INSIDE:

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

We provide to you a part with the right shape and fit. We use a blend of traditional techniques and latest technology to provide you the very best product for your restoration.

3 Laidlaw Drive, Delacombe, Ballarat, 3356
Phone: 03 5335 6940   Fax: 03 5336 2681
Email: kas@ncable.net.au   Web: kas-kilmartin.com.au
This Club is affiliated to the Confederation of Australian Motor Sports (CAMS), a member of the Marque Sports Car Association (MSCA) and the Association of Motoring Clubs (AOMC).

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

**OFFICE BEARERS**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Paul McPherson</td>
<td>0418 123 925</td>
<td><a href="mailto:president@healeyvic.com.au">president@healeyvic.com.au</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Bill Metcalf</td>
<td>9876 2167</td>
<td><a href="mailto:vicepresident@healeyvic.com.au">vicepresident@healeyvic.com.au</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Brian Aitken</td>
<td>0419 025 858 or 9775 3699</td>
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<td>Treasurer</td>
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</tr>
<tr>
<td>Membership</td>
<td>Peter Heading</td>
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**GENERAL COMMITTEE**

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<tr>
<th>Position</th>
<th>Name</th>
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</tr>
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<tbody>
<tr>
<td>Social</td>
<td>Mick Smith &amp; Others</td>
<td></td>
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<td><a href="mailto:editor@healeyvic.com.au">editor@healeyvic.com.au</a></td>
</tr>
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**VICROADS CLUB PERMIT SCHEME**

Please address all enquiries and applications to Ken Styles, 9A Morey Street, Camberwell 3124

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

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

Registered by Australia Post. Publication No. VBH 1552

**CORRESPONDENCE:** P.O. Box 97 Mulgrave, Victoria. 3170.

**INTERNET ADDRESS** www.healeyvic.com.au

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

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

**The Next General Meeting will be held in the Clubhouse, Rosalie Street, Springvale On Thursday September 5th commencing at 8 pm**

**THIS MONTH"S COVER**

Louise King - The Mystery Healey Woman

By Patrick Quinn

**Christmas Luncheon and Presentation of Competition and Club Awards**

In the Clubrooms, Sunday December 8th

Book at the next two meetings or by email to social@healeyvic.com.au

Please put this date in your Diary. This is an event not to be missed.

Mick also wants items for the Christmas raffle!

Cover design and production W & M Ingham

Cover Photo Bic Healey

Printed by Snap Dandenong, 10 Lonsdale Street, Dandenong, Vic. 3175. (03) 9793 3859
If you ask a group of Aussie blokes about WW11 Spitfire pilots, the name Keith George Miller always comes up. But Miller (although the most well known due to his cricketing prowess) was certainly not the only one. Ask the same question of a group of motor racing enthusiasts and the answer would most likely be Tony Gaze. 

Tony died on 29th July and President Paul and I have put together a tribute (much of which was published in “The Telegraph”). See www.telegraph.co.uk/news/obituaries/10214903/Squadron-Leader-Tony-Gaze.html for the full article.

Our feature story this month comes, once again, from Patrick Quinn. It’s quite some story. The 50’s were certainly a great time for some. Patrick also sent the article on page 24 about the 100 register (along with another which has to wait until later). “Macca” and “Side Exhaust” continue to provide entertaining articles and in his competition report Rod Vogt has a bit of a rant. I assume from his tone and the emphasis on SPEED that he was forced to make a “voluntary” contribution to the State’s coffers.

The advance weather report in last month’s editorial was certainly a bit premature. At least if you drive the Healey in the weather we have been having the “inbuilt heater” comes in very handy.

The new editor will be revealed at the September meeting and I guess that means a lot of organising old files to pass on. There are a lot of bad jokes to delete!

We have a Special General Meeting coming up so please make sure you attend the September meeting so we have a quorum. If you are unable to attend please complete and forward the enclosed proxy form to the club before the meeting. The Club’s address is on page 1.

Harvey Pearce
### WHAT’S ON

#### SEPTEMBER
- **Thursday 5th**  
  General Meeting at 19 - 23 Rosalie Street, Springvale. 8.00pm
- **Wed 11th**  
  Committee Meeting
- **Thurs 12th**  
  Western Run
- **Sunday 22nd**  
  Healey Display Day at The Docklands Promenade
- **Wed 25th**  
  Peninsula Run to The Pig and Whistle Tavern Bistro, Purvis Rd, Main Ridge. 5989 6130

#### OCTOBER
- **Thursday 3rd**  
  General Meeting at 19 - 23 Rosalie Street, Springvale. 8.00pm
- **5th - 6th**  
  Combined Victoria/South Australia run to Mount Gambier/Coonawarra and Penola
- **Wed 9th**  
  Committee Meeting
- **Thurs 10th**  
  Southern Run organised by Arthur Tuckett 0418 105 627
- **19th - 20th**  
  Winton Six Hour Relay Race
- **25th - 27th**  
  RACV Motorclassica 2013
- **Wed 30th**  
  Peninsula Run to The Pine Grove Hotel, in the Club room, 45-51 Stoney Creek Rd, Upper Beaconsfield. 5944 3524

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

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**PENINSULA RUN VENUES FOR THE REST OF 2013**

- **Sep 25th**  
  The Pig and Whistle Tavern Bistro, Purvis Rd, Main Ridge. (5989 6130)
- **Oct 30th**  
  The Pine Grove Hotel, in the Club room, 45-51 Stoney Creek Rd, Upper Beaconsfield. (5944 3524)
- **Nov 27th**  
  Ashcombe Maze and Lavender Garden, 15 Shoreham Rd, Shoreham. (5989 8387)

Please book at least TWO DAYS before luncheon and mention the Club’s name when making your reservation
PRESIDENT’S REPORT – September 2013

Our revised Constitution – the final iteration, we hope – Special General Meeting to be held, to re-incorporate, in our Constitution, four points of interest, we left out, in our revamp. Those points are outlined in the minutes of the August General Meeting and in this issue of 100s & 1000s. The only business of this SGM will be to move a motion of receipt of the outlined points, vote on them and, report back to Consumer Affairs Victoria, for ratification. The final revision will then, as with the July 4 Constitution, be available on our website, for all members to peruse, whenever they feel a need.

Many thanks to Terry Apps and John Mason, for polishing and displaying their Mustangs at our August General Meeting. So many of our members have a variety of marques in their garages and it is much appreciated by members present when fellow members make the effort to share their passions and, tell some interesting stories.

Speakers and / or Display Vehicles for September and October General Meetings – tba.

AHOC Presentation / Christmas Luncheon – 96 members and guests have booked in as at mid August. You can book through social@healeyvic.com.au or please see Enid Nankervis at the September and October General Meetings. Please get in promptly to ensure your attendance on Sunday, December 8. Member costs, $25, including three course meal and all beverages. Come singly, couples or make up a table of eight. All moneys need to be paid, by the November General Meeting.

AHOC Christmas Hampers – Mick Smith’s hampers will again be a feature of the Christmas Luncheon. Would you please bring your goodies for the hampers to the September/October and November meetings. Goods are to be left in the Library. Please ensure that any foodstuffs supplied are within their use-by dates. Remember, only contribute goods that you would be pleased to receive in return.

Healey Display Day – Sunday, September 22, 2013 on Docklands Promenade – Please diarise the date – The Austin Healey Sprite Drivers Club and the Bolwell Car Club of Victoria have been invited and, we look forward to good weather for the day. The entry to the Promenade is from Pearl River Road (NOT DOEPEL WAY). AHOC Marshalls in fluoro vests will walk the Healey Sprite Drivers Club and the Bolwell Car Club of Victoria have been invited and, we look forward to good weather for the day. The display officially runs from 10.00 am, with Healeys etc. arriving any time from 9.00 am – day.  The entry to the Promenade is from Pearl River Road (NOT DOEPEL WAY). AHOC Marshalls in fluoro vests will walk Healey Sprite Drivers Club and the Bolwell Car Club of Victoria have been invited and, we look forward to good weather for the day. The display officially runs from 10.00 am, with Healeys etc. arriving any time from 9.00 am - finishing at 3.00 pm and, we would like all vehicles to remain in the display until at least 2.00 pm. Please bring a piece of carpet or heavy material, to contain any oil spills, as we are responsible for cleaning of the site, after our display.

September club runs – There is a scheduled Western ROF run, for the 12th – if that is on, details will be on the website. The Peninsula Lunch is to be at the Pig & Whistle Tavern, Red Hill, on Wednesday, 25th – a popular spot, with plenty of parking.

Tri-Club Run – has been difficult to find a date that suits all clubs, because of standing dates for displays and competition commitments. This year, the run will again, be held on the second Sunday in November – the 10th, which is also the Sunday of the Sandown Historic’s (which means that the Historic’s fans will have to attend on the Saturday). We are looking at two possible venues – Marysville, where we are trying to source a common gathering spot for the meal, or The Growing Frog Golf Course Restaurant at Yarrambat. Details both on-line and in the next edition of 100s & 1000s.

Many thanks to those members of our National Rally Committee who carried out the background checks for possible venues for our April 2015, National Rally. The chosen venue is The Mantra, at Lorne and, the date will be two weeks after Easter – the 17th-20th April. The date is clear of the School Holidays and, will help with lower accommodation costs and hopefully there will be less traffic down on the Surf Coast. The Rally Committee will be compiling information on possible runs and venues and that information will be passed on in a few months.

Cheers,
Paul McPherson

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

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.

Minutes of “General Meeting” held on
Thursday, 1 August 2013
at 19 – 23 ROSALIE STREET, SPRINGVALE

Meeting opened at 8.12 pm
Present: 56 Financial Members
No Visitors and no new members
Apologies: Mike and Vicki Snelgrove, Harvey Pearce, Lorraine and Adrian Newman, John and Faye Raisbeck, Warren and Heather Gartner, Ralph and Linda Fletcher, David and Yvonne Thomson, Geoff and Anne Gillard, Barry and Jan Barnes, Andrew and Louise Goad, Lyn Hope, John Olsen, Kathy Saul, Anne Kruger, Deanna Hall, Rex and Bobbie Genoni

Minutes of Previous Meeting:
Correction to July minutes:
The apologies listed in the July minutes were inadvertently reproduced as those from the June meeting. The corrected list of apologies is as follows:
Ralph and Linda Fletcher, Dennis Varley, Maureen and Alan Cant, David Kelly, Iain McPherson, John Olsen, Sue and Rob Raverty and Andrew Goad.

My apologies!
Would a member who was present at the last General Meeting, held on 4 July 2013 move the motion that “the minutes of the July General Meeting, be accepted as a true and accurate record” subject to this correction?

Moved; Peter Heading  Seconded; Gordon Lindner  Carried

Matters Arising: Nil.
Correspondence In:
Flyers
None this month
E-Mail
- E-Mail from CAMS with VSC Agenda call
- E-Mail from Healey Museum in Netherlands with July news flash
- E-Mail from Veloce Publishing with July news letter
- E-Mail with entry details for the 2013 Jindera Pop the Top Festival
- E-Mail from Denis Welch Motorsport re availability of new crown wheel and pinion sets

Magazines
- August 2013 “Crankhandle” SPCHCC (Southern Peninsula Classic and Historic Car Club) magazine.
- May 2013 HRA News (Historic Rally Association)
- July 2013 HRA News (Historic Rally Association)
- July 2013 “Healey Torque” magazine from Queensland AHOC

Letters
Correspondence out:
- Lodgement of new Constitution with Consumer Affairs
- Letters from Paul Mac to presidents of the Bolwell car club and the Sprite Drivers Club inviting them to the Healey Display Day

Correspondence in:
- Letter from Consumer Affairs acknowledging provisional acceptance of new constitution.
- Letter from member Daniel Tenaglia re Club Reg
- Letter from Belinda Jamison expressing the family’s thanks for the Club’s thoughts on the passing of father Rob.

Presidents Report
Paul presented the following report:
Following on from our July Special General Meeting, to accept our revised Constitution, we submitted the document to Consumer Affairs Victoria, in accordance with the Act.
They have responded a few days ago, noting that we had omitted four points of interest, from our Constitution. They are:
1 – Provision for members to have access to, and to be able to obtain copies of, minutes of general meetings of the incorporated association, including financial statements submitted at a general meeting.
2 – Provision for members to have access to, and to be able to obtain copies of, the records, securities and other relevant documents of the incorporated association.
3 – The preparation and retention of accurate minutes of meeting of the committee or other body having the management of the incorporated association.
4 – Rule 22 – Removal of committee member – add “special” before the word “resolution”
Secretary Brian Aitken and I had incorporated all of the July 2012 revisions of the Incorporations Act but the aforementioned points were not noted within the document on which we based our revision.

Accordingly, I am obliged to give you notice of a Special General Meeting, of the Austin Healey Owner’s Club of Victoria Inc., to be held, at the conclusion of the September General Meeting, on September 5, to receive the amended Constitution, and vote on its acceptance.

We would then submit the amended Constitution to the CAV and, they have indicated that they will then, accept that, as our formal Constitution.

Phillip Island MSCA – July 21 – it was a damp and cold lead in to the weekend and, we had two of our members, only – David Kelly, in his TR8 and Russell Baker in his Clubman. No big Healeys and only a couple of Sprites from the AHSDC, including Peter Clarke’s new rocket. Absolutely freezing cold and most cars experienced problems with lack of tyre heat. Rod may have further comments in the competition report.

Eastern ROF Run – Thursday, August 8 - I shall ask Bill Metcalf to cover that under the Social report.

Healey Display Day at Docklands, September 22 – at the next General Meeting we shall be asking for indicative numbers for the display day so that we can, together with the AHSDC and the Bolwell Car Club, prepare the parking plan to satisfy the Melbourne Events requirements.

Victoria / South Australia Mini Rally – Mt. Gambier, October 4-6 – We do have spots for another eleven couples, due to a smaller than anticipated pick-up from our SA Club.
Would you please contact Ralph Fletcher ASAP if you would like to come. We have to contact our dining venues to confirm numbers within the next two weeks.

August 28 - Peninsula Lunch Run - is to Kirks, 774 the Esplanade, Mornington. Please check out the website or 100s & 1000s for their contact details.

FINANCIAL
Although unable to be present, Mike Snelgrove submitted the following AHOC financial report:

AHOC FINANCIAL REPORT FOR AUGUST MEETING 2013

Operating Account for June 2013

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<td>Payments</td>
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<td>Closing Balance 30th June 2013</td>
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Term Deposit Account as of 17th April 2013 $62,786.56
Building Maintenance Account as of 30th April 2013 $10,249.31

The bank has been instructed to transfer $5,000.00 to each of the fixed deposits in line with the Committee’s motion.

M. G. Snelgrove, AHOC Treasurer 1st August 2013
MEMBERSHIP:
Peter Heading reported that the Club presently stands at 605 members with the recent additions of Christine McCloud and David and Debbie Brooks.

SOCIAL:
Mick reported that because she will be on holiday for the next two meetings September/October), Enid Nankervis will take bookings for the Christmas function in her place. Note subsidised cost is $25/head – all money must be in by November meeting!
All donations for the Christmas Hamper can be left in the library while she is away.
Bill Metcalf informed attendees that the Eastern ROF run will start at 10.30am at “The Stonehouse Cafe” 321 Warrandyte-Ringwood Road (The Stonehouse Cafe stands alone, building wise, approx 400 metres east of Warrandyte township with the carpark on the southern side of the restaurant) on Thursday 8 August and head to Flowerdale – please let Barry Barnes or Bill know if you plan to attend.

EDITOR:
Harvey could not be at the meeting but submitted the following:
The relationship with our new printer has begun well. There was a shorter lead-time and the quality of the product is excellent. They are also great to talk to and having their own FTP facility is an added bonus.
Thanks to Gordon for all his work and for going to their office to approve the print sample. I don't think that will be necessary in future.

“Flat Chat”, the NSW magazine, was printed in full colour (a mistake by their printer) a couple of editions ago. They were so impressed that they have decided to continue in full colour despite the additional cost Deadline for the September issue is 21st August. All articles and contributions welcome.
Harvey Pearce  Editor

REGALIA:
Arthur once again modelled the classic winter beanie – a snap at just $18.00 (incl GST!) and also spruked the latest bargain bin – polo shirts at just $25 and windcheaters at $35 – be quick!
He is laying off bets on the October 10 Southern ROF run weather with Tom Waterhouse….

AOMC / VIC ROADS
No report

COMPETITION / MSCA:
Rod gave the following report:
1. Rod Vogt and Simon Gardiner (member of both AHOC and AHSDC) will competing in the Phillip Island 6 Hour relay this weekend in one of the Sprite Club teams. An interesting day with 6 hours of continuous action along the same lines as the Winton event but much faster and more frenetic. Worth coming down on Sunday for 9 am start if you like club level motorsport action.
2. Winton Festival of Speed Historic races on August 10/11th
Group S Sports Cars Saturday 9.45 am and 1.25 pm, Sunday 9.30 am and Feature 15 lap race at 2.00pm with Peter Jackson, Peter Kaiser, Brian Duffy and Rod Vogt competing.
Shane O'Brien in Hugh Purse's 100/4 and Steve Pike in Sam Cassells' 100M in Regularity. Perhaps Hamish MacLennan in his MGB and Bill Vaughan in the Sprite also. No entry list out yet so not sure which Division they will be in.
Div 2 Sat 9am and 12.30pm and Sunday 9am and 12.10pm Or Div 1 Sat 11.45am and 4.45pm and Sunday 12.10pm and 4.55pm
Group J,K & L should include Graeme Marks in the Mac Healey and Geoff McInnes in the Riley Special at Sat 10.45am and 1.55pm and Sun 9.50am and 2.35pm
Gates open at 7am with entry fee of $25 for Saturday and $30 for Sunday. Full catering at the track.
Next MSCA event is at Winton on August 18th which is the NEXT weekend after the VHRR Historics. Unsure of numbers at this time BUT Brian Dermott is a definite starter in his tarmac rally Holden XU1 as he prepares for Targa North East. Will Sue let Rod Vogt compete 3 weekends in a row? Note that North East chapter members may like to attend – Rod will ask Gordon to circulate by e mail.
Rod also congratulated Selwyn Hall on his stewardship of a fraught MSCA Phillip Island meeting on July 21 – this meeting saw 2 serious accidents resulting in significant car damage though thankfully minor driver trauma – or at least, medical trauma!

CARS / PARTS FOR SALE:
None this month.

LIBRARY:
Mick Smith reported that Alex Hope kindly donated 2 books to the library during the evening – thanks Alex!.

CLUB ROOMS:
Tony Barrett reported that the CMC have around 27K in the bank currently after last year’s operations ran at a $6K loss having expended significant sums repairing the bar fridges and roof as well as purchasing the Defibrillator unit.

CAMS:
Tony noted that CAMS were planning to hold a seminar for incorporated member clubs outlining the steps necessary to comply with the 2012 Incorporations act. Better late than never!

GENERAL BUSINESS:
Enid Nankervis asked Paul if he knew why The Barn” had not got back to people booked on the Mini Rally, asking for their accommodation payment – Paul said he will check with Ralph and clarify.
Paul announced that the Rally Committee meeting held immediately prior to the General Meeting had settled on Lorne Victoria as the location for the 2015 National Rally – dates will be 17 – 19 April, which is after Easter – this will keep costs down and hopefully attract members who usually spend Easter with their families!
NOTICE OF AN EXTRA-ORDINARY GENERAL MEETING, to be held, at the conclusion of our September General Meeting, to move a motion, “to receive the amended Constitution, and vote on its acceptance”. The amendments to the Constitution are described in the President’s report above. On September 5, the vote will be by show of hands and / or counting of Proxy votes.

Meeting closed at 8.33 pm.

Paul then announced the display cars:
“It gives me great pleasure to invite John Mason and Terry Apps, to the lectern, to speak about their Mustangs on display.”

Next Meeting date 5 September, 2013
Brian Aitken
Secretary

NOTICE OF SPECIAL GENERAL MEETING
Thursday, September 5, 2013
At the July AHOC General Meeting, we received the revised Constitution and forwarded that, to Consumer Affairs Victoria, for ratification.
CAV came back to us and, informed us that we were required to include another four “points of interest”, to fully comply with the Incorporated Associations Act, 2012.
Accordingly, we shall be running the Special General Meeting, at the conclusion of the September General Meeting, on Thursday, September 5, in order to receive the minimally revised document.
The inclusions required are:
Provision for members to have access to, and to be able to obtain copies of, minutes of general meetings of the incorporated association, including financial statements submitted at a general meeting.
Provision for members to have access to, and to be able to obtain copies of, the records, securities and other relevant documents of the incorporated association.
The preparation and retention of accurate minutes of meetings of the committee or other body having the management of the incorporated association.
Rule 22 - Removal of committee member - add “special” before the word “resolution”
A motion will be put to all members present, for the adoption of the amended Constitution, as the formal Constitution of the Austin Healey Owners Club of Victoria Inc.
After the motion is put, members will be asked to vote, on its acceptance.
Paul McPherson
President

MINI RALLY – Victoria/South Australia – Friday 4th, Saturday 5th and Sunday 6th October 2013
Region; Mount Gambier/Penola/Coonawarra
1. Accommodation “The Barn” Mount Gambier – set on 5 acres Punt Road, Mount Gambier (Nelson/Portland Road) – locked in. Safe parking for all cars. Website www.barn.com.au. Accommodation will be allocated to your preferred choice however should rooms of that grade of accommodation be taken up you will automatically be upgraded to accommodation at the next level of pricing. Pricing includes full cooked breakfast.
2. Dinner Friday night is Gourmet BBQ $36.00 per head. Our own private room.
3. Dinner Saturday night is at Upstairs at Hollick, Coonawarra. The restaurant is elevated overlooking a vineyard. Cost is $70.00 a head. Yes it might sound expensive but everything in life is relative, the ambience, service, food and wine is fantastic. Due to change from Coonawarra to Mount Gambier there will be a bus fee somewhere around $15.00 - $20.00 a head from The Barn to Upstairs at Hollick. Buses will provide great opportunity for everyone to meet and greet. We have the restaurant exclusively. I am sure this will be highlight of weekend.
4. Dinner Sunday night is at The Barn. – $45.00 per head for two courses or $55.00 per head for three courses, maybe down to $53.00 per head for alternate drops i.e. one steak, one fish. Again our own private room.
5. Saturday afternoon for those who are interested visit Feast’s Classic Car Collection and Memorabilia at Port MacDonnell.
7. Run to Penola and Coonawarra. Lunch at Heyward’s Royal Oak Hotel or Baguettes in the Barrel Hall at Katnook Estate. Try a couple of Coonawarra reds at Cellar Door.
NB; All initial bookings with preferred rooms need to come via myself. I require names, addresses, email if possible and phone number. Members will then be contacted by The Barn re credit card deposit and pre-payment 60 days prior. Cut off date for bookings is 12th August.
Email:- ralph@bigpond.net.au Home Phone (03) 5367 1401 or Mobile 0418 567218
Ralph Fletcher

Ralph still has some spots left so get in quick!
Soon, however, Gaze had turned his attention full time to Auxiliary Air Force, again flying Meteors. Gaze served briefly with No 600 Squadron of the Royal Wakefield. In 1949 they married and returned to Britain. Kay Wakefield, widow of the English racing driver Johnny Holden 48-215 finishing 64th of 400 entrants.

By 1954 Gaze was back in the HWM-Alta, competing in New Zealand and finishing third in the country’s Grand Prix and second in the celebrated Lady Wigram trophy. He went on to compete in non-championship European races in a Ferrari 500/625 F2 car before taking in many 1954/55 winter events in Australia and New Zealand.

Tony Gaze, the 1951 Holden 48-215 with Lex Davison and Stan Jones (father of Alan) at the 1953 Monte Carlo Rally

In the latter’s international GP he took third place. On his return to England he established the Kangaroo Stable, the first Australian international motor racing team, equipped with three of the Aston Martin DB3S, the car in which the future triple World Champion Jack Brabham would find fame.

That year, however, a disastrous crash at the Le Mans 24 Hours claimed more than 80 lives, and the ensuing dearth of sports car racing resulted in the Kangaroo Stable’s disbandment. Gaze’s personal best finish was second, with David McKay, in the Hyeres 12 Hours. Thereafter he returned to single-seaters, taking second in his Ferrari 500/750S to Stirling Moss’s winning Maserati 250F in the 1956 New Zealand GP – by the end his was the only car on the same lap as the incomparable Moss.

After 1956 Gaze switched from motor racing to a new passion of gliding, representing Australia in the 1960 World Gliding Championship, held that year in Germany. Following Kay's death in 1976, he returned to Australia and the following year he married Diana Davison, widow of the Australian racing driver Lex. Together the couple ran Paragon Shoes, the Davison family business, and became well known in the historic motor racing world. He was a great supporter of the VHRR.

In 2005 – the year before Gaze was awarded the Medal of the Order of Australia (OAM) – they were special guests of Lord March at the “Revival” motor racing meeting at Goodwood, which in 1998 was reopened for annual historic racing meets and events that featured Second World War-era aircraft. Tony and Diana Gaze returned to Goodwood for the 2010 Revival, which marked the 70th anniversary of the Battle of Britain.

AHOC of Victoria was fortunate to have Tony, as a guest speaker, at our General Meeting, in June 2006. He was a skilled race driver, author, real life legend, and presented as a charming and very giving Australian.

A memorial service, to celebrate Tony’s extraordinary life was held in the Geelong Grammar School Chapel, on August 15th. Tony was an exceptional Australian, who had a significant influence on motorsport, in our country.

We offer the extended Gaze and Davison families our sincere condolences in their loss.

Paul McPherson
President, Austin Healey Owners Club of Victoria, Inc

(Extracted from an obituary published in “The Telegraph” - Ed)
**FOR SALE**

3.545 Diff. centre in good condition and 3 litre (2912cc) 6/99 engine assembly.
Please contact Doug. Benckendorff via email: vanden_plas4@yahoo.com.au or Tel; 07 5445 4683

A new reproduction wiring loom made here in Australia by Ian at Classic Wiring Looms. It is fully labelled for easy installation. Original wires colours used throughout. All minor loom parts are included (headlamp extension, dip switch, horn extension, overdrive loom etc). Rear loom with battery master switch. Would suit a concourse standard vehicle. Normally a 6 - 8 week wait but now one is available immediately

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

1955 BN1 - Not Concours, but a really fun and reliable drive! Red duco, black interior, tonneau and new hood Heritage certificate, matching body, engine numbers. Older restoration, maintained well. All records of work done. NSW Registered to August 2013 - BZM 16D (Reluctantly, but we have to downsize!) $40,000
Jim & Rosemary Berting Ph. 02 6677 1333 (Burringbar NSW) Email <jimbert@norex.com.au>

BN2 gear box housing and some gears. One starter motor.
Greg Philp 0438365800.

4 Hankook Centum radial tyres and tubes, 195x15 x 70. Will fit up to 6 inch rims. These have done about 500 k's. $250-00
Jim Reddy 9775 6728

100/4 gear box 3 speed reconditioned
4 cyl Austin Healey 100/4 engine reconditioned and running in engine stand (as seen at the Flemington display 2012) Also assorted Healey parts, 4cyl engine parts, 4cyl gearbox parts (3 speed), headlight buckets, wiper components(4cyl), heater blower fan, assorted suspension parts, assorted Austin Healey panels
Please call for prices and enquires Mark Ingham 0411259229

Healey 3000 Engine parts all in very good condition. Engine was reconditioned three years ago and travelled about 2000 miles so all parts are in very good condition. Pistons and rods, (balanced) balanced crank with machining for fitting proper seals, Warm camshaft. Also set of 4 original size wheels and tyres.
Mike Chadwick, Hobart – 03 6227 2859 or 0402 315 219

one B N 2 gear box housing and some gears.
One starter motor
Contact Greg 0438365800.

Complete supercharged Sprite motor package consisting of the following: 1293cc motor built by Bryan Pope of Link Automotive, Melbourne Mini and Sprite Engine Specialist, Opcon autorotor SK1050S supercharger kit as supplied by Hans Pederson of HP High Performance Products, with adaptor to suit Sprite motor. Aluminium Sprite radiator fitted with electric water pump kit. Bosch (Scorcher) distributor with modified advance curve to suit supercharged engine. Long centre branch exhaust manifold 2.25” system with anti-reversion cones and Jet Hot coating. Yella Terra roller rocker set 1.5:1 ratio. This motor is ideally suited for everyday use, with extra power on tap when required. Detailed specification and description available to interested parties. This information is provided in good faith, but no warranty can be given.

**Price: $8000.00 or best reasonable offer**

Fibreglass hardtop to suit Austin Healey 6 cyl. roadster. After market design moulded from original unit. Unrestored. $150.00
100-4 cast iron cylinder head fully assembled and ready to fit. $1800.00

**Four speed side-shift gearbox** and overdrive assembly for 6 cylinder Austin Healey. Fitted with Dennis Welch straight cut gears with Tulip ratios. In good working order and has very little use, $4500.00
3 Webber carburettors to suit 6 cyl. Healey – needs chokes. $1500.00
1 set short manifolds to suit above – allows fitting of carburettors without modification to shroud $600.00
or 1 set long manifolds to suit above – requires modification to shroud. $600.00 or both sets manifolds. $1000.00.
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5.1 – 1 gears in Quaife centre in as new condition ready to fit. Built by Simon Gardiner. Used in 2 events. Fastest ever Healey up Mt Buller
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Aftermarket fibre glass hard top from the 1960's that fits my BN4/BT7 Lined and is in excellent condition. $1,500 vinyl soft top, new (never fitted) also for the BN4/BT7 complete with all necessary small fittings $250.
Trevor Clement Canberra 0411 102 759

3000 Mk1 side shift gearbox & overdrive. Travelled ~ 2000 miles since complete overhaul BN1 gears - 2nd gear manufactured from V8 supercar material and new clusters, New 1st gear assembly and new selectors 5 stud diff centres 3.5, 3.9 and 4.1 ratios 12 port head reconditioned Carburettors - 1.75 and 2 inch Set of five 72 spoke 15x6 wheels in VG condition with VG tyres $1000 Reconditioned side shift gearbox 12 port cast iron head fully reconditioned DMD alloy head fully reconditioned
Bruce Dixon 95116097 0415968073
Set of four 72 spoke silver painted wheels with part worn Michelin XZX 165 SR 15 tyres from BJ8. Tyres old, have been off car for ten years.
Starter motor and original oil filter assembly any offer
Alan Saul 0397962442.

Wanted

Healy BN1 hood bows. Happy to purchase complete hood if available.
Miche Chadwick, Hobart – 03 6227 2859 or 0402 315 219
1 3/4 inlet manifold for a 100/4
Mark Bird ph 0419995648
Roll Bar, and side curtains to suit 100/6.
PH 0407622816 or kensue.sadler@gmail.com

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

Such an unfair world
When a man talks dirty to a woman its considered sexual harassment.
When a woman talks dirty to a man its $10.50/min (charges may vary)
Healey Adventures happen all the time. Everyday someone, somewhere in the world heads into their Wild, leaves the comfort zone to find roads less travelled, corners less configured and protected and remote places where no one goes.

In addition to these secret expeditions, in Victoria our numbers are swelling for every road event - whether it’s a run to the pub in Flowerdale or Selwyn’s Ottways Run. Or seeking out laps of the world’s racing roads.

For racers and non racers alike, visiting racing circuits made out of public roads in your Healey has always been high on the agenda when planning a touring adventure. Being able to say ‘been there’ of a famous classic race place is an important motivation. But it is seldom more than an exercise in ticking off the list and it can be a bit of a lightweight, empty trophy.

OK, you can say you’ve lapped Le Mans in your Healey Silverstone in 1963, but even though this was before speed limits, it was in summer traffic and La Maison Blanche was taken at 50 mph behind a smelly truck. A far cry from Johnny Lockett tipping NOJ 392 in there at twice that speed in the middle of the night ten years earlier.

Up until 2000 you could still lap the original 14 kilometre Spa Francorchamps circuit, including the new 7 km F1 circuit, which was first used in 1979. It felt special, feeling the compression of Eau Rouge and struggling with the blind exit of the Radillion, then zinging along the old Masta Straight and wondering what all the fuss was about before humming through Blanchimont in the traffic.

Years later John Harvey described to me what it was like to drift the Group A HDT Commodore through there at 180 kph in the middle of a wet foggy night with a posse of Bimmers trying to unsettle him, when he was double stinting on the way to 4th place in the Spa 24 hours. Just not the same really.

In Australia, we have more motor sport tracks with corners called ‘Skyline’ than any other country and they are all worth a visit. Two of them have Healey history too.

The best known is at Bathurst and was the scene of the memorable and often quoted 1998 pass by Peter Hopwood (in Eric Rudd’s heavy marque sports Healey with Yokos but a standard crank) on the Denis Welch Appendix K racer (super lightweight with 4½” rims, Dunlop racing tyres and a steel crank revving to 7,000 rpm). You can cruise around Mt. Panorama at 60 kph any time. But to appreciate Pete’s Pass you need to be racing.

As you turn into the long, blind McPhillamy Park corner, no doubt with a Healey you want to pass right ahead and another one you want to keep behind filling your mirrors, you need to coax yours into a drift to keep a faster pace (around 160 kph) than the tyres will give you in grip for that corner.

If you overdo things, the sand trap awaits, and as Niel Dunn discovered, a Healey will trip over in the sand and roll upside down. If you chicken out, you’ll be understeering out wide and get nailed mid corner by the bloke behind. But Hopwood was a seasoned pro round there and was alongside the startled Brit before he’d finished stabilising his drifting racer.

As they headed over Skyline corner and plummeted down towards the Dipper, Peter was through.

If they’d had time to look, they would have seen a wonderful panorama of NSW countryside spread out before them, with no sign of road or road edge (when it was first made, there’s a big concrete wall there now). All of that disappears down the hill, leaving just the sky ahead. However, racers are - or should be - staring at the apex, leaving the tourists to stare at the view.

There is also a Skyline Corner on Targa Tasmania - a ‘caution four right downhill’ at the summit of Mount Roland, where Olivers Road shoots around a long narrow ledge cut into the cliff face high above Lake Cethana before plunging down the mountain in a breakneck series of hairpins and frightening, tightening corners. At the bottom, is the biggest stop in Targa - a T junction approached even in a Healey at 160 kph. If you don’t stop, the lake awaits.

You approach Skyline fast, climbing hard at 5,200 in overdrive third (4.3 diff and tulip gears) through a series of 8’s and 9’s, the Yokos gripping hard on the damp tarmac. You are relieved - the brave bits are behind you. The steep 500 metre vertical climb up onto the plateau with all its sliding and not lifting is done and you tamed your sphincter enough to hang onto the 9 right flat out under the wires. But now come the technical bits, the convulsions where you can lose the class lead, starting with this one - Skyline.

This is much too fast, so brake firmly and switch out of overdrive - it’s downhill, no second gear needed. Its a long steady but blind corner, the view of the apex blocked by the mountain, so just tuck into the inside groove and feather the power ready to accelerate like a stone down the chute into treacherous embrace of the waiting hairpin. You did not see the view but our readers can - it’s a still from the in-car video.

The third Skyline is on Targa High Country - it’s that wonderful back road out of Eildon towards Alexandra, a popular route for the North East chapter. And it’s the same geography - you come bursting over the crest to grab a seven left - and straight ahead is a shimmering Lake Eildon many hundreds of metres below.

Cethana Skyline (Photo “Side Exhaust”)
With more houses being built up there and growing traffic, this place will eventually lose its competition status, so make the most of it while you can.

**Skyline Eildon: Perfect Prints “The High Country Skyline”**

Of course there is one place in the world where you don’t need to see what the race track is like from inside a traffic jam or at 60 kph. There is a place where it is actually more dangerous to go as a tourist than be a competitor in a race. Where you can pay to go officially, totally, stark raving mad. Its bleak and covered in graffiti, boasts flashy modern buildings which sent it bankrupt and up to one driver or rider dies there on average each month and three end up in hospital. There are on average three crashes a day. You can drive as fast as you like but you don’t need a helmet. Most tourists have their luggage and the family still on board but they don’t have roll cages. You are dicing with others flat out but don’t need a licence.

Is this in some remote southern land where they speak Spanish? No, its in Germany - a place so controlled they regulate the names you can call your children - and it’s called the Nordscheife and it’s at the Nürburgring. Yes, it’s nuts but it is very efficiently nuts.

There are dozens of random cars circulating, from ancient Opels to the Big Mac 12C’s. There are massive accidents and breathtaking escapes. It is like Dante’s Inferno. So to survive ‘ein Touristenfahrt um die Nordscheife’ in your Healey is a tourist trophy worth having, because it means you have lived through the most dangerous thing you can ever do. So you just have to give it a go next time you have Healey in Germany. But don’t go without a ROPS or a helmet. Use one of the several pace notes packages on offer, for which intercom and an experienced nav come in handy, take it easy for the first couple of laps to get the hang of it and see how the notes work, then go a bit harder for the final lap.

**YouTube “The master at work; Rohrl on the Nordschleife”**

And if you’re over there collecting race places, please honour Bernd Rosemeyer, who was killed during a land speed record attempt on the Autobahn between Frankfurt and Darmstadt in his Auto Union streamliner on January 28, 1938. The Rosemeyer memorial is south of Frankfurt at the lay-by marked “Bernd-Rosemeyer-Parkplatz” on the southbound side of A5 motorway at kilometer marker 508. At the south end of the lay-by a footpath leads west into the forest, where the memorial is located at 4958'25?N 836'11?E. Rosemeyer died before WW2 and long before Healeys made cars. But this spot, alongside one of the original Hitler autobahns, not far from the industries of Frankfurt, was carpet bombed by the Lancasters of RAF Bomber Command and then fought over by the advancing 3rd Army of General Patton who was confronted by an SS Regiment not far from here. The spot has seen too much history.

But Rosemayer’s memorial - for a failed record bid funded by the Third Reich - is still there; and as you stand alone looking at the faded flowers with the thundering A5 not far away, reflect that the relationship between human endeavor and speed is an enduring part of a culture. So don’t feel bad about heading off into the Wild next time you get a chance.
Retired Old Farts & Wannabe's
2nd Thursday every Month - Meet at 10.15am for a 10.30 sharp departure

What you need to know;
This is an official AHOC activity.
We drive on the 2nd Thursday of each month.
We drive for about 1½ hours, plus lunch and other stops. We aim to drive North, East, West and South...turnabout.
We use Free/Tollways whenever possible to get out of town - eTAG!

Runs are advertised on the Club website and in the "What's on section of 100s and 1000s.
The September Run is to the West. Details at the September meeting.

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ROF'S THURSDAY DRIVE 8TH AUGUST - "FLOWERDALE REVISITED"

Well we might not of had the best of weather the night before but it was a great day in the end, a little misty on the top of the mountain in Kinglake, but blue skies prevailed. It was a good run, Cars of all varieties - GT40, Mustang, Mk2 Jag, a Mighty ford panel van, MX5, Toyota Sports, Prado & 2 big Healeys. Malcolm Farr joined us half way which made it 3 big Healey's. Chris Lamrock & the North East Chapter arrived in perfect time giving us 8 Healey's. It was good to see Linda & Brian Dermott who came down from Mansfield for the outing & Ian McPherson in his Farm ute.
Paul McPherson & Warren Gartner led the way, they of course, had finished lunch before the others arrived. No disasters, no one getting lost, the Bottle of Wine for the closest conversion from Kms to Miles was won by Jill & Arthur Tuckett.
Thanks to all those who turned up & made it a great day.
Bill Metcalf

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And thinking of those ROFS these might be appropriate!
Several days ago as I left a meeting I desperately gave myself a personal search. I was looking for my keys. They were not in my pockets. A quick search in the meeting room revealed nothing. Suddenly I realized I must have left them in the car. Frantically, I headed for the car park.

My husband has scolded me many times for leaving the keys in the ignition. My theory is the ignition is the best place not to lose them. His theory is that the car will be stolen.
As I scanned the car park I came to a terrifying conclusion! His theory was right. The car park was empty. I immediately called the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen..Then I made the most difficult call of all.
"Hello My Love", I stammered; I always call him "My Love" in times like these. "I left my keys in the car, and it has been stolen." There was a period of silence. I thought the call had disconnected, but then I heard his voice. He barked, "I dropped you off!"

Now it was my time to be silent. Embarrassed, I said, "Well, come and get me." He retorted, "I will, as soon as I convince this policeman I haven't stolen your car."
This is what they call, "The Golden Years!"
The European meeting in Scotland (Thanks to Rex Hall for the photo)

Students in an advanced Biology class were taking their mid-term exam. The last question was, 'Name seven advantages of Mother’s Milk.' The question was worth 70 points or none at all. One student, in particular, was hard put to think of seven advantages. However, he wrote:

1) It is perfect formula for the child.
2) It provides immunity against several diseases.
3) It is always the right temperature.
4) It is inexpensive.
5) It bonds the child to mother, and vice versa.
6) It is always available as needed.
And then the student was stuck. Finally, in desperation, just before the bell rang indicating the end of the test, he wrote
7) It comes in two attractive containers and its high enough off the ground where the cat can't get it.
He got an A.
Those members who attended the Canberra National Rally certainly had a treat in the form of Bill and Wendy Ingham’s Healey Boat and to see it out and about on Lake Burley Griffin was even more so.

Just beforehand, I prepared a couple of articles on Healey Boats and while doing so was reminded of a lady whose name appears in a number of publications that describe the period.

Her name is Louise King, and if you have a copy of Donald Healey – My World of Cars by Peter Garnier with Brian Healey, published by Patrick Stephens Ltd in 1989 and republished by Two Spokes Media in 2004 she is not only mentioned twice, but there are also two photos of her on pages 105 and 127.

Louise King was a Broadway actress of the period and the first photo shows her sitting in a BN1 outside the Fulton Theatre in New York. At the time she was starring in The Seven Year Itch alongside actor Tom Ewell, who had already made the film of the same name with Marilyn Monroe. It features that famous scene of Monroe’s dress being blown upwards when she walks across a subway grate. Sadly the Fulton Theatre, Tom Ewell and Marylyn Monroe are no longer with us.

The second photo features Louise King and her friend Barbara Thomas in a Healey Boat at Nassau being steered by Stirling Moss. Interesting was that Moss did own a Healey Boat which he managed to put into some rocks at Nassau which resulted in its sinking. In a later interview Moss said that like all good captains he went down with his ship.

The Seven Year Itch

Louise King (L) and Tom Ewell on the occasion when Marilyn Munro visited the Broadway production of “Seven Year Itch”

Peter Collins

With any half decent research, it shouldn’t stop with just one publication. Some years back I added a copy of Mon Ami Mate by Chris Nixon to my library. Published by Transport Bookman Publications in 1991 it features the lives of ‘50s racing drivers Mike Hawthorn and Peter Collins.

It’s mentioned that while Louise was starring opposite Eddie Bracken in the National Company production of The Seven Year Itch in Chicago, she became involved with the local sports car scene and became friendly with Jim Kimberley and Fred Wacker who was the President of the Sports Car Club of America. In 1953 after being introduced to the sports car loving bachelors, Louise decided that she must have an Austin-Healey 100. She bought one and did several rallies with it, winning the Michigan Miglia, a 1,000-mile rally round Lake Michigan. In mid-1955 Louise King travelled to Europe and purchased another 100 in London and toured Europe in the car.

Now anyone with any knowledge of Healey history will know that Peter Collins drove for Donald Healey and in particular ran the Ferrari engined car at Nassau in December 1957.

It’s mentioned in Mon Ami Mate that Stirling Moss met Louise King through Donald Healey at the Nassau Speed Week in December 1956. Fast forward a couple of months to early February 1957 and King was playing in The Seven Year Itch at the Coconut Grove Playhouse in Miami. Knowing that fellow grand prix driver Peter Collins was going to be in Miami; Moss suggested that he contacts King. He does, they meet for a drink and just seven days later on Monday, February 11th 1957 Peter Collins married Louise King in Coconut Grove, Miami.

Ferrari

At that time Peter Collins was driving for Ferrari and had established a home at Maranello to be close to the factory. It was here that he and Louise set up home and according to Mon Ami Mate Donald Healey was always a welcome guest when he was in Italy.

Later it gets interesting when it’s revealed that Donald had bought a factory in Nassau and had plans in his mind to assemble Healey cars and boats for direct shipping the short distance to Miami. When Peter Collins said that he was thinking of getting out of motor racing, DMH suggested to Collins that he might like to manage it. It was to be discussed in depth when Collins was to drive for Healey in the 1957 Bahamas Speed Week. Nothing came from the proposal, but Collins’ drive at Nassau in December 1957 is of interest as it was behind the wheel of the Ferrari Healey.
This car was a six-cylinder chassis with extended front and rear bodywork and fitted with a four-cylinder 2.5 litre Ferrari DOHC engine. However it was not without its faults, such as when it had a full load of fuel the ground clearance was zero, so much so that the exhaust pipe acted as the suspension.

Peter Collins in the Ferrari Engined Healey in Nassau in December 1957 - Terry O’Neil Photo

Despite this, Collins won Class D (up to 3-litres) in the car, but it was decided that the combination of the Ferrari engine and Austin-Healey chassis wasn’t a success and it was confined to history. However the car was run again with a six-cylinder Austin engine with Roy Salvadori driving and found to be quicker and more reliable.

The 1958 season saw Collins once again part of the Ferrari team. It could be said that Peter and Louise were enjoying wedded bliss as they travelled every together, spending as much time in each other’s company as possible. For instance for the Argentine GP held on January 19th they travelled by ship from New York, a journey of two weeks.

In both Mon Ami Mate and Peter Collins – All about the boy! it’s mentioned that Collins was a favourite of Enzo Ferrari and goes on to say that Louise was taken under the wing of Laura (Mrs) Ferrari, even if they couldn’t speak a word of the other’s language.

Sadly it all wasn’t to last as on August 3rd 1958 during the German Grand Prix, Peter Collins crashed his Ferrari while coming second behind the Vanwall of Tony Brooks. Louise Collins was taken to the hospital, but her husband had died in the helicopter on the way.

After the race Louise returned to Italy and reports say that the Ferraris were very kind towards her. However there was nothing to keep her there, so she returned to the US to take up her acting career.

A Word with Louise

Certainly it’s an interesting story with an Austin-Healey connection, but it’s also a story of love and passion which makes you think what would have happened if Peter Collins had given motor racing away after the end of the 1958 season.

All of which made me wonder about what happened to Louise King and through the wonders of the Internet I soon found out that she is still very much with us and involved with her church in Florida. So after a short explanatory email to the church’s administration address I received one back from Louise King. I had to ask the obvious question to which the answer was that she would be more than happy for me to call her to talk about her days of being involved with Donald Healey the Austin-Healey marque.

“My first car was an Austin-Healey.” Louise answered my first question. “I was starring in the Seven Year Itch in Chicago and became involved in the sports car crowd and joined in a few rallies. I got to know them all quite well and in the Austin-Healey took part in the Michigan Miglia and won it outright. The car was blue and I recall one time when I was driving down a highway with two others, one white and the other red making a very patriotic picture, but as we took up all three lanes and we drove right at the speed limit this was not appreciated. A very nice policeman told us so! I’m afraid the Austin-Healey didn’t last all that long. I was driving from Washington, DC to Baltimore, Maryland and involved in an accident which completely wrecked the car.”

“I first met Donald when I had driven over to San Francisco in 1954. I took a photograph of him at the Huntington Hotel on August 26th 1954. The date sticks in my mind as I know that he and Roy Jackson-Moore were at the Bonneville Salt Flats from the 22nd to the 24th so they must have come straight from the Flats to the bars of San Francisco! Those were the days… I’m sure that he wanted to do some publicity stuff with my Austin-Healey and our show, which is how we met. It was Donald who introduced me to Stirling Moss in 1955, who I was to date for a time when we were later both in Nassau.”

“In 1955 I went to the 12 hour race in Sebring.” Louise added. “That was followed by my first trip to Europe where I met up with Stirling again and was introduced to Ken Gregory who was Stirling’s manager and later became Donald Healey’s PR man. While in London I bought another Austin-Healey and drove around Europe and ended up in Monte Carlo for the Grand Prix. I ran into Donald on Capri and we both went to Mt Vesuvius near Naples together.”

Louise and Peter Collins enjoying Nassau in December 1957 Louise King Collection photo

It was Stirling who told Peter to call me in Coconut Grove and seven days later Peter and I were married. Not long after we were married I sold the second Austin-Healey.”

Nassau

I was interested in Louise’s recollections of the times they were in Nassau.

“I went to Nassau a lot which was wonderful. It had a big social scene!” Louise answered. “I recall very clearly when Peter was driving for Donald in 1957 we spent a lot of our time running about in Squealey Boats and attending social events held by Sir Sydney and Lady Greta Oakes, the force behind the Nassau races. I remember Roy Jackson-Moore being fascinated by Greta Oakes and looking back to then I can say that a lot of people were fascinated by a lot of other people.” “Donald was thinking of setting up a factory in Nassau to make speed boats. It was the intention that Peter would operate it after he stopped racing, but nothing came from it. Perhaps it was just a daydream as no plans were put into place.”
After Peter was killed in 1958 I kept up my friendship with Donald," Louise added. "I remember some years later Donald mentioned to me that after the last Austin-Healey was built that there was to be no more car related things for him to be involved with. However, all that changed for him during the 1970s when the US Austin-Healey clubs started to invite him to meetings and different events."

"By that stage I was living in New York and Donald would always come and stay before and after his American tour. I remember quite clearly how excited he was at the thought of being invited to go to Australia in 1977. It was something that he really enjoyed being involved with."

"I went back to the stage when I returned to the US," Louise said. "That was a tour with Peter Ustinov in Romanoff and Juliet, followed by quite a bit of television work. I married again, this time in Canada, but five years later I got throat cancer so after a very serious operation I left him and returned to the States. I am now cancer free for forty-two years. I later opened a kitchen shop in Connecticut and then moved into real estate. Now I live in Florida and am very much involved with my church."

"The last time I was in England and Cornwall it wasn’t long after John Healey died. I managed to meet up with Bic Healey, but have lost touch since."

Many thanks to Louise King for her time, as it answers the question as to why her photo appears twice in Donald Healey – My World of Cars.

Louise King

By the way I also passed on her email address to Bic Healey and vice versa.

Patrick Quinn
This month we continue with the “On the Beach” theme. With life on earth slipping away after a nuclear war the character played by Fred Astaire realizes a lifelong dream to compete in the last Grand Prix in the world which is to be held in Australia. Most of the car racing scene was filmed at Riverside Raceway in California over 10 days in September 1958, in which a number of Austin-Healeys and a Nash-Healey were used, and destroyed. However this footage was interspersed with shots taken at Phillip Island where 12-15 local cars were used over 3 days of filming.

Australian Motor Sports magazine reported, “Without pre-race tension the lads lived it up the night before to no mean order – Molina and Jones spent the following day reclining and taking oxygen in the track ambulance between calls”.

Local stand-ins were used for Ava Gardner and Gregory Peck. Betty Morgan stood in for Ava Gardner in the Austin-Healey 100/6, however this car was not used in the race. Betty had some association with motor sport in Victoria and was the “Sun Beach Girl” in 1958. She was also a candidate for Miss Victoria. At the 1958 Easter Meeting at Phillip Island the same Betty Morgan awarded the prize to the winner of the Concours De Elegance for the Le Mans Motors MG Championship, which was held during the lunch break.

“First prize went to Les Murphy’s immaculate Q-Type MG. A blushing Rod Murphy received the laurel wreath and an almost lingering kiss from Sun Girl Betty Morgan. Then Rod did a tour of the straight to allow everyone to see not only the Q-Type but a very decorative Miss Morgan.”

The Le Mans Motors Championship consisted of two Scratch Race Heats and a Handicap Final. Rod won the second heat and for the Final there was 5 minutes 30 seconds between Limit Men, with Rod the last to leave. On the last lap Rod moved in to second place. However the first four place getters were disqualified for bettering their handicap times. The Concours would have been sweet victory.

Rod had previously raced a Fiat 1100 in which he achieved a Class win at Fishermans Bend, and on many occasions he drove his father’s Q-Type. Les and Rod operated Esquire Motors, a specialist sports car business in Elsternwick, which sold many Austin-Healeys over the years.

Rod bought a black BN1 and had his first race in it at Fishermans Bend in 1956. This black car was first owned by Peter Verbeek from St Arnaud. It was BN1 223351 and was registered GKT 439.

At the Victorian Trophy Meeting at Albert Park in 1957 Rod started on the front row of the grid alongside Clive Miller in his similar car for the B Grade Sports Car Scratch race. On the first day Rod finished second behind Clive Miller and in front of Colin Porter in the ex-Austin Distributors BN1. On lap seven Porter had snatched second place, but in the following and final lap this exciting duel ended with Murphy victorious. Unfortunately on the second day a throttle linkage broke and he only completed one lap.

Jeff Brotherton and Rod Murphy gave the publicist first look at the new, near standard Austin-Healey Sprite at Albert Park in October 1958. By 1958 Rod now owned the Q-Type and was running it on a regular basis, and then went on to run an Elfin. The Austin-Healey eventually passed into the hands of Tim Sheridan from Brighton in 1968. The car was smashed on the left hand side which Tim had repaired. The car had been red for a while, but it was now black again. Tim recalls it had drilled front brake backing plates with air scoops and that it had extreme low down torque. Not long after, Tim bought the 100/S GKE 008. Both cars sat on the front lawn of his home in deteriorating condition. Alex Reid eventually rescued the 100/S in 1974. The BN1 was stolen during the same year and has never been recovered.

### RACING RESULTS

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<td>14 April 1957</td>
<td>B Grade Sports Car (day 2)</td>
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<td>Iain McPherson</td>
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Rod at Templestowe

On the Beach - there is an Austin-Healey in there

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Hundreds and Thousands September 2013
COMING EVENTS
Events marked with * count towards the Competition Championship. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

1. MARQUE SPORTS CAR ASSOCIATION (MSCA)
2013 MSCA Championship Round 9 Sunday 13th October *SANDOWN - last MSCA round for 2013
2014 MSCA Championship Round 1 Sunday 3rd November 2013 *WINTON
ENTRY FORMS for these events will be sent to all on the Team Healey email list and are available on the MSCA website www.msca.net.au.  Ring Rod Vogt on 5962 1915 or 0408 395 240 or email competition-MSCA@healeyvic.com.au.  Spectators are encouraged.  Entry is free and you are welcome in our pit garage.  Competition starts at approximately 9 am.

2. OTHER EVENTS  (major Victorian events highlighted)
28/29th September *HSRCA Historic Races at Wakefield Park, Goulburn.  NSW
19/20th October*Winton 6 Hour Relay

COMPETITION REPORTS
1. MSCA PHILLIP ISLAND  Sunday July 21st 2013
Sunday 21st July......that seems to ring a bell somewhere in my memory? Oh yes, Sue's Birthday!
Now my dear wife is very supportive of my track activities but I gave this MSCA meeting a miss and earned some much needed brownie points instead. Thank you to Russell Baker and Paul McPherson for providing information for this report.
Two AHOC entries only - Russ Baker sprinting in the PRB Clubman and David Kelly trying to be regular in his Triumph TR7 V8 - with many of our competitors away in warmer climates for a mid winter break. Bleak weather leading in to Sunday resulted in a damp track early, and freezing temperature later when the track was dry resulting in two very nasty accidents as drivers struggled to get tyre temperatures up to provide some grip.  The Spridget of AHSDC member Geoff Lawrence was written off after hitting the tyre wall on the back straight ("Hayshed"), putting Geoff in hospital overnight for observation. A late model Renault clouted the back straight and Geoff Lawrence in his Spridget after that horrible accident at Phillip Island MSCA 2 weeks earlier. Simon Gardiner came in to the Team in his radical Sprite to join Peter and Sue Brice who shared the Brice Sprite. Three cars/ four drivers for 6 Hours!
Our team was under pressure from the moment we entered - time and penalty laps for going faster than your target time. The events are basically the same, with a target lap for each driver and bonus laps on offer for achieving your target lap time and penalty laps for going faster than your target time. Our team was under pressure from the moment we entered - initial 4 cars reduced to 3 when we lost team leader Geoff Lawrence in his Spridget after that horrible accident at Phillip Island MSCA 2 weeks earlier. Simon Gardiner came in to the Team in his radical Sprite to join Peter and Sue Brice who shared the Brice Sprite. Three cars/ four drivers for 6 Hours! Well, we completed the 6 hours, JUST! The Brice Sprite suffered gearbox failure with less than 2 hours to go and my normally reliable Sprite staggered to the finish in my last 2 sessions with water pump and alternator problems while Simon carried us to the chequered flag. Simon’s Sprite was one of the quickest cars on track, particularly in the wet sessions, and I know he really enjoyed the day. We endured wet, then dry, then wet conditions coupled with the strongest winds I have experienced at PI. Three Sprites without roof or even windscreen up against many modern cars with traction aids, a roof and heaters etc meant that we were never truly in the hunt in those conditions. Despite a fastest allowable lap time imposed of 1.55 it was a very fast field with quite some speed differences and only a handful of older marque cars. We were proud to display the Sprites and certainly were not disgraced. Thank you to the Sprite supporters who endured the same cold conditions to do lap timing and generally encourage. And a big thank you to Russell Baker who came to support me and rolled up his sleeves and picked up the tools, with Rob Couper from AHSDC, and kept my car going to our 50 year old British open cars. Are we warriors or just silly? Selwyn Hall was clerk of course on a very demanding day. Despite delays for these two accidents plus other recoveries from a wet infield, Russell and David managed three runs. Paul McPherson and Dennis Varley were our only supporters, “frozen stiff after watching from the top of the pit garages” according to Paul. Dennis at least had his “warm bike gear on”. Is that lycra or leathers Paul? Paul also noted that David Kelly “was warm and snuggly in the Triumph, while Russell hopped out of the Clubman the same colour as his blue race suit”. Martin Brown loyally came down with Russell and got some exercise push starting the Clubman (only a loose wire it turned out). Russell is starting to sort out teething problems in the PRB, setting a fastest lap at 2.01.46 in cold conditions, on low turbo boost only - there are still some engine bay heat issues to fix. The magic two minute barrier is under threat. David Kelly placed first in the first regularity session and fifth in the second session - six competing. Overall MSCA results have not been published yet.

POINTER TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps -
Russ Baker (Clubman)  917 pts  2.01.46, 2.01.52, 2.02.03, 2.02.29
David Kelly (TR7)  605  2.12.28, 2.14.60, 2.15.20, 2.16.23

2. PHILLIP ISLAND 6 HOUR RELAY  August 3/4th 2013
At the invitation of Geoff Lawrence, I joined a Sprite Club Team for my first attempt at the 6 Hour Relay at Phillip Island. AHOC has yet to enter this fairly new event, having concentrated on the Winton 6 Hour which has a long history. The events are basically the same, with a target lap for each driver and bonus laps on offer for achieving your target lap time and penalty laps for going faster than your target time. Our team was under pressure from the moment we entered - initial 4 cars reduced to 3 when we lost team leader Geoff Lawrence in his Spridget after that horrible accident at Phillip Island MSCA 2 weeks earlier. Simon Gardiner came in to the Team in his radical Sprite to join Peter and Sue Brice who shared the Brice Sprite. Three cars/ four drivers for 6 Hours! Well, we completed the 6 hours, JUST! The Brice Sprite suffered gearbox failure with less than 2 hours to go and my normally reliable Sprite staggered to the finish in my last 2 sessions with water pump and alternator problems while Simon carried us to the chequered flag. Simon’s Sprite was one of the quickest cars on track, particularly in the wet sessions, and I know he really enjoyed the day. We endured wet, then dry, then wet conditions coupled with the strongest winds I have experienced at PI. Three Sprites without roof or even windscreen up against many modern cars with traction aids, a roof and heaters etc meant that we were never truly in the hunt in those conditions. Despite a fastest allowable lap time imposed of 1.55 it was a very fast field with quite some speed differences and only a handful of older marque cars. We were proud to display the Sprites and certainly were not disgraced. Thank you to the Sprite supporters who endured the same cold conditions to do lap timing and generally encourage. And a big thank you to Russell Baker who came to support me and rolled up his sleeves and picked up the tools, with Rob Couper from AHSDC, and kept my car going for it’s last session. Points Toward the AHOC Competition Championship with 4 fastest laps
Rod Vogt (Sprite)  925 pts  2.07.11, 2.07.29, 2.07.50, 2.07.86
Simon Gardiner (Sprite)  923  1.56.96, 1.57.37, 1.57.62, 1.57.73
Sunday morning, August 18th. I should be at Winton, again, supporting MSCA and Russ Baker and Brian Dermott who are sprinting in the PRB Clubman and Targa Torana XU1 today. But after Historic Winton last weekend and Phillip Island 6 Hour Relay the weekend before, even I have had enough, for the moment. A herculean effort by Peter Jackson, even by his lofty standards, in Group S sports car races, and Brian Duffy, Peter Kaiser and I tried very hard with mixed success.

Right up there with PJ’s results were Steve Pike in Sam Cassells’ 100M and Shane O’Brien in Hugh Purse’s near identical 100/4 in Regularity, both prepared by Steve. Geoff McInnes competed in his 1948 Riley Special in Group J.K & L. My inspiration for this report has just come after an early morning run in my white 3000 over the Black Spur near my home in Healesville - sitting there, hidden in the bushes at the base of the Spur was a Highway Patrol car ready to nab speeding cars, the majority of whom will be outrageous enough to be travelling at 65 in the conservatively set 60 zone. Lacking the wordsmith ability of “Side Exhaust” I quote from an article in the last edition of my favourite read, Octane magazine. I stress that this article reflects my opinion only, not those of the Austin Healey Owners Club.

Headlined “A MATTER OF LIFE AND DEATH.” “In the 1930’s, the world stopped to watch racers and record breakers risk everything in the pursuit of speed. In the early 1930’s after the crushing, spirit-sapping austerity of the Great depression, one of the most attractive, most exciting and most promoted concepts was sheer, outright SPEED – today it’s almost a dirty word. It’s drummed into us that SPEED kills. SPEED pollutes. SPEED is irrelevant compared with smooth running risk-free circulation of public traffic. We all know that there is an element of sense in what the bloodless politicians impose, but speed sports in a private environment provide our counter-balance. SPEED thrills. SPEED excites. SPEED sells…Since the introduction of the mass production affordable motor car,...SPEED has become irresistibly attractive for any red-blooded human. The anaemic need not apply. During the 1930’s such anaemia of spirit was less common than today. SPEED per se was a concept the media celebrated. Back in 1928, Sunbeam’s 1923 Grand Prix winning driver Henry Segrave wrote what was, at the time, a classic of motoring literature: “The Lure of Speed.” In his view “The attainment of speed is an instinct inherent in the normal human being…..and one which has played a most important part in the process of evolution…..The rapid evolution of speed is one of the greatest wonders of the modern world.” He continued that “One of the most potent agencies for the escalation in speed has been COMPETITION.”

My other favourite passage comes from the introduction to the book “SPEED ADDICTS. GRAND PRIX RACING” by Mark Hughes. To quote - “Man was intelligent enough to invent the car and instinctive enough to be racing it soon after. Why should the car be immune from the competitive spirit that has driven men on throughout evolution? Irish freethinker George Bernard Shaw said, ‘All progress is the result of the efforts of unreasonable men.’ It should be no surprise that the new sport was quickly filled with such individuals. Some of them drove, where the core skill was in balancing grip in the corners against the engine’s power; others concentrated on providing those daring men with even more grip, even more power. That was the essence of the very first auto race in 1895 and of every race thereafter.”

In the 1930s Ernest Hemingway said there were only two sports - bullfighting and car racing. Jean Behra, Grand Prix driver for Maserati in the 1950’s said “Racing is life. Everything else is just waiting.” If that sounds like a drug addict desperate for his fix, the parallel is not without merit.”

No wonder I feel so crappy today. Any car racing on TV tonight?

**Group Sa/Sb Sports Car Races**

By all accounts, the Group S races were the most exciting for the entire meeting with close racing from front to rear of the quality field. Being IN the race means I saw very little of the race! Peter Jackson performed little short of miracles in the white Healey 3000. Those of us who compete with PJ and those who follow Historic racing thought that there could be no more SPEED left to extract from the car or driver. PJ also I suspect. Peter’s best lap time at Winton stood at 1min 41.81 sec set at this event in 2011. He left it standing at an incredible 1.39.53! A 1959 Healey based on 1940/50’s technology breaking the magical 1.40 barrier at Winton. Who would have thought it possible? Not PJ, although the way the Healey achieved this mark made him wonder out loud on Sunday afternoon that there may be more SPEED to come. SPEED is one thing, but PJ can RACE too. For the Gr Sa/Sb events he qualified 4th on Saturday morning with a 1.43.94 on a drying track, with the odd wet patch as the Friday rain passed to reveal an unexpectedly fine weekend. What a bonus. In front were three newer Gr Sb cars - the V8 Shelby GT350 of Ian Ross and the two Porsches of Wayne Seabrook from NSW and Victorian Alex Webster. Behind, a Corvette. After two races - Saturday afternoon and Sunday morning - PJ had a second place to the Shelby and a second place to the Seabrook Porsche, with fastest lap of that race being a new Sa record at 1.40.54, almost one second quicker better than the winner could manage. Tongue in cheek, Seabrook said he would let PJ through in the Sunday afternoon race if he was holding him up! Extremely close racing at the front had resulted in “offs” for the Porsche in race one and the Shelby in race two while the Healey stood firm.

Brian Duffy struggled with a fuel supply problem which restricted his SPEED, qualifying in 13th position for race one. Shayne Mackintosh arrived to watch the fun and found himself head down and bum up helping Brian with the tools, to no avail, as Brian was a DNF Saturday afternoon with continuing fuel problems. More help from Shayne and Patrick Townsend (NSW Healey Club Competition secretary, down from NSW with Chris Komor doing Regularity in his 100/4) had the Duffy Healey running better on Sunday morning. But being a progressive grid, Brian had to work his way through from the back to finish 10th.

Peter Kaiser was disappointed after qualifying only 19th on his new Yokohama AO50 tyres - a new compound PK had not used before. He expected more SPEED. I was quite pleased to qualify the MGB ahead of PK for a change in 15th and a second and a half faster too! Having fitted the same tyres to my Sprite the previous week I was able to tell PK that I thought he should drop his pressure a couple of psi as I had been advised by the Yokohama supplier. What a fool I am - the Sprite flew from then on with PK finishing 10th on Sunday afternoon and 9th on Sunday morning, setting a new personal best lap time of 1.45.99 on Saturday.
Where was the MGB in all of this you may, or may not, ask. Well, not enough Speed, down about one second per lap on my best, but more importantly, not enough aggression from the driver in Race One. A start, a red flag and a restart and I was knocked from pillar to post in the mayhem (on cold tyres) that existed in turns one, two and three on lap one. Two, three and even four wide is common for the second half of the field. More often than not I get off the line well but sometimes lose a couple of spots early. Peter Kaiser starts well, showing great SPEED on cold tyres and finds gaps that I do not see or feel I can take advantage of. The problem for me then is to regain places from cars of very similar performance.

I find this OK at Phillip Island where the track is wide and corners are fast and flowing, At Winton there is a certain amount of “dive bombing” involved at the end of the straights because the corners are quite slow. On Saturday afternoon I struggled to re-pass one car which was driven very aggressively in an attempt to keep me out. On Sunday morning, after some thought, I dealt with him and opened up a big gap but ended up behind a line of 6 or 7 cars of similar performance with no through way without pulling a “desperate”. Not worth it when fighting for 14th place I decided. Peter Kaiser was in this group but he managed to improve a couple of places.

The feature sports car race was the Tourist Trophy over 15 laps on Sunday afternoon. This added the mainly newer Porsches and Alfas from Group Sc to our Sa/Sb cars for a large field. Peter Jackson started 13th and finished 6th outright, and trophy for first in Sa, in a wonderful drive that included his 1.39 lap. He was beaten only by Group Sc cars -three Porsches, a De Tomaso Pantera and a Lotus Super Seven and with fourth fastest lap in the whole field. Brian Duffy improved his SPEED with fuel problems solved (?) to come through to 11th and earn a trophy for second Sa Car. Peter Kaiser and I continued our battles with a blocking MGB holding up our group of six cars, Peter getting past him with two laps to go to finish 17th and I finished 23rd in the 33 car field some 5 seconds behind PK. I felt happier with my racecraft on Sunday, but PJ was correct in pointing out that I am quicker when I have some space. Something to work on!

REGULARITY Another feature for AHOC with Steve Pike winning the Regularity competition and Shane O’Brien coming third. Steve was canny enough to grab Shane and get to dummy grid early, the two immaculate Blue/White 100/4’s leading the pack on to the track. Then they circulated together providing a magnificent display of Healey performance.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps
Steve Pike (100M) 973 pts 1.51.33, 1.51.43, 1.51.53, 1.51.60
Brian Duffy (3000) 959 1.44.13, 1.44.47, 1.44.49, 1.44.54
Shane O’Brien (100/4) 945 1.52.40, 1.52.74, 1.52.85, 1.52.95
Peter Jackson (3000) 916 1.39.53, 1.40.13, 1.40.31, 1.40.37
Peter Kaiser (Sprint) 911 1.45.99, 1.46.17, 1.46.49, 1.46.88

POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps
Rod Vogt (MGB) 935 pts 1.47.15, 1.47.19, 1.47.39, 1.47.80
Geoff McInnes (Riley Spcl) 932 1.47.24, 1.47.46, 1.47.54, 1.47.92

Thankyou to our supporters over the weekend - Shayne Mackintosh, Russell Baker (again!) and Peter and Daniel Heading who came to see what attraction SPEED had for those “unreasonable men” of Team Healey. Bring on the bullfighting!

A CLOSING THOUGHT "We never really grow up, we only learn how to act in public."

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The 100 Register
by Patrick Quinn

I don't know about you, but I find something rather comforting knowing that there are sufficiently enthusiastic people about who are prepared to spend their time, and in many cases their own money, in the preparation and maintenance of registries.

They are important, as not only do they provide details of what is out there, but also protect us from those people who try and make a fast dollar out of those who are simply not aware of whatever the subject is.

There are a number of Austin-Healey registries for different models and even one on the Internet that is endeavouring in covering all cars that have survived the ravages of time.

There are two important Austin-Healey 100 registries, one in the UK and the other in the US. The UK registry is part of the UK Austin-Healey Club and is run by John Harper who first became interested in things Austin by driving his neighbour's Austin 16 when such a machine wasn't that old at all. John soon moved on to Austin A70 Herefords and even fitted a 16 engine and gearbox to the family Hudson Terraplane. John would have loved a 100 when they were first released, but finances being what they were had to settle for an A70 fitted with a 100M engine.

Despite starting out on the family farm, John found himself drawn to the new world of computers and eventually saw him working for BMC in the stock control and worldwide spares area. John eventually bought his first 100 in 1975 which he still owns. Since then he has been an active member of various centres of the Austin-Healey Club as well as the Healey Drivers Club. John has also added a BN2 to his stable.

Website
If you have a few moments to spare it will be of interest to have a quick glance at the 100 Registry's website at www.ah100reg.co.uk

Here John lists the chassis numbers of a total of 2,481 Austin-Healey 100s with both BN1s and BN2s listed separately. The very first car listed carries chassis number 133234 and the very last BN2 listed is 233436. Interestingly Clausager mentions in "Original Austin-Healey" that the first Longbridge built car as 138031, which also happens to be included in the registry and is located in Canada. All 100s prior to this were built at the Donald Healey Motor Company, Warwick. Clausager also mentions that the last BN2 carried chassis number 233455 and in total there were 16,634 Austin-Healey 100s BN1 and BN2s built.

Unfortunately, UK privacy laws being what they are, John is prohibited from including any other details on individual cars except for the chassis number, the body number (if known) and the current location.

Having said that I did find the locations of the 100s in the Registry of interest. John very kindly provides a breakdown country by country and also the percentage held in any country against the total number in the Registry. With John's permission I have included this below and the percentage, but only where that is at least 1%.

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While the above is interesting, it is of course just those cars that are in the Registry and does not cover all the 100s left in the world.

For instance in I have details of 485 BN1s and 114 BN2s, a total of 599 Austin-Healey 100s in Australia. This means that 424 Austin-Healey 100s are in this country and are not in the 100 Registry.

It makes sense to me that all 100s should be included so if you would like to contact John Harper his email address is ah100register@gmail.com

The 100 Registry in the US was for many years organised by Rich Chrysler who certainly was a font of information. Sadly Rich died last year and his duties have been taken on by Randall Hicks who can be reached on ahca100registrar@gmail.com

I am pleased to say that there is an open and free flowing of information between the UK and the US.
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