

Hundreds & Thousands



The official newsletter of the
Austin Healey Owners' Club of Victoria incorporated



In this issue

- Rod's Sunny Run
- Historic Winton 2025
- Austin Healey National Rally 2026



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Hundreds & Thousands



HUNDREDS & THOUSANDS IS THE OFFICIAL NEWSLETTER OF THE
AUSTIN HEALEY OWNERS' CLUB OF VICTORIA INC

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*Small cover photo and second photo below
courtesy of Andrew McPherson*



Deadline for the every edition of Hundreds & Thousands is
the second Friday of each month except December as there is no magazine in January

Articles and photos can be sent to
editor@healeyvic.com.au

Please send photos as separate files DO NOT embed in word documents.
Ideally photos should be as large as possible – above 1Mb would be great
(improves size and quality in finished magazine).

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CONTRIBUTIONS: Items of interest, articles, technical information, correspondence, constructive criticism, photographs –
all material is very welcome. Any material for inclusion to the magazine should be sent directly to the editor.

Opinions expressed in this publication are not necessarily those of the editor, the Austin Healey Owners' Club Inc or its committee.
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WHAT'S ON THIS MONTH & IN THE FUTURE

Date	Event	Organiser
3 July	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
7 Jul	POINT NEPEAN MOTOR SHOW See page 5	ROTARY
30 July	WEDNESDAY LUNCH See page 11	AHOC
7 Aug	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
16 Aug	MSCA ALL BRITISH DAY WINTON See page 6	MSCA
17 Aug	MSCA SPRINGS WINTON See page 6	MSCA
17 Aug	MALING ROAD AUTOCLASSICO See page 5 or www.malingroad.com.au/events/auto-classico-2025/	MALING ROAD
27 Aug	WEDNESDAY LUNCH See page 11	AHOC

ROD'S RUNS

Meeting Place: Quambee Reserve, 165A Wonga Road, Ringwood North

Time: 08:15am for a 08:30am start

Please note these dates are subject to change.

This calendar is not a comprehensive list of events please check the website www.healeyvic.com.au

AHOC COMMITTEE 2025

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PRESIDENT'S REPORT



WELCOME TO OUR July 2025 newsletter. The cooler weather has not deterred participation in many of our recent activities.

The "Two Rods" have an amazing ability to fire up our members to use their Healeys no matter how ordinary the weather maybe!

When Rod Vogt stands up at our meetings and tells us of recent and future competition events it is hard not to be inspired by his enthusiasm, we would encourage non racing members to attend some of these events as spectators to see just how well our club members drive with such skill.

Rod Jellett's runs have also become must do events, Rod keeps on coming up with excellent runs on great roads that never fail to garner much praise and great camaraderie amongst the participants, thanks to the Two Rods for all there wonderful planning.

Our general meetings have also been well attended recently given the cooler evenings, it is so encouraging to see the number of members turning out to attend our club nights and enjoy our speakers and their cars.

Over the next three to four months we have some great speakers lined up, after reading Patrick Quinn's excellent article about John Gray and his ownership of many great and rare Healeys in the "Australian Austin-Healey" Magazine I decided to make a call and invite Life Member and early club stalwart John Gray to be our next speaker at our July general meeting.

John will tell us about some of the amazing and historic Austin Healeys he has owned over the years including several 100s Healeys, a Works Rally 3000, an ultra-rare 4000, one of only three produced and of course his favourite, the 100/6s of which he owned 10 examples over a period of time.

John will talk about his memories of the early days of our club and some of the characters that shaped the future that we now enjoy.

Other upcoming speakers will include Mike and Kay Herlihy telling us of their adventures driving an MGB throughout South America and Life Member Chris Coghlan will give us a fascinating insight into the beginnings of our club.

Geoff Scott



Point Nepean Heritage
MOTOR SHOW

ENTRIES OPEN
MONDAY 7 JULY, 2025



Rotary
Club of Sorrento
Presents

The Rotary Point Nepean Heritage Motor Show will be held on Sunday 2 November 2025 — just prior to Melbourne Cup Day.

The Point Nepean Quarantine Station is the perfect venue for every motoring enthusiast to enjoy a day out with family and friends. We invite individual entrants, car and motorcycle clubs to include this event on their calendar. Since its inception in 2022, the Show has attracted over 400 entrants and 2,000 patrons each year.

Trophies with gift packs will be presented to entrants voted best in their category. A Show village will be in place, with food vans, live music and sponsor exhibits adding to the carnival atmosphere. To date we have raised and donated over \$65,000 to local charities with the primary aim of reducing homelessness on the Mornington Peninsula.



pointnepeanmotorshow.com.au | rotaryclubofsorrento.com

MALING ROAD
AUTO CLASSICO
AUGUST 2025
AUGUST 17



COMPETITION REPORT and MSCA NEWS

Events listed below count toward the Competition Championships unless marked #

LICENCES - MSCA and other Sprints, Relay and Regularity events require a basic CAMS level 2S licence, obtained online at www.cams.co.au with no driving test and only requiring a declaration of good health. Racing requires a minimum Provisional Clubman Circuit (PCC) licence. Go to the Motorsport Australia website for details.

If you wish to enter an MSCA event for the first time (or discuss "Come and Try" days) ring Rod Vogt on 0408 395 240 or email competition-MSCA@healeyvic.com.au and you will be assisted. Entry is via the CAMS online entry website at www.cams.com.au

COMPETITION CALENDAR - those marked # are not for points

Competitors score points at any circuit event where official lap times are issued - usually Natsoft race results. These are the main events that AHOC members have entered in past years. After this issue you will see only the events for the following two months listed.

MARQUE SPORTS CAR ASSOCIATION 2025 CALENDAR

Saturday August 16th	WINTON - All British Day - supported by Jaguar, Triumph and MG Car Clubs.
Rd 6 August 17th	WINTON
Rd 7 Sunday 21st September	PHILLIP ISLAND
Rd 8 Saturday October 11th	CALDER
COME and TRY DAY	
Saturday November 29th	PHILLIP ISLAND

COMPETITION CALENDAR for next 2 months – those marked # are not for points

Competitors score points at any circuit event where official lap times are issued – usually Natsoft race results. These are the main events that AHOC members have entered in past years.

After this issue you will see only the events for the following two months listed.

AROCA 10 HOUR RELAY	Sat 4th/Sun5th October	WINTON
---------------------	------------------------	--------

Entries have just opened and it looks like AHOC Vic will have one team running. Initial contact with past and potential drivers has had a positive response. Likewise most of our faithful volunteers are fronting again for which we are grateful. Without our team managers and timing crew we could not run. Please think about helping on one day or both days, whatever you can spare. Stay at our team motel and join in the social side of a team event. We do need to blood new volunteers if we are to continue our long relay history. Just helping our drivers with refuelling, checking cars between runs etc would be great. Timing on pit wall is not difficult once you are shown the process and you are really close to the action. Please contact Rod Vogt 0408 395 240 if you would like to get involved.

JULY

Sunday 6th	Alfa Club Sprints at Phillip Island
------------	-------------------------------------

AUGUST

1st - 3rd	VHRR Winton Festival of Speed Historic & Regularity including Rd 4 MG and Invited Racing Series
9th/10th	# Rd 6 Vic. Hillclimb Championship at One Tree Hill, Ararat.
Saturday 16th	MSCA All British Day at Winton - promoted by Jaguar, MG and Triumph Sports Owners Clubs - not a point scoring event for MSCA Championships.
Sunday 17th	Round 6 MSCA WINTON
23rd/24th	# Leyburn (Qld) Historic Sprints
Sunday 31st	Alfa Club Sprints at Broadford

COMPETITION REPORT

Historic Winton 2025 (short course)

Austin 7 club 24-25 may

THE 40TH RUNNING of this popular event took place with perfect weather but with no motorcycle racing for the first time. This was due to unrealistic safety upgrades to the Winton track requested by insurers for the motorcycle organisers. This may be resolved going forward?

The Austin 7 Club put on more events for the four wheel brigade and feedback suggests that it was a success.

I attended as a spectator on the Saturday and I did feel that spectator numbers and display cars were down a bit. There was the usual big annual turnout of vintage and post war classic sports and racing cars, the owners appreciating the lower stress levels on their older cars by running the short course.

My report again relies on interpretation of Natsoft Race Results and a call to Peter Kaiser. I was coming down within a winter "bug" so stayed away from our AHOC members competing – Peter Kaiser in his Sprite in Group S Sports Car racing, Andrew Purcell (100/4) in the newer (but still pre 1960) division of Regularity, and Stewart Webster (Porsche 356) in "Tin Tops" regularity. All three ran without trouble or incident it seems.

Peter Kaiser consciously played a conservative game at race starts to avoid any coming togethers on what is always a frantic first lap in Group S races.

He qualified the Sprite in 16th position in the 28 car field and consistently finished mid field in the three races. The Alan Jones Trophy on Saturday afternoon was the feature race for Group S and PK finished 14th of the 24 survivors over a fairly short six laps given that his lap times were in the 1.11s to 1.13s.

It is short but frantic with little or no chance of making a pass, unless you want to take a chance of a "touch"!

The Sunday morning race was a good result with Peter 13th of 28 finishers over six laps again. His weekend finished with a 12 lapper and 16th place of 27.

PK took it carefully at the start and was jumped by a Triumph GT6 and an MG Midget (both of whom he had beaten in the two previous races) and was passed by a Corvette starting from rear of grid after a DNF in Race Two.

PK looked after his tyres but bemoaned the fact that despite feeling he could take back a few places the tight short circuit layout prevented this. The whole field ran virtually nose to tail, lap after lap, with no position changes. Exciting and demanding with close quarter racing despite few passes and PK was happy to go home with his Sprite in perfect shape.

Andrew Purcell (100/4) and Stewart Webster (Porsche 356) had a practice and four regularity sessions, so plenty of action for them.

Andrew's Healey ran in a 27 car field of pre 1960 iconic sports

and racing cars including many "specials" that were built and raced in the pre and post WW2 period. Many were Ford V8 flathead powered plus MG TC, Jaguar, Zephyr, Singer, Elfin, Dodge, Plymouth, Cooper, Ausca and many more.

Being Regularity, the nominated lap time was crucial to point scoring, not the actual speed. The slowest car could win.

Andrew nominated a 1.23 lap time for Event One and with most of the field aiming for 1.20 to 1.25 he was always in close company with many unique and valuable cars – no pressure Andrew!

After his 6th place in E1 he fine tuned his target to 1.22 and came 6th in E2. Event 3 resulted in a 23rd place – three 1.21 laps were looking good but a 1.39 spoiled it. A 1.39 Andrew? Stop for a coffee? A toilet stop? Or perhaps just an old fashioned exploration of the green stuff beside the black stuff?

Undaunted, Andrew dropped his nominated time to 1.21 for the final session, did a 1.21 and three 1.22s for a another excellent 6th placing. I think Andrew is pretty handy at this Regularity. If we can just get him to retire from his day job we might see him doing the Winton Relay one day with Team Healey. Andrew also improved his PB on the short course from 1.21.06 set last year in his first event at Winton to 1.20.40 this year.

Stewart Webster competed in a 17 car group of "Tin Tops". It was a mixed group of cars that nominated a target time between 1.15 (a Mini 850 and an FJ Holden) and 1.38 (a VW Beetle).

Stewart nominated 1.23 after practice and being an old hand at this caper immediately showed his skills by finishing 2nd in the first event.

There was an Austin celebration at Winton with many Mini Cooper S racing cars (a Mini-only race was spectacular). This probably explains the Tin Tops having Austin A30, A35, A40, Mini and even an 1800 in the group, plus a Morris Minor. Perhaps not exactly an iconic selection but all were having fun in their treasured classic. Stewart drove the beautiful yellow 356 to 6th and then 7th in events two and three and did not start in the last event.

I have put his best lap time of 1.19.95 down in my records as a PB because I have no record of Stewart competing on the short course before.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Peter Kaiser (Gr Sb Sprite) 976 pts 1.11.63, 1.11.72, 1.11.72, 1.11.87

Andrew Purcell (100/4) 883 #1.20.40, 1.21.09, 1.21.47, 1.21.57

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other Marques and 4 fastest laps

Stewart Webster (Porsche 356) 823 pts #1.19.95, 1.21.15, 1.22.65, 1.22.72

new fastest lap at Winton for member

COMPETITION REPORT



COMPETITION POINT SCORE LADDERS AT 30 MAY
Below is the current standings in our 2025 competition championships.

2025 AHOC CHAMPIONSHIP for Healeys

Best 4 Events (maximum is 4000 points) - Points at May 30th
Number of events done in brackets

1	Rod Vogt (Sprite) 2706 pts	(3)
2	Simon Gardiner (Sprite) 2630	(3)
3	Adrian Newman (Sprite) 2593	(3)
4	Peter Kaiser (Sprite) 1869	(2)
5	Chris Bennetto (Sprite) 1669	(2)
6	Merv George (Sprite) 1634	(2)
7	Simon Kelly (3000) 1503	(2)
8	Andrew Purcell (100/4) 883	(1)
9	Shane O'Brien (100/4) 876	(1)
10	Glen Scott (100/6) 719	(1)

2025 AHOC ASSOCIATE CHAMPIONSHIP for other marques

Best 3 Events (maximum is 3000 points) - Points at 30 May
Number of events done in brackets

1	Russell Baker (Sebring/Ferrari/MX5) 2462	(3)
2	Brad Baker (MX5) 2377	(3)
3	Peter Kaiser (Mini Cooper S JCW) 1908	(2)
4	Peter Williams (Brabham BT 25A) 1679	(2)
5	Stewart Webster (Porsche 356) 1678	(2)
6	Lance Clarke (Sprite/MX5 special) 898	(1)

A CLOSING THOUGHT

**Sometimes forgiveness is easier to negotiate
than permission**

Keep it on the black stuff.

Rod Vogt

All BRITISH DAY

Entries have opened. This information is in the "entry details" on the Motorsport Australia online entry site along with supp. regs. You can now see how the day is intended to run, with some things subject to final numbers.

Just be aware that if you enter both days and breakdown on the Saturday then you will be out of pocket \$275 for not running on Sunday.

I am very conscious that \$550 for the two days is not cheap, plus accommodation and meals if you make a weekend of it.

I am wondering if I will bother with the Saturday given that we expect to field a team in the Winton 10 Hour Relay in October with the associated cost and time commitment involved there.

I will definitely continue to chase MSCA points toward Class honours on the Sunday MSCA sprint day.

A difficult decision to make.

Again, please let me know your plans asap. Thanks to the three members who have responded overnight.

Cheers

Rod Vogt

MSCA All British Day

Winton Saturday 16 August 2025 9:00 am 5:00 pm

Supported by the Jaguar Car Club of Victoria, Triumph Sports Owners Association and the MG Car Club of Victoria the MSCA are proud to be promoting a special day for all traditional British Marques.

Key event features:

- Separate Marque run groups (subject to final numbers)
- All British Show and Shine
- Lunch time parade laps
- Un-timed introductory session (subject to final numbers)
- Fastest time of the Day
- Best presented competing vehicle
- Best presented show and shine
- All British Day Champion

The champion of the All-British Day will be determined by using the MKF5 scoring system. The difference in time between the drivers fastest lap and their 5th fastest lap is recorded. The smaller the difference the better.

For example, using Phil Nicholson's times at Winton last August Fastest lap: 1.32.3963 Fifth fastest lap: 1.33.3683

Difference in time: .972 of a second Penalty: 97.2 points from 1000 (every driver starts with 1000 points) Score: 902.8

Entry Fee: \$275 Garage Hire \$60 per spot in a garage. If you are running on the Sunday your garage purchase for Saturday includes Sunday also. Do not pay for a garage on the Sunday. You can leave your car and equipment in the garage overnight. Carports are FOC.

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC. Minutes of the General Meeting Thursday 5 June 2025 Meeting AHOC Clubrooms at 8.00pm

1. PRESIDENTS REPORT

Welcome to our June general meeting and hopefully this meeting is being live streamed.

Forty members in attendance.

Geoff spoke about the AOMC insurance proposal that is being investigated to see if it is more suitable than our current arrangements.

David Jenkins and Peter Williams are looking into it.

2.APOLOGIES Adrian & Lorraine Newman, Merv & Jill George, John & Fay Raisbeck, David Kelly, Rod Jellett, Reg McNee, David Jenkins, Richard Stephens, Enid Nankervis, Andrew Goad, Peter Williams.

3. PAST MINUTES MOTION. That the minutes of May 2025 meeting as published in the club magazine issue 166, be accepted.

MOVED. Bill Vaughan SECONDER Bill Metcalf Carried.

4. BUSINESS ARISING

Coming Events

Tuesday 10th June – Neil Plunketts Funeral,

Sunday Run -22nd June – Noojee Run Meet at Quambee Reserve

Sunday 26th October – Presidents' Run

Penrite visit – with MG Car Club on 30th October

5. MEMBERSHIP

Secretary absent but one new member tonight

Welcome Peter Lawry – 100/4

6.COMPETITION

Rod Vogt – MSCA Sandown 29 June – 10 entries

Rod spoke about the All British weekend Winton – 16 & 17 August

Rod also discussed how we will have a team in the AROCA, 10 Hour Relay on 4-5 October and are looking for volunteers

6. TREASURERS REPORT

"Treasurer's report as at 11th June 2025 as follows.

Current Balance

\$

Building Maintenance	10,637
General Account	131,102
Rally Account	4
Term Deposit #5897	11,323
Term Deposit #9627	48,730
Net Position	201,797

AHOC Vic. Financials are currently under review by our auditor with an outcome due shortly.

David Jenkins, Treasurer

7. GENERAL BUSINESS

1. Request for someone to take Chris Cox's father for a ride on Wed 1 October for his father's 80th birthday.

Next Year's National Rally on Gold Coast, 9-13 March 2026. Registrations are open. Terry reported that there have been negotiations about transporting cars and it is definitely possible with six cars on each transporter. Air fares are presently only \$250 return so definitely cheaper than driving when you consider petrol and accommodation on the way.

8. CAR PARTS/ BUY & SELL

MEETING CLOSED AT 8.50 PM

Next meeting Thursday 3 July at 8.00pm

GUEST SPEAKERS:

Peter Stanley & Andrew Blackwell spoke about the dangers of prostate cancer in men and the importance of getting tested.

Peter then spoke about his car and his involvement with the club in competition events.

This Month's Book Reviews

Book Review: Williams – The Business of Grand Prix

ALTHOUGH LAST MONTH I reviewed a book on Williams this book has come across my desk and is equally enthralling.

This book is by Alan Henry, a well respected author of many motor racing publications who was granted access to Williams personnel describes the way Grand Prix racing has evolved since the Williams team's first involvement in 1967 with the financial help of brewery heir Piers Courage who was subsequently killed in 1970.

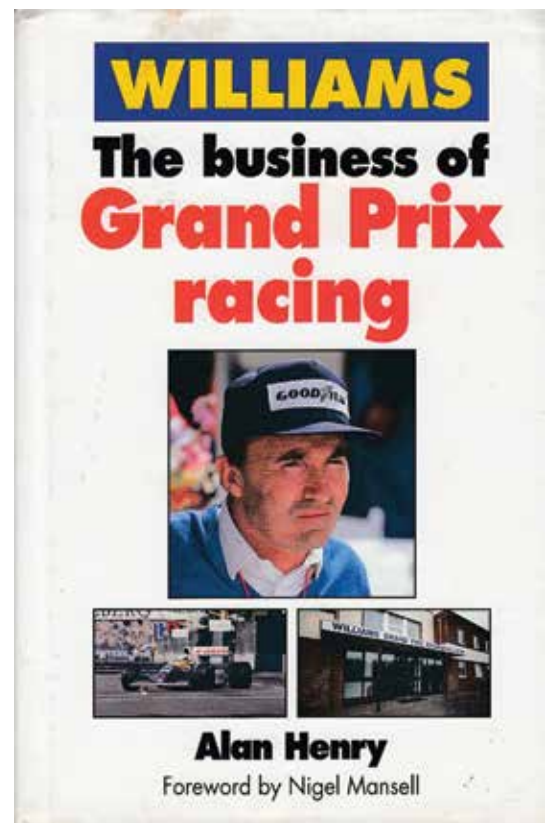
With Frank Williams' continued enthusiasm for the sport his team continued also to evolve into one of the leading teams in F1 producing several World Champions including our own Alan Jones.

The subsequent crash by Frank Williams in 1980 that left him paralysed did nothing to slow the team down, in fact they won their first World Championship in the same year and continued to be a dominant force until this day.

All told they have produced Seven World Champions, the last one being Jacques Villeneuve in 1997. They have won the Constructor's Championship nine times; but the last time was in 1997.

The Williams team continues in Formula One until this day however, the team was effectively sold in 2020 to an American investment company and Claire Williams stepped down as the team principal.

She has only recently re-joined the company in a promotional capacity. Williams remains the second highest scoring team in the Constructor's Championship to Ferrari.



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Proprietor Chris Watt
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www.twobaymotors.com.au



HEALEY TORQUE

- ◇ A 54 years owned BN1 recently sold for US\$33K which equates to just over \$50K Australian. Not a concours car but a clean example none the less.
- ◇ The NSW Club is ahead of us this year as they are already advertising that their Christmas Party is on Saturday 13 December. Their annual Charlies' Run is coming to Victoria this year staying at Bright for two nights in October. Anyone like a couple of days away, we could catch up with them?
- ◇ Dean McKeown's band Urban Groove keeps popping up on my Facebook and plays often at Phillip Island. Perhaps we could have had him at the rally?
- ◇ The English Healey Drivers' Club had a gathering to celebrate the 70th anniversary of the 100S at Dulwich in London and managed to get 12 100S models together on the day. Some had come across from Europe. Hans had come across from the Healey Museum and bought the Donald Healey Coupe which lost its exhaust on the trip. But the team from Orchard Restorations made up a new one for him and he had a safe trip after that.
- ◇ A very nicely presented 3000 Mk 3 in Metallic Gold (like Reg McNee's car was) sold on BAT recently for US\$71 K which equates to \$110,000 Australian.
- ◇ It is sad to report that Neil Plunkett has passed away after spending some time in hospital this year. Neil had a business selling rugs wholesale in Moorabbin and many of

us benefitted from his generosity and still have his rug to remember him by.

◇ Steve Pike has now had both his knees operated on in the past month and is hopeful that he can get back to working on Austin Healeys again soon.

◇ Kilmartins will close at the end of the year hopeful of selling patterns and moulds to an overseas buyer. They are renowned in the Healey world for replacement parts and will be sorely missed.

- ◇ NSW member Phil Lorking was flooded last month in the recent rain and lost his 3000 Mk1 when the Manning River reached its highest level ever. Also lost was a Cooper S, a one owner MGB and a Nash Metropolitan. Club members have been helping clean up.
- ◇ The All Healey race has been run at Silverstone and 41 Healeys took part. It was won by Joe Wilmott (3000) followed by the Chatham brothers, Jack Rawles fourth. It should be on Youtube by now!
- ◇ The 2025 Mille Miglia will have been run by the time you read this with a field of 400 included 18 Austin Healeys with 2 100S models. Our own Ray Lodder is hoping to take part in a Miglia in the next year or so.
- ◇ If you were wondering about Phillip Island Historics in 2026; it will be on 13-15 March instead of the usual Labour Day long weekend as the Grand Prix has stolen the date and Phillip Island had to go the weekend after the Grand Prix.

Wednesday Lunches

These are the rest of the Wednesday lunches for 2025. Time 12.00 noon.

- 30 Jul Steeples Cnr Racecourse Road and 225 Mornington -Tyabb Road Mornington.
- 27 Aug The Heritage 3059 Frankston -Flinders Road Balnarring.
- 24 Sep 1 Settlers Run Botanic Rise.
- 29 Oct Baxter Tavern 117 Baxter - Tooradin Road Baxter.
- 26 Nov Ranelagh Club 3 Rosserdale Crescent Mt Eliza.

Please let us know if you wish to attend by the Monday before the Wednesday lunch you can book by email : text or phone. alangsaul@gmail.com , 0419393271 or Kathy 0413589079. Please let us know if you wish to attend by the Monday before the Wednesday lunch and you can book by email: alangsaul@gmail.com or Alan on 0419393271, Kathy 0413589079.



AUSTIN-HEALEYS THAT RACED IN AUSTRALIA

Words Iain McPherson

In 1986 Gary Grant produced a definitive book, *The History of the Geelong Speed Trials, 1956-1985*. Gary was a long-time resident of Geelong and a one-time owner of a BN1 and then a BN4. He was also a member of the AHOC in the early days of the club.

The initial meetings were organised by the Western District Car Club, in conjunction with the Apex Club of Geelong, which provided the manpower.

The event was run along Ritchie Boulevard on the foreshore at Eastern Beach and was exactly a quarter mile in length, but with a sweeping curve in the middle.

At the first meeting in 1956, commonly referred to as the Geelong Sprints, four Austin-Healeys were entered and driven by Kevin Stuart, Lionel Marsh and Ray Gibbs in BN1s and Ron Phillips in his 100S. The quickest car was the 100S with a time of 17.20 seconds.

No meeting was held in 1957 because the club was concentrating on sorting out the unexpected problems encountered with the running of the first meeting.

Eight records were broken at the 1958 meeting. John Roxburgh was there in his 100S, as was Terry Valmorbida in his 100S, sharing a drive with Paul Hawkins and Kevin Dean driving Jim Philip's BN1.

Terry had the quickest time to be the Class winner with a run of 16.60 seconds – a class record.

At the 1959 meeting, Rob Jamieson Jnr in his BN1, Ken Pitts in his 100M and

Bob Allison preparing his 100M in 1981



Peter Mitchell in his BN4 were entered, with Peter Mitchell recording the quickest time of 17.870 seconds

Austin-Healeys were entered in force in 1960. Rob Jamieson Jnr in his BN1, Frank Hook, Vena Davey and Ken Pitts entered their BN2s, John Colwell his BN4, and John Cleary was entered in the ex-John Roxburgh 100S, but didn't record a time.

The quickest Austin-Healey was Rob Jamieson with a time of 17.10 seconds, 2.88 seconds behind the Class winner Doug Whiteford, who had a time of 14.220 seconds in his Maserati 300S.

Colin Thom entered the ex-Austin Distributors/Jeff Brotherton, ex-Colin Porter BN1, along with Rob Jamieson Jnr and Keith Stedwell in his BN4 in 1961. Rob was quickest with a time of 16.970 seconds, with Colin achieving

almost the same time at 16.990 seconds.

The surface of Ritchie Boulevard was always considered to be rough, so in 1961 a deputation was made to Geelong City Council to have the roadway upgraded in order to comply with the requirements of CAMS, meaning that another event could not be held until improvements were made.

Council thought they were being blackmailed by the organizing committee, but they finally agreed to provide funds to re-surface the western end of Richie Boulevard.

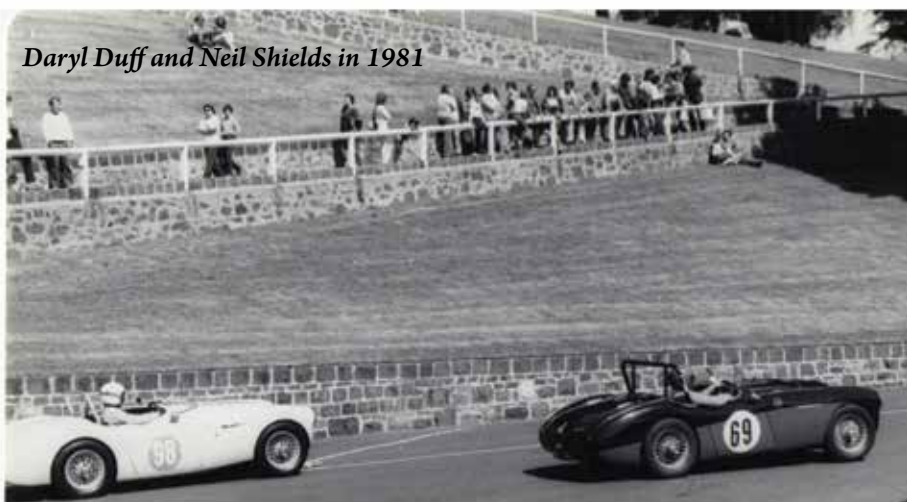
The event was abandoned in 1965 due to the weather and the condition of the track. No event was held in 1966 and for 1967 the organizing committee finally decided that the condition of the track was unsafe for competitors and spectators. The track was shortened by 52 yards, to meet CAMS requirements.

No Austin-Healeys were entered in 1964 and 1967, which could be explained by the change of interest and use of Austin-Healeys in competition in Victoria, being loosely grouped in distinct eras.

The Golden Era from 1953 – 1958, then the introduction of the Production Sports car category from 1958-1963, which was established to encourage more owners to compete in motorsport.

The foundation of the AHOC in 1968 with an interest in competition at the club level, then came Historic Racing from 1972. The Production Sports

Daryl Duff and Neil Shields in 1981



(Prod Sports) class came shortly afterwards, then Tarmac Rallies and Group S(a) with specialist levels of interest in using Austin-Healeys in competition.

With the introduction of Historic Racing, CAMS introduced new categories which were adopted at the Geelong Sprints. Group L Sports Cars, and Modern Sports Cars, then in 1979, Group La Production Sports Cars, Group L Sports Racing and Modern Sports Car categories were introduced. After a long break, the Speed Trial was resurrected in 1978, now run by the Geelong Speed Trials Organising Committee.

During the off-period the introduction of a category for Historic Racing had occurred, which saw the resurgence of Austin-Healeys being used.

Entered at that 1978 meeting in the Group L Sports Car class were Terry Wade, Daryl Duff, Neil Shields, and David Madres in BN1's, with Daryl Duff having the quickest time of 14.820 seconds.

The following year Terry Wade, Daryl Duff, Neil Shields and David Madres in BN1s, Howard Watts in his BN2 and Warren Tice and Ian Williams in 3000 Mk1s were entered in the L(a) Production Sports class with Terry recording a time of 15.38 seconds.

Jim McConville and Richard Ralph in their 100S were entered in the Group L(b) Sports Racing class, with Jim recording a time of 15.250 seconds. Greg Kilmartin entered his 3000 in the Modern Sports Car class, to record a time of 16.480 seconds.

In 1980 Austin-Healeys were entered



Viv McLachlan 100M, Neil Northfield BN1 and Warren Tice BN1 in 1981

by Daryl Duff and Neil Shields in their BN1s with Viv McLachlan in his 100M. Jim McConville entered his 100S in the Sports Racing class.

Daryl recorded a time of 15.30 seconds, then in 1981 Daryl Duff, Neil Shields and Neil Northfield entered their BN1s and Viv McLachlan and Bob Allison entered their 100Ms.

Quickest time in the Production Sports Car Class was Neil Shields with a time of 15.140 seconds.

Between 1985 and 2003, Austin-Healeys were also entered by Gerry Murphy 3000 Mk1, Greg Nichols BN1, Bruce Dixon BN1, Rob Jamieson BN1, Ron Smith BN4 and Dave Woodhouse 3000 Mk1.

The event ran into trouble in 2003 with the redevelopment of the Geelong Waterfront Precinct, which was the last year for the Geelong Speed Trials.

There was a hiatus of eight years before a

replacement event, the Geelong Revival Motoring Festival was established in 2012.

During that period, the 50th Anniversary celebrations occurred in 2006, with a "Get Together" in lieu of the sprints, which included a concours for a range of classes being held with an Austin-Healey 3000 claiming the car section.

Austin-Healeys have continued to appear at the new Geelong event, but not in significant numbers.

Members who entered have been Eric Paterson, Terry Wills-Cooke and Ian Jones, with highlights being Max Hooper with a time of 13.26 seconds in his 100/6 in 2016, John Strick with a time of 12.06 seconds in his 3000 V8 in 2016 and Lance Clarke with a time of 12.87 seconds in his BN1 V8 in 2018.



VICTORIAN CLUB PERMIT SCHEME INFORMATION

**Brian Aitken is the nominated Vic Roads Club Permit Officer
Please forward all renewals or new applications to Brian at:
CLUB PERMIT OFFICER**

59 SANDERS ROAD, FRANKSTON SOUTH 3199

Or call Brian on 8759 6845 if you have any questions.

Additional information is available at www.healeyvic.com.au



Rod's Sunny Run

SATURDAY WAS LIKE a scene from a horror movie, dark, wet and windy especially if you had thoughts of going out in an English sports car that didn't have a roof.

That was Saturday, Sunday was sunny albeit very cold and crisp in the morning with temperatures hovering around six degrees when we set off to join Rod's Run to Gembrook.

Fortunately, for us, Rod lives only a couple of ks away and so his meeting point is only about 15 minutes away and we didn't have to set off too early.

As is the norm, morning drives are done by Simon and afternoons by me – ideal as he gets tired in the afternoons and I wake up in the afternoons.

Basil Healey hadn't been out for a run since the National Rally, so it was time to get him on the road.

We arrived at Quambee Reserve and there were already a few there, mostly without their roofs, a few stragglers arrived, and we were off.

We headed off towards Warrandyte but then peeled off towards Warranwood and skirted around up hill and down dale. In fact, the drive to Gembrook was quite long, I'm not complaining it was sunny, and I was wrapped up like burrito under layers of ski jacket, blanket, gloves and beanie, with faux fur lined boots, to boot.

It was so long that part way through Simon pulled over for a wee stop, so to speak, before we arrived in Cockatoo... and then headed towards Gembrook's Spencer Café.

Finally, inside the café the line for the loo was long, so it wasn't just Simon

who had been getting desperate.

Rod had booked a table, but we had a few interlopers who had come for the meal but not for the run – Alan and Kathy Saul, and Simon and Sally Kelly. Both couples apparently live in not far away and turned up for the conversation. To their credit both couples came in their Healeys.

We had a lovely brunch and just as we were about to finish, I got a text message from Bryce Young (AHSDC member and the man that did Basil's upholstery) it said Basil looking good thumbs up. I was puzzled as I didn't post anything on socials but thought Simon must have.

As we were getting ready to leave Simon asked me if I had posted on socials as he also got Bryce's message. I said no, and we were scratching our heads wondering how he knew we were out in the Healey. That is until we walked out the front door of the café and saw Bryce brunching in the outdoor area. Always, six degrees of separation.

It was nearly afternoon, so I took over



the wheel and we followed Rod back down the mountain to Launching Place and then home.

Many thanks to Rod for these drives as these are always on weekends when those of us who still work can attend.

Mandy PJ



A Car for a Father of the Bride

WHEN YOU THINK of Steve Martin, you think of sharp comedy, timeless charm, and a career that's left audiences laughing for decades. Source: Tork.buzz

But beyond the punchlines and the tuxedos, there's one unforgettable moment where Martin's cool factor hit a whole new gear – behind the wheel of a 1959 Austin-Healey 3000 in the beloved 1991 movie *Father of the Bride*.

The Austin-Healey 3000 wasn't just a prop it became a symbol of the character's spirit: sophisticated, slightly rebellious, and full of heart.

And much like Steve Martin himself, the car exuded timeless style without ever trying too hard.

The 1959 Austin-Healey 3000 came equipped with a 2.9-liter inline-six engine, producing 124 horsepower plenty to make this lightweight roadster feel lively and agile.

With a top speed nearing 115 mph, it wasn't just about good looks; it had the performance to back it up. Its nimble handling and balanced chassis made it a favorite among racing enthusiasts of its era and a perfect fit for cinematic moments that called for classic cool on four wheels.

Step inside the Austin-Healey 3000, and you find a cabin that's pure driver's delight: bucket seats, a thin wooden steering wheel, and a simple dash with just enough instrumentation to keep you connected to the road.

There were no fancy gadgets, no unnecessary distractions just a pure, mechanical connection between man and machine.

In *Father of the Bride*, the car wasn't just a way to get from point A to point B, it symbolized freedom, nostalgia, and a touch of elegance.

A well-preserved 1959 Austin-Healey 3000 can sell today for anywhere between US\$70,000 and US\$120,000, depending on condition and originality.

Models featured in iconic movies or those tied to major celebrities can fetch even higher prices at auction.



It wasn't about horsepower or status, it was about character. And just like Martin himself, this car left a lasting impression without ever needing to shout.

The 2026 Austin Healey National Rally

9 – 13 March 2026

RACV GOLD COAST RESORT

Your Rally Headquarters

RACV GOLD COAST RESORT

Your Rally Headquarters



Experience five-star comfort nestled between sundrenched beaches and the lush Gold Coast hinterland:

Elegant, spacious rooms with private balconies

Championship golf course, spa, and health club

Fine dining and casual restaurants

Rally Schedule

Monday – Arrive at RACV Gold Coast (Royal Pines), Check in from 1400hours and after settling in to your rooms and collected your rally bags, meet old friends and new at the Welcome Cocktail Party.

Tuesday – Show & Shine at Kurrawa Park Broadbeach, beside the Kurrawa Surf Club and just across the road from shopping centres, restaurants & cafes. After the Show & Shine there is an optional drive to Absolute Pace, an engineering and manufacturing business producing replica Shelby Cobras, Ford GT40s & Ferrari 250 GTOs. Dinner will be poolside at Royal Pines with entertainment provided.



Wednesday – Wednesday is our drive day to showcase the differing aspects the Gold Coast has to offer visitors. There is a choice between a long drive and a short drive with both navigating through the lush hinterland.

Both drives finishing at the Albert River Winery for lunch.

Wednesday evening is a chance to explore the many inhouse choices for dinner at attendees costs.

Alternatively you may wish to explore the many restaurants of nearby Surfers Paradise, Broadbeach, Mermaid

Beach, Pacific Fair or Robina.

Thursday – a day of leisure you can relax or explore the attractions in the area, the Broadbeach cafes & restaurants, shopping at Pacific Fair, Surfers Paradise or Robina. You may wish to venture along some of the walking trails in the National Parks, or go for a swim and relax on the beach.

We offer the option of a short drive into the hinterland to the Gold Coast Motor Museum, for those that must have their daily fix of beautiful machinery.

The evening will be our Gala Dinner in the Poinciana Room of the Royal Pines resort, entertainment provided by legendary all girl group – The Beehives, paying tribute to many bands of the '60s, '70s & '80s.

Friday – Following breakfast and checkout we will gather at the resort's Tee's Clubhouse for morning tea and to say our final goodbyes to old and new found friends.

Hope you will enjoy your stay with us on the fabulous Gold Coast from your Rally Committee –Neil Tregoe, Judy Dooley, Ray Hick & Fay Bryant

2026 Rally Registration Terms and Conditions

Refund Policy: The Austin Healey Owners Club of Queensland Inc. (AHOCQ) takes no responsibility for accommodation bookings made directly with RACV Royal Pines Resort or alternative accommodation selected by Rally attendees. Rally participants must check with their chosen accommodation providers regarding any refund policy offered.

Any refund of rally ticket costs will be at the discretion of the AHOCQ Rally Committee, and no refund request will be considered after January 31st, 2026 under any but extreme circumstances. **Disclaimer:** All Rally attendees enter and participate in the 2026 National Rally solely at their own risk. By lodging a completed rally registration application, attendees release AHOCQ and its rally committee from any and all liability for loss, damage or injury to participants or their vehicles. **Ticket Inclusions:** Your ticket includes 3 evening functions including entertainment, meals and drinks (limited to beer, house wine, sparkling wine and so drinks) – 1 lunch and 1 Rally Bag.

2026 Rally Registration

Accommodation arrangements



Following is relevant information for booking accommodation at the Rally.

Venue: RACV Royal Pines Resort

Web: NB: do not book accommodation through this link.
<https://www.racv.com.au/travel-experiences/resorts/royal-pines-gold-coast.html>

Address: Ross Street
 Benowa, Gold Coast Qld 4217

Accommodation Reservations: <https://reservations.travelclick.com/10824?groupID=4530865&adults=1&children=0&rooms=1>

Or call 07 - 5597 8700 (international +61 7 5597 8700)

Quote Reservation Code: "AHOCQ" or "Austin Healey Rally" to secure discounted prices below.

Room Type	Room only rate per night	Breakfast
Run of House rooms (mix of Superior King and Mountain Twin)	\$249.00	\$30.00 per person
Deluxe Mountain Twin And Superior Twin Room	\$279.00	\$30.00 per person
Spa Suite	\$349.00	\$30.00 per person

If you encounter any problems, please submit your question to our Rally Coordinator, Neil Tregea, via email to ntregea@bigpond.com.

NB: Rally Registration payment must be received by Jan 15th 2026.



2026 Rally Registration

Monday 9/3/26 - Friday 13/3/26



Names of adults attending: (please type information directly into each field):

1. 2.

Names of children attending: (6-16 years of age – children <6 - no charge)

1. 2. 3.

Address and contact:

Address: Suburb:
State: Postcode: Country:
Mobile/Tel: Email:

Special Dietary Requirements:

Attendee 1: Attendee 2:

Healey stuff:

If attending in an Austin-Healey, what model will you be driving? Select from the drop down lists
Rego No.: With which Healey Club are you a member?

Payment:

RALLY SPECIAL!! Attendees registering and making full payment to be received by 15 December 2025 will go into a draw to win 1 x free Rally Registration and reduced accommodation costs.

adults @ \$500 ea. = \$0 plus children @ \$250 ea. = \$0 Total = \$0

Payment Method:

☐ **Cheque:** Please make your cheque payable to "Austin Healey Owners Club of Qld Inc.".

☐ **EFT:** BSB: 034063 Ref: First name initial then
A/C: 456166 surname. e.g. NTregea

For international transfers, please refer to the Rally page for SWIFT code details.

Return this form/cheque to:

☐ **Post:** Mr Neil Tregea, 45 Rumrunner St, Mermaid Waters Qld 4218 Australia

☐ **email:** ntregea@bigpond.com

NB: Rally Registration payment must be received by Jan 15th 2026.

2026 Rally Registration

Planned Activities



Listed below are extra activities that will be available during the 2026 Rally. We will need to know numbers of attendees for the purposes of organisation and catering.

Tuesday 10.03.26

After the Show and Shine display to be held on the Broadbeach foreshore, there will be a chance to visit Absolute Pace (<https://www.absolutepace.com.au/>) at Arundel. This is a Kit Car manufacturer of Cobra, GT40 and Ferrari 250GT replicas. If you would like to attend, please indicate how many will attend.

Number attending:

Wednesday 11.03.26

The Long Drive will take approximately 2 hours in the morning to our lunch venue the Albert River Winery (<https://www.albertriverwines.com.au/>) at Tamborine.

OR, alternatively there is an option to take a shorter drive of approximately 1 hour to the winery. Please indicate your preference and the number of attendees.

Long Drive Short Drive

Thursday 12.03.26

This day is designed as a “free” day before our Gala dinner at night. We are offering an optional drive to the Gold Coast Motor Museum (<https://www.gcomm.com.au/>) at Upper Coomera to view a large selection of vintage and rare cars. Lunch and coffees will be available at your own cost at the Stanley Bar Restaurant at the Museum.

Number attending:

Friday 13.03.26

Farewell Coffee/Tea to be held at the Tees Verandah at the RACV Resort Golf Club.

Number attending:

FOR SALE

HEALEY 3000 MK1

Ross Turner, a former member of the club 10 years ago and prior to that during the 1980s. I have decided to part with my Healey 3000 Mk 1 due to its seldom use and me getting too old.

The car is in good condition and drives well, it is not concourse probably 80%. Offers around \$85000.

The car now lives at Ripplebrook 3818.

Call Ross Turner on 0417 129 652 or email willianrossturner@gmail.com



BN1 FOR TOTAL RESTORATION

Expressions of interest are sought from members or friends who would like to own a BN1 Austin Healey, or members who may have storage space. I am happy to meet any interested parties to inspect by appointment. The vehicle is not complete and is offered as such. It is advised inspection on site would be useful to any prospective buyer.

The vehicle is a complete chassis, 2 x scuttles and all body panels. Gearbox - rear differential drive train etc.

Preference will be given to parties who wish to buy all parts in total of this restoration project as is. Preference will be given to a genuine restorer as I would like the vehicle to be restored to running order. All genuine offers and expressions of interest will be entertained.

Paul Dipnall on 0433 762 610

HEALEY BN100 1954

A beautiful 1954 Healey BN100, four speed with overdrive. The car seems to have had an engine rebuild in 1989 from photos. Since we've had it we have done extensive work restoring it and it

has had a new 2-tone paint job. Presents very well with a few minor blemishes showing 66089 on the clock. Runs well and drives great comes with a few spares including bumpers. Asking 75-80k
Email Harry Humphries hwhumphries@gmail.com

100/4 H/TOP & TR3 HOOD BOWS

100/4 hardtop for sale needs some work \$1000. TR3 hood bows and straps \$750. 3.9 diff \$1000 restored BJ8 or 7 and rear springs \$500 for the pair with rubbers ready to fit.

Ring Warren Gartner 0418 536 350.

FACTORY HARDTOP

Factory hardtop to suit BN4 or BT7. Excellent condition with an upgraded grey hood lining.

Call Bram Gunn on 0400 683 222 or bram.gunn@elders.com.au

AUSTIN HEALEY PARTS

BN1/2 inlet manifold and carbies. BN1/2 Extractor exhaust BN2/4/6 Wire wheel front brake assembly complete with splined hubs, drums etc BN4/6/7/8 Four minilite style bolt on alloy wheels 15X6, 100S type oil temp gauge new unused in box with all fittings. All items are surplus to requirements. Offers invited
Ring John Gray 03 54241166

AH BN1 1954

Australian delivered to Larke Hoskins Ltd in Sydney. Built December 1954 original RHD. In good condition, no rust! Road registered and includes BN100 registration plate (NSW). Comes with some spares. \$72,000 negotiable.
Ring Fay Bryant 0413 280 270




AUSTIN HEALEY 100/6 WHEELS

Two 72-spoke 15x5.5" and in reasonable condition. \$300 for the pair.
Ring Geoff 0412 739 791

AUSTIN HEALEY WINDSCREENS

Two new windcreens
1 BN4 to BJ7, 1 BJ8
Ring Bill Metcalf 0447 010 145




AOMC



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18

OCT

2025

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8:30AM - 2PM | COFFEE & FOOD ON SITE

www.aomc.asn.au/club-trade-expo

FOR SALE

PARTS FOR SALE

AL Bonnet \$800 AL Rocker cover \$225
Manifold \$225 Steel Rocker cover \$85
Steel Bonnet \$425 Chrome Brake Bottle
\$15 Weber flutes \$25

Ring Peter Williams 0408 404 111



AUSTIN HEALEY 1953

Healey 4, 1953 driveable but needs body restoration. Asking around \$60,000

Ring Peter Macrow 0408 371 975

HEALEY CROWN WHEEL & PINION

In England I purchased A 4.3:1 crown wheel and pinion that I was planning to use in my 1.5 litre RM Riley but in the end never got round to using it. So I need to sell it. This is the same as is used in Austin Healeys (the paperwork says this plus I checked with the Healey Factory). Current price to have one delivered from the UK is about \$1200.

I am asking \$800 (or best offer) plus \$50 courier cost if I have to ship it.

Free delivery in Melbourne and Yarra Valley as I can drop it off. Possibly also can drop off in some parts of regional Victoria

Ring Brian Glass 0411 146 147

VARIOUS PARTS

BN4 to BJ8 electronic distributors \$435.00 each. BN4 new 9 1/4 clutch kit \$800. Any reasonable price.

Ring Bill Metcalf on 03 9876 2167

HEALEY 1958 100/6

Older restoration in good condition, rust free, old English white/blue. Front and rear disc brakes, club reg. rwc will be supplied. \$75000 ono

Ring Ian Wallis 0408 322 418

HEALEY 3000 PARTS LIST

Healey 3000 service parts list AKD 1151 fifth edition genuine BMC \$75 ONO

Ring Harvey Kellam 0428 391 999 or email hkell062@gmail.com

BN2 HEALEY PARTS

Head light rim, handbrake lever with operating cable, windscreen wiper drive cable with 2 blade actuators, one complete one is missing a backing plate, 2 alloy brake and clutch foot pedals, 2 chrome soft top to body retainers, hydraulic brake line fitting with stop light actuating switch, 2 door stays with rubber buffers, one with no mounting bracket and one with mounting bracket but stay has been cut in half, 1 slotted generator bracket,

2 hydraulic brake/clutch line fittings, 2 Inner front mudguard edge stiffener pieces, (car door end), Lucas 4TR alternator control, fuse holder block and fuse, SU carburettor damper plunger and other parts, English toggle switches, 1x Bulgin #S259 & 1x Bulgin #S270RD & 1x Bulgin #S259PD, 2 dashboard lights 1 red 1 clear, genuine Smiths gauges, 3 temp 230F, 2 working and I needs capillary reconnection, 1 vacuum drive gauge, 2 working oil pressure gauges, 2 chrome gauge mounting plates, one x 3 holes & one x 2 holes. Items in Queensland
Email Peter Sutton marilyn.peter.sutton@gmail.com

100/4 CRANKSHAFTS

Two 100/4 crankshafts for sale.

I am not sure of their exact conditions, but both look reasonable. I purchased them many years ago as spares for my own 100/4. I am open to reasonable offers, and you may arrange crack testing (at your expense) before committing to buy. I also have an as new Texas Cooler Fan – ex Healey Factory. Give me a call to view, located in Frankston North.

Ring Brian Peart on 0448 189 269

WANTED

HEALEY BT7 HARDTOP

Anything considered.

Call David Jenkins or email 0421 400 984 jenkinsdcv@bigpond.com

STORAGE IN MOORABBIN AREA

Storage in Moorabbin area for my Jaguar 340, ideally where I could have access to do some work on it.

Email Marcus Fakhry 121fakhry@gmail.com

STORAGE IN MOORABBIN AREA

A recent convert to the Healey world, seeking to acquire a much loved 3000 series Healey. I am interested in either a Mk1, 2 or 3 series that would be driven regularly and may well have had a full nut and bolt restoration over recent years or alternatively just been well maintained.

Call Richard Angrove on 0401 126 215

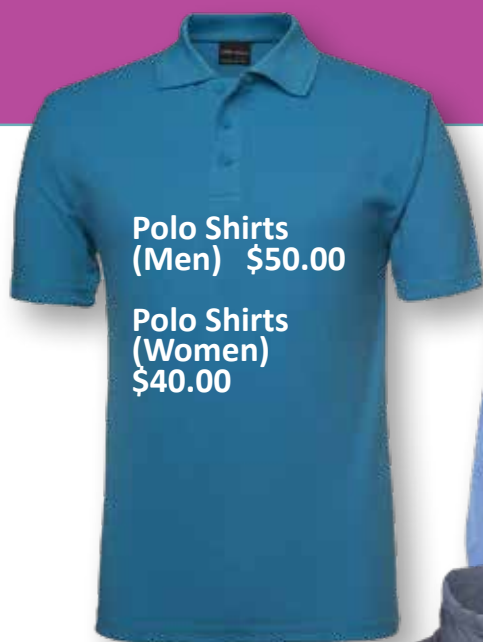
**ALL ADS WILL BE REMOVED IN THE NEXT ISSUE UNLESS
I RECEIVE AN EMAIL TO SAY THEY SHOULD REMAIN**

MANDY PJ

mandypj@optusnet.com.au

For more information,
prices, other apparel
contact: Reg McNee
regalia@healeyvic.com.au

Club Gear



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available in
various colours.



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Vests
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Vests
\$55**



**Puffer
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\$ 65.00**



**Bags \$45.00
Scarves \$45.00
Caps \$30.00**

LUGGAGE RACKS



FOR YOUR AUSTIN HEALEY

100 (BN1-BN2) • 100/6 & 3000 (BN4-BJ8)

- No drilling required.
- Made in the UK from high-grade stainless steel.
- Supplied with all fixings & fitting instructions.
- Part No. BOT140 (BN1 - BN2)
- Part No. BOT145 (BN4 - BJ8)



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