Together at Eastern Creek. L-R. Brian Duffy, Peter Jackson, Ross Bond, Laurie Sellers and Colin Goldsmith. John Dowsett photo.



The 3000 of Peter Jackson at the Tasman Revival. Steve Oom Photo.



Brian Duffy and his 3000 being passed on the inside by the Lola Mk1 of Samantha Dymond. Ian Welsh Photo.



Steve Pike in action at Eastern Creek in his 3000. Ian Welsh Photo.

against some formidable opposition.

In addition to the races, spectators were encouraged to visit the Tasman Memorabilia marquee and perhaps even get a chance to chat with the likes of Sir Jack Brabham, Leo Geoghegan, Frank Matich and Spencer Martin. Also located in the marquee was a small collection of cars that ran in the very first Warwick Farm race meeting back in 1960 or 50 years ago. These included the Austin-Healey 100 of club member Steve Watson that back at the Farm when driven by Bob Cutler was leading the very first race, only to spin in atrocious weather and was past by the Morgan of David McKay.

During Sunday's lunchtime at the Tasman Revival a number of special cars were invited to parade around the circuit. Included was the ex Bob Cutler 100 driven by Steve and also Ross Bond in the 3000 that he campaigned so successfully during the late '60s and early '70s.

Club members were able to enjoy another successful fish and chip run on the last Saturday of November with the event finishing at the Bateau Bay home of Pamela and Doug Ross.

Conspicuous with a certain amount of style, Colin and Kerry Rule arrived in the ex Ross Bond 3000. It sounded wonderful rounding the corner, but they had to leave just on dusk as Colin wasn't filled with confidence with the capability of the Lucas electrics to illuminate their way home to Kincumber.

John and Carolyn Kent, Terry and Patricia Bancroft and Jim Phillips maintained the tradition by arriving in their Austin-Healeys. I can say that with five Austin-Healeys parked line astern, the tone of our street was lifted considerable and attracted much attention from passers by.

As well as many of the valued "regulars" we were pleased that newer members Geoff and Margaret Smith came along, which gave us all an opportunity to get to know them a little better. It was also lovely to welcome Jenny Krause, who came along for the evening, although we missed Ken's company as he is back in hospital working on becoming well. We all continue to cheer him on!

Of course, a concerted team effort from all the ladies meant that we all were soon well fed! Thanks to you all ... we done good!!! (especially those desserts!)

Our night represented what's always best about our Club - the appreciation and fun of fabulous cars, good times, good food - and most of all - Great Company from Special Friends!

(See photo on the Back Page Pics)



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This month's photo from the past dates from 1975 and shows Alan Jones and his newly acquired 100S (AHS 3603) outside his home in Leichhardt, Sydney. You can just see part of the front of a 3000 Mk1 behind that was previously Alan's but sold to brother Brian to help purchase the S. I saw the photo in one of Mark Donaldson's photo albums and through the magic of modern scanners we can bring it to Flat Chat readers.

Alan bought the car in 1974 from St Louis in the US and as you can see it had been modified at the front so that it took on quite a porcine look. Actually the reason behind this was that it had been fitted with a Chev Corvette engine and its aluminium radiator was cantered backwards and was positioned somewhat forward of where the original radiator was positioned.

There is a true story about an amazing coincidence concerning Alan's car while it was being shipped from the US.

The 1974 National Rally was held in Sydney and part of it included the obligatory Harbour cruise. Alan's car was still on board its container ship, but its arrival was imminent. Now Austin-Healey owners being what they are, Alan was being jibed about his car being on every ship that could be seen. It was all very light hearted and Alan was giving back as much as he was receiving.

Then as the ferry cruised under the Harbour Bridge around to Walsh Bay we could see a line of cargo ships at the wharves. Amazingly sitting on the deck of one of the ships was a red Austin-Healey 100. Soon every single person on the ferry clambered for a better view and the ferry took a distinctive lean to port. Later we found out that the car had been brought in from Singapore.

Eventually Alan's ship came in along with his car. Later the 100S was restored with an original engine and it went on to be enjoyed by Alan until his tragic death in 1979 as a result of a motor vehicle accident. ■

Stop It – Or You Will Go Deaf



It's amazing what comes through on email some days. In January I received an email from one of the many automotive sites I subscribe to. I had to read it a couple of times before I realised that they were being quite serious.

It appears that according to new research published in the Journal of Laryngology and Otology, by Cambridge University Press that driving convertible automobiles with the top open at speeds exceeding 88.5 kilometres per hour (55 miles per hour) may put drivers at increased risk of noise-induced hearing loss.

The research was carried out using five different makes of car. Sound level measurements in 80 per cent of the cars at 88.5 kph with the top down had maximum sound recordings greater than 85 decibels. Noise exposure above 85 dB for prolonged periods is not recommended according to the US-based National Institute of Occupational Safety and Health. The higher the noise level, the shorter the recommended exposure time.

The study was undertaken using a sound level meter operated by a passenger in each car tested. It's clear they did not undertake the tests in an Austin-Healey as during all data collection, the car radio was turned off, there was no conversation between occupants, air conditioning was turned off, the car horn was not used and there was no rain or other inclement weather. There was no mention of exhaust sounds.

The study has resulted in a recommendation that drivers be advised to drive with the top closed when travelling for extended periods of time at speeds exceeding 85.3 kph.

To read the article in full, go to:
<http://journals.cambridge.org/mikulec>

You would really have to think whether it would have been far easier just to ask an Austin-Healey owner. I have been selectively not hearing things for years, especially if it means doing something I prefer not to do.

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Create a Blasting Impression

Cleaning and rebuilding your carbs can be difficult these days. The really good cleaners of yesteryear are no longer available, as they have been deemed "bad for the environment" and outlawed. The cleaners we could always count on are now effectively rendered almost useless. I remember being able to buy a gallon can of Carb-Dip at the local parts store and it would strip decades of grime away over night with a 12 hour soaking. Now the same brand barely loosens varnish, let alone cleans it away with days of soak time. . . You still need to get carbs clean, but chemicals today just can't do it alone and you don't want to spend an afternoon scrubbing all the nooks and crannies of your carb housings. What's a guy (or gal) to do??



Blast them!! "But wait", you say, "Blasting my carbs will fill them with grit that I'll never get out and my expensive carbs will be ruined." The solution is to use baking soda as the media. Yes, common, household baking soda!! "But don't I have to own a blasting cabinet or pressure blaster in order to blast my carbs??" The answer is NO. Below is a list of the items you need in addition to an air source like an air compressor:

- 1 - air gun attachment
- 1 - two foot length of 7/16" clear vinyl hose
- 1 - one foot piece of wood dowel, metal rod or thick wire
- 1 - box of baking soda
- 1 - small roll of tape (masking or duct)
- 1 - sharp knife (or razor blade)

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To see the complete article go to:-
http://www.aircooledtech.com/tools-on-the-cheap/soda_blaster/

Watch the video at:-
<http://www.garagenight.tv/diy-soda-blasting-build-your-own-rig-cheap/>

There are also some other interesting videos on the site <http://www.garagenight.tv/>

This is only a small portion of the article, so check it out and watch the video. ■



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Auction News

Two very different cars for sale and one not even an Austin-Healey. However it's always interesting to reflect of the forebears of our favourite marque.

Released in 1949 the Austin A90 Atlantic was styled on what Austin designers thought the US car buyer would be interested in. As you can see it is an acquired taste, however the Atlantic was quite advanced with hydraulically operated soft-top and quick lift door windows.

It will come as no surprise that the Atlantic was not the success Austin was looking for. Consequently it did give rise to quite a number of excess engines and gearboxes. That of course led to the call for a sports car to be designed around and powered by the 2660cc engine and the Austin-Healey 100.

The A90 in the photo has just 38,000 miles on the odometer and has never



been restored. Have a look at the website www.vintagemotorcarsohio.com and you will see that it states that the top is original, interior as well as is the chrome original. Everything works including all gauges and radio. The colour is cream with scarlet interior and tan top. It was built in England with left hand drive for export to the United States. I understand that just 350 were sold in the US. It is currently for sale at US\$44,900.

At the other end of the scale would have to be the gold plated Austin-Healey 100/6 that was prepared for the 1958 London Motor Show. Described by Donald Healey as the most "the most sumptuously luxurious sports car ever made" the car managed to survive the tests of time and was restored some years ago by Bruce and Inan Phillips of Healey Surgeons in the US. Thanks to Bruce and Inan for the images.

Now given the name of 'Goldie', whatever was chromed plated originally was gold plated. The seats were trimmed in mink and the doors in kid suede. In the cockpit the steering wheel was made from ivory as were the dash controls. British national newspaper The Daily Express liked it so much they bought it.

CLASSIFIED ADS



FOR SALE - 1960 AUSTIN HEALEY 3000 BT7 MK I

Heritage Certificate. Body off restoration – everything rebuilt or replaced. Prepared for competition. 3.3 litre engine and fitted with solid billet stroker crank, Cosworth pistons and alloy cylinder head (Denis Welch), roller rockers and triple Weber 45 DCOE carbs. Also fitted with close ratio centre shift gearbox and overdrive, Detroit locker diff, 4-wheel discs and aluminium radiator. Bond roll bar, 2 x SA harnesses and tonneau cover. This car was built by Neil Dunn for competition. At the time Neil had the quickest Austin-Healey in Australia and lessons learnt from his car were duplicated into this. Car is now virtually brand new and has had just 5 hours running on club plates, Can be road registered. Please contact Peter Ford on (02) 9982 4829, 0412 084 062 or peterford@live.com.au



FOR SALE - AUSTIN-HEALEY 100/6 BN4

This Australian delivered car is currently for sale by its third owner. It comes complete with 4-wheel disc brakes, 72 spoke chrome wheels, factory hardtop, new radiator and new splines/knock offs. With boxes and boxes of spares is a complete 12 port engine with carbs, two windscreens, repair panels, new cloth loom and the original brakes and suspension. While I have owned this car for many years I have decided to move on. So I am happy to start the haggling at about \$35,000. Please call Phil Whittton on 0404 322 139

FlatChat

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Recently restored BJ7 owned by John Southwell

CAR SALES / SERVICE RESTORATION SPARE PARTS



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WHY THE HEALEY FACTORY

We have been fitting Dayton Wire Wheels to local vehicles for in excess of 15 years
Factory appointed Australian distributor agent
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- Bolt on wire wheels available for most applications.

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- Spined hubs can be manufactured to suit your application.

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Back Page Pics



John Kent presents the Club Competition Champion plaque to Cameron Sell.



Ex President Terry Bancroft about to pass on a plaque to new President John Kent.



Doug Ross actually looks pleased to receive the 2010 Club Champion plaque.



Jim Phillips was the worthy recipient of the Alan Jones Clubman of the Year trophy.



The amassed throng looking suitably impressed.



John Kent entertaining the amassed throng at the presentation breakfast on 9 January 2011 at the home of Belinda and Cameron Sell.

The Carolina Herrera promotion BJ8 at Heathrow airport. Alan Bromfield Photo.



Steve Watson and his ex Bob Cutler 100 at the Tasman Revival. Steve Oom Photo.



Colin and Kerrie Rule arrived in style at the Fish and Chip run in the ex Ross Bond 3000.