The official newsletter of the Austin-Healey Owners Club of Victoria incorporated.
MARSH CLASSIC RESTORATIONS
1 PARK STREET
BACCHUS MARSH
VICTORIA, 3340

TELEPHONE: (03) 5367 7575
MOBILE: 0417 500 436
steve@austinhealey.com.au

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- Rust Removal
- Restoration of Big Healeys

KAS Kilmartin Automotive Sheetmetal Pty. Ltd.

Since 1982, we have expanded the total range of products we manufacture to over 800 parts and cater for Austin Healey, MG and Triumph. Our extensive range of quality chassis repair sections, body rust repair panels and trim ware are made with an emphasis on originality. We supply parts to anyone from the one off local restorer to the major overseas trade houses. Whether your car be a 100S, 100M, 4 Cyl, 6Cyl, or Sprite we have the right part for you.

Contact us now for a Parts/Price List

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Phone: 03 5335 6940 Fax: 03 5336 2681
Email: kas@ncable.net.au Web: kas-kilmartin.com.au
This Club is affiliated to the Confederation of Australian Motor Sports (CAMS), a member of the Marque Sports Car Association (MSCA) and the Association of Motoring Clubs (AOMC).

We are dedicated to the maintenance, preservation and enjoyment of the Austin Healey motor car.

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<tr>
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VICROADS CLUB PERMIT SCHEME
Please address all enquiries and applications to Ken Styles, 9A Morey Street, Camberwell 3124

HUNDREDS & THOUSANDS IS THE OFFICIAL NEWSLETTER OF THE AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC ABN 21 230 686 083

The statements of opinion or fact appearing within are those of the individual contributor(s) and do not necessarily reflect the views of the Club or its members

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CORRESPONDENCE: P.O. Box 97 Mulgrave, Victoria. 3170.  INTERNET ADDRESS  www.healeyvic.com.au

GENERAL MEETINGS are held on the first Thursday of the month at the Clubrooms, 19-23 Rosalie Street, Springvale. Meeting commence at 8.00pm.

CONTRIBUTIONS: Items of interest, articles, technical information, correspondence, constructive criticism, photographs etc., are constantly being sought. Any material for inclusion to the magazine should be sent directly to the Editor, by 13th of the month

The Next General Meeting will be held in the Clubhouse, Rosalie Street, Springvale
On Thursday November 7th commencing at 8 pm
Our guest speaker this month is Gearbox Guru John Needham
And perhaps his Austin 7 Ulster for us to view

THIS MONTH"S COVER
An Exhausted Team “Side Exhaust” after the Winton Relay
Steve Pike, Geoff Leake, Shane O’Brien, Peter Jackson, Brian Froelich, Rod Vogt and Mike Snelgrove

Christmas Luncheon and Presentation of Competition and Club Awards
In the Clubrooms, Sunday December 8th
Book at the next two meetings or by email to social@healeyvic.com.au
Please put this date in your Diary. This is an event not to be missed
Mick also wants items for the Christmas raffle!

Cover design and production W & M Ingham
Printed by Snap Dandenong, 10 Lonsdale Street, Dandenong, Vic. 3175. (03) 9793 3859

Hundreds & Thousands November 2013
BACK BURBLES

We all still remember the terrible devastation caused by the 2009 Victorian bushfires so during the recent fires in NSW our thoughts turned to Patrick Quinn, editor of “Flat Chat” and a regular contributor to 100s and 1000s. Patrick lives in Ku-ring-gai Heights and some of the fires were not too far away.

Happily, Patrick and his family are safe and well with no loss of property. The same can’t be said for Warren and Jennifer Sells who lost their home, pets and cars including the Healey Silverstone and Elliot. I’m sure I speak for all of us at AHOC Vic when I say that our thoughts are with them.

In addition to all the usual suspects this month we have reports from Brian Froelich and Mike Snelgrove on the Winton Six Hour Relay. No, we didn’t win but under the circumstances the team’s performance was nothing but extraordinary. A very excited President rang after the event with a request to “hold the presses” and even on the next day Rod Vogt was overflowing with enthusiasm (ie very vocal). Ralph Fletcher also chimed in with a report on the mini-rally to Mt Gambier.

We are so organised that the December cover has already been produced and carefully filed away (electronically that is). Michael, Bill and I all have copies so between us we won’t lose it.

Bill Metcalf and Barry Barnes have organised the December ROF’s drive and it looks a cracker and don’t forget the Tri-Club run to Marysville on November 10th.

Happy Healying
Harvey Pearce
WHAT'S ON

NOVEMBER
Sunday 3rd MSCA Winton
Thursday 7th General Meeting at 19 - 23 Rosalie Street, Springvale. 8.00pm
8th - 10th Historic Sandown
Wed 10th Tri-Club run to Marysville. Meet opposite McDonalds in Lilydale for a 10.30 departure
Wed 13th Committee Meeting
Thurs 14th Northern Run
22nd - 224th 3 Day Tour to the OTWAYS organised by Selwyn Hall  THIS EVENT IS NOW FULLY BOOKED
Wed 27th Peninsula Run to Ashcombe Maze and Lavender Garden, 15 Shoreham Rd, Shoreham 5989 8387

DECEMBER
Thursday 5th General Meeting and AGM at 19 - 23 Rosalie Street, Springvale. 8.00pm
Sunday 8th AHOC Christmas lunch incorporating Club and Competition Presentations.
A “sit down”, catered lunch at the Clubrooms with entertainment
Wednesday 11th Committee Meeting
Thursday 12th Eastern Run organised by Bill Metcalf and Barry Barnes 0412 583 868

JANUARY
Sunday 12th Natter Day at Geoff & Ann Neagles home, 75 Research Warrandyte Rd, Nth Warrandyte
17th & 18th Maldon Twilight Festival weekend away. (All the details)
Sunday 19th RACV Great Australian Rally (Application & Details)

PENINSULA RUN VENUES FOR THE REST OF 2013
Nov 27th Ashcombe Maze and Lavender Garden, 15 Shoreham Rd, Shoreham. (5989 8387)
Please book at least TWO DAYS before luncheon and mention the Club’s name when making your reservation

WELFARE
Barb Meridith reports: “I know we have been absent for quite a while. Not sure if you knew, Bryan is recovering from a hip operation, and last Thursday he rolled his quad bike and broke his right leg, the tibia bone.
Can you let people know we haven’t neglected the club we have been preoccupied with a lot of health issues and by the way we don't even participate in Ferrari events either”
October General Meeting - Many thanks to Ken Tame, Jeff Gillard, Dennis Varley, Rob Rowland's for a very interesting expose on the European Rally, at Crieff, Scotland, in late May and also to David Dawson for his moral support on a night of misbehaving AV equipment (I missing my Communications Manager and Secretary). As Rob said, the Rally was excellent but the travelling around the UK with your friends, before and after, was special providing many highlights. Keep that in mind, for future planned travels with your Healeys!

Victoria/South Australia Mini-Rally, Mt. Gambier – 26 Big Healeys, a ’73 V12 E-type and a 911 Carrera made the trip to The Barn, our accommodation, about eight kms from Mt. Gambier on the road to Nelson. Very good food and accommodation. Our display day was well attended with many enthusiasts driving long distances to engage with us. As it was a long weekend in SA, Mt. Gambier was hosting us, a “muscle car” show, the national motorkhana championships and national off-road motorcycle championships.

Our Healeys were prominent around the district for four days and we received excellent support from the Border Watch, Mt. Gambier’s newspaper. Many thanks to Ralph Fletcher for organizing an enjoyable weekend for all attendees.

Talk about “Cool Running” – Sandown’s MSCA big Sprite Event was very well patronized – great turnout but bloody wet and cold! The Raisbeck family was there, young and younger, to support Pop as he shook his tail and blasted around the track with that trademark broad grin in his Escort.

Roofs were “on, then off, then on”. First runs were on a dry track but from then on between wet and very wet. For those of us standing in the cover of the garages (almost embarrassing) seeing Rod Vogt and Bill Vaughan doing the “parade laps” and getting drowned and Rob and Sue Raverty waiting patiently in warm sunshine at the start of dummy grid for the “passenger laps” then spending near 15 minutes sitting, roof down, in pouring rain waiting for the commencement of their event!! All of our crew including Simon Gardiner, Ken Sadler, Leon O’Brien, and Shane O’Brien/Hugh Purse, found the conditions testing – hard to get warmth into the tyres - all the while testing several of the Healey's for Winton on October 20. Bathurst was on in the “café” and everyone still had a great time!

Our Presentation/Christmas Luncheon – You can book through social@healeyvic.com.au or see Enid Nankervis at the November General Meeting. Please get in promptly to ensure your attendance on Sunday, December 8. Member cost $25, including a three course meal and all beverages. Come singly, as a couple or make up a table of eight. All moneys need to be paid, by the November General Meeting.

AHOC Christmas Hampers – Would you please bring your goodies for the hampers to the October and November meetings. Goods are to be left in the Library. Please ensure that any foodstuffs supplied are within their use-by dates. Remember, only contribute goods that you would be pleased to receive in return.

Cup Day – Tuesday, November 5 – Peter and Lyn Edwards Luncheon Institution for any Cup Day – 11.30 am at 33 Craig Road, Donvale. BYO Everything. A terrific fun day for everyone, even those who don’t bet! Please call Peter or Lyn, on 9870 0159 if you are coming.

November General Meeting Speaker – John Needham – His encyclopaedic knowledge of old car gearboxes, his old car racing memories past and present plus his membership of the “Feral Sports Car Club” means an entertaining and informative chat. Hopefully John will bring in his Austin 7 Ulster for us to view.

Tri-Club Run – Sunday, November 10 - put it in your diary. If you want to go to the Sandown Historics, Saturday is the go! Meet on the service road, immediately through the lights at the corner of Maroondah Highway and Anderson Street, Lilydale. Our run will be out to Marysville, departing Lilydale at 10.30 am, arriving at The Patisserie, Marysville, around 11.30 am. The run and parking plans will be supplied for attendees from the AHOC, AHSDC and JCCV. Lunch menus will be distributed online, prior to the run. We shall confirm the food requirements prior to leaving Lilydale so that we have no problems, once we arrive in Marysville. The Tri-Club flyer is enclosed in this 100s & 1000s – please check out the menu and, be prepared!

AHOC General Meeting and Annual General Meeting – December 5 - no guest speaker this month. Everybody bring a plate of food for the supper! At the conclusion of the General Meeting we shall be holding the Annual General Meeting to receive the President’s Report and nominations for the vacant Committee positions on our AHOC Committee. We currently hold nominations for a full Committee and we are working on Presidential nominations!

For anyone prepared to take on the role, it doesn’t get easier than this!

2014 Natter Lunch Sunday, January 12, 2014 from 12.00 noon onwards – Please note – a change of venue: Our hosts will be Merv and Jill George, 8 Century Drive, Mount Martha (Melway 146A8). Bring your own meat for bbq. Salads, drinks etc. Tea/coffee etc, provided by the club. A very relaxing way to enter the new year with friends, old and new! This is a great opportunity for new members to become involved socially. Closer to the date, please phone Merv. or Jill on 5976 3123 if you are able to come.

Maldon Twilight Festival – January 17-18, 2014. From past reports, a great weekend, with a couple of excellent drives. Meet 3.00 pm Friday afternoon at the Calder BP Service Station – drive to Maldon accommodation for a BYO BBQ dinner. Saturday evening’s Festival start at 7.00 pm. Dine out under the stars in the main street of Maldon. Cost of $25 (includes a seat at a table and a commemorative glass) plus food and drinks. Confirm URGENTLY with John and Leonie Johnson, if you require accommodation, on 0419 880 075.

February General Meeting – Thursday 6th, free BBQ, from 6.30 pm – always a great way to welcome in the new year, at Rosalie Street! BRING YOUR HEALEYS, ON A WARM NIGHT!

Paul McPherson
President
AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.
Minutes of "General Meeting" held on
Thursday, 3 October 2013
at 19 - 23 ROSALIE STREET, SPRINGVALE

Meeting opened at 8.30 pm
Present: 48 Financial Members, 1 Visitor and 1 new member
Apologies: Brian & Annette Aitken, Mick & Ron Smith, Russell Baker, Terry Grigg & Gail Minter, Rex and Deanna Hall, Leo Squires, Liana Ward, Mathew Thompson, Harvey Pearce Gordon & Elaine Lindner, Terry & Helen Apps
New Members: Ray McWilliams
Visitors: Richard Horwood
Welfare: Terry Grigg recovered

Minutes of Previous Meeting:
Motion that the minutes of the previous meeting, held on 5 September 2013, be accepted
Moved; John Mason - Seconded; Bill Vaughan - Carried Unanimously

Matters Arising: Nil.

Correspondence In:
Flyers
"Motionators" F1 Simulators for driver training or pure fun- they are at 2G/439 Docklands drive, Docklands. Currently they have two Simulators and are installing a third . Would be good fun for a Weekend or a night time treat. Packages are set up for individuals or groups., Food & beverages available, facilities for up to 120 people, check it on their website youtube & facebook

Historic Commercials Annual Display 24 November 13th
Shannons 2013 Classic Spring Auction ( no date )
E Mail John and Leonie Johnson , advertising the "Maldon Twilight Festival" January 17-18th 2014. Have a great fun Weekend away - Friday afternoon meet 3.00 pm at the BP Calder Service Station, drive to Maldon accommodation for a BYO BBQ Dinner, scenic drive Saturday to a picnic spot, back to Maldon to prepare for the night's entertainment. The Festival stars at 7.00 pm. Cost for the Festival $25.00 per person. Confirm URGENTLY your attendance and if you require accommodation. Any enquiries please contact John Johnson on 0419880075 many of our members attended last year & had a terrific time

Revenge of the Healey 100" - from Jack & Ine Hoogland of the Healey Museum Vreeland, Netherlands, re: the awarding of the "2012 Gerry Coker Award for Excellence" to Jetzke Visser & his Healey 100S WSJ110

A request for a kind big Healey Owner who would be happy for a fee , to allow a chap celebrating his 50 birthday realise his dream of driving a Healey. His son is trying to organise a drive - happy to pay any fee & appropriate insurance. The recipient is an MD of af a metal manufacturing business in Campbellfield and lives in Dooreen. Please speak to Paul McPherson if you can help out

Magazines
HRA News ( Historic Rally Association )
The Crankhandle ( Southern Peninsular Classic & Historic Car Club )

Letters/emails
MSCA - Special Resolution for 7/10/2013
Australia Post - Digital Mail Box now available
Cams - Receipt for Healey Day 22/9/2013

Letters
MSCA informing us of an "Extraordinary General Meeting" to receive and accept a resolution to modify their Constitution, in accordance with the CAV Rules for Incorporated Associations, 2012.
Citywide Service Solutions - Receipt for $198 costs of removing & replacing bollards at Docklands.
Expandasigns P/L, $1224.74, for six x 2.2m "teardrop" id signs for AHOC display use
CAMS, $55 for a public liability insurance policy
VIC / SA Mini-Rally cost: CAMS, $55 for a public liability insurance policy to cover our display day at Frew Park, Mt. Gambier, October 5, 2013.

Material dispatched to "The Border Watch" Mt. Gambier for promotion of our display at Frew Park.

Correspondence out:
Docklands costs: City Wide Solutions - $198 payment to remove & replace bollards cnr. Pearl River Road

Correspondence in:
Kangaroo Hotel, Maldon re car rally
SpeedNeeds Australia, directory of motorsport suppliers
RACV Motorclassica invitation 25-27 October
City of Mt Gambier display permit for mini rally, Frew Park

Presidents Report
A lot of material was covered in my President's Report in 100s and 1000s. I will only cover updates on that report, or new material, this evening. At our Display Day at Docklands, ex-long-time member, Ken Thompson, father of current member, Boyd, asked if the club would like to accept a printed canvas of a BN1, he owned for a considerable period. It is pictured being driven in the 1953 Australian Grand Prix, by Stuart Charge finishing in 8th position - one of three BN1s, Jim Leach, finishing 6th and, Bib Stillwell, finishing 11th. The race was won by Doug Whitehead in a 4.5 litre DoTalbot Largo - while Bill Patterson finished 17th in a 500cc Cooper/JAP.

Today, and tomorrow, we have 22 Victorian Healey's heading to Mt. Gambier, for our Victoria/South Australia Mini-Rally. Six SA Healey's will meet us there for what should be an excellent weekend.
The Border Watch in Mt. Gambier has been publicising our display on Saturday morning so I would expect a
deal of local classic car buff support. We wish all our participants a safe trip and return.

It's about time the Southern ROF run was blessed with decent weather. Next Thursday should be it! Departing from the
Dandenong Sports Club at 10.30 am, and then, from Manks Road (first road on the left after the Five-Ways intersection Devon
Meadows) on the South Gippsland Highway about 30 minutes later. Arthur Tuckett has mapped out a very interesting
trip down to Wonthaggi, with the possibility of a visit to the local coal mine. Details on our website Please let Arthur know if you intend to join the group.

I shall pass the updates on the Sandown MSCA on October 13 and the Winton Six Hour to Rod Vogt in his report.
Brian Froelich assisted Rod Vogt in his usual jovial manner & with the assistance of several Ladies in attendance he mapped
out that the best available past & present run is to go Via Yarra Glen or Via the Hume Highway to the fabulous no entry fee
Winton Raceway. This would have to be the most convoluted message to our members to attend this meeting I have ever
heard but it was done in such style Brian has to be congratulated.

October 25-27 is MotorClassica, at the Exhibition Buildings, Nicholson Street, Carlton. Some of our members are exhibiting
their cars and motorcycles. It is recommended to get their early, to avoid the long queues. This is the premier classic show in the southern hemisphere - a don't miss!

Cup Day - celebrate at Peter and Lyn Edwards, 33 Craig Road, Donvale. Again. Details on the website and in 100s & 1000s. Please call them if you wish to attend.

AHOC Christmas Hampers - please get your goodies and contributions in, by the November meeting - they can be left in the
library, for Mick Smith.

Our Presentation/Christmas Luncheon is on December 8 - at this point 126 members and guests are booked in. Please see
Enid Nankervis re your bookings and ensure your $25 per head is paid, by the November meeting. Bookings can also be made through social@healeyvic.com.au

November General Meeting Guest Speaker and Display Vehicle, will be John Needham, of "Old Car Gearboxes". Should be a
very interesting evening.

Sandown Historics are on November 9-10. On the Sunday, of that weekend, we shall be doing the Tri-Club Run with the JCCV and the Austin Healey Sprite Driver's Club to Marysville, departing Lilydale at 10.30 am. There will be a limited choice menu available in the next couple of weeks, for your perusal. We shall be asking for numbers attending, at the November Gen. Meeting.

The AHOC December General Meeting this will be followed by the AGM where I will table my President's Report, and ask our Membership to ratify the nominations for the AHOC Committee. This will be followed by a large supper and get-together. Please bring a plate of food for the supper.

Reports

Financial Report for October 2013
Operating Account for August 2013
Opening Balance 31st July 2013  $27,142.41
Deposits $730.00
Payments $1,099.17
Closing Balance 31 July 2013  $26,773.24
Term Deposit Account as of 17th April 2013  $62,786.56
Building Maintenance Account as of 30th April 2013  $10,249.31

Membership:
Peter Heading reported membership total is now 610

Social
Mick Smith is still absent. Ralph Fletcher advised that Mt Gambier trip is under control. Letter to go out with update in next day
or two
Selwyn Hall reported his car run is full

Editor: Absent

Regalia:
Arthur & Jill will be away next month, Ron Boyle has kindly stepped in as his replacement

AOMC/Vic Roads: no report

Competition/MSCA
Rod Vogt spruiked (promoted) the Sandown Historics on 8th to 10th of November

Library: No report

Club Rooms/CMC: Tony Barrett, nil report

CAMS: Tony Barrett, nil report

Cars/Parts for sale: Bill Metcalf made mention of a MGB for Sale & a 30 foot tandem Caravan. Anyone interested call Bill on
9876 2167

General Business: Nil
Meeting closed at 9.00 pm.

Paul McPherson then called on Jeff Gillard, Ken Tame, Dennis Varley & David Dawson to talk about their experiences of the
4th European Healey Meeting in Crieff, Scotland. A slide presentation & a talk by all parties was very entertaining

Next Meeting date 7 November, 2013
Bill Metcalf
Acting Secretary
Aluminium 100/4 sump new, not used, comes with baffles not used. $360.00 ono

Mark Bird 0419 995 648

3.545 Diff. centre in good condition and 3 litre (2912cc) 6/99 engine assembly.

Please contact Doug. Benckendorff via email: vanden_plas4@yahoo.com.au or Tel: 07 5445 4683

A new reproduction wiring loom made here in Australia by Ian at Classic Wiring Looms. It is fully labelled for easy installation. Original wires colours used throughout. All minor loom parts are included (headlamp extension, dip switch, horn extension, overdrive loom etc). Rear loom with battery master switch.

Would suit a concours standard vehicle. Normally a 6 - 8 week wait but now one is available immediately

$790.00 plus postage if required. Please call 97370101 Monday - Friday 8.30 - 5.00. Classic Wiring Looms Pty Ltd

1955 BN1 - Not Concours, but a really fun and reliable drive! Red duco, black interior, tonneau and new hood Heritage certificate, matching body, engine numbers. Older restoration, maintained well. All records of work done. NSW Registered to August 2013 - BZM 16D (Reluctantly, but we have to downsize!) $40,000

Jim & Rosemary Berting  Ph. 02 6677 1333 (Burringbar NSW) Email  <jimbirt@norex.com.au>

BN2 gear box housing and some gears. One starter motor.

Greg Philp 0438365800.

100/4 gear box 3 speed reconditioned
100/4 overdrive 3 speed reconditioned
also assorted Healey parts, 4cyl engine parts, 4cyl gearbox parts (3 speed), headlight buckets, wiper components (4cyl), heater blower fan, assorted suspension parts, assorted Austin Healey panels

Please call for prices and enquires

Mark Ingham 0411259229

Healey 3000 Engine parts all in very good condition. Engine was reconditioned three years ago and travelled about 2000 miles so all parts are in very good condition.

Pistons and rods, (balanced) balanced crank with machining for fitting proper seals, Warm camshaft. Also set of 4 original size wheels and tyres.

Mike Chadwick, Hobart – 03 6227 2859 or 0402 315 219

one B N 2 gear box housing and some gears.

One starter motor

Contact Greg 0438365800.

Complete supercharged Sprite motor package consisting of the following: 1293cc motor built by Bryan Pope of Link Automotive, Melbourne Mini and Sprite Engine Specialist, Opcon autorotor SK1050S supercharger kit as supplied by Hans Pederson of HP High Performance Products, with adaptor to suit Sprite motor. Aluminium Sprite radiator fitted with electric water pump kit.

Bosch (Scorcher) distributor with modified advance curve to suit supercharged engine. Long centre branch exhaust manifold 2.25” system with anti-reversion cones and Jet Hot coating. Yella Terra roller rocker set 1.5:1 ratio.

This motor is ideally suited for everyday use, with extra power on tap when required. Detailed specification and description available to interested parties. This information is provided in good faith, but no warranty can be given.

Price: $8000.00 or best reasonable offer

Fibreglass hardtop to suit Austin Healey 6 cyl. roadster. After market design moulded from original unit. Unrestored. $150.00

100-4 cast iron cylinder head fully assembled and ready to fit. $1800.00

Four speed side-shift gearbox and overdrive assembly for 6 cylinder Austin Healey. Fitted with Dennis Welch straight cut gears with Tulip ratios. In good working order and has very little use. $4500.00

3 Webber carburettors to suit 6 cyl. Healey – needs chokes. $1500.00

1 set short manifolds to suit above – allows fitting of carburettors without modification to shroud $600.00

or 1 set long manifolds to suit above – requires modification to shroud. $600.00 or both sets manifolds. $1000.00.

John Dowsett Work (02) 9627 1120 Mobile 0414 231934

5.1 – 1 gears in Quaife centre in as new condition ready to fit. Built by Simon Gardiner. Used in 2 events. Fastest ever Healey up Mt Buller. $2000 or offer

Brian Dermott 0419 381270

Aftermarket fibre glass hard top from the 1960's that fits my BN4/BT7 Lined and is in excellent condition. $1,500

vinyl soft top, new (never fitted) also for the BN4/BT7 complete with all necessary small fittings $250.

Trevor Clement Canberra 0411 102 759

3000 Mk1 side shift gearbox & overdrive. Travelled ~ 2000 miles since complete overhaul

BN1 gears - 2nd gear manufactured from V8 supercar material and new clusters, New 1st gear assembly and new selectors

5 stud diff centres 3.5, 3.9 and 4.1 ratios

12 port head reconditioned

Carburettors - 1.75 and 2 inch

Set of five 72 spoke 15x6 wheels in VG condition with VG tyres $1000

Reconditioned side shift gearbox

12 port cast iron head fully reconditioned

DMD alloy head fully reconditioned

Bruce Dixon 95116097 0415968073
Wanted

Healy BN1 hood bows. Happy to purchase complete hood if available.

Mike Chadwick, Hobart – 03 6227 2859 or 0402 315 219

1 3/4 inlet manifold for a 100/4

Mark Bird ph 0419995648

Roll Bar, and side curtains to suit 100/6.

PH 0407622816 or kensue.sadler@gmail.com

A REQUEST: If you have sold or bought please advise the editor. We like to keep things up to date

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Retired Old Farts & Wannabe's

2nd Thursday every Month - Meet at 10.15am for a 10.30 sharp departure

What you need to know;

This is an official AHOC activity.

We drive on the 2nd Thursday of each month.

We drive for about 1½ hours, plus lunch and other stops. We aim to drive North, East, West and South…

turnabout.

We use Free/Tollways whenever possible to get out of town - eTAG!

Runs are advertised on the Club website and in the "What's on section of 100s and 1000s

ROF’s CHRISTMAS RUN

Thursday December 12th

Finally - as promised - “The 3 shed inspection run”

Meet in Yarra Glen for 10am departure and visit

Allmarks body works Yea (Mark Ingham)

Chris and Marcia Lamrocks Molesworth

John & Karen Scott Taggerty

Lunch at the Scott’s BYO everything BBQ lunch (salads supplied) BBQ facilities available

Return via the Black Spur

Contact Bill Metcalf 9876 2167 or Barry Barnes 98592384

If My Body Were a Car!

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull.

But that's not the worst of it.

My headlights are out of focus, and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed.

My fuel rate burns inefficiently.

But here's the worst of it.

Almost every time I sneeze, cough or sputter, Either My Radiator Leaks or My Exhaust Backfires!
2013 Presidents Run
Sunday 10th November
Return to Marysville

Together with the Austin Healey Owners Club of Victoria and Austin Healey Sprite Drivers Club, we have again decided to get together and do what we enjoy the most – **drive our cars, show them and talk about them!**

We’ll depart from Lilydale, same spot as last year, meeting in the side lane adjacent Anderson & Berwick Streets and opposite McDonalds. The Melway reference is: Map 38, G5. Please be there, ready for a punctual departure at 10.30 am with your cars all fuelled up and ready to leave with us on time.

Arriving at midday you will enjoy a sumptuous lunch at the Marysville Patisserie with choices from the selected menu below in the company of fellow enthusiasts. Chat further and enjoy the wonderful exhibits of the Austin Healey, Healey & Jaguar marque after lunch. At your leisure later enjoy a quiet drive home.

**PLoughmans LUNCH** - A platter of corned beef, ham, smoked turkey and cheddar cheese, with fresh bread, chutney and pickles.
**TROUT SALAD** - Local Buxton smoked trout with avocado and fresh garden salad in our own house dressing.
**GOURMET POT PIE** - A choice of either beef, mushroom and Guinness OR chicken, leek and mushroom, served with fries and salad.
**HOME-MADE QUICHE** - A choice of either Quiche Lorraine or smoked salmon and leek, served with fresh garden salad.
**VEGETABLE STUDLE** - Vegetables stir fried in honey and soy then wrapped in filo pastry and baked, served with our own salsa and salad.

The cost for all of the above is $18 per head and drinks will be charged separately, on consumption.

We need to confirm numbers for catering purposes. Please book in with Gavin and Lynda via email [social@jagvic.org.au](mailto:social@jagvic.org.au) or phone 9326 1924 & 0438 350 825 (Lynda) by Sunday November 4th.
This article is from `The Australian Motorist’- 1913

Somebody was commenting the other day on the fact that most of the blokes who write for the motor cycling press appear to possess a lot of initials. I have noticed this phenomenon, if this is such a thing. My theory on the matter is that the supply of pen names has dried up, and what these petrol writers do is cut off a chunk of the alphabet, thoroughly mix up the letters, baste well, throw them over their left shoulder, count ten, and agree to abide by the editor’s decision.

The craze for lots of initials is reflected in the naming of motor cars, or vice versa. All the best cars have lengthy names, such as Rolls-Royce, Cottin-Desgouttes, Delaunay-Belleville, Delirium Tremens, Crematorium Appolinaris, and so on; or else initials such as F.N, F.A.I.T, B.S.A, S.C.A.T, K.R.I.T., and so on. In fact some of the wealthiest men in the land have no use for a motor car unless it has a name as long as a wet week.

I met such a man the other day. He was dressed regardless of expense or taste and, upon my word; in dim light you would have mistaken him for a gentleman. He was looking for a new car, but ‘bless you’ he couldn’t find a name he really liked. He is worse than a woman. A single name such as ‘Ford’ or ‘Bayonet’ appealed to him not at all; while the double event wasn’t much better. What he wanted was a car with a name which looked like a recitation or a serial story, and if such a vehicle is to be obtained I shall be glad to hear of it, so that I may attend to my commission.

In the last few years we converted a number of interesting motors to overdrive. These included a 1927 Crossley, 1928 Hudson, 1929 Erskine, a Dodge, an Alvis TD Mk2, a Sunbeam Alpine of about 1962 and a 1953 Hillman Minx. I was of the opinion that the Hillman with its 1250 side valve motor (all of 36hp) would not pull the overdrive, but it is fitted with a 5.5 to 1 back axle ratio and it actually works quite well. It was a very big job as the tailshaft tunnel had to be enlarged to clear the O/D and it was quite expensive. We retained the column gear change and the whole ensemble looks very ‘factory’. It is a fact that you do not need an overdrive provided the rear axle ratio is high enough, but you must be careful not to over gear it or you spend all day changing gears. On the bench at the moment is a V12 E type, FJ close ratio, 240Z Cr, 2 Alfa CR’s, a 1910 Lancia Cappa, and a 14 ltr American la France fire truck.

Cheers Ben & John Needham
Old Car Gear Boxes
Ph 03 9553 3203
F3/23 Wren Rd Moorabbin 3189  Acn 006046984

PARANOIA
I went to the doctor’s yesterday and he accused me of being paranoid! He didn’t actually say it but I knew he was thinking it
Well now, for those of you who get a bit fidgety when we discuss competition stuff, here is the executive summary:

The Team was called Side Exhaust.
Third place in a field of 41 teams.
Awarded Best Presented Team.

OK, you can pass the magazine to your poor old hubby now. Well now, your writer has been closely engaged with only two Winton 6hr’s and already knows that despite all the dinners, discussions, red wine and money actually spent on preparing the cars, only one thing really matters – you need more than you fair share of good luck to be a winner, or even to achieve 3rd place!

"Where is that oil coming from?"

No, you guessed it, times can only be changed if the stewards deem conditions to have changed and “cold feet” are not sufficient grounds!
That didn’t feel like good luck, but although we didn’t know it until we saw the data late in the day, Shane scored more Bonuses than anyone else in the team, so lady luck saved us from ourselves.

Sunday arrived, Geoff Leake returned to the track with equipment to rebuild ten cars and a mad rush began. Alas, Peter’s car could only manage 6 laps and Steve could only manage 19 in two separate sessions on the track, both times in a stop gap manner to provide a bit of driver recovery time. Thankfully both Steve and Peter earned bonuses despite their short runs. Geoff had his issues identified, but management required a good deal of work between periods on the race track.

So, the real running was down to Geoff Leake, Rod Vogt and Shane O’Brien who was driving Hugh Purse’s car. I’d get myself listed as an official friend of Hugh Purse if there is a register somewhere!
Geoff went out first and immediately picked up bonuses, Rod went out and collected additional bonuses, you already know that Peter and Steve both added to the total. Shane, our rookie draft pick, broke a couple of times early and then steadied to collect even more bonuses.

We’re starting to feel like we can get close to last year’s result of 9th place because thanks to equipment supplied by Shayne and Sheree Mackintosh, we are hooked into the official timing system and have the same timing information as race control. Early afternoon we’re feeling pretty good with significant bonuses, Rod on track for his second session and bugger me, he’s slowed dramatically and limps into the pits as Geoff scrambles to get his car out. The clutch of the “bullet proof” Sprite is broken and Rod is out of action for the rest of the day, thankfully after a significant 31 laps out of something approaching a required total of 200.

Yes, it felt like that straw that broke the camels back.

Not to prolong things too much, aside form a brief respite provided by Steve taking a calculated risk with his own car for 7 laps, Geoff and Shane are really the only runners for the last hour and a half or so and they ran like clockwork achieving bonuses under very difficult conditions.

Much to the frustration of our Paul McPherson on the timing monitor, Race Control timing took more than 2 minutes to refresh with near on 200 cars in the system, and of course Geoff and Shane were circulating faster than that.
Thus there were times we did not have confirmation of bonus laps, leaving us a little blind. Still we knew we had at least a net 30 bonus laps at the end and felt we’d be near the top 10. Graham Palich, John Goodall and Ozzie Osborne had been giving us excited gestures from the pit wall, but you know what those pit board guys are like!
When all was done and dusted, the official timing had us with a net 36 bonus laps but we didn’t know that until much later. It’s not just about bonus laps, but there is of course too much detail already. Suffice to say we were on edge as they read out place getters starting with the ones who got the wooden spoon. The countdown stopped for raffles at 11 and we are

And from Mike Snelgrove

I have been fortunate to witness a remarkable event at Winton Raceway where a team of 60 year old Austin Healey’s, and their drivers, showed indisputably the quality of this marque, by obtaining the position of 3rd outright in a field of forty-one.

Got to keep the boys’ strength up
The other event that will stick in my mind for ever is a certain black and red Healey 100/4 which led off the team and immediately started reeling off bonus laps, and by the completion of his first stint had completed 22 laps with a bonus count of 8 laps making a total of 30 laps. This set the tone for the rest of the team, who despite setbacks, kept persisting all day and to our delight were lucky to be rewarded with a third position outright. They were only beaten home by a team of modern MX5’s and the Mini Cooper team running near new vehicles.
The team did a wonderful job especially as the day was hot at 36C, not to mention the average age of the drivers being slightly older than the cars they drove. HAIL THE HEALEY!

Some of Gordon’s photos from Arthur’s Wonthaggi Run
Looks like it was a “tops up” kind of day. Even Gordon took the tin top. but happy faces indicate a great day.
O/D

The world of classic sports cars, which most of us inhabit for at least part of our hobby time, is populated by dozens of makes and models from the UK (lots of those), industrial Europe and the USA. A few from Japan too. No sports car from Aus (2 doors, hood etc.) but plenty of great sporty touring cars from the 60’s and 70’s all with more power than grip. And poor brakes.

As well as driving them, much entertainment is to be had from discussing them. It’s said that there are two kinds of enthusiast - the car enthusiast and the driving enthusiast. They do not usually get on well.

The car type engages in endless competitive exchange about obscure aspects, as each strives to demonstrate greater and more intimate knowledge of each car’s oily bits. If, for example, you’ve changed the centre trunnion bushes on the torque tube of a 1950 D-Type Healey Silverstone, then you’ll probably score an unofficial win over someone who only once had a ride in one. Etcetera.

The driving types will debate the merits of AO50’s over 48’s or whether its faster to use that extra bit of concrete on the entry to The Chase.

Together, you can see how conversation between opposing groups would be difficult. So its fortunate that all enthusiasts share a basic, staple knowledge of classics - everyone knows at least one thing about most classics, sufficient to sustain a polite exchange with the new member at the next club nite. That thing that everyone knows is also usually the same thing, with both a positive and negative side, so there is a shared sense of tribal belonging when The Knowledge is exchanged.

So mention M thru P Type MG and it’s “yeah, with that vertical dynamo, what a crappie idea, it always fills with oil from the OHC”. Lotus Elan “clever backbone chassis but the drive shaft donuts break up” or E-Type Jag “Sophisticated, glamorous and fast but clunky gearbox’ and Corvette “Fantastic small block 350 but crap handling”.

The Big Healey? Usually something like “Real hairy sports car but a terrible rust bucket’. If you ask lapsed owners what they miss most, as Side Exhaust has been doing, most say ‘the overdrive gearbox.’ Huh?

The Healeys were struggling to make those heavy Austin saloon car bits work in their lightweight frame and badly wanted to avoid the dramas of the home made bits of their early cars. Those who had one - such as the glamorous Duncan from last month - will not forget the horrors of the steering swivel plate (bump steer) and trailing link front suspension arms (front wheels rolled with the chassis), which were full of needle roller bearings being sandblasted by road dirt, so often needing attention.

Side Exhaust remembers the look on Geoff Price’s face one cold November day at the Healey factory at the Cape in Warwick in the mid 60’s when confronted with the wobbly steering on a Silverstone. The thought of having to dismantle and fit new bearings to that horrid bearing in its beastly housing was not a happy one. Not even for DMH’s driving mechanic on the Mille Miglia ten years earlier.

So the solution of making a three speed out of the four and bolting an overdrive to the back of the gearbox to make a five speed with spindly long gear stick might seem like dodgy improvisation today, but at the time the result was so terrific no one cared. That device opened up the magic commercial equation - 120 mph (192kph) from a car many could afford in 1953. Commercial success was assured.

The overdrive is a truly amazing box of tricks, an alloy casting crammed with pumps and pipes and annulus, gears, springs, valves, pistons and plungers. The system was devised by an ageing Brit aristocrat Captain Edgar J de Normanville, who was already 61 years old at the end of the war. Through a chance meeting with a Laycock Products Engineer, Edgar got his invention into production by the early 50’s. 40 years later, Laycock Engineering had manufactured over three and a half million overdrive units for at least 20 manufacturers, with Volvo accounting for a million.

The Big Healey is fitted with the Type A system with ratios of 32.4%, 28.5% (on BN1), 28.5% (BN4 and BN6) and 21.89% (3000 series). But what everyone wants is the competition accumulator piston used in the works rally cars. The piston has about two and a half times the surface area causing the overdrive to engage instantly instead of the slow slush box effect of the standard setup. With all the other competition bits including overdrive cone clutch and 500 psi, this is the bees knees with crack changes and no slip.

Recently Side Exhaust had occasion to give a Time Attack enthusiast a lift. Time Attack is a sprint competition where there are no rules and appeals strongly to the Playstation generation who’ve made good. This bloke worked on an R32 with wings and splitters and many turbos which made 800 bhp and lapped Winton in 1.22 despite going chuggalug through the sweeper. He cracked 300 kph (188 mph) on the rev limiter down the front straight. Neither of us expected this.

And nor was he, except by the overdrive. Instant changes, full power, no slip. More speed. It turns out you can buy new ones ready to fit a Time Attack monster from Gear Vendors in the USA so I left him looking to buy one on line.

You can also get new ones for your Healey, but from Overdrive Spares in the UK.
This family company was founded in 1986 by Ernie Garbutt, ex-Laycock engineer and his wife Stella. Ernie had already notched up 35 years of experience in dealing with Laycock overdrives plus liaising with car manufacturers competition departments and travelling worldwide servicing rally car overdrives.

When Laycocks finally went into liquidation, Ernie was able to buy all of the company's massive obsolete stock so most of the parts supplied nowadays are still the original Laycock parts. Ernie died in 2007 but his wife, Stella, is still running the business with son-in-law David Twigger. If you want a new competition A Type overdrive for your Healey it could be here next week.

There is no enhancement of your Healey which brings more benefit than upgrading its gears (okay, as well as a smidge of negative). The slurring overdrive and standard ratios, the gappy gearset, that long gearstick and dashboard overdrive switch, somehow puts you away from the action. Especially fast action. Left hand for gears, right hand for switch, no hand for wheel...?

It's all compromised. It’s too remote. It’s not rewarding like it can be.

Please consider some changes. Such as Rob Rowland’s neat close ratio gearset - four close ratios with overdrive as a fifth gear. With this package you get for free that fantastic authentic gear scream which so typifies the hard charging Big Healey in the forests of the night and sends tingles up your spine - coupled to the competition overdrive and alloy gear knob with built in switch. You change all the gears including the overdrive with the left hand. Your right hand can just worry about where you’re going. Suddenly your Healey will be more of a Healey, but also all Healey, thrilling Healey, with some important bits Geoff wanted in his cars.

There is another option, which brings even more satisfaction, and demands even more skill, especially when exploring The Wild. This is the renowned ‘Tulip’ gearset, the original works rally ratios, with a large jump between 3rd and 4th gear which needs a 22% overdrive to split the gap and effectively creating a 6 speed gearbox. This gearset gives you a gear for every corner, which you can drop into the peak of your 350Nm torque curve every time.

But it’s not easy to do. The sequence from rest is: 1st, change to 2nd, change to 3rd, left index finger switches up to overdrive 3rd, switch down as you change to 4th, switch up to get overdrive 4th. Flicking the switch as you go between the gears takes some getting used to - especially going down the box. But practice makes perfect and once mastered, you’ll have a cracking driving experience and your car will be much more responsive and much faster.

These days, all this talk of Healey Adventure seems to have more legitimacy - as enthusiasts, we are now important enough to have our own Senator. Wow! And he might have the balance of power. Just like Senator Harradene, who got Tasmania the Wilderness Railway from Queenstown to Strahan. With an initial Fed grant of $30M, followed up with at least another $10M from State and corporate sources, this was a spectacular restoration of an ancient mining train. An ongoing budget of $20M a year is being discussed to open it up and run it.

So people, what would we like for $50M?

One idea would be to seal the network of roads around Wonangatta Station in the remote Vic High Country and make it our very own Wild. Only qualified, Certified Car Enthusiasts would be allowed in. And only similar types of CCE’s would be allowed on the same day. For us - Classic Sportscars CCEs - these would be days when we can drive back to the 60’s, with no speed limits but with all the other memorable aspects of that all too brief age, from music to fashion to chief constables leading rally teams.

That would certainly give us a chance to exercise our overdrives.

CHRISTMAS RAFFLE
Mick wants donations for the Christmas raffle. Please bring your goodies for the hampers to the October and November meetings. Goods are to be left in the Library. Please ensure that any foodstuffs supplied are within their use-by dates. Remember - only contribute goods that you would be pleased to receive in return.

The following are the finalists in the Restoration of the year category of The International Historic Motoring Awards 2013

- Jim Clarkes 1966 USA GP-winning Lotus 43
- The Allard Chrysler
- Healey 100S NOJ 393
- Anne Cecile Itier T51A Grand Prix Bugatti
- Brabham BMW BT52 1983 World Championship car

Judges including Derek Bell and Jochen Mass now have a hard task on their hands, as they deliberate the relative merits of the finalists. Judging takes place on November 24th in London and tickets are only 150 quid (plus VAT) Congratulations and good luck to Steve Pike
After a week of terrible weather, high winds and SES call outs the sun poked through the clouds, the winds abated and the rain took a spell for a couple of days, raising the spirits of those who were looking forward to a fun weekend. Some of those attending travelled by sea (Sorrento to Queenscliff Ferry), others left a day earlier and had a pit stop along the way while the majority travelled Friday, some even dispensing with their hoods. Quite a lot of them as I discovered around midday on Friday were at Kings Bakery, Hamilton where the queues for food and coffee stretched for quite some way.

With the inner person refuelled, when we finally assembled at The Barn, Mount Gambier, there were 55 attendees. 12 from South Australia and 45 from Victoria or 27 Austin-Healeys, one Porsche and one E-type Jaguar.

After unpacking some took a stroll around the beautiful gardens, some renewed acquaintances with their interstate counterparts, while others opened a pre-dinner bottle or two of red. Many found their way to pre-dinner drinks in the Piano Bar with Enid Nankervis tickling the ivories.

We then headed across to The Palais, a function area that we had exclusively to ourselves. Dinner tonight was a Gourmet BBQ with emphasis on the Gourmet! Beautiful rump steak, marinated chicken thigh fillet, ginger and garlic scented prawn shaslicks and Barn made cevapcicis. This was followed by a choice of desserts - plum and prune cake, chocolate cheesecake and fresh fruit salad. As Gordon Lindner said, “Best BBQ food I have had in a long time”.

After a hearty cooked breakfast we assembled down at Frew Park for our car display. With advance notice in the local Newspaper “Border Watch”, courtesy of President Paul and despite intense competition from a much larger local car display nearby, it was not long before we had a steady stream of interested onlookers. Our ranks had increased to 28 cars with Alan McCarthy bringing along a car belonging to a Mount Gambier resident. Perhaps the most enthusiastic and inspiring of all of those who popped in was Bryan Bird, a 77 year old resident from the Limestone Coast. A speed car racing accident at the Borderline Speedway back in 1959 rendered Bryan a paraplegic. Bryan has always admired Austin Healeys and in 1975 he saw an advert for a 1954 BN1 and purchased it. As the Owner of a panel shop in Mount Gambier it was always customers cars that were attended to, with the BN1 sitting in the background. Finally his wife Mary said “if you don’t do something with that car you will die and we are going to have to throw it on the dump”. Bryan is four years into the restoration program and proudly showed us his book with restoration photos. Bryan said that while the wheelchair causes him some difficulty while working on the car he has help from friends from the local car club who pop around on Wednesday and Thursdays to assist. We all look forward to the day (not far away) when Bryan sits proudly behind the wheel of his beloved car.

With car display duties out of the way some headed to Port MacDonnell and Nelson where they had lunch at the pub, some went to Princess Margaret Caves and others just drove around Mount Gambier looking at local sights including the Blue Lake. At 5.30pm we were assembled on the bus ready for a 50km drive up the road to our dinner destination - upstairs at Hollicks in Coonawarra. We were almost underway when President Paul suddenly remembered he had forgotten a little item. Once that was retrieved we were underway.

It was a pity that the sun was setting when we arrived as we had an elevated view of the vineyard from our restaurant. More lovely food, the highlight being the Smoked Ocean Trout, all washed down with lovely wines and lots of conversation and laughter. We had an influx of wedding anniversaries. Somehow I managed to reduce Marion and Terry Wills Cooke 56 years of marriage into 56 weeks causing much laughter, Glenda and Barry Newell were celebrating 44 years, Cheryl and Peter Barreau 7 years and the Golden Wedding Couple celebrating 50 years, yes even to the day, Helen and Terry Apps. With a special cake produced and the items President Paul nearly forgot we gave all those celebrating wedding anniversaries a rousing rendition of “For they are jolly good fellows” Terry Wills Cooke responded on behalf of the four lucky couples. Before long we were back on the bus, some dozing up the back and some unable to get to sleep due to some singing down the front. Around 11.30pm we arrived back at The Barn to our wonderful accommodation. A great day was had by all.

Overcast skies soon turned to rain as most of us headed towards Penola and Coonawarra. Leonie and John Johnson headed towards Naracoorte while others cruised around locally. Coffee shops and wineries were the beneficiaries of our custom, though a couple of the boys purchased Claxon Horns. I am still mystified as to how President Paul fitted all that Coonawarra Cabernet Sauvignon into his car but somehow he managed it! Mid afternoon most had returned back to The Barn so we broke out a couple of bottles of this and that. We then headed across to the Palais for our farewell dinner. Again the quality of the food, the ambience and service ensured that we had a lovely meal.

The clear night skies meant a cold start and a couple had difficulty in getting their engines underway. Jeanie Metcalf reinforced the adage there is everything, bar the kitchen sink in a ladies handbag by producing a set of jumper leads for John and Leonie. Before long everyone was upwardly mobile and heading home. And another Ralph Fletcher venture was over. I can’t speak more highly re The Barn as a destination venue for Car Clubs. We should do it all again in the not too distant future.

Ralph
As well as his successes on the bitumen, Greg also had many achievements in Trials. In 1953 he won the South Eastern Trial conducted by the Sporting Car Club of South Australia in a Morris Minor. In 1954 only 3 cars out of 33 starters in the APAC Trial finished the first stage without the loss of points. One was Greg and he went on to win the event in a Peugeot. Later in August 1954 driving a Dodge truck, he won the Vintage Sports Car Club Navigational Trial despite heavy fog and an overheating engine.

AUSTIN-HEALEYS THAT RACED IN AUSTRALIA

Most people will associate R. McG. McEwin (Greg or (“Dregs”)) with the MacHealey which he built and raced from 1956. However, Greg had started racing at Woodside in an HRG in 1951 then progressed to one of the first Austin-Healeys in South Australia. In 1952 he had won the Commonwealth Jubilee Trophy for the best newcomer. Greg was part of the family which established the Glen Ewin jam factory at Houghton in the Adelaide Hills in 1863 - the first in South Australia. The Glen Ewin homestead is now used as a function centre.

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The Sporting Car Club of SA held a Test Run at Collingrove Hillclimb in March 1954, prior to the Australian Hillclimb Championship to be held there on Easter Monday. The main interest centred around the battle between the Austin-Healey and the Triumph TR2 which were in different classes, however the result was a dead heat at 45.8 seconds.

Four Austin-Healeys were entered at Port Wakefield on Easter Saturday 1954 by Greg McEwin, Malcolm Nancarrow, Ted Wells and Gordon Smith driving J.Barritt’s car. From the start McEwin took the lead in the 30 lap Sports Car Scratch Race but was eventually overtaken by Harry Firth in the supercharged MG TC until he broke a crankshaft. This let McEwin back into the lead with Sandford-Morgan right on his heels- never a few feet apart. On the 26th lap McEwin lost the lead when Ted Wells, who was one lap down, spun his Austin-Healey across him at the end of the main straight. McEwin had to stop in order to avoid ramming Wells amidships. However he managed to finish second behind Sandford-Morgan in the Morgan.

At the Hillclimb on Easter Monday Greg was almost a second faster than Sandford-Morgan’s Morgan.

On the morning of the Collingrove Hillclimb on 9 October 1954 The Advertiser speculated that this would be the biggest weekend that sporting motorists in South Australia has known. It advised that McEwin has raised the compression to 8.5. About 20lb has been machined off the flywheel for acceleration and finned brake drums fitted for extra cooling.

Greg McEwin at Port Wakefield

Australian Motor Sports report on the Port Wakefield Meeting said “McEwin and Wells (Austin-Healeys) were very playful, leaving small impressions in each others’ fenders”. Neither of them managed a place.

On the 2 November the Advertiser advised that, “Greg McEwin and the Secretary of the Sporting Car Club (K.N.Brooks) left Adelaide at the weekend in McEwin’s Austin-Healey bound for the Grand Prix Meeting at Southport.” Greg was not an entrant at that Meeting. Presumably he went up to see how the Meeting was conducted and what was required to run a car. However, two Austin-Healeys did run - Gordon Grieg from New South Wales and Stan “Beau” Mossetter from Queensland entered their cars in the Brightways and Farren Price Trophy, a Scratch Race where the first seven cars joined the entrants in the Grand Prix. Gordon got through to the Grand Prix but dropped a valve on lap four.

Later that month the Advertiser reported that, “One Adelaide racing driver has started his long range preparation of his car for the Australian Grand Prix in South Australia in October 1955. He is Greg McEwin, whose Austin-Healey 100 has scored well in meetings at Port Wakefield and Collingrove Hillclimb. The A90 motor is out of the car and parts of it are all over Australia. The crankshaft is being specially balanced in Melbourne, the camshaft has gone to Sydney to be ground to the specification of Donald Healey’s world record breaking Austin-Healey. The car is already fitted with larger exhaust valves and the passages after the valves are being enlarged. McEwin expects to have the car back on the road in 3 weeks. The ten month break before the Grand Prix will give him time to experiment”. He also modified the front mudguards to improve clearance for the front wheels.

The Program for The AGP noted that, “The McEwin car is a very fast one and has been extensively modified to make it suitable for the circuit” Clem Smith also entered an Austin-Healey in the AGP, but he was black flagged when he lost 3 bolts from the shock absorber.

All the preparation and hard work paid off as Greg finished 10th in the 1955 Australian Grand Prix. There was no mention of Greg in the Australian Motor Sports report on the Meeting, but then again he was running with some very good company – Brabham, Hunt, Whiteford and Jones.

Greg does not appear to have raced the Austin-Healey after the Grand Prix Meeting but he did continue in competition events. In October 1955 he came second in The APAC Trial driving an MG TF, which I believe was supercharged.

In October 1955 Peter De Mack advertised a - “1954 Austin-Healey chassis, complete with engine, gearbox and overdrive, diff etc. Definitely as new, never raced. 550 Pound”. Apparently this was the remains of a burnt out car and it was bought by Greg to form the basis of a monoposto which was become known as the MacHealey. The car was finished just before the June 1956 Meeting at Port Wakefield where it did not figure in the results. Initially, the car was

Hundreds & Thousands November 2013
fitted with a standard engine until such time that it was fully sorted out. At the Port Wakefield Meeting in October 1956 the car won after leading for all but the first lap.

In 1957 Brian Tonkin from Broken Hill bought an Austin-Healey from Greg McEwin, but it is not known if this was the same car he had been racing. Brian's car was referred to as a 100/M, but it was probably a modified BN2 or even the BN1 with the high cut front guards modified by McEwin. Sadly at the December 1958 Broken Hill Hillclimb Brian rolled the car and was killed. It is thought the car was taken to Adelaide and rebuilt.

In 1957 Greg still held the record he set for Sports Car Class D in the Austin-Healey at Collingrove in 1954.

**RACING RESULTS**

<table>
<thead>
<tr>
<th>Event</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collingrove Hillclimb 28 March 1954</td>
<td>45.8 sec</td>
</tr>
<tr>
<td>Wakefield Easter Port Saturday 17 April 1954</td>
<td>2nd</td>
</tr>
<tr>
<td>Scratch Race for Sports Cars over 2000cc</td>
<td></td>
</tr>
<tr>
<td>Handicap for Racing and Sports Cars</td>
<td></td>
</tr>
<tr>
<td>Collingrove Hillclimb Easter Monday 19 April 1954</td>
<td></td>
</tr>
<tr>
<td>Collingrove Hillclimb 23 May 1954</td>
<td>47.04</td>
</tr>
<tr>
<td>Collingrove Hillclimb 9 October 1954</td>
<td>44.23</td>
</tr>
<tr>
<td>Port Wakefield 11 October 1954</td>
<td></td>
</tr>
<tr>
<td>Churchill Motors A Grade Scratch Race</td>
<td></td>
</tr>
<tr>
<td>Port Wakefield 10 October 1955</td>
<td>10th</td>
</tr>
<tr>
<td>Australian Grand Prix</td>
<td></td>
</tr>
</tbody>
</table>

Iain McPherson

*****************************************************************************

A man with a winking problem is applying for a position as a sales representative for a large firm. The interviewer looks over his papers and says, "This is phenomenal; you've graduated from the best schools, your recommendations are wonderful, and your experience is unparalleled. Normally, we'd hire you without a second thought. However, a sales representative has a highly visible position and we're afraid that your constant winking will scare off potential customers".

"Hang on," the man says. "All I need to do is take two aspirins, they stop me winking!".

"Really" says the interviewer? "Great! Show me!"

So the applicant reaches into his jacket pocket and begins pulling out all sorts of condoms: red condoms, blue condoms, ribbed condoms, flavoured condoms; finally, at the bottom, he finds a packet of aspirin. He tears it open, swallows the pills, and stops winking.

"Well," said the interviewer, "that's all well and good, but this is a respectable company, and we will not have our employees womanizing all over the country."

"Womanizing? What do you mean? I'm a happily married man!"

"Well then, how do you explain all these condoms?"

"Oh, that," he sighed. "Have you ever walked into a pharmacy, winking, and asked for aspirin?"
COMING EVENTS
Events marked with * count towards the Competition Championship. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

1. MARQUE SPORTS CAR ASSOCIATION (MSCA)
2014 MSCA Championship
Round 1 Sunday 3rd November 2013 *WINTON
(This counts for AHOC Competition Championships for 2013)

ENTRY FORMS are available on the MSCA website www.msca.net.au. Ring Rod Vogt on 5962 1915 or 0408 395 240 or email competition-MSCA@healeyvic.com.au. Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9 am.

2. OTHER EVENTS (major Victorian events highlighted)
9/10th November *Historic Meeting at Sandown
(last scoring event for 2013 AHOC Competition Championships)
23/24th November *Historic Meeting at Sydney Motorsport Park
(first scoring event for 2014 AHOC Competition Championships)

The Sandown Historic Race Meeting on November 9/10th is always very exciting and very accessible due to it's location. There is optional practice on the Friday and racing on both Saturday and Sunday - go to the Victorian Historic Racing Register website www.vhrr.com for full details of event times for Group S Races (Peter Jackson and Brian Duffy in Healey 3000's, Peter Kaiser in his Sprite and Rod Vogt in the MGB), Group J,K & L (Geoff McInnes in his Riley Special and Graeme Marks in the Mac Healey) and Regularity (Bill Vaughan in the Sprite, Shane O'Brien in Hugh Purse's 100/4, Steve Pike in Sam Cassel's 100M, Tony Rogers in his Porsche 911E and Hamish MacLennan in his MGB). Cost for spectators is $30 for Saturday, $40 for Sunday, $60 for both days and Friday practice is free. The programme is $5 and children under 15 are free (grandchildren for most of us?)

COMPETITION REPORTS
1. Mallala Historic Meeting - Easter 2013, March 30/31
I missed reporting that Hamish MacLennan travelled to South Australia with his MGB for his first run at Mallala where he WON the Regularity competition event on a cumulative points score over the 2 days. I have done Group S races once at Mallala and Hamish confirmed my experience of a very friendly, well run event on an interesting track. Easter is an awkward time but if done as a holiday and combined with the Historic Collingrove Hillclimb on Easter Monday makes for a very good experience. Hamish earned points toward the AHOC Associate Championship (cars other than Donald Healey cars), with his 4 fastest laps: Hamish MacLennan (MGB) 934 pts 1.38.37, 1.38.52, 1.38.79, 1.39.03

2. HSRCA Spring Historic Meeting, Wakefield Park, Goulburn. 28/29th September
Once again Peter Jackson and Brian Duffy in their Big Healeys were our sole AHOC Vic members travelling north and south respectively to continue their battles in a full Group Sa/Sb/Sc field. Donald Healey fans also enjoyed watching Colin Goldsmith in his 3000, and 5 Sprites/Midgets - not bad with 8 Healey designed cars out of 26 cars entered. The Group Sa entry was 8 cars, with a Turner being the only non-Healey/Sprite, and PJ finished first, Brian Duffy second and unofficially I have Colin coming 3rd. I can only report briefly from Natsoft results and a bit gleaned from conversations with PJ and Brian. The pair had some very close racing over the weekend, with Brian's Healey running well after a few issues recently and I think Brian knows Wakefield better than other tracks - PJ qualified 0.7 seconds ahead of Brian and they started Race One together on the grid and battled to the finish with PJ 9th and Brian 10th and separated by less than one second. Would have been great to see! Race Two had them in the same positions with PJ just 3 seconds to the good of Brian. They must have been trying very hard because Peter's fastest lap was a new Group Sa record at 1.11.0256 and Brian set a new best lap time for himself of 1.11.6704. Nothing much in it. Race Three saw PJ 8th and Brian 10th when Peter put a Porsche between himself and Brian. The last race on Sunday was quite late in the afternoon but PJ wasn't about to go home early and finished 3rd in the 10 car field, beating Damian Meyer’s blue Midget by less than a second (you would have seen how quick the Midget is at the Phillip Island Historics earlier this year) for the first time for the weekend. Brian was on his way home but Colin Goldsmith stayed for the last race in his 3000.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps
Peter Jackson (3000) 907 pts * 1.11.03, 1.11.48, 1.11.70, 1.11.96
Brian Duffy (3000) 905 pts * 1.11.67, 1.12.26, 1.12.46, 1.12.62
*denotes new fastest lap at Wakefield

3. MSCA Sandown, October 13th Bathurst Day and Austin Healey Sprite Feature
The Marque Sports Car Association committee took a gamble by booking Sandown on the same day as the Bathurst 1000 V8 Supercar event. A large screen TV was set up in the administration garage and the Sprite Club worked hard to attract their competitors and social members to attend with the incentive of a 3 lap parade session for all Sprites at luncheon. AHOC Vic offered formal support with a promise of Team Healey participation on track and for supporters to attend in numbers on the day, in their Healeys. Team Healey responded with 7 entries - Rob Raverty, Leon O'Brien, Shane O'Brien in Hugh Purse's 100/4, Ken Sadler driving his big Healey up from Warrnambool again and John Rasbeek in his immaculate MK 1 Escort all entered in Regularity plus Bill Vaughan, Simon Gardner and myself in our Sprites giving a total of 14 Sprites running together in Group 2! Total entry was 101 which was a big improvement on recent MSCA events.

The improved entry may have been because Spring is here, but on the day we suffered a wintry blast. Thank goodness for our triple garage adjacent to the administration garage where we could watch the progress of the Bathurst race.
Team Healey got one dry run at the start, regularity being Group 1 and all the Sprites were in Group 2. Then the showers and rain started and persisted in bursts for the rest of the day. 

Although our first run was before the rain, it was a bit cold and threatening and caution was wise. We should have thrown caution to the wind because our times were much slower later on wet track and our scores toward the Championship were lower than normal as ALL of our 4 fastest laps were chosen out of that first run of 5 or so laps! Simon Gardiner suffered the most as he did a couple of slower exploratory laps on narrower treaded tyres than he would run in the dry and then cranked it up for just two laps before the first session ended. Most of us were between 1 and 3 seconds a lap slower than our best but it was the first run at Sandown for most of us since early in the year. I had a new motor in the Sprite and although run in on the dyno I was careful in that first session too. Amazingly, Ken Sadler got stuck straight in and recorded his best ever lap at Sandown AND put together 4 very consistent laps to earn 907 points out of a possible 1000 points with 4 of his 5 laps.

The regularity boys got drenched while waiting for their second run in dummy grid. Bill, Simon and I ran on a wet track but at least the rain had stopped. The third run was difficult with dry areas and wet patches as well which needed a lot of concentration. Only Ken Sadler went out for a fourth session - after all, he had come up all the way from Warrnambool! Despite the weather, we had a great day. Plenty of fun in our garage with support from President Paul, John Mason, Mark Bird, Sue Raverty, Fay Raisbeck and Bruce Dixon.

John Raisbeck was caught doing a jig for his grandchildren, daughter and Fay - I know how much fun it is to have the grandchildren at the races. Shane O’Brien and I spent time going over the Winton 6 Hour procedures for Shane’s first foray the following weekend - we both drove carefully and did not do the later run to preserve the cars for the team event. At the end of the day many competitors gathered in front of the big TV and cheered on the VB’s in that final exciting 30 minutes at Bathurst. I think this will become an annual event for MSCA.

The Sprite Club is to be congratulated for their effort in making it a Sprite feature day. MSCA hope that ALL our Marque Clubs will do this in the future - Austin Healey Owners Club WILL do it and do it well will we not! I reckon Phillip Island would be a good event for us. The incentive is that all our Healeys in attendance - competitors and supporters in their road cars - will be able to do a few parade laps at lunchtime, with a passenger and without helmets etc.

**John Raisbeck's Escort (it now has Mini Lite style wheels)**

This is done at a controlled speed behind a pace car and gives you a terrific look at the track from the drivers perspective. We will follow this up in 2014. Unfortunately the Sprite parade took place during a heavy down pour - Bill Vaughan and I bailed out after one lap as we had no windscreen protection and we certainly did not need another look at Sandown in the rain.

There was also a normal passenger session at the lunch break - helmets, passenger indemnities signed and much quicker (80% of race speed) - and Rob Raverty took Sue for a spin (not literally) and they got pretty wet too. All part of motorsport I'm afraid.

I DID cook the Sprite motor at the Phillip Island 6 Hour Relay at the start of August and this was my first run on the new motor which is a cracker thanks to Simon Gardiner and Mike Conway at Powerplay. With more power and torque from the engine which has grown from 1275cc to 1450cc it was pleasing to come to grips with it in wet and slippery conditions as the Sprite does feel much more lively under acceleration. It really pulls up Sandown’s uphill back straight and I am looking forward to seeing what it can do in finer conditions - hopefully at the Winton 6 Hour next weekend.

Simon Gardiner and I had a great run together in the drying third session and finished pretty close at the end, thanks to Simon having two off’s and a bit of trouble in traffic which gave me a chance to look better than I am. And some of my team mates made the cruel observation that Simon was probably going slow so that I would think that my new “Simon Gardiner motor” was fast!

**POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps:**

<table>
<thead>
<tr>
<th>Driver</th>
<th>Points</th>
<th>Laps Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ken Sadler (100/6)</td>
<td>907 pts</td>
<td>1.56.91, 1.57.53, 1.57.66, 1.57.84</td>
</tr>
<tr>
<td>Bill Vaughan (Sprite)</td>
<td>836 pts</td>
<td>1.48.08, 1.48.28, 1.49.39, 1.49.72</td>
</tr>
<tr>
<td>Shane O’Brien (100/4)</td>
<td>808 pts</td>
<td>1.41.18, 1.42.51, 1.43.03, 1.43.10</td>
</tr>
<tr>
<td>Rod Vogt (Sprite)</td>
<td>804 pts</td>
<td>1.40.85, 1.40.85, 1.42.21, 1.42.40</td>
</tr>
<tr>
<td>Rob Raverty (3000)</td>
<td>725 pts</td>
<td>1.58.70, 1.59.61, 2.00.92, 2.01.45</td>
</tr>
<tr>
<td>Leon O’Brien (100/4)</td>
<td>446 pts</td>
<td>2.05.84, 2.06.50, 2.06.84, 2.11.36</td>
</tr>
<tr>
<td>Simon Gardiner (Sprite)</td>
<td>294 pts</td>
<td>1.33.25, 1.35.15, 1.36.28, 1.40.31</td>
</tr>
</tbody>
</table>

**POINTS TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps**

<table>
<thead>
<tr>
<th>Driver</th>
<th>Points</th>
<th>Laps Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Raisbeck (Escort)</td>
<td>511 pts</td>
<td>1.42.45, 1.44.78, 1.46.63, 1.47.34</td>
</tr>
</tbody>
</table>

A Closing Thought “You were born an original, so don’t die a copy.”

Cheers Rod Vogt
Hi Harvey, I understand the photographer of the day (Metcalf of the Len.) has already sent you some images of the 'wild and woolly' run from the Pub at Fyansford, Geelong, to the micro-brewery at Forrest in the Otways and onto lunch at the Pub at Beeac. It goes to show just how much we value our 'fuels' in this part of the world!

7 Healeys, 2 Porsches and an MGA met for lunch at Beeac just outside of Colac. The weather was challenging and typical of Otway 'sunshine', (ie horizontal sleet and rain and extremely windy) but the countryside and roads were fine. One Porsche driver had woosed out from bringing his Healey despite extensive 'Rain Ex' efforts on his windscreen, supplied gratis the day before, the other had a genuine reason for bringing his 928 (the good lady of the duo having recent surgery on her knee). Beeac is noted for only 2 things really - the lunch at the Pub, and the windmill display opposite. This display is something worth stopping for, otherwise dessert at the Pub is probably nearly as good!!

The MGA present, is a local Colac car, and featured a hard top made from the roof of a Morris Minor 1000, and a surprisingly good job at that! The owner, Graeme Splatt and wife Sandra, had previously invited Healey owners to an inspection of the vehicles and collectibles in the shed at their farm nearby. I am informed that Mr T. Wills-Cooke having invested heavily in a recent carburettor rebuild for his previously 'diesel powered' BJ8 really got motoring on this occasion - to be watched out for, at the forthcoming Geelong Sprints we are led to believe!

All told a good day!...These notes from the owner of an even quicker BJ8!

(Yes, young Bill did send some photos but unfortunately he had a blurry spot right in the middle of the lens and I couldn’t use them. Might have been a raindrop Bill! - Ed)

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**Open Garden**

During October Marcia and Chris Lamrock, as part of ”Open Gardens Australia” opened their garden, “Bindaree”. Members of the club went along, not just for the garden but also to take a peek at Chris’s “shed” which has panel beating, painting, engine building, machining and trim facilities. There was also display of British sports cars (lots of Healeys of course), a garden shop and floral art displays.

Marcia and Chris are supporters of Dindi, an early childhood intervention program for children with special needs.

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Gordon went along and provided a few photos (see more on the website).
Finding a woman sobbing after she had locked her keys in her car, a passing soldier assures her that he can help. She looks on amazed as he removes his trousers rolls them into a tight ball and rubs them against the car door. Magically it opens.

"That's so clever," the woman gasps. "How did you do it?"

"Easy," replies the man. "These are my khakis."
Peninsula luncheon
Pig & Whistle, Main Ridge, 25th September, 2013

Although it began as a cold and blustery day, 18 hardy souls drove their Healeys to the luncheon at the Pig and Whistle at Main Ridge. Most hoods were down.
The open fire was not on offer; however, the company of Healey friends is always welcoming and warm. This luncheon was no different. The food was plentiful. One member in particular can attest to that.
Unfortunately, the weather was not conducive to wandering in the gardens of the restaurant. By the time we left, the sunshine more than made up for the morning cold.
Words and photos by Anne Kruger

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Drew Schatz
Dennis Penberthy, an elderly Cornish farmer, received a letter from the Department for Work & Pensions, stating that they suspected he was not paying his employees enough and they would send an inspector to interview them. On the appointed day, the inspector turned up. "Tell me about your staff," he asked Penberthy.

"Well," said Penberthy, "there's the farm hand. I pay him £240 a week, and he has a free cottage. Then there's the housekeeper. She gets £190 a week, along with free board and lodging. There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week, along with a bottle of gin every week, and, occasionally, gets to sleep with my wife."

"That's who I want to talk to," said the inspector, "the half-wit."

"That'll be me then," said Penberthy.

One of the most unorthodox cars to appear in the late 1950s was the Lotus Elite, the first series production car designed by Colin Chapman, and the first intended principally as a road-going car.

Faced with the enormous costs of tooling-up for pressed steel body and chassis components, Chapman decided to make the integral chassis/body almost entirely from glass-reinforced plastics (GRP), breaking the structure down to three main mouldings, with the metal front suspension frame, the windscreen hoop and the engine and rear suspension mountings bonded in. The windscreen hoop also served as a mounting for the doors and jacking points.

In pursuance of his ideal of light weight allied to high performance, Chapman chose the famous aluminium alloy Coventry-Climax OHC engine of 1,216 cc, which had originally been designed for use in a portable fire pump; the FWE version produced for Lotus was the result of a combination of the bore of the 1,460 cc FWB and the stroke of the 1,098 cc FWA units.

In standard form, with a single 1.5in SU carburettor, the FWE developed a modest 56 kW (75bhp); twin carburettors boosted this to 63 kW (85bhp), and ultimately the engine was developed to produce more than 75 kW (100bhp) without losing reliability.

The Elite was first announced at the 1957 London Motor Show, and its revolutionary construction method was not the only notable feature of the car: it also boasted independent suspension and disc brakes all round (inboard at the rear). The latter feature caused some of the few teething problems with the body structure, as the heat generated by the rear brakes was responsible for the failure of the mountings that carried the differential unit.

Like the Lotus-Ford Grand Prix car, the Elite was an immediate competitions success, winning at Silverstone in 1958 and taking a class victory at Le Mans in 1959. Further class victories were won every year from 1960 to 1964. In almost all events in which an Elite was entered, it won—hardly surprising, for it really was a race-developed car, the suspension, steering and brakes all having been proved on the 1957 Lotus Formula 2 car.

In its ultimate road form, the car was capable of nearly 193 km/h (120mph) coupled with fuel consumption of only 6.44 litres/100 km (43.75mpg) at a steady 129 km/h (80mph). Only 988 examples of this outstanding car were built before production ended in 1963.
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