

1954 build 100/4 BN1.

The car was an original Australian delivery and carries the Larke Hoskins – Sydney metal plates on the scuttle. All the numbers match except for the gearbox which I replaced with a fully reconditioned unit about 2 years ago. I still have the old unit for spares as I believe that some parts are difficult to come by.

I have owned the car for 5/6 years.

The history of the car is that it was dismantled in 1969 and stored pending the then owner doing a rebuild, which he never got around to. The owner before me bought the car in bits and did the bulk of the restoration in the late 90's.

Mechanically the car was excellent and had been very well rebuilt although I later found that the gearbox rebuild could have been done better, hence my buying a new box later on. The previous owner had either painted the car himself or had someone do it for a lesser amount of money because the looks nowhere matched the mechanicals. I took the car to a very reputable body shop in Sydney and told them to strip and repaint the car in its now colour scheme of Old English White/Colorado Red. The finish is now excellent. I then had a trimmer reupholster the seats in black leather with red piping. He also made new black carpets and refurbished the tonneau cover, putting in a red centre flash.

I removed the 60 spoke, powder coated wire wheels and bought new stainless steel and chrome 72 spoke wires which I had fitted with new Dunlop E 300 sports tyres.

I only hurtle it around the Blue Mountains where we live at present during the summer months. It goes like stink (note the spec listed below) and has the best exhaust sound of any car I have ever heard. Driving it up Mount Victoria or the Megalong Valley when nobody gets in your way is a joy. It runs cool even in mid summer.

General Specs as follows:-

Most of the M spec conversions have been carried out with additions of ceramic lined, exhaust extractors and special manifold. All the manifold and front exhausts are wrapped in heat proofing material. There are composite material heat shields fitted so that the cabin does not get too hot. The exhaust is a large bore, single unit that as I said above rivals a Ferrari in musical note.

The radiator is large (I'm not sure if it is bigger than standard but looks more like a competition item to me being about 100mm in depth). There is a multi blade plastic cooling fan fitted. I have a spare thermo unit but never fitted it, as I never thought it necessary.

The engine has 100M pistons, the larger size SUs (13/4") and a Weslake cylinder head with a Speco, fluted alloy rocker cover. The oil filter is a spin on conversion that takes a big capacity filter. The motor is clean as a whistle with no leaks and looks great. (See photos). No oil usage occurs I run it on Castrol GTX2.

The gearbox was replaced a couple of years – few hundred kms ago. I bought it from a retired Healey factory guy who had rebuilt and improved above standard the box by fitting better seals and syncro rings. The clutch is a competition unit and is fine as to wear condition. It looked fine when we changed the gearbox. The Laycock overdrive works well on the dash switch. The engine is so torquey that on the highway I only need to flick the switch occasionally and seldom use the gearstick.

I replaced the front wheel bearings recently. All the suspension components were redone by the previous owner, and the car rides well. The rear axle is fine, I have never touched it except to check the oil level.

There is no rust in the car.

The car is fitted with front wheel disc brakes. The conversion uses all Australian components. I have all the parts details. They work very well indeed and stop the car smartly.

All the chrome work is A1 and the paintwork is as good as when I picked it up from the paint shop. The bonnet is fluted but I never fitted the leather strap that I bought – this is still in the box.

The car has a battery isolation switch in the boot.

I fitted a smaller, wood rimmed steering wheel but I kept the original unit.

The car has Hella Halogen headlights plus matching spot/fog Lucas flame thrower auxiliary lamps.

I also kept the 60 spoke, powder coated wire wheels which I will sell separately. These are in great condition.

They have Michelin tyres fitted but I think that these tyres will be too long in the tooth to use anymore. I still have the original 48 spoke units that could make decorative hose reels for the garden!

If more info is needed by anyone please come back to me on either:-

David Horrocks.

jendalay@iinet.net.au

02 4784 3394

0418 600099.

