

Hundreds & Thousands



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



In this issue

- A Visit to the Toolshed
- Rod and Reg's Runs
- Ron Boyle's Healey History Pt 1



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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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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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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
7 Aug	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
15-16 Aug	ROD'S RUN TO THE BRITISH DAY AT WINTON See page 19	AHOC
16 Aug	MSCA ALL BRITISH DAY WINTON See page 6	MSCA
17 Aug	MSCA SPRINTS 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 12	AHOC
4 Sep	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
21 Sep	MSCA SPRINTS PHILLIP ISLAND See page 6	MSCA
24 Sep	WEDNESDAY LUNCH See page 12	AHOC
26-29 Sep	REG'S RUN See page 19	AHOC

*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*

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PRESIDENT'S REPORT



WITH THE DAYS getting a little longer and Spring only a matter of weeks away it is time to prepare our cars for the raft of events planned for this time of the year.

Drives, competition events and car displays have been organised and these include the MSCA All British Day at Winton and MSCA Sprints at Winton on the weekend of the 16 and 17 August, the Maling Road AutoClassico (see ad on this page) which is also on 17 August.

Rod Jellett, David Murray and Reg McNee have some great runs organised to get you and your Healey out of the house.

If you have been hibernating over winter now is the time to enjoy early springtime motoring in your Healeys with these events. A couple of these runs incorporate overnight stays so that should entice a few more to have a mini break.

Terry Wade has taken on the task of organising the 2025 Tri Club Drive, aka The Presidents' Run as this year it has fallen on AHOC to run the event.

The run and lunch will be held in late October in conjunction with the Austin Healey Sprite Drivers' Club and the Jaguar

Club. A notification has been included in this magazine with a link to the booking site so you can get in early.

If you would like to help Terry with the organisation of this event please get in touch with him as there is plenty to do including setting out a drive route, I believe he plans on having the drive finish on the Mornington Peninsula.

As mentioned in last month's newsletter we have some great speakers organised for our upcoming club nights, Chris Coghlin and Iain McPherson will be giving us a combined talk on the foundation days of our great club.

Kay and Mike Herlihy will telling us of their South American adventures in their MG, and John Gray will be talking about his amazing ownership of many well known and famous Healeys.

If you haven't been to a club night or an event recently, we would love to see you in the coming months.

Geoff Scott, Club President

Famous.
INSURANCE BROKERS

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 17 2025

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.

VHRR WINTON:

The Victorian Historic Racing Register race meeting at Winton on August 1/2/3rd has an entry across all categories of 320 cars as I write this on 11 July. Go to www.vhrr.com.au closer to the event for the final entrants' list and the program. At the moment Peter Kaiser is the only AHOC member competing, in his Sprite in Group S Production Sports Cars. Chris Komor from NSW is entered in his "fast road" Healey 100/4. Sadly that is it with about two weeks to close of entries. Not even a club member in a Healey or other marque in Regularity. Entry is free for Friday practice, \$30 for a single day ticket on both Saturday and Sunday and \$50 for a two day ticket. Under 17 is free if accompanied by an adult.

AUGUST

1st - 3rd	VHRR Winton Festival of Speed Historic Races and 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 for MSCA points
Sunday 31st	Alfa Club Sprints at Broadford

SEPTEMBER

5th-7th	HSRCA (NSW) Spring Festival Historics at One Raceway, Goulburn
5-7th tbc	Group S Historic cars at THE BEND tbc
13-14	# Snowy River Sprint Rd 3 Aust. Tarmac Rally season www.australianarmacrally.com
Sunday 14th	# Vintage Sporting Car Club Hillclimb at Rob Roy
Sunday 21st	Round 7 MSCA PHILLIP ISLAND
FYI	26th-28th AFL Grand Final weekend

COMPETITION REPORT

REMINDER of AROCA 10 HOUR RELAY

An important Team Healey event 4-5 October Winton

AHOC Victoria will have one team running with the maximum allowable six drivers - regulars Rod Vogt, Simon Gardiner and John Southwell in Bugeye Sprites and Mandy Parry-Jones in the Escort plus newbies to the relay being Simon Kelly (Healey 100/6) and Brad Baker (MX5). A bit of a team rebuilding year if you like.

Adrian Newman is unfortunately out of action indefinitely with a health issue. We hope he will return for 2026. Geoff Leake misses after many years of competing with a complete engine rebuild on hold until his busy life in "retirement" settles down with a plan to be back on track in 2026.

Similarly, Damian Moloney hopes to be back in 2026 but waits for Geoff to find time to help him sort out a recurring mechanical issue. Glen Scott is very keen to join in but is still sorting out issues with the ex Rudd/Hopwood 100/6 and Shane O'Brien is so busy with his business that he could not make the required commitment needed at this early planning stage.

Optimistically we might see Peter Williams return to Team Healey, and the Relay, in his Big Healey and Andrew Purcell will have to ward off our attentions to run in his 100/4 when time and a little more sprint experience allows. The future looks positive when you read that doesn't it!

We will run the maximum allowable six drivers as insurance against inevitable mechanical issues with our "older" Healeys, trying not to stress our "older" drivers too much, and give our newcomers a chance to settle in and enjoy the event.

Most of our faithful volunteers are fronting again for which we are grateful. Without our team managers (Brian Froelich again) and timing crew (under Graham Palich again) we could not run. Please think about helping on one day or both days, whatever you can spare.

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.

MARQUE SPORTS CAR ASSOCIATION SPRINTS at SANDOWN 29 June 2025

"I FEEL THE NEED, THE NEED FOR SPEED"

OK, Team Healey members are not quite in the league of Tom Cruise (Maverick) in the 1986 movie Top Gun, but we can relate to that iconic line. It had been a long, long nine weeks since the last MSCA event at The Bend for four of us. Add another five weeks back to Sandown on 22 March for the rest of the team. The next event was not until 17 August at Winton.

You can understand the "need for speed" for us all which resulted in a record 10 entries for an MSCA event, locked in five weeks prior to Sandown. I should have known that that was

too good to be true.

Tempting fate, I announced this wonderful list to all who would listen. I booked five garages at Sandown early, to ensure we would put on an impressive display of Healeys parked together on the day.

The squadron of 10 unfortunately failed to fire when the call to hit the skies was made. Over a two week period we lost six pilots to combinations of injury, illness, pre-event jet engine failure and plain old "life-getting-in-the way" priorities.

As Wing Commander I asked for written explanations which were satisfactory and no one was sent to the "brig". We lost the much anticipated chance to see the Big Healeys of Shane O'Brien, Glen Scott and Simon Kelly running together.

Also out at the last minute were Simon Gardiner (although he did come briefly to support on the morning) and Lance "typhoid Mary" Clarke.

All jokes aside now, we are so sad to lose Adrian Newman for a while with a pretty serious health issue but knowing his determination and with help from Lorraine and sons Michael and Tim and many close friends we will see him back soon.

At 9am on a cool and slightly drizzly morning Rod "Maverick" Vogt, Russell "Goose" Baker, Brad "Iceman" Baker and Chris "Cougar" Bennetto put on their flying suits, grabbed their helmets and flew in to action.

We were joined by Mike "Wolfman" Conway, the other half of Powerplay with Simon Gardiner. Maybe not a financial AHOC member but very much part of Team Healey with many of our cars being prepped by Mike and he is often on hand to help Russell Baker in the Super Sebring too.

Mike entered his recently reworked Group N historic touring car Mark 1 Escort. Despite completing only two of his possible four runs with an engine misfire, Mike did a best of 1.30.04 and topped the Up To 2 litre Classic MSCA class much to my disgust, taking valuable points away from me while I am in a close battle for the end of year trophy.

My 1.33.00 was not even close so I have told him to b...gger off! I have to be a bit careful here or I might find my Sprite not running so well after my next tune up at Powerplay? Joking of course people!

Mike has entered the All British MSCA round at Winton on 16 August to check that he has found and solved the issue and that is a non scoring event for MSCA so I can relax.

The good news is that all four Healey fighter pilots and their Jets returned to base unscathed after completing four faultless runs. The first sortie was a case of finding out how slippery the runway was with a bit of drizzle showing slightly wet patches on the bitumen. We didn't want wet patches in our suits.

"Cougar" Bennetto was in Run group One in Regularity and did mid 1.50s in practice in the worst of the conditions but confidently predicted an improvement in the weather as the day wore on and nominated a target lap time of 1.46.00.

A good prediction with Chris circulating close to that target time, winning the first point scoring event (run 2), was 6th in

event two and 3rd in event three. We await the official MSCA results but Chris should score well.

For the AHOC Competition Championship Chris scored a handy 886 points, did 24 laps over four sessions, and improved his best lap time at Sandown from 1.48.26 set in April 2024 to leave it now at 1.43.07. He probably had “Blue-bottle” running at its (his or her Chris?) best since joining us three years ago and has entered the next round at Winton on 17 August with high hopes of another PB there. Chalk up a “kill” for Cougar.

Brad “Iceman” Baker was having his second run at Sandown in his MX5 (only his fourth track day) and had high hopes of improving on his PB of 1.36.66 set back in March.

In Group 3 in Sprints, he also took it carefully in the first session doing mid 1.40s but was a bit disappointed with his 1.36.44 last lap in session two in better conditions before the lunch break. Yes a new PB but he has high expectations.

Session three after lunch was red flagged after only three laps with no chance to improve his times. His frustration was voiced! To make up for the previous lost laps his group was given a very long 10 lap fourth and final session.

It was getting colder and harder to go faster. Brad could feel this while running and the times later confirmed it with many 1.38/39 laps but all was salvaged with the second last lap of the day with a great lap dropping his PB to 1.35.63, a full second under his March time.

Another successful mission for Iceman. Brad has reached the point where improvements will come in tenths of a second unless he spends money to seek more performance. I reckon he just might!

The “Maverick” Vogt Bugeye was in the final run group, six. I took the chance to properly bed in a new set off race tyres, taking it fairly easy to not overheat the tyres on their first heat cycle. A cool day, two long Sandown straights and fairly slow corners makes Sandown the best track to “sacrifice” times in a session.

But doing low 1.40s with a best of 1.39 had me way back in 9th starting position for the fastest-to-slowest starting order for session two. With the new tyres ready to go I made three passes on track and posted better times than a couple of cars up front, did what ended up my best lap for the day at 1.33.00 and regained what I humbly thought was my proper grid place, starting fourth for the third session.

For session three I sat in dummy grid sandwiched between two race prepped Jaguars – in front of a supercharged V8 XJS and behind a quick red XJ6. Blown away by the powerful supercharged XJS in to turn one on the first flying lap I had to then contend with my Class up to 1999cc arch rival Darren Souter right on my tail in his Group S racing MGB. My 1.33.17 to his 1.33.83 just kept me in front. Great fun.

By the time we got called for our final run it was late and many had packed up and gone home. The tower combined groups 5 and 6 and I rushed to dummy grid to find both Jaguars and my MGB rival AWOL. Wimps!



Instead there was a new group of “moderns” from Group 5 to run with and I started as the first of the remaining Group 6 car behind them.

The BMW M4 did a 1.23 for goodness sake, the Lotuses and Honda S2000 did 1.25 and 1.28s but my 1.33 kept me in sight of the 1.32s of the RX7 and Golf R. Best of the cars in “my” group was an MX5 with a 1.39 so pretty happy with the Bugeye after nine hard laps to end the day with rain clouds on the horizon.

Four sessions, one sacrificed for the new tyres, 29 laps, no issues, six 1.33s/four 1.34s/four 1.35s but no PB. Fourth in Class Classic up to 1999cc was OK though. My 1.30.70 from 2018 will always remain my best I fear and was never good enough to top the returning unbeatable Datsun Stanza 2-litre of Formula Ford young gun Evan Farrell with 1.29s, Mike Conway as mentioned with his 1.30.0 in the Historic racing Escort and State Series racer Mike Traethen in his Midget on 1.30.43. Luckily they are not regulars. Reminds me of another movie franchise – Mission Impossible! Can’t have everything Maverick, so happy to come home safe and sound mission accomplished.

Finally to “The Goose.” Or is that just Goose? Man of the mission, The Ace, the Red Baron etc etc was Russell Baker with the Super Sebring stunning us with all after burners alight, all day, on his first flight after a few improvements that have paid dividends.

Russell’s 1.18.65 improves his PB at Sandown from 1.20.49 set back in 2022. His 1.18.65 gave him first place in Class Modern 5000cc and over. His 1.18.65 was fourth fastest in the whole field of 115 cars.

Running on race radial tyres Goose was only just pipped by three cars on slicks. In his usual position was FTD young Daniel Leitner in his Subaru WRX at 1.17.59 who came out of his way to congratulate Russ on his day. Respect!

Sally-Ann Haines did 1.18.25 in her Porsche Turbo and the

LS1 Chev powered Datsun 260Z of Gordon Lovegrove did 1.18.48 for third. Oh so close. Just 0.4 of a second away from second fastest time of the day.

On the track, Russell seemed to have their measure and actually passed the WRX into turn one in one session. But it is just the fastest lap for the day that counts of course. He shot down plenty of rivals he has had in his sights for a while. Every time the Sebring ran I swear that pit lane garages emptied as everyone came out to watch the Sebring run. The noise as Russell made his gear changes on the rev limiter with flames shooting out of the exhausts ... enough Rod.

Drive of the day to Russell "Goose" Baker with four fault free sessions and 34 hard laps completed. At 82 years young it was an incredible effort. One unfortunate result that it took two of us to get Russell's helmet off because his was suffering from a very big head!

It was great to have Simon Gardiner and Mike Conway there to see "Goose" and the Jet performing so well. Finally the usual thank you to Paul McPherson who puts in such a long day as Chief Scrutineer, this time within the able assistance of Terry Wade, a new role for him. Tony Rogers and John Olsen came to support.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Rod Vogt (Bugeye Sprite) 936 pts 1.33.00, 1.33.17, 1.33.46, 1.33.64

Chris Bennetto (Bugeye Sprite) 886 #1.43.07, 1.43.87, 1.44.10, 1.44.21

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other Marques and 4 fastest laps

Russell Baker (Super Sebring) 971 pts #1.18.65, 1.18.65, 1.18.89, 1.18.94

Brad Baker (MX5) 861 #1.35.63, 1.36.44, 1.36.70, 1.37.02

denotes new fastest lap for member at Sandown

Chris was	1.48.26 set 6/4/2024
Russell was	1.20.49 set 23/10/2022
Brad was	1.36.66 set 22/3/2025

A CLOSING THOUGHT

**Don't tell me what you've done ...
show me what you can do.**

Keep it on the black stuff.

Rod Vogt

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GENERAL MEETING



AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.

Minutes of the General Meeting Thursday 3 July 2025

Meeting AHOC Clubrooms at 8.00pm

Welcome to the April meeting. Tonight's meeting see's president in Yamba NSW so Terry Wade has agreed to chair this meeting.

After Terry's brief introduction noting that our nominated speaker John Gray has succumbed to illness tonight we will run a video on the 2025 1000 Miglia. Terry then called on Merv George to give us all an update on the health of Adrian Newman, who recently, as most know suffered a stroke.

Merv spoke first to say how shocked Loraine and Adrian would be at the outpouring of concern being directed to them. Adrian as it stands now has lost the use of his right arm and his speech – he is in the Royal Brisbane Hospital and has recently been operated on with the surgeons finding a small tumor after a CT scan. They expect Adrian will recover and regain speech and the use of his arm. But it will all take a lot of rest and time.

1. APOLOGIES: Geoff Scott, Annette Aitkin, Tony Mizzi, Noel and Margaret Williams.

2. MOTION. That the minutes of the meeting on Thursday 6th February 2025 as published in the club magazine issue be accepted. MOVED Bill Vaughan SECONDER. John Show those in favor - Carried.

3. COMING EVENTS

- 20 July we are doing a circuit of the Warrandyte region starting from Quambie Reserve again at 8.20am.
- 17 August – Autoclassico Maling Road.
- Sunday 26 October – Presidents Run
- Thursday 30 October – Penrite visit with MG Car Club.
- 2 November – Point Nepean Car Show.

A reminder that they are looking for numbers for the Nationals in Queensland on 9-15 March 2026 on the GC.

4. PAST EVENTS -

The run last Sunday through Poweltown was reported as an outstanding success finishing at the Toolshed Bistro - great music and food.

5. WELCOME ANY NEW MEMBERS (AND GUESTS)

NOTED Brian Cross and Damian Melony in the house tonight. Good to see you both well again.

6. GENERAL BUSINESS

Nothing reported or elsewhere minuted.

7. CORRESPONDENCE IN OR OUT

Invitation to organize a visit to Auto Museum Arthurs Seat.

Advice from MSCA they have a new insurance broker and we will shortly receive opportunities for competitive insurance options.

AOMC Membership PLUS package is now in the market.

8. TREASURERS REPORT – DAVID JENKINS

Treasurer's report as at 10th July is as follows;

Current Balance

\$

Building Maintenance 10,643

General Account 125,682

Rally Account	4
Term Deposit #5897	11,323
Term Deposit #9627	48,730
Net Position	196,383

A review of AHOC's financials has concluded with a satisfactory result which will be presented at our next general meeting.

David Jenkins

Treasurer

9. MEMBERSHIP – RICHARD STEPHENS

The club has now 572 members 400 Metro and 150 Country, 4 NSW, 3 Tasmania, 3 Qld and finally 1 in Singapore.

10. SOCIAL ACTIVITIES – ROD JELLETT TO REPORT

Xmas party is locked in for 7 December 2025.

11. COMPETITION – ROD VOGT

- 1-3 August VHRR Winton Historics.
- 16-17 August All British weekend Winton. MSCA Sunday
- 31 August – Alfa Club Sprints Broadford
- 5-7 September HSRCA Spring Festival Historics at One Raceway Goulburn.
- 13-14 September Snowy River Sprint Round 3 Aust Rally Season.
- 14 September – Vintage Sporting Car Club Hillclimb at Rob Roy
- 21 September – MSCA Phillip Island
- 4-5 October - AROCA, 10 Hour Relay. Rod still looking for volunteers.

AROCA 10 Hour Relay – AHOC will have one team running with six cars – we would be grateful for support to assist our long term volunteers who have done a marvellous job but we need new blood to grow the team. Ring Rod 0408 385 240

CARS / PARTS / BUY / SELL –

The club has a number of old but serviceable theatre chairs – outside free to a good home.

12. OTHER BUSINESS FROM MEMBERS

13. ON SHOW TONIGHT – 1000 MIGLIA 2025

The club attempted to show the 1000 Miglia, unfortunately the computer cooked and we were restricted to a small section only. It was worthy of note that this year's event has changed with speed limits enforced and move to be a truly Time & Distance Rally.

MEETING CLOSED at 9.30 pm and supper was served

NEXT MEETING: Thursday 7 August 2025

This Month's Book Reviews

Book Review: Rosco The Fastest Aussie on Earth

SOMETHING A BIT different this month. Rosco McGlashan was a speed freak who was obsessed with breaking the world speed record and has spent his whole life in pursuit of this goal. He lives in Perth and is now onto building his fifth rocket-powered vehicle the "Aussie Invader 5R".

Some of you may remember Rosco some years back when he bought his earlier Aussie Invader to Calder Park and demonstrated his car. In fact most of Rosco's life has been spent running his different Aussie Invaders around the country.

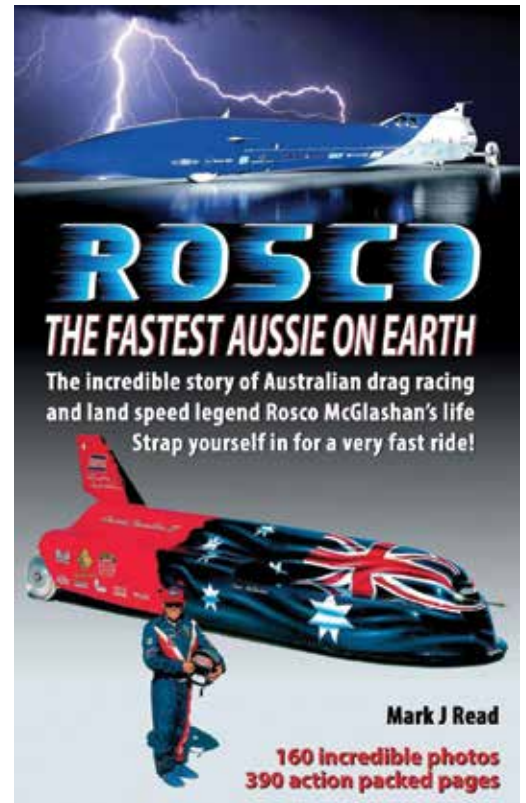
Rosco has had an interesting life finding ways to keep his dream alive of becoming the fastest Aussie on earth and this book records the journey he has been on. Quite a wild guy in his early days; he spent time in jail early on and worked in a number of jobs but he never gave up on his dream.

During his lifetime he has travelled the world meeting most of the other speed freaks who have had a similar desire to become the fastest man on earth and the tales of his endeavours are amazing.

Even though he lives in Perth he has made so many trips across the Nullarbor he claims to hold the record for the number of crossings. He has run his jet powered car at Lake Gairdner and has reached 800kph but has never been able to set the record as you have to be able to achieve the speed on the run both ways.

However, now Rosco is building a rocket powered car; not jet powered as he wants to break the sound barrier which is over 1,600kph and to do that you need a rocket not a jet. The book details how Rosco has travelled the world in his search to build his rocket powered car and the details the sponsors who have assisted him.

But there is another chapter to come in Rosco's dream and perhaps we will read about it one day.



LUNCH AT LANGWARREN

ABOUT TWO DOZEN of us gathered at the Langwarren Hotel for the usual monthly Wednesday lunch on a most unusual day weatherwise.

The Langwarren area was hit by a freak hail event that made the place look like the North Pole. There was hail piled up everywhere on roadside edges and in gardens.

However, an enjoyable lunch was had by all; the usual crowd had all attended and it was nice to see Pat Plunkett attending after her husband Neil's passing last month.

Thanks to Kathy and Alan Saul for organising once again.





HEALEY TORQUE

- ◇ Have you seen the 100/6 restoration project for sale in Mornington for only \$20K. Looks OK for someone with time on their hands!
- ◇ Ralph Fletcher has been busy since his wife Linda passed away. He has sold in Mildura and bought near where he used to live in Bacchus Marsh. He moves back to Darley in August.
- ◇ The NSW club had to cancel their July meeting due to the terrible weather in Sydney that week. They usually meet on the first Wednesday of the month, the night before our meeting.
- ◇ They also had to postpone their display day that they hold each year to celebrate Donald Healey's birthday. This is usually one of their biggest events for the year and is usually held on the nearest Sunday to his actual birthday which is 3 July. This year it was moved to 20 July.
- ◇ Who saw the Healey pictured in The Age on the opinion page on Tuesday 8 July. A red 100 with rego JE 3041 pictured in the article on the "Basin" a suburb in the Dandenongs.
- ◇ We know that there were 40 Healeys in the Silverstone race but there were also Healeys running in the LeMans Classic in July.
- ◇ Steve Pike found a cheap Sprite on the internet and resold it on Facebook Marketplace to turn over a tidy profit.
- ◇ There is some interest in a convoy of cars driving to Queensland over a few days to attend the National Rally next year. Contact Bill Metcalf if interested. 0447 010145.
- ◇ Reg is back from overseas and has stepped up straight away to organise another few days at Lakes Entrance from 26-29 September. More information is in this issue of the club magazine. You can contact Reg on 0434 242 013.
- ◇ Don't forget the Presidents' Run this year is on Sunday 26 October. Booking will be on Try Booking this year and the run will finish at the DEORO by the Bay in Hastings. More information in this magazine.

Wednesday Lunches

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

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

THE FORMER WW2 sealed airstrip at Mt Druitt, near Penrith in NSW, was constructed in 1942 and used by the Repair and Salvage Unit until 1945. It was then leased by Belfred (Belf) Jones and used by the Australian Sporting Car Club for motor racing in 1948. Belf was a "part time racer of a Hudson Special, a showman, an entrepreneur and a "you-name-it" sort of a fellow".

Interestingly, the first plane accident in Australia occurred in 1912 when a plane flying from to Penrith to Parramatta lost engine power and tried to land on the railway line at Mt Druitt, but crashed into a signal box.

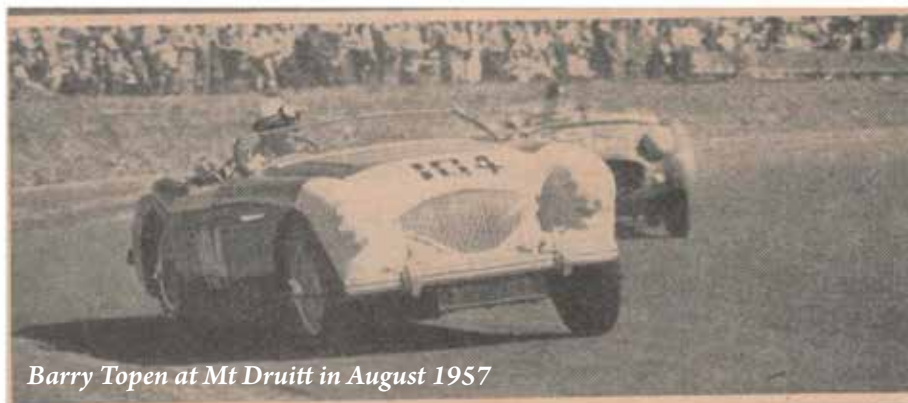
The first meeting was to be held in May 1948, but continuous wet weather delayed the completion of the road surfacing until October 1948. In the meantime, a makeshift track using the airstrip with empty 44 gallon drums as markers was laid out. The train line brought spectators to Mt Druitt station, then they had to walk for 30 minutes through paddocks to reach the track.

In spite of the difficulties for spectators coming by train and for those who came by car who faced severe traffic jams on the Great Western Highway, together with the dreary weather conditions, 15,000 spectators attended the meeting of 10 short races of five laps.

The first 7HP car to be driven at 100mph at that first meeting in October 1948 was a supercharged J-Type MG driven by John Crouch, who was later to become an Austin-Healey dealer and driver. Also at that meeting was Stuart Todhunter, who was later to also race an Austin-Healey.

The next meeting in January 1949 was curtailed over safety concerns with the heavy rain on that day. In December 1949 the meeting had to be postponed because the SCCA had not completed the work of spreading 5000 gallons of oil on the track to lay the dust.

Then 40,000 spectators braved ankle-deep mud to watch the first combined car and motorcycle meeting in March 1950. At that meeting there was a combined motorcycle meeting promoted by the SCCA and the Motorcycle Racing Club of NSW. A match race between a car and a motorcycle



Barry Topen at Mt Druitt in August 1957



Jesse Griffiths at Mt Druitt in 1954

resulted in a draw.

At some time prior to 1952 the drivers who competed at Mt Druitt circuit used to meet every Wednesday night in Belf Jones flat above his factory in Redfern.

A meeting was called in a hall above the hamburger shop across the road, where there was unanimous support for a new club – the Australian Racing Drivers Club (ARDC), established in 1952.

In 1952 Belf Jones laid out a track extension on adjoining land owned by a Sydney businessman to create a full sealed road circuit of 2.4 mile and 30 ft wide, with control passing to the newly formed Australia Racing Drivers Club (ARDC).

One of the corners on the new circuit was called "Castle Corner" because of a homestead "Centenary House" located there.

This was built by the landowner named McMahon in about 1883 and was a rambling two storey building with a

tower and used as a staging post for his carrying business.

It was used as the Headquarters for the RAAF Unit and contained administration and canteen facilities. It was later deserted and became known as "The Castle".

From 1952 it was used as the clubrooms of the ARDC, but it was destroyed in a fire in 1953, together with a lot of club equipment. Prior to the construction of the extension to the race track this land had previously been used regularly by the community for sports days and gymkhanas.

The meeting in March 1952 had to be postponed for a week when rain flooded it out, to then be held on a hot sunny day and run by the ARDC. Following the March meeting, members worked every weekend to grade and seal the 1.3 mile extension to the track. The sweeps on and off the airstrip section could be taken at over 100 mph and average lap speeds were over 70 mph.

Two hundred entries for a motorcycle race meeting were received two weeks before the first car meeting on the extended track in November 1952. At that meeting a match race was held between star motorcycle and car female driver Fay Taylour and a World Champion Bill Reynolds (AHOC August 2021).

The ARDC staged a 24 Hour Race for production cars on 31 January 1954.

Although Austin-Healeys were starting to be sold in NSW, none were entered in the race. However, Larke Hoskins the Austin distributor for NSW indicated that an Austin-Healey which had come 12th in the New Zealand Grand Prix on the 9 January 1954, driven by David Crozier, was now in Australia and would be entered in the 24 Hour race.

There is no evidence that it ran, even as a late entry. Austin-Healeys did not appear in competition in NSW until Easter 1954. However, there were a number of drivers entered in the 24 Hour Race who did go on to race Austin-Healeys, such as Brian Northam, John Crouch, Gordon Grieg, Peter Lowe, Bill Reynolds and Peter Vennermark.

Belf Jones ran an Austin A90 Atlantic to finish 20th in the event. There were motorcycle races held on the Saturday morning of the 24 Hour race which was lucky, as the cars tore the surface of the track to bits.

The first Austin-Healeys to be raced at Mt Druitt were at the June 1954 meeting. The first race was for sports cars with a Le Mans start. The marque did not get off to a good start as organisers thought the car of Len Schacht was fitted with hot bits, so he was poorly handicapped, the throttle linkage fell off David Shmith's car and Gordon



Ken Bennett in his 100 Le Mans being followed by Barry Topen in his BN2 in November 1957.

Grieg's car ran out of fuel, leaving Brian Northam to finish in third place.

The Austin-Healeys did not fare much better in the handicap. Gordon Grieg's car which was driven by Bill Reynolds burned a hole in a piston. The throttle linkage fell off David Shmith's car again, so Austin-Healeys did not figure in the results.

The North Shore Sporting Club ran a closed race meeting at Mt Druitt in August 1954. Twelve Austin-Healeys were entered, but only eight competed. In the first of the match races consisting of only three or four cars, Brian Northam crossed the line ahead of an Aston-Meadows and a Jaguar XK120.

In the Le Mans start Scratch Race Brian beat the Aston over the line for first place.

In the handicap the Austin-Healey did not gain a place. Then in the rolling start scratch race Brian took off in a cloud of dust, but went wide at Dam Corner, spun and was grazed by an MG TD.

A second meeting was held by the NSSC in November, but no Austin-Healeys

were entered.

The next meeting in August was dry and sunny in contrast to practice the day before, when it was wet, cold and miserable.

Austin-Healeys were entered by Northam, Grieg and Schacht. But Grieg retired with a blown head gasket. The three Austin-Healeys then competed in the handicap, but did not gain a place.

The first of two 24 hour meetings for motorcycles was held in October 1954 and was catastrophic, as was the second one the following year.

During the 1954 race five riders were injured when they hit a cow on the track.

During practice on the Wednesday night for the 1955 event a rider was killed when travelling at full speed (125mph) he struck a horse, which had wandered on to the track and then during the race another rider was killed. Police called for all racing to be banned until certain changes were made.

The Blue Mountains Grand Prix for motorcycles was held in February 1955, which attracted World Champion Geoff



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

Duke to compete.

At the July 1955 meeting an Austin-Healey jumped right off the course between Dam and Tyresoles corners, then came back and kept on cracking. Another one whacked the bank in Tyresoles and didn't keep going.

David Shmith in the 100S was in trouble when he spun trying to avoid a spinning Austin-Healey, which was trying to keep out of his way through Railway Bend, but hit some gravel, got in the rough and spun in front of him, leading to one of those heart-stopping moments where two cars are stationary, broadside across the track with about 10 other cars hurtling towards them at high speed.

In another incident, Haig Hurst from Victoria in his very hot Austin-Healey lifted his foot for the first corner, only to find his throttle jammed wide open (he carried on using his ignition switch as a cut out in the best tradition) and managed to finish in fifth place and record the third fastest lap time.

In the handicap race at the October 1955 meeting, D Chapman in his Austin-Healey held the lead from the limit, until almost the end of the race when he was overtaken by a TR2 to finish second, followed by Carl Kennedy in his Austin-Healey.

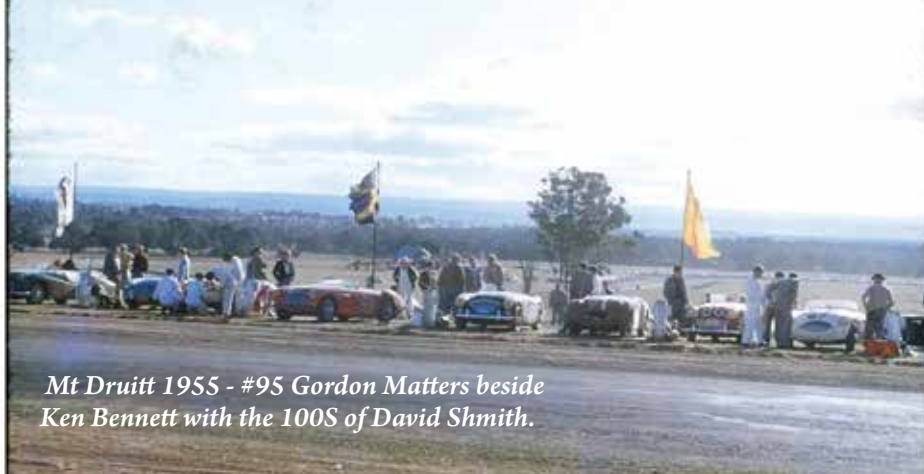
Only four cars were entered in the 3-lap scratch race, with Kennedy finishing first and Chapman second. Chapman comfortably won the six lap All Powers race.

The MG car club ran a closed meeting on Anzac Day 1956. David Finch was the fastest of a pack of Austin-Healeys, to finish second.

Jim Franks in an Austin-Healey competed in the handicap and the All Powers Handicap to finish third and second. Following that meeting it was speculated that this would be the last meeting for a long time, unless Belf Jones did something constructive about the appalling track surface.

Following the resurfacing, a meeting was held in July 1956, but a Holden driver lost his life when his car rolled on the sweeping bend on to the airstrip (Devil's Elbow), which was a dust bowl, so badly was the new surface laid.

Seventy-three cars were entered, including four Austin-Healeys, which was a record for Mt Druitt with 11,000 spectators attending. Another meeting was held in August when Ken Bennett won the scratch race, followed by Gordon Matter, with Carl Kennedy in fourth and



Mt Druitt 1955 - #95 Gordon Matters beside Ken Bennett with the 100S of David Shmith.



Mt Druitt in 1955 - #98 Ken Bennett in his first BN1 and #93 Karl Kennedy.

R Barry in fifth place in Austin-Healeys. CAMS banned races at Mt Druitt because of the deteriorated condition of the track, which had contributed to three deaths in six months.

After a break of some months to carry out repairs to the track, a meeting was held in November 1957. Ken Bennett, Barry Topen and Tiddles Tubman came 3rd, 4th and 5th in the Sports Scratch race. Barry Topen was fastest in the handicap.

At the end of the meeting, Leo Geoghegan was presented with the 1957 Club Championship and he made a tour of the circuit in the official Austin-Healey, with the trophy and laurel wreath.

There was ongoing disagreement over promotion. A meeting was held in 1958 between Belf Jones and the ARDC, where they failed to reach an agreement on the future conduct of Mt Druitt.

The lease held by Belf was re-assigned to the ARDC. Incensed, Belf used earthmoving equipment to dig a six foot deep trench across the track (some reports say around the track), which resulted in the track being unusable for racing.

Belf was charged with malicious damage, but after two years of legal battles he was acquitted.

The airstrip portion was undamaged, which was then used for sprint meetings. The ARDC could not afford to repair the track and install the safety improvements required under the new NSW Speedway Act 1958.

The Manly Warringah Sporting Car Club held a Records Day at Mt Druitt in April 1958. A number of Austin-Healeys were entered, with Ken Bennett having a time of 17.17 seconds for the standing quarter mile.

The track was finally closed in early 1959 after about 25 meetings being held on the extended track. Evidence of the extended part of the track still exists, but the airstrip section has long gone and the site now forms Whalan Reserve and part of the Mt Druitt industrial area.

The ARDC had formed an alliance with the Bathurst Light Car Club and bought land from a local orchardist to build the pits at Mt Panorama in 1954.

Then in 1970 it bought Amaroo Park, which had been developed by a wealthy industrialist in 1962. It consisted of engineering facilities, hillclimb, short circuit and motorcross tracks.

In 1996, the ARDC moved its home base to Eastern Creek and developed plans to expand the facilities, rebranding the raceway as Sydney Motorsport Park in 2012.



A Visit to the Toolshed

WELL I'VE USED up all my points with the weather gods, 22nd of June and we had a beautiful sunny day to drive to Noojee for lunch.

It was great to have seven beautiful Healeys and one Cobra, the owner had a good excuse for bringing the Cobra and not one of his beautiful Healeys.

We had an early start to head off with a short stop in Yarra Junction and then headed off again, arrival in Powelltown was quite eye opening after driving through sunny clear roads and finding ourselves in the main street where everything was as white as snow, and then on the other side it was back to sunny roads.

We arrived in Noojee at 11.30am and parked in the Toolshed carpark just before the Commodore car club arrived.

Tony and Kathy Mizzi met us there and we had a long table in front of the open fire with a singer on guitar.

Great food and great company made for a terrific Sunday outing, thanks to Simon Kelly who suggested the Toolshed, he unfortunately had a fall and broke his elbow and couldn't join us on the run.

A group of cars stopped at the historic trestle bridge on the return trip for inspection.

Rod Jellett



Tri Club Drive 2025

Save the Date: Sunday 26 October

Austin Healey Owners' Club – Austin Healey Sprite Drivers' Club – Jaguar Car Club

This year organised by AHOC more details to come. Booking at TryBooking <https://www.trybooking.com/DDMOS>

Ron Boyle

Healeying since 1968

Earlier this year, I was trying to contact Ron Boyle about his 2025 membership renewal. His daughter, Lee, contacted me to say that Ron had moved into a care home and would not be renewing his membership. This spurred me into looking into club records and to asking others about Ron.



Ron is a 50+ year member, joining the club in the late 1960s. Rumour has it that he was an MG man until a BN2 100M came into his life. I spoke to Ron and suggested we would run an article in Hundreds & Thousands (which we will do in the next issue).

Below is a brief introduction which will be followed by three much more detailed articles:

The first two are friendship recollections from Colin Morris and David Rapley.

The third (next issue) an article based on a conversation between Ron and Patrick Quinn, originally published in the Australian Austin Healey ten years ago in 2015.

Ron, I hope you enjoy this stroll down memory lane, a celebration of your long and continuing AHOC involvement.

Cheers Richard Stephens

Colin Morris recalls:

Ron was my teenage friend. Although a year older than me and in a different class, we became friends when we both attended Burwood Technical College.

At the time, he lived on the corner of Brae Grove and Springvale Road, Nunawading with his Mum and Dad, sisters Nola and Kay.

I lived about ½ mile away on Springvale Road and so we often rode our bikes to and from school together. I have fond memories of my youth and Ron, although diminishing as time goes on, but I'm happy to share a few that remain.

I recall we used to frequently meet at the local milk bar and buying a sarsaparilla and lemonade drink (can't think why) and we'd natter about this and that, probably about cars mostly. Girls didn't feature at this stage. We did of course have different tastes; Ron very much liked Buddy Holly and I didn't. He liked big cars and I didn't.

As I said, our love of cars became our popular topic of conversation and quite naturally, we both enjoyed assembling plastic kit cars. We both had quite a collection. I know I had over 20

of them and it was always a competition as to who had the best collection.

I recall, Ron was looking to buy a car and he'd spotted a Hot Rod for sale, something along the lines of a Model-T Ford which he lusted over. Now you need to get a clear picture of Ron in those days. As I recall, he was tall, good looking, a junior Clint Eastwood if you like, with a 'rockers' hair-cut and a gift of the gab. Something like Fonzie and so this car was to be a natural marriage.

He attempted to convince his M&D that, this was 'The Car' for him. Sadly, for Ron, his mum (Lill) was having none of it.

Time moved on, common sense prevailed and he finally bought a twin spinner Ford. Bench seats, radio, as cool as. By this time, he was working at the Nunawading City Council as a trainee engineer (or some such position) and so 'we' had wheels. I was 17, and he was 18 and life was pretty good.

Once, we both decided to take some dancing lessons at a Church in Canterbury, but quickly tired of the dancing and took more interest in the girls. To improve the atmosphere (and courage) we'd take a bottle of "Porphyry Pearl" wine. One night I recall, we sat in the car outside with a couple of girls, chatting away as you do, and one of us must have chucked the empty bottle out the window which smashed on the road.

Next minute, a police paddy wagon pulled up and we found ourselves in the back being driven, allegedly, to the police station. I'm just about soiling my trousers, fearful, not of the police so much, but my father. I assume that the police could hear our conversation and they had not driven us to the police station, but around the block and back to Ron's car. Told us to get out, clear up the mess and to never do it again. And we never did. Phew!

Over the next months, we travelled far and wide, visiting girls, going to drive-ins together etc. and generally doing what young fellas do.

I have to now talk a little about myself, which joins a few dots. By the age of about 16+, I was working at the Nunawading

Caltex Garage, pumping petrol after school and weekends etc and learning to grease and service cars.

One day, a surf life saver came flying in to get some petrol in his British Racing Green MG TC. It was 'love at first sight'. It was as though I'd been given an instant injection of something magical...I was blown away and told myself that I just had to have one.

Well, to be ever so brief, I bought a TC for £150 and over a period of 12 months, my father and I completely restored it. So, on or about my 18th birthday I had a driving licence and a MG TC.

I should add, the mechanic's friend had a Silver Blue Austin Healey and offered to drive me home, which was exactly a mile away. I didn't know anything about 'Healeys' and later discovered it was a BN2. The experience had a profound effect on me and obviously laid dormant for several years.

Well, me having an MG TC obviously had an impact on Ron as he decided he wanted one as well, and so next minute he was the proud owner of an MG TB, a slightly earlier model with sliding trunnions, and very similar to the TC.

But in Ron's hands, the small differences in our cars were about to increase.

My direction was to keep it standard, but with small modifications that would improve its performance, such as lighter fly wheel, polished ports and larger inlet valves, nothing too radical. It was as smooth as!

Ron on the other hand, as everyone who knows him will appreciate, took a more radical line. Everything I did and more, cycle guards, extractors I think, plus a wild cam shaft.

Well, we all know what happens when you start mucking about with these little critters ... generally not great in all rev ranges, but exceptional in one and then it goes crackers, a generalisation of course. I always felt that my car was more reliable, but possibly not as fast ... a personal view of course. No doubt, Ron won't agree. Either way, we had lots of fun.

I'm pretty sure he had some work done by my cousin Ron Brownrigg in Blackburn, an esteemed lover and restorer of Riley cars, who was fastidious and an exceptional engineer – and expensive.

So now, the Spinner's gone and we both have MGs. Fantastic. In those days, there were plenty of early MGs about and second-hand parts were plentiful. On the weekend, we'd often head off to Brighton where a chap had heaps of parts ... there was always something one of us needed.

I recall we'd frequently do different things on Saturday nights, but after dropping off our respective girlfriends, we'd grab our rifles and sleeping bags, and head for a farm near Healesville, I think Ron had befriended someone at work. We'd camp under the stars and go shooting rabbits the following day. Wonderful times.

Once, Ron had inevitably made another contact with a bloke who had a farm in the Strathbogie Ranges, and we packed my car with all our gear and headed there for a few days, hunting rabbits, foxes etc. We slept in the shearing shed where the floor was just wooden slats and bloody freezing.

Coming home, the dirt road down to the Hume was gravel and very winding and I must have got a bit cocky, I guess. With all our gear stashed in the back it was obviously 'back heavy' and I lost it ... the car spun wildly, resting inches from a sheer drop, which frightened the life out of me. We regained our composure and resumed our journey, but at a slower pace. Another lesson learnt.

I vaguely recall the night when Ron met Barb, his future wife, but the memory is struggling for detail. However, as I recall, he never went with another. It was often just the three of us going out somewhere and most certainly, the hunting trips stopped. I further recall, they rented a little house in Burwood or thereabouts, which I often visited.

There were of course, many events and occasions we shared together, but as time went on, we gradually took different directions. I finished up doing National Service with the result that I decided to sell my beloved TC.

After my National Service, I enrolled in further education, beginning my career with computers. It was also the time that my dormant interest in Austin Healeys was awakened, having two 100/6s at one point.

Several years later, fuelled by my stint in Vietnam, I travelled and lived overseas for many years.

For some reason, sadly, Ron and I seemed to have drifted apart. But unbeknownst to me, he followed me yet again and at some point, entered the wonderful world of Healeys.

After living overseas for over 25 years, I finally returned to Australia and felt the urge to track down old friends, including Ron.

We finally caught up last year when I visited him in Queensland. We both looked very different, no doubt, but enjoyed catching up and shared a few beers at his local Caloundra watering hole.

All the best, Ron, Colin

David Rapley recalls:

I first met Ron in our joint early teens at, of all things, a Christian Fellowship.

We were there under false pretences – they had the best selection of pretty girls in the Mitcham/Nunawading area!

Ron rather more successful than me, I seem to remember.

Our subsequent friendship ran along the lines of: I think we always knew what the other was doing, but saw physically very little of each other.

Until Ron got a taste for the Historic Racing scene with his TA/TB MG.

I was Eligibility Officer at the time, so we saw more of each other over the accreditation of the car and his subsequent competition.

Fast forward to when I returned to the AHOC and there he had never left.

All the best, David

FOR SALE

HEALEY SEATS

Both seats are in excellent condition ready to be installed in the car. \$1800 for the pair

Philip Xuereb phillipx@bigpond.com or call 0433 572 272



HEALEY PARTS

BJ 8 Differential 11:43 (3.9) , excellent condition \$550, 14" Mota Lita wooden steering wheel , XC , \$275, 2 Lucas SLR 576 driving lights VGC \$275.

Jeff Gillard 0413 606 752

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com.au**

Austin Healey 75th Anniversary International Meet

June 6-12, 2027

2027 will be the Austin Healey's 75th Anniversary, and to commemorate, the Golden Gate Austin Healey Club, the Austin Healey Association of Southern California and the Austin Healey Club of America are co-sponsoring an International Meet to be held at Lake Tahoe in June at the Golden Nugget Hotel and Casino.

Lake Tahoe was the location of perhaps the largest ever gathering of Austin Healeys (over 600) for the 50th Anniversary in 2002 and the 75th Anniversary will be a major draw.

The co-sponsors are planning welcome and awards banquets, nightly Happy Hours, a popular choice car show, informative tech sessions, celebrity guests and cars, special ladies events, concours judging, gymkhana and local scenic drives with Lake Tahoe and the Sierra Nevada Mountains as the backdrop.

Very attractive hotel room rates have been negotiated and the Lake Tahoe area is full of gourmet restaurants, entertainment, shopping, gaming and nature.

The co-sponsors are working together to plan and execute a spectacular event at a spectacular location and look forward to the International Austin Healey community's full support.

For more information visit:
<https://www.healey75.com>

REG'S RUN

Reg McNee is proposing a three-night run, 26-29 September including a weekend so working members are able to attend.

We are looking to have a minimum of 15 cars in order to achieve a discount package.

We will work on daily runs; Paynesville, Metung, Buchan Caves, Bruthen, plus a cruise boat run in the Gippsland Lakes.

We will also have access to a motel conference room for daily briefings and happy hour.

Members can contact me for any further details.

Reg McNee 0434 242 013

ROD'S OVERNIGHT RUN

**Rod Jellett is organising an overnight run to the
All British Day at Winton**

**leaving on Friday morning 15 August touring to
Shepparton to visit the MOVE Museum and then lunch.
Travelling from Shepparton to Benalla after lunch and
staying at the Motel Haven overnight.**

**Accommodation is limited due to the racing so please
consider booking early if you intend to go.**

Call Rod Jellett on 0425 714 741

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:

Snippet 11 - Maude's 3-Speed Gearbox: Simplicity with a Unique Personality

WHEN THE AUSTIN-HEALEY 100 BN1 rolled out in 1952 it was lauded for combining British style and American appetite for power, at a price that sat nicely between its rivals. However, one of its most distinctive mechanical features was a quirk born from the parts bin ingenuity.

The Austin Healey 100 BN1 featured a three-speed manual gearbox adapted from the Austin A90 Atlantic – an unusual choice at a time when most sports cars came standard with four forward speeds.

Its gear select pattern is a reverse layout and raised a few eyebrows, but drivers soon adapted. Despite its unconventional design, this gearbox was functional and reliable in the production of around 10,600 BN1s between 1953 and 1955, with nearly 90 per cent of those exported to the US in left-hand drive.

Not a bad effort at all.

Donald Healey in his book *My World of Cars* wrote, "The only disappointing part of the Austin A90 was its gearbox, which was not man enough for the job in a sports car."

Donald doesn't go into detail, but having just completed the rebuild of Maude's gearbox, I now understand what he meant.

A small piece of history.

The Austin A90 Atlantic, produced between 1949 and 1952, was based on the powertrain and chassis of the slightly earlier Austin A70 Hereford (1948–1952).



The A70 featured a 2199 cc engine producing 68 hp, paired with a four-speed column-shift gearbox. This same gearbox was adapted for the A90 and its larger 2660 cc engine (still based on the A70 engine with a larger bore and a couple of SU Carbs) delivered 88 hp. The A90 still retained the four-speed Column shift which was seen as very American at that time.

The question is, how did the A90 gearbox end up in the Austin-Healey 100 BN1?

Austin's chairman, Leonard Lord aimed to break into the American market by offering a British sporting car tailored for US tastes.

The A90 Atlantic was Lord's answer, and the A90 was heavily promoted and marketed as a drophead coupé sports car, but ultimately failed to gain traction in the United States, with only 350 units sold over a four-year period. In contrast, 821 were delivered to Australia.

Despite significant investment in marketing, tooling and powertrain development, the model was discontinued in 1952 due to poor sales.

Along comes Donald who had been developing a new Healey during 1951 to enter the American market. Donald needed his car to be price-competitive and to sit between the MG TD at the low end and the Jaguar XK120 at the top end of the market.

Donald needed the new Healey to achieve a top speed in excess of 100 mph to appeal to the post-war racers. To keep control of the production costs, the engine and drivetrain for the new Healey needed to come from a major vehicle manufacturer; a company setup for cost and production efficiencies. The two largest at that time in the UK were the Nuffield Group and the Austin Motor Company.

Morris Motors (Nuffield Group) had been supplying the Riley 2.4 engine—used in the Warwick built Healey cars. By that stage, the Riley engine was long in the tooth and despite changes intro-



duced for the Riley Pathfinder it was destined to be deleted.

While the formation of BMC in 1952 brought both Nuffield and Austin under the management of Leonard Lord who had previously made it known to a number of manufacturers including the Donald Healey Motor Company, Frazer Nash and Jensen that the drivetrain from the less than successful A90 Atlantic was available to be used.

On 27 November 1951, Austin agreed to supply production units – engine, gearbox, suspension, and axles along with technical support for Donald Healey's new project.

At this stage, Donald Healey intended to build the cars independently, with no production deal in place. That changed after the 1952 Earls Court Motor Show, where Leonard Lord was so impressed by the design that a new agreement was reached to mass-produce the car by the Austin Motor Company, leading to the rebranding of the Healey 100 to the Austin-Healey 100 Model BN1.

Donald Healey's timely request for engines and drivetrains for his new project proved a fortunate outcome, providing Austin with a productive use for engine/gearbox tooling and the surplus stock originally intended for the A90's assembly line.

The Gearbox

As mentioned, the A90 gearbox featured a four-speed column shift, but Donald Healey needed a floor-mounted selector



for a true sports car feel.

Austin's engineers responded by removing the column shift linkages – one at the base of the gearbox for lateral (left-right) movement gear selection and another on the side cover for longitudinal (forward-back) gear engagement.

They then redesigned the side cover to incorporate a selector box which housed a single gear lever, thus enabling all gear changes through one centrally positioned stick. A simple yet brilliant solution. The only quirk was that the conversion from column shift to floor shift meant that the shift pattern was reversed from what we know as normal H pattern. There was no feasible way of getting around that.

As the Donald Healey Motor Company was developing the new car through 1952, it became clear that first gear in the A90 gearbox was too low for the intended final drive ratios needed to meet Donald's 100 MPH target.

With the 2660cc Austin engine now producing over 90 HP, the car could easily pull away in second gear. To suit, first gear was blocked out using a change-speed gate mounted in the gearbox—creating the three-speed layout now familiar in the BN1.

Maude's original box had a cracked casing, but I was fortunate to find a second undamaged unit. Interestingly, both had been converted back to four-speeds. I reverted mine to its original three-speed configuration. A bit of 2mm steel, plenty

of cutting and filing, but a straightforward fix.

The BN1 gearbox is notably lightweight in design, clearly intended for low-revving, modest-horsepower engines. Its one-piece aluminium casing keeps weight down; at approximately 30 kg, including the 15 kg overdrive unit.

The internals of the BN1 gearbox are fairly basic. The third motion (output) shaft gears run on bronze bushes, as does the laygear, not a needle roller in sight. The gears themselves aren't particularly heavy-duty, but they do the job. One advantage of the BN1 is that all forward gears are synchromesh, thanks to the unused first gear.

I replaced the synchros, which are ridiculously expensive. I was initially apprehen-

sive about installation, but it turned out to be straightforward. BN1 synchros are a shrink fit rather than a press fit.

I heated them in an oil bath at 150°C for 90 minutes and chilled the mating gears in the freezer for three hours. The synchros slipped on easily and locked tight after quenching in water, never to come off. Word of warning: if you bake them in the kitchen oven, it will stink out the house.

Maude's gearbox and overdrive have been totally rebuilt, and I'm fairly pleased with the result. With all new bearings, bushes, seals, etc, in both the gearbox and overdrive, it feels smooth. I bench-tested it for about 15 minutes. The overdrive works and everything is leak-free. I take that as a win.

Donald Healey's remark that "the only disappointing part of the A90 was its gearbox, which was not man enough for the job in a sports car" is understandable.

The BN1 gearbox is an unusual unit, lightweight in construction, with a reversed shift pattern and internal components that operate near the edge of their horsepower

tolerance. The conversion from column to floor shift was never going to deliver a slick, rapid gear change, but for what it is, it works.

Today, the BN1's 3-speed gearbox remains a point of discussion among owners and enthusiasts. Some admire its period charm and engineering quirks, while others have converted to later stronger 4-speed BN2 units—or worse, fitted 5-speeds. Personally, I like the three-speed, so I'm sticking with the original.

Until the next update – Ian Richter

One last thing - Threads. I am still scratching my head on who and how an Austin engineering department came up with this gem.

The BN1 gearbox, which includes the overdrive, uses seven different threads: B.S.F, B.S.W, U.N.F, U.N.C, and a single British Association or B.A. The B.A thread is a Lucas thing and only relates to the gearbox reverse lockout switch.

To round out the last two threads, the drain plug features a tapered BSP (British Standard Pipe), not a good choice for an alloy case and the large 1 7/16-inch left-hand nut fitted to the front of the first motion shaft (input shaft), to hold the bearing in place. This has no thread standard. I suspect that it is a hangover from very early gearboxes. Seven threads, that's a super achievement.

Well done, Austin. I'm sure that is a record of some sort.

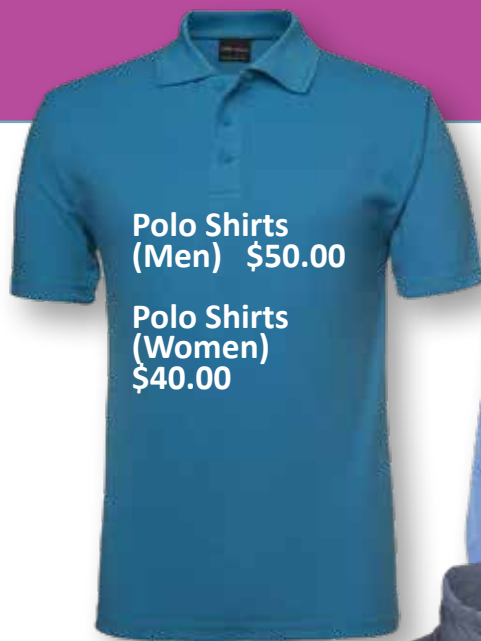
If you embark on the BN1 gearbox build, store your nuts, bolts and studs in marked bags, labelled by their location on the gearbox. This will save you an enormous amount of time. I will do this if there is a next time.

(Article courtesy of Flat Chat Newsletter of the Austin Healey Club of NSW)



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