

Hundreds & Thousands



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



In this issue

- Natter Day 2025
- Christmas Lunch
- Competition Results 2024
- On a Raid with the Dermotts



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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).

CORRESPONDENCE: 23 Rosalie Street, Springvale 3171.

INTERNET ADDRESS: www.healeyvic.com.au

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

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

Date	Event	Organiser
1 February	MSCA PHILLIP ISLAND www.msca.net.au and page 8 this magazine	MSCA
6 February	AHOC GENERAL MEETING WITH SAUSAGE SIZZLE At the clubrooms 6pm start time	AHOC
16 February	RACV BRITISH & EUROPEAN MOTORING SHOW See page 13	RACV
26 February	AHOC DRIVE CAPE OTTWAY See page 23	AHOC
26 February	WEDNESDAY LUNCH See page 18	AHOC
2 March	WINTON SPRINTS www.msca.net.au and page 8	MSCA
6 March	NO GENERAL MEETING IN MARCH DUE TO NATIONAL RALLY	AHOC
4-7 March	NATIONAL RALLY INVERLOCH See page 14	AHOC
8-9 March	PHILLIP ISLAND HISTORICS	VHRR
22 March	SANDOWN SPRINTS www.msca.net.au and page 8 this magazine	MSCA
26 March	WEDNESDAY LUNCH See page 18	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

AHOC COMMITTEE 2025

President Geoff Scott
0403 359 876
president@healeyvic.com.au

Vice Pres & Regalia Reg McNee
0434 242 013
vicepresident@healeyvic.com.au
regalia@healeyvic.com.au

Treasurer David Jenkins
0421 400 984
treasurer@healeyvic.com.au

Membership Richard Stephens
0407 290 226
membership@healeyvic.com.au

General Secretary Peter Williams
0408 404 111
secretary@healeyvic.com.au

Social Secretaries
Rod Jellett & Bill Metcalf
social@healeyvic.com.au

Librarian Mick Smith
0419 553 840 or 9789 7698
librarian@healeyvic.com.au

Webmaster Chris Williams
0408 330 644
webmanager@healeyvic.com.au

Competition-MSCA Rod Vogt
0408 395 240
competition-MSCA@healeyvic.com.au

Clubrooms & CMC & Motorsport
Australia Delegate Terry Wade
0438 597 366 or 5985 6017
clubrooms@healeyvic.com.au

AOMC Representative
Ross Hudson
0418 360 326
aomcrepresentative@healeyvic.com.au

VicRoads CPS Officer
Brian Aitken 0419 025 858
vicroadscpsofficer@healeyvic.com.au

National Delegate
John Kent
0419 497 033

Registrar Iain McPherson
0429 122 347
registrar@healeyvic.com.au

Magazine Editor Mandy Parry-Jones
0409 806 986
editor@healeyvic.com.au

IT IS INDEED a privilege to be writing my first "Presidents Report" for this issue of H&T but also somewhat sobering being asked to take over the reins from Terry Wade. Terry has been a stalwart and guiding light of our club for much of its existence and served as President as well as other committee positions many times since the 1970s.

It is also very comforting that virtually all of our current committee members are staying on in their present positions giving our club a very real sense of stability and professionalism.

I have been asked to outline a little of my past and my love of old sports cars that dates back to the mid to late 1960s, some of my friends had been given a new MGBs for their 18th birthdays but all I could afford was a very tired 1953 MG TD, although only 12 years old it had never been garaged, the timber frame was rotting and falling apart, the engine leaked oil and I could only afford very suspect re-treaded tyres.

Restoring these old cars was not an option in those far off days and not what it is nowadays, so when these old bangers decided to give up and die another bomb was purchased.

Over time other MGs came into my life and bit by bit were in slightly better condition, I was able to step up to some more reliable cars. In the late 1970s I purchased a 1934 MG PA with a racing A spinal doorless body, this I found out later, had some well-known previous owners including Harry Firth, Ross Williams and Rex Roberts all of whom had raced it with some success.

The OHC motor could rev out to 6000 rpm and its handling was brilliant, I competed in this P Type for the next 25 years and became President of the MGCC in 1988, by then the club had grown into one of the largest one make cars clubs in

Australia with more than 1400 members, the club had lost its grass roots appeal to some degree and the re-starting of the Rob Roy Hillclimb was a major undertaking that put a big strain on the committee.

In 1969 I also purchased an old 1921 T Model Ford and with another friend and T model owner (Ken Clyne), we founded the T Model Ford Club of Victoria, I became the first president and Ken the club secretary, the club grew rapidly and is still very strong to this day.

My first drive in a Austin Healey was in the 1980s, during that period I was working as a commercial pilot and flying instructor at Moorabbin Airport, another fellow pilot and I often did night freight runs and shared the drive from Ormond to the airport.

One evening he picked me up in a black and red Healey 100/6, I had never seen this car as he did not drive it very often, I was so impressed with its performance but he never offered me a drive. I have had to wait all of these years to be able to afford my own.

My BN2 was restored to a very high standard by John Raisbeck but sadly John had suffered a stroke after only having driven it once, this car was worth waiting for and I love every moment of driving it.

Like many of our members, my wife Kerry and I are looking forward to the 2025 Inverloch Rally in March and enjoying the company and camaraderie of many of our wonderful members, a big thank you to my friend of over 60 years, Brian Aitkin for all of the hard work he has put in organising this great event together with other members of the committee.

Geoff Scott

Your 2025 Membership Renewal is now Overdue

This year will be huge for our club – the National Rally, plenty of runs, events and car shows, Team Healey competition events, plus a wide range of speakers and cars at the monthly meetings. So, you really do not want to miss out.

I would like to thank the 200+ primary members who have renewed their memberships on time - thank you.

I now ask the 90+ members who have not yet paid their 2025 membership fees to promptly make the Electronic Funds Transfer or write and post a cheque.

Your invoice was included in the December edition of Hundreds & Thousands – posted to you at the end of November 2024.

If you have misplaced this please call, text or email me for the details.

Or use the following:

Metros Members: \$120

Country members: \$100

Australian Austin Healey quarterly magazine:

- If you subscribed to this last year and you wish to continue there is no charge for 2025 due to production challenges during 2023-2024
- If you wish to start taking the national magazine add \$50 for the four issues in 2025

Use your surname as the EFT reference or write your surname on the back of your cheque.

Payment details:

Internet banking preferred, direct deposit to "Austin Healey Owners Club"

BSB 083-153

Account No 51518 6561

Cheques are accepted, payable to "Austin Healey Owners Club of Vic Inc" cheques mailed to: AHOC, 6 Yarra Hill Close, Lower Plenty, VIC 3093.

If you have any changes to your personal details please drop me a note or update your renewal form and send it through to me:

Richard Stephens

Call or Text: 0407 290 226

Email : membership@healeyvic.com.au or post to my address above.

Thank You

Please note – if you have a Club Registered vehicle, your registration is invalid if you are not a current financial member of the club.

Cheers Richard

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.

Minutes of the General Meeting Thursday 5 December 2024

Meeting AHOC Clubrooms at 8.00pm

President's Report

Welcome to the December meeting. Tonight we have the usual General Meeting followed by our Annual General Meeting.

I would like to thank all those who made our Christmas Party last Sunday such a success. Led by Mick Smith we enjoyed a great day and were catered for with excellent food and service.

Competition trophies were awarded for the year and David Murray was awarded Club Champion. I awarded my President's Trophy to Bill Metcalf for all the work he has done for the club this year. Mandy chose Richard Stephens for the Editor's award and Brian Aitkin has been made a Life Member of the club.

Next year will be our National Rally so there will be even more need for support from our members. Some of us have been busy already making plans for the event and I am grateful for the job that a lot of you are doing getting ready for next year.

Bookings are coming in nicely and if you are coming you need to be putting plans in place as accommodation will be scarce by the time the Rally comes around. And I remind all that payments must be made by the 31 December 2024.

After the AGM we will hear from a past member Bob Hansen who will talk to us about his early years at the club and his experiences through his motoring life.

Cheers Terry

After Terry finished Brian Aitkin spoke briefly to thank the club for his Life Membership Award – stating he was too overcome on Sunday to thank the club and the members properly. He did acknowledge firstly that he had been phoned by a couple of Life Members and welcomed to the club but the best comment came from Geoff Scott who knew me as a lad at school and said, "Brian I was always sure you would somehow get life!"

APOLOGIES: Selwyn Hall, Iain McPherson, David & Prue Sparks, Chris Williams, David Jenkins, Mandy Parry-Jones, Eric Patterson and Kate.

MOTION. That the minutes of the meeting on Thursday 7 November, 2024 as published in the club magazine issue 162 be accepted. MOVED. Reg McNee SECONDER Bill Metcalf. Show those in favor - Carried.

BUSINESS ARISING

Xmas Party on 1 December a big thank you to Mick and husband Ron for doing such a great job. Mick had a few words thanking those that came but asked could members who had booked and not fronted next time please give their apologies early enough to avoid the club being charged by the caterers.

GENERAL BUSINESS

MEMBERSHIP – Richard Stephens reported that he has already received 92 renewals for 2025.

CORRESPONDENCE IN OR OUT Nothing to report

FINANCIAL – DAVID JENKINS

The financial report has been presented to the President and will appear in the next edition 100 and 1000s as part of the minutes of this meeting.

Financial Report

Our financial position as at 9 January 2025 is as follows.

Building Maintenance	\$ 10,594
General Account	\$119,186
Rally Account	\$ 41,153
Term Deposit 5897	\$ 11,323
Term Deposit 9627	\$ 48,730
Net Position	\$230,986

Please note that our Rally Account is inflated with event and regalia prepayments.

AHOC Accounts for our 2023/24 Financial Year are currently with our accountants who are preparing year end financial reports."

SOCIAL – The Committee passed on their best wishes to all members for the coming season.

COMPETITION – ROD VOGT

Rod spoke briefly outlining the successes and some disappointments for 2024 and congratulated Mandy Parry-Jones for winning the AHOC Championship stating do not underestimate Mandy she is one hell of a driver.

A full report by Rod on the competition results will be published separately in the next magazine. We all note and congratulate Rod again on winning his class in the Marque Sports Car Association Results for 2024.

The club was delighted to accept that Rod will continue in this roll in 2025 despite moving to Wangaratta.

CARS / PARTS / BUY / SELL – Nothing to report.

GUEST SPEAKER – Bob Hansen spoke of his early Healeys and the then problems of trying to establish a family and own a Healey. His early days in motor sport selling Datsuns with an agency competing next door to a Holden Dealership in Koo-Wee-Rup.

Then we heard of his later years competing with a team of Formula Ford racing cars and then moving into Formula Holden. It certainly seemed Bob has had a very full life so far.

The General Meeting closed at 8.45 pm and the chair was vacated and handed to Paul McPherson to conduct the AGM.

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.

Minutes of the Annual General Meeting Thursday 5 December 2024

Meeting AHOC Clubrooms after the General Meeting

MINUTES OF THE ANNUAL GENERAL MEETING FOR 2024

PRESIDENT'S REPORT

This year has been well supported by club members both at our monthly meetings and our events during the year. Our year started with our Natter Day and again the Lodders put on a great day for us.

The AOMC was back at Yarra Glen this year, which was a much preferred venue and we had 20 plus cars in attendance.

We had the usual monthly lunches during the year run by Kathy and Alan Saul with good numbers attending. And Rod Jellett started running Sunday morning runs which were well received.

Again this year Maling Road was a great success and the Point Nepean car show gets bigger every year. Bill Metcalf and Paul McPherson represented us at the National Rally in Perth with a few others attending as well.

Talks are continuing with the Sprite Club about possibly getting together on a permanent basis but not much progress has been made this year.

Our National Rally at Inverloch is taking up quite a bit of time and is getting good support from the other Australian Clubs. Sincere thanks must go to all those members who have supported our events.

AHOC FINANCIAL REPORT 2023/24

As this is our AGM it's appropriate to make a few comments on the year past. As you know our financial year closes on 31 October. That's the club year.

During the year my role involves paying the bills, and receiving revenue, mostly membership subs, regalia sales and interest on our bank accounts.

During November I close the accounts and balance the books which I pass on to our accountant (Hayden Mai Pty Ltd) for preparation of our financial reports for the year.

Once our financial reports are signed off by our committee they'll be submitted to our auditor. (Arizene Pty Ltd) for review.

With nothing extraordinary happening during the year and a solid membership base we should end up with a small credit balance. I'd expect the auditors to question a few matters and the outcome made known to members.

As we do on a monthly basis, our current financial situation was detailed in the December issue of Hundreds & Thousands in addition to necessary bank balance to support the club's activities we have two NAB term deposits and some time soon any excess cash will be invested in a further term deposit.

One of our upcoming financial priorities is the adequate funding of our 2025 National Rally in March.

Many of you will be aware that the ATO has put a spotlight on not for profit organizations including car clubs and we are now required to submit a tax return.

We are prepared for this and will likely need to pay tax on our investment income which will cost the club a few thousand dollars over the coming year.

There's a further comment I feel appropriate, my predecessor as treasurer, club member Alan Mai, has made himself available all year. The handover went smoothly and I've received help with a few loose ends with my bookkeeping, so thanks Alan.

COMMITTEE POSITIONS

There is no need for us to have any elections this year as most of our office bearers from this year are continuing on in 2025.

I am most relieved that Geoff Scott has offered to take up the President's role and I will be in the background assisting him where I can.

Rod Jellett and David Murray are going to work together in running the social events and Rod Vogt will continue looking after competition.

All the other positions are as they were in 2024. Thank you to all those that have contributed in 2024.

MEETING CLOSED at 9.30 pm and supper was served

NEXT MEETING: Thursday 6 February 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

FULL 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.

FEBRUARY

- Saturday 1st Round 1 MSCA PHILLIP ISLAND
1st - 2nd HSRCA (NSW) "Return to Goulburn" Historic meeting at One Raceway, (was Wakefield Park) Goulburn
Sunday 9th # MGCC Rd 1 Interclub Challenge Rob hillclimb at Rob Roy
14th - 16th Rd 1 MG and Invited Racing Championship with Victorian State Circuit Racing Series (VSCRS) at Sandown
Saturday 22nd # Rd 2 Vic. Hillclimb Championship at Bryant Park. Haunted Hills, Morwell
22nd/23rd # Lake Mountain Sprint Round 1 of Aust. Tarmac Rally season www.australianarmacrally.com
Sunday 23rd Alfa Club Sprint at Sandown

MARCH

- Sunday 2nd Round 2 MSCA WINTON
7th - 9th VHRR Historic Phillip Island Festival of Motorsport
13-16th Formula 1 Grand Prix at Albert Park
22nd/23rd # Rd 3 Vic. Hillclimb Championship. Mt.Leura. Camperdown.
Saturday 22nd Round 3 MSCA SANDOWN
Sunday 23rd Porsche Club Sandown 360 Relay
28th - 30th Rd 2 MG and Invited Racing with VSCRS at Calder Park
Saturday 29th # Eddington Sprints (quarter mile sprint) www.bendigocarclub.com.au
29th - 30th # MG Car Club "Rob Roy Revival" www.robroyrevival.mgcc.com.au

APRIL

- 11th - 13th All Historic Races at Mallala. South Australia
26th/Sun 27th Round 4 MSCA THE BEND, Tailem Bend.
Sunday 27th # Rd 4 Vic. Hillclimb Championship. Bryant Park. Morwell.
28th - May 3rd # Targa Tasmania "Targa Tour" www.targa.com.au (see the main Targa Tasmania event on November 16-21)

MAY

- 3rd -4th # Mt. Baw Baw Sprint Rd 2 Aust. Tarmac Rally season www.australianarmacrally.com
Sunday 4th # VHRR Historic Rob Roy hillclimb
Saturday 10th Alfa Club Sprints at Sandown
24th-25th Austin 7 Club 48th Historic Winton on short course

JUNE

- 6th-8th HSRCA (NSW) Sydney Classic Historic meeting at Sydney Motorsport Park & Rd 3 Vic MG and Invited
Sunday 8th # Rd 2 MGCC Interclub Challenge hillclimb at Rob Roy

COMPETITION REPORT



Sunday 29th	Round 5 MSCA SANDOWN
Sunday 29th	# Rd 5 Vic. Hillclimb Championship at Rob Roy.
JULY	
Sunday 6th	Alfa Club Sprints at Phillip Island
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. Make a weekend of it at Winton?
Sunday 17th	Round 6 MSCA WINTON
23rd/24th	# Leyburn (Qld) Historic Sprints
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
26th-28th	AFL Grand Final weekend
OCTOBER	
4th - 5th	ALFA CLUB 10 HOUR RELAY
4th - 5th	Rd 5 MG and Invited Race Series with VSRCS at Phillip Island
Sunday 5th	# Rd 3 MGCC Interclub Challenge Hillclimb at Rob Roy
Saturday 11th	Round 8 MSCA CALDER (final MSCA event)
18th/19th	# Mt. Tarrengower Historic Hillclimb www.bendigocarclub.com.au
25-26	# The Great Tarmac Rally Rd 4 Aust. Tarmac Rally season (Based out of Marysville)
NOVEMBER	
7th - 10th	VHRR Historic Sandown inc. MG and Invited British Racing Series
Sunday 16th	# 33rd Historic and Classic hillclimb at Rob Roy
16th - 21st	# return of Targa Tasmania www.targa.com.au
28th-30th	HSRCA Summer Festival Historic meeting at Sydney Motorsport Park
28-30th	# Geelong Revival Motoring Festival - quarter mile sprints
Saturday 29th	# MSCA COME and Try Day at Phillip Island
Sunday 30th	Alfa Club Sprints at Phillip Island

2024 COMPETITION YEAR SUMMARY

CONGRATULATIONS TO MANDY Parry-Jones on winning the 2024 Competition Championship driving the Gardiner/Parry-Jones Super Sprite.

Mandy is a fierce competitor, skillfull, very fast and leaves nothing in the tank – perfect combination of skills to meet the point scoring requirements for the AHOC Championship.

“Four fastest laps” format does not mean that the fastest car will be the winner but over the years the trophy has usually gone to those who are truly committed. I note that after competing in various Sprites while a member of the Sprite Club Mandy does not appear on their champions honour board!

In our era of open competition Mandy is the first female winner and it is well deserved after many years competing at MSCA sprints, hillclimbs and racing at State Series.

2024 AHOC CHAMPIONSHIP for Healeys

Best 4 Events (maximum is 4000 points)

	Points best 4	Events completed
1 Mandy Parry-Jones (Sprite)	3827	4
2 Rod Vogt (Sprite)	3774	8*
3 Adrian Newman (Sprite)	3375	7*
4 Shane O'Brien (100/4)	2572	3
5 Chris Bennetto (Sprite)	2157	3
6 John Southwell (Sprite)	1896	3*
7 Merv George (Sprite)	1893	2
8 Peter Kaiser (Sprite)	1731	2
9 Geoff Leake (100/4)	1643	3*
10 Glen Scott (100/6)	1402	3**
11 Simon Gardiner (Sprite)	942	1
12 Andrew Purcell (100/4)	927	1
13 Steve Pike (3000)	870	1
Damian Moloney (100/4)		1*
Deborah George (Sprite)		1*

* members competed at the MSCA Phillip Island round where the timing system failed and no scores are given for that round

** Glen competed in a Tampered Motorsport event at Sandown but dorian failure meant no times available for our scoring system

2024 AHOC ASSOCIATE CHAMPIONSHIP for other marques

Best 3 Events (maximum is 3000 points)

1 Hardy Kuhn (Hyper Racer)	2923	8
2 Peter Kaiser (Mini Cooper S)	2807	4*
3 Russell Baker (Sebring)	2750	7*
4 Stewart Webster (Porsche 356)	1868	2
5 Laura Rogers (Cayman GTS)	1811	2
6 Tim Newman (Gemini)	1695	3
7 Peter Brice (MX5)	966	1
8 Sue Brice (MX5)	924	1

* member did MSCA Phillip Island round where timing system failed and no points scored

Twenty-two members competed in 28 events in 2024, 15 in Healeys and eight in associate cars. (Peter Kaiser was in both Championships in his racing Sprite and Mini Cooper S)

The numbers were basically unchanged from 2023 where 23 member competed in 28 events, 13 in Healeys, 11 in associate cars, with Peter Kaiser again in both Championships. However, there were changes in Team Healey.

In the Competition Championship for Healeys we lost Richard Stephens, Brian Dermott and Hugh Purse – Richard and



Brian retiring and Hugh maybe?

Peter Jackson did not compete in 2024 while his Group Sa 3000 is being repaired and rejuvenated and hopefully PJ will return. The numbers were boosted by new competitors Glen Scott and Andrew Purcell.

Mandy Parry-Jones appeared by running the family Super Sprite, not the Escort, and promptly won the Championship. Steve Pike came back on the list with his one-off run at Winton Historics in a customer car he was, mmm, shaking down before sending overseas.

The Associate Class looks a bit thin at the moment. Numbers



Peter Kaiser



Ruth & Hardy

were down with Mandy running the Sprite instead of the Escort and Steve Pike had a one-off in 2023 in his Jaguar XK140 – I don't think he enjoyed that much?

Peter Williams (Brabham) missed 2024 through mechanical issues, diary clashes and a minor health issue. Hopefully 2025 will be better but PW is intending to scale down the Brabham activities and do some sprints etc with us in his 3000.

More permanently, Tony Rogers has retired after reaching the big eight-0, David Kelly missed 2024 and is pondering if he can continue and Phil Aitken is still without a drive in the Coad family historic Vauxhall Special.

Hardy Kuhn won his second consecutive Associate Championship in the Hyper Racer open wheeler but has sold the car and is not continuing. Competing in the Australian Drivers Championship is time consuming and Hardy has scratched that itch and shown the young up and coming drivers in that class that old men should not be underestimated.

MARQUE SPORTS CAR ASSOCIATION RESULTS

Best six events of the seven MSCA rounds counted:

Class 2C Classic up to 2000cc (49 competed in the class)

1st Rod Vogt (Sprite) in 6 rounds

4th Mandy Parry-Jones (Super Sprite) from only 3 rounds

26th John Southwell (Sprite) 18 out of 20 points at his only scoring event at Winton.

Class 4M Modern 2000cc-3499cc

Peter Kaiser (Mini Cooper S JCW) did only one round at Winton for third fastest in class that day.

Class 6M Modern over 4999cc (24 in class)

4th Russell Baker (Super Sebring)

Russell also scored in the Outright Class where points are awarded to fastest 10 cars on the day, he achieved 10th place on two occasions.

REGULARITY (44 in class)

10th Adrian Newman (Sprite) 3 events in reg plus 1 event in Sprints at The Bend

12th Chris Bennetto (Sprite) from 3 events.

18th Merv George (Sprite) from 2 events

34th Tim Newman (Gemini) one event completed and one DNF no score.

They all needed to compete in more rounds to figure in the trophies

TARMAC RALLIES, SPRINTS and HILLCLIMBS

Hillclimbs no activity.

Sprints

Glen Scott and Andrew Purcell competed in the Geelong Revival Sprint

Tarmac Rallying

Laura Rogers (driving) and Gavin Rogers (co-driver) had a very successful 2024. Team Rogers competed in the four round Australian Tarmac Rally season in their modified 2016 Porsche Cayman GTS.

Laura finished 13th outright and second in the "Modern 2008 onwards 2wd Class," behind a Porsche GT3RS and ahead of a Porsche GT4, a Mercedes AMG GTR, another two Caymans (one a GT4), a new Toyota Supra, a Lotus Exile 350 sport and a BMW 1M.

Gavin was co-driver and was rewarded with a 4th place finish in the Co-Driver Awards having missed the first event, the Lake Mountain Sprint.

RACING and Sprints

In Historic Racing only Peter Kaiser is now competing in his Group Sb Sprite with no sign of new competitors. No Big Healeys! Hopefully Peter Jackson will return.

Glen Scott is very keen to move up to race events in the ex Rudd/Hopwood 100/6 and is considering joining the MG and Invited British Sports Car group who accept the additional modifications to the 100/6.

The other obvious contender to move on to racing would be Shane O'Brien in his very fast 100/4, again not eligible for Historics but OK with MG and Invited. No pressure Shane!

Glen (and Shane?) would then be able to race on the program at the Historic race meetings at Winton in August and Sandown in November with the MGs plus their regular participation in the Victorian State Race Series rounds.

Marque Sports Car Association

Simon and Ben Kelly are planning to do a full season in Marque Sports Car Association sprints in 2025 now that Austin Healeys (among other older cars) are banned from



competitive tarmac rallying due to restrictive safety requirements. The "Touring Class" option is not very challenging.

I am encouraging (no, not pestering) new member Andrew Purcell to join us at the odd MSCA event in his beaut blue 100/4 as he detailed in the new member's section of the December magazine. Still a working man, time is the issue.

HISTORIC REGULARITY

Shane O'Brien (100/4) and Stewart Webster (356) were joined by Glen Scott and new member Andrew Purcell, but numbers are well down on the days of 15 to 20 years ago.

WINTON 10 HOUR RELAY

We managed to field one team this year and scraped up enough elderly helpers to get through the weekend. The result was disappointing but the effort was there and fun was had by all and that is the most important thing. Realistically it is a year by year proposition for Team Healey as our regular drivers and our old cars feel the strain. We really need some younger drivers and volunteers to keep our long and proud involvement going.

COMPETITION REPORTS

Final 2024 events

Jaguar Car Club Sprint Winton

21 September 2024

Opps. Forgot this one for December magazine but the scores have been included in the 2024 Championship results.

Strange that I did forget because a little birdie told me that Geoff Leake had a major oil loss in his first session and there was some concern that there may have been engine damage.

Geoff's next event was as a crucial member of Team Healey at the Winton 10 Hour Relay so we collectively were concerned. Go back to the Relay report in the November magazine and you will read that the engine failed totally early in Geoff's first run. First lap I seem to remember because I had to go out for a second session unexpectedly to replace Geoff when I thought my Saturday was done. We await a forensic diagnosis before the 2025 season starts.

Back to the Jag event only four fast laps for Geoff but enough to post a score in the Championship – see below.

Shane O'Brien had the 100/4 flying right from the start and posted his four fastest laps in the first session and his best 1.40.51 was so close to his PB of 1.40.18 set back in 2019.

Perhaps he would have cracked the 1.39s this day? Session 2 was a bit compromised by the kitty litter soaking up Geoff's oil so we will never know.

After lunch the officials decided to run untimed passenger sessions. Shane thanked Hugh Purse, who introduced Shane to 100/4s by letting him drive his car on many occasions, by taking Hugh around at speed. So much speed that Shane had to visit "The Tower" for a talking too! Apparently Hugh loved every minute of it.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Shane O'Brien (100/4) 907 pts 1.40.51, 1.40.52, 1.40.66, 1.41.44

Geoff Leake (100/4) 882 1.50.40, 1.50.82, 1.51.67, 1.51.71

SANDOWN HISTORICS NOVEMBER 9th/10th 2024

Sandown happened after the December magazine deadline but points scored were included in the 2024 Championships. We had two members entered in Regularity but no members racing unfortunately.

Glen Scott ran his ex racing 100/6 and Stewart Webster again ran his Porsche 356. We have three octogenarians in Team Healey and they are an inspiration to us, relatively, younger drivers! Stewart sits on top of that list, born in 1937. David Kelly sits second, born 1937 and Russell Baker muscles the fast Super Sebring around despite a birth date mid 1943. Long may they continue.

Practice: The field of 25 cars included a March 729 F2 open wheeler, a couple of Formula Vees, a Cooper MK5, a Jaguar D Type (replica?), a number of well known Aussie Specials – 4.5 litre Monaco Aljon Special, the Lupino Monoposto, the George Reed Ford special, the Group K Marsel Special 4.2 litre and a grey Holden powered Ausca. Throw in an MG TC and two MGBs, a Morris Cooper S and Glen Scott's Healey and it looked like a classic field.

Perhaps a bit out of place were a Valiant Charger, a Ford Falcon Coupe and a Mustang GT350. The odd car was a Morris Minor powered by its 950cc engine to a best lap of 2.38s which did not compare too well with the second slowest car at 2.02s and Glen Scott's Healey time of 1.34.53s which was fastest in the field. Never mind, I bet Rachel Brown had a lot of fun. Stewart Webster did a fastest lap of 1.41.73s which was sixth fastest. Starting in fastest to slowest order had both up the pointy end.

Event one: Glen had a problem. For safety reasons, given the big differences in speed and experience in Regularity, the fastest lap time allowed is 1.35 - Glen's 1.34 was done fairly comfortably he said and nominee rated 1.35, right on the limit. Opps! He was black flagged off the track and disqualified after doing one lap at 1.33.34, well you showed them what the Big Healey could do. And he got to climb the steps to the control tower to meet the Clerk of Course. We all know how that feels. Stewart Webster is an old hand at Regularity, nominating a 1.42 to match his best practice lap but his 1.43s, 1.44s and an opening lap of 1.48 resulted in a 10th placing of 21 finishers.

Event two: Sleeping on it on Saturday night, Glen decided to renominate to 1.36 target time. Mmm, still not much margin for error Glen. But he nailed it, finished a fine sixth by conservatively doing 1.36', 1.37s and 1.38s. But he found that a bit boring, lacking a real challenge and decided that the restrictions for Regularity might not make such an event a priority going forward? He did not bother doing the final event which was last on the Sunday afternoon.

A discussion with the MG racing guys now has Glen wondering if he might be happier as the only Big Healey racing with them!

Stewart Webster renominated to a slower 1.44 to match his event one times and ... of course he broke that target significantly didn't he, finishing 18th with some 1.40s achieved. His best lap of 1.40.48 is just shy of his Sandown PB of 1.39.79 set back in 2017 by my records when he was a mere pup at 78. Stewart also packed up and would have been home for happy hour before the last run even started.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Glen Scott (100/6) 755 pts #1.33.35, 1.34.53, 1.35.72, 1.35.80
New PB (first official time at Sandown for Glen. His GPS logger did show a 1.31.30 at a Tampered Motorsport sprint in August)

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other Marques and 4 fastest laps

Stewart Webster (Porsche 356) 929 pts 1.40.48, 1.40.60, 1.40.96, 1.41.19

These scores were included in the 2024 Competition Championship results

FIRST EVENT FOR 2025 CHAMPIONSHIPS

AROCA Sprints at Phillip Island on 1 December 2024

Peter Kaiser has first points on the board for the 2025 Associate Championship by giving his 2006 Mini Cooper S JCW a run in the Alfa Club sprints.

PK did an untimed practice session and then two sessions of 6 laps each, timed, before disappearing off the timing sheets.

Some drivers did 5 sessions and managed up to 30 laps. I rang expecting a tale of woe but, no, all was OK. PK pulled the pin early when showers appeared and he had already been battling vibrations issues with new tyres fitted that had not been balanced correctly.

His best lap of 1.58.58 was not bad then, his PB is 1.56.20 set in July 2024. And he achieved an excellent 953 out of a possible 1000 points toward the AHOC Associate Competition Championship. Scores in the 900's are essential to have any hope of winning that trophy.

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other Marques and 4 fastest laps

Peter Kaiser (Mini Cooper S JCW) 953 pts 1.58.58, 1.58.77, 1.58.88, 1.59.05

A CLOSING THOUGHT

The most stupid question is the one not asked.

Keep it on the black stuff

Rod Vogt

THE YEAR AHEAD

OUR NEW YEAR kicked off with our Natter Day which this year was hosted by Shane O'Brien on Sunday 12 January at his premises in Laverton North.

Our February club meeting on Thursday 6 will commence early at about 6pm with our traditional Sausage Sizzle in the garage of the clubrooms. We dispense with formalities on this night and the club provides the meat and salads and the bar will be available to make your own purchases.

MSCA will kick off the competition year on Saturday 1 February at Phillip Island. Entries are open for that now.

Another February event is the AOMC Car Show at Yarra Glen racecourse on Sunday 16 February. You are invited to bring your car to join the club's display and vote for your favourite model in each category. The club tent will be at our usual location at Yarra Glen.

On 26 February there is a run planned by Eric Patterson and Kate Higgins in and around the Cape Ottway area. More information is in this magazine.

You should have now registered for our National Rally at Inverloch if you are joining us from Tuesday 4 March until Friday 7 March.

Or perhaps you are going to come down to our main show day at Leongatha Recreation Reserve on the Wednesday 5 March. You are most welcome to bring your car and join us.

There is of course no club meeting in March because of the Rally. On the following weekend after the Rally we will have a special Austin Healey display at Phillip Island Historics. More details in another notice closer to the event.

INVERLOCH NATIONAL RALLY 2025

FROM THE PRESIDENT

In this magazine are booking forms for next year's National Rally, which Victoria is hosting at the RACV Resort at Inverloch. As Victorian members you have the first opportunity to book as bookings will be opened to all the Australian clubs at the Western Australian Rally which takes place in Geraldton this month.

If you have not been to a National Rally before then you should make the effort and join us at Inverloch next year as I am sure you will enjoy yourself.

We have put together a great program of events and the location at the RACV resort is a good one. As well as the daytime tours and events we will gather each night at the resort for dinner where you will meet new friends and catch up with old ones.

After the final breakfast together there is the opportunity to travel to Phillip Island and witness the first day of action at the largest Historic meeting in the Southern Hemisphere. Once registered for the Rally we will keep you up to date with developments and things that will be in store for you during your time at the Rally.

Terry Wade

2025 AUSTIN HEALEY NATIONAL RALLY Tuesday March 4 to Friday March 7 RACV Inverloch Resort, Victoria ACCOMODATION OPTIONS

Premium Ocean View

Perfect for couples with panoramic views of the Bass Coast and private balcony, ensuite, flat screen TV, microwave, fridge and are located in the main building.

All rooms have an allocated parking space.

\$351.30 per night excluding breakfast.

Ocean view

Ocean View Rooms offer a private balcony, ensuite, flat screen TV, microwave, fridge and are located in the main building.

All rooms have an allocated parking space.

\$297.00 per night excluding breakfast.

Resort rooms

Resort rooms are a basic hotel room with bathroom, bar fridge and tea coffee making facilities. These have no deck, no view and are not located in the main building. Bedding configuration can be King or twin.

5 to 10 mins walk to main lodge.

\$243.00 per night excluding breakfast.

Deluxe 2 bed cabin

Scattered throughout the resort, they feature two bedrooms, one queen bed and one with twin bedding, a separate spacious living area, private balcony and one bathroom.

Parking at each pod of rooms. 5 to 10 Mins walk to main lodge.

\$258.30 per night max 3 guests, room only.

Standard 2 bed villas

Scattered throughout the resort these feature two bedrooms, both can be either king or twin. The villa has a shared bathroom as well as a central living area. parking is allocated at each pod of rooms.

5 to 10 mins walk to main lodge.

\$402.30 per night max 4 guests, room only.

How to book

Room pricing is based on RACV Member rates by special arrangements with the resort. More accommodation arrangements MAY be available – enquire directly with the resort for details.

Reservations are to be made on an INDIVIDUAL basis.

Rates are room only rates and breakfast is an additional charge per person of \$24.00. Guests can add breakfast to their booking upon check in. Alternatively, guests can book breakfast in the Radius restaurant and pay on the day.

Rooms will be held until 31 October 31, 2024 to allow for a group booking. RACV Inverloch reserves the right to release rooms not booked by this date bookings will be subject to availability. The Rates are valid until the 31 October 2024 any rooms booked post this date will be subject to available rates at the time of booking.

Individual reservations will be processed by reception and not the conference and events team.

To make a new reservation via a booking link

Follow the following link:

<http://bookings.ihotelier.com/bookings.jsp?groupID=4392528&hotelID=72449>

- Select number of guests and date of stay
- Select your room type
- Enter your guest information and click BOOK NOW

To book a new reservation directly or use your club membership discount

- RACV Club members are advised to book direct to receive their Club Member discount. Any Club member discount will apply to advertised rack rates at the time of booking. The above quoted rates are not eligible to receive additional discounts including Club Member discounts.
- To book directly call on (03) 5674 0000 and quote the the Block ID #12218259 / Austin Healey National Rally.
- Guests will be required to pay in full at the time of booking.

Any cancellation of accommodation bookings within 30 days of your event date incurs a 100% cancellation fee.

AUSTIN HEALEY NATIONAL RALLY REGALIA



Caps \$20 each
Grey, Blue, White



Polo Shirt Sizes:
Ladies – 6 to 26
Mens – Small to 12XL
Caps – one size fits all

Polo Shirts
\$35 each
Grey, Blue, White

ORDER FORM

Polo Shirts: Number, Size/s & Colour/s

eg 1x L14 Blue or 2x M2XL 1Grey 1White

Caps: Number, Colour/s: G B W

Total Amount due:

Name: **Phone:**

Address:

Email:

BANK TRANSFER ONLY: Account Austin Healey Owners Club of Victoria
Bank National Australia Bank BSB 083-153 Account Number 12374 6259
Please reference: Regalia with your initial and surname

RETURN ORDER FORM TO: Reg McNee 3/13 Washington Street, Toorak 3134 or
Email Reg McNee reginaldamcnee@gmail.com
Any questions call Reg McNee on 0434 242 013. or email reginaldamcnee@gmail.com



2025 AUSTIN HEALEY NATIONAL RALLY

TUESDAY MARCH 4 TILL FRIDAY MARCH 7

VENUE - RACV RESORT INVERLOCH VICTORIA

ADULTS ATTENDING:

(One person must be a member of a State or National Austin Healey Club!)

1.		2.	
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PERSONAL DETAILS:

Contact street address:			
Suburb:	State:	Postcode:	
Telephone:	Home:	Mobile:	
Email address:		State / National Healey Club Membership number:	

Special Dietary requirements (if any):

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RALLY COSTS:

Adults x	@ \$500.00 ea	TOTAL: \$
TOTAL AMOUNT DUE: \$		

****Full payment for adult and child tickets must be received by December 31st, 2024.****

PAYMENT METHODS:

Payment by: <i>(please highlight)</i>	Cheque:		Direct Deposit:	
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PAYMENT DETAILS:

CHEQUE: Please make all cheques payable to: AHOC of Vic. Inc. Mail to: AHOC of Vic 2025 Rally, 59 Sanders Road, Frankston South, 3199 VIC	BANK TRANSFER (Preferred) : Please use initial and surname as reference: Account: AUSTIN HEALEY OWNERS CLUB OF VIC INC Bank: National Australia Bank BSB: 083-153 Account Number: 12 374 6259
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PLEASE NOTE: RECEIPTS WILL BE ISSUED ON PAYMENT

ENQUIRIES: Email : 2025rally@healeyvic.com.au

HOW WILL YOU TRAVEL?

Are you travelling to the National Rally in an Austin Healey? <i>(please highlight)</i>	Yes	No
If yes, what is the Model No / Type / Colour:		

TERMS AND CONDITIONS:

Refund Policy – The AHOC of Vic Rally Committee takes no responsibility for Accommodation bookings made directly with the RACV Inverloch or any 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 AHOC of Vic Rally Committee and no refund request will be considered post 31 January 2025 under any but extreme circumstances.

Disclaimer – All Rally attendees enter and participate in the 2025 National Rally solely at their own risk. By lodging a Rally Registration application, attendees release the AHOC of Vic Inc and it's Rally Committee from any and all liability for loss, damage or injury to participants or their vehicles.

Ticket inclusions - Your Rally Ticket includes 3 evening functions including entertainment, meals and drinks (limited to beer, wine and soft drinks.):

- 3 Evening functions at resort
- Various attractions at Port Albert
- 1 lunch
- 1 Farewell Breakfast
- Rally Pack
- A great time with all your Healey Friends!

IN ORDER TO CONFIRM REGISTRATION PLEASE POST OR E MAIL THIS COMPLETED FORM TO:

AHOC of Vic 2025 Rally,
 59 Sanders Road, Frankston South, 3199
 OR : 2025rally@healeyvic.com.au

REGALIA

Regalia order forms will be sent separately.

ACCOMMODATION

See separate accommodation booking form.

Accommodation to be arranged directly with RACV Inverloch

This Month's Book Reviews

Book Review: Dick Johnson – The Autobiography

I MUST SAY THIS book surprised me somewhat as it contained a lot of information that I thought I knew but obviously not in the detail that was revealed in this book.

I guess everyone knows the story of Dick Johnson at Bathurst and how he came to grief when he struck the rock in 1980 that put him out of the race.

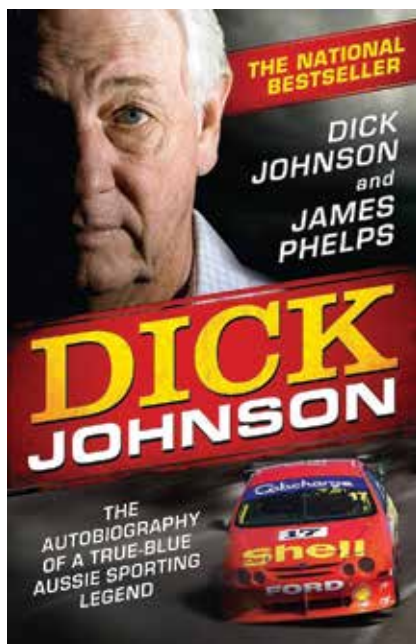
But there was a lot that went on in Dick's life both before the rock incident and after it, it certainly made him a celebrity who went on and achieved so much.

Right from his early days Dick wanted to be a racing driver and his father was in the automotive business as a car salesman. He bought different cars home from work and so Dick grew up with the car racing bug.

Once he had his licence he started planning how he could get on to the racetrack and his first car to become a race car was actually a Torana XU1, although eventually later in his career he would become a Ford man.

He was quite successful mainly at his favourite local circuit of Lakeside and it was quite a few years before he would venture to any other circuits. The car was prepared at home in the Johnson garage and it was not until Bryan Birt, a Queensland Ford dealer offered some sponsorship that Johnson was tempted to become a Ford man.

So in 1977 the first Ford for Dick Johnson was built, still at



home in the Johnson family garage with Bathurst firmly in mind. But it was not a successful year and he finished 22nd in the great race.

In 1978 Dick paired with Vern Schuppan and together they finished 5th in a Falcon Hardtop. Then 1979 was a disaster and a DNF in the hardtop. For 1980 Dick built a new XD Falcon with sponsorship from both Bryan Birt and a new sponsor Ross Palmer of Palmer Tube Mills.

Of course 1980 was the year of the "rock" incident that changed Dick's life dramatically. It not only triggered enormous public response but spurred the Ford Motor

Company into giving Dick factory support.

Together with Ross Palmer's support Dick built his best ever Greens Tuff Falcon that he won Bathurst with ably supported by John French as co-driver.

Johnson continued to run Ford products at Bathurst but victory eluded him until he progressed to the Ford Sierra and won with John Bowe as co-driver.

Johnson had many racing exploits in his time including racing in Nascars both here and in America. Ross Palmer negotiated Shell sponsorship for Johnson and it went on to become one of the longest sponsorships for any race team.

Johnson sold 51% of the team to Roger Penske in 2014 but bought it back in 2020 and the team reverted to Dick Johnson Racing, which it remains to this day.

Wednesday Lunches



These are the first three Wednesday lunches for 2025. More to come in the future
Time 12.00 noon.

- Wednesday 26 February Ranleigh Club 3, Rosserdale Crescent Mt Eliza .
- Wednesday 26 March The Pig and Whistle , 365 Purves Road Main Ridge.
- Wednesday 23 April Bayview Restaurant Mornington Golf Club. 19, Tallis Drive Mornington.

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.

Alan & Kathy Saul



HEALEY TORQUE

- ◇ The former 100 of Leon O'Brien now resides in WA in the hands of Peter & Tracey Bennie who elected to drive the car back to WA but only got as far as SA before deciding that perhaps it would be safer to get the car transported across the Nullabour. Some electrical problems made the decision for them but all sorted now and they are back on the road in the car.
- ◇ Bernie Ecclestone has decided to sell his personal collection of Formula One cars which he has collected over the years. There are 69 cars in total from a 1937 Auto Union through to a Brabham BT 52, which Nelson Piquet took to a world championship when Ecclestone owned Brabham himself. It is estimated that the collection would be worth over \$250 million dollars today.
- ◇ An interesting Austin Healey BN2 has come up on Bring a Trailer over Xmas and has so far failed to find a buyer. The car was modified in 1961 when it was quite new by renowned body builder Arnold Zucchi to copy the Shelby Cobra front panels. It went on to win a number of awards at different car shows and there was talk that it was done to try and convince Donald Healey that it was a potential way to sell more Healeys in the States. However, nothing eventuated and the car remained with the same owner for 50 years; was given a cosmetic restoration in 2017 and although offered for sale on BAT could not find a buyer.
- ◇ A 62 BN7 that achieved gold status from the Austin Healey registry in 2007 and has won a number of concours awards has been sold on BAT for US \$95,000 which equates to \$152,000 Australian. This is a very big number the way the market is at the moment but similar to what has been achieved here recently.
- ◇ A hardtop for a 100/6 or 3000 came up for auction on BAT recently and sold for US\$3500 which only

equates to \$5,600 Australian which it would easily fetch here. A very sought after item.

◇ Adrian Newman has been talking about adding a second axle to his car trailer

and over the holiday period he got down to work. He even provided photos to prove he was half way there. You have to give full marks to Adrian for ingenuity using his forklift to keep the trailer tow bar off the ground.



AUSTIN-HEALEYS THAT RACED IN AUSTRALIA

Words Iain McPherson

THE SPEEDWAY RACING (Public Safety) Act 1957, which was introduced in New South Wales during 1959, related to the control of speedway racing, tests and trials between motor vehicles, where speed was the determining factor, but it did not include a public street within the *Motor Traffic Act 1909*, as amended by subsequent Acts.

This new Act had a profound impact on all forms of motor sport in New South Wales, not only speedway, as we know it. Many circuits simply closed down and other clubs had to cancel race meetings to undertake works before a licence was issued.

The Vintage Sports Car Club of Australia Club (VSCCA) was founded in 1944 and in its early days, was frustrated by having to run many of its events on closed sections public roads, such as Foleys Hill, Hawkesbury Hill and Leura Hill.

It was decided to find a site on private land where it could build a hillclimb course. In 1955 the club searched widely for a venue and found that the lower section of a single vehicle track on a property owned by James Bere at Bents Basin Road, Wallacia, near Warragamba Dam on the outskirts of Sydney could be suitable. A 10 year lease was negotiated for the use of the relevant part of the property.

The VSCCA suffered from the *Speedway Racing Act*, which required certain changes to the Silverdale project before it could be licensed. Members of the club held a series of working bees to improve the track and establish the hillclimb.

The club was lucky to have a member, George McConnell-Walker, a civil engineer with Utah Constructions, set out the track and do most of the labouring work. He was also able to get a loan of earth-moving equipment when required. Laurie O'Neill who owned a series of quarries, was able to supply road-base materials and trucks.

Jim Robson was an Englishman who had been the technical writer for Riley Motors Ltd within the Nuffield Group, become a member of the Vintage Sports Car Club of Australia. Jim was described as one of those volunteers



Bob Cutler at Silverdale September 1960

which every club requires to get club events happening. His wife, Paddy handled all the paperwork. She had been secretary to John Thornley, "Mr MG", who was general manager of the MG Car Co Ltd and had founded the MG Car Club, before Jim and she emigrated to Australia in 1951.

Twenty-five members entered the inaugural Meeting on the 8 September 1957. The track was 717 yards long, climbing 250 feet, with a number of corners and a couple of hairpins.

President, John Crouch (previously owned a BN1 and sold many others) delivered the opening speech before the ribbon was cut. The Fastest Time of Day was Paul Samuels (later to own a 100M) in his MG Special with a time of 48.50 seconds.

The following week the MG Car Club of NSW ran the NSW Hillclimb Championship at the new venue.

Barry Topen in his Austin-Healey BN2 gave himself a fright when he locked the front wheels at the top corner during his first run and slid straight ahead into the sandbags.

Walter "Tiddles" Tubman and Stuart Todhunter in their Austin-Healeys were evenly matched, but Tubman was able to break 50 seconds with each run (49.01 seconds), while Todhunter couldn't just quite do it. Tubman finished third behind Frank Gardner, who had a struggle in the C-Type Jaguar, tearing up the

sandbags with his near-side hub caps, then sliding to a frightening stop, half off the road and an inch from a tree. George McConnell-Walker in the Lea Francis finished second.

Three Austin-Healeys and the Lea Francis contested the 2-3 Litre Sports Car Class at the November 1957 meeting at Silverdale.

In practice Rex Williams in his wAustin-Healey took to the sandbags as did Frank Matich on his second run in his Austin-Healey, "a common Austin-Healey prank it seems". He recovered to establish a class record of 48.1 seconds on his next run. Tubman, in his Austin-Healey managed a time of 48.61 to come third in the class behind the supercharged Lea Francis.

A bushfire went through the property prior to the next meeting on 13 April 1958. The track was also damaged by severe rain during the same year, which took many months of weekend working bees to repair.

The opportunity was taken to lay hot mix asphalt on the highly stressed corners. In practice, Frank Matich made a brisk run in his Austin-Healey, then made his best time on his first run. David Finch was said to be a bit at sea in his Austin-Healey, not knowing the hill and B Goldsmith who was quite slow, finishing some five seconds behind Matich.

No Austin-Healeys were entered at the

George McConnell-Walker trying out the new Silverdale Hillclimb in his s/c Lea Francis.



next meeting in August 1958 which was a closed meeting run by the VSCCA, but in October, Goldsmith was there in his Austin-Healey to record 47.676 seconds, 6.8 seconds quicker than he was in April.

Barry McTaggart had his first run in his Austin-Healey for a time of 50.07 seconds, after previously running an MG TF 1500.

Between 1958 and 1961 Bob Cutler ran his BN1 at Silverdale on 12 occasions, breaking the class record with an impressive run of 43.10 seconds in August 1961. That 2001-3000 cc Sports Car record still stood in 1962.

Peter Owen also ran his 100/6 at the same meeting to record a time of 45.91 seconds, along with K Pearson who recorded 49.80 seconds in his Austin-Healey. Peter had previously run his 100/6 at the June meeting to record a time of 48.13 seconds.

One of the earliest improvements to the 'climb was the construction of a return road in mid-1961. In the early days the 'climb was surfaced in coarse grained bitumen, but in 1964 the track was resurfaced in hot-mix, which brought the times down by about a second.

April 1960 saw the introduction of Go Karts at the request of the many owners and manufacturers. A few motorcycle hillclimb events were held and some motorcycle trails courses were pegged out on the property.

In August 1960 Peter Atkins entered his Austin-Healey and managed 52.90

seconds.

In June 1964 Bents Basin Road was cut by flood waters, requiring the road to be repaired with asphalt

The Australian Hillclimb Championship was held at Silverdale in 1962, 1963, 1964, 1969 and 1980. It was very hard to break the 35 second barrier, but the final outright record was held by Peter Hollinger in his Hollinger 4400 at 31.86 seconds.

In 1984 the track was extended by 10 metres and a new outright record was established at 31.89 seconds by Robert

Rumble in a s/c Cheetah Renault.

In the late 1960s the club was facing a problem when the whole property was offered for sale. The assistance which Jim Robson provided the club was even more profound when Jim and Paddy sold their waterfront home in Sydney and purchased the property to save the hillclimb from falling into the hands of someone with no interest in motorsport.

They took over the operations themselves and lived in a shack on the property, travelling back to Sydney for work.

Silverdale Hillclimb closed down in 1988 when parts of the track were washed away and the owners did not have the funds to repair it.

The land once occupied by the hillclimb was later added to the Bents Basin Conservation Area and Gulguer Nature Reserve, which had been established in 1980.

The three parcels of land now form a 400 hectare State Park, which has the objective to conserve biodiversity and maintain the ecosystem.

The Management Plan for the reserve adopted in 2019, recognises that Silverdale Hillclimb is an example of recent and an important part of local heritage, noting that some parts of the track and an officials box are still visible. It is ranked as "medium" priority to maintain the alignment of the track and associated buildings.



"Tiddles" Tubman runs close to the sandbags at Silverdale in November 1957.



THE VERY FIRST day of December was when we held our traditional AHOC Christmas lunch at the clubrooms.

As usual a large number of members gathered in the bar area for a free champagne or two before we entered the main room and sat eagerly awaiting our lunch.

Tables were populated with red and green balloons, and small gifts for every person.



Brian Aitken receiving his Life Membership award from Terry Wade.

We were treated to a lunch of roast meats, salads and a large range of desserts before announcements were made for the major prize winners of the year.

Our best surprise to be bestowed was to Brian Aitken who was made an AHOC Life Member, a very well deserved award for his years and years of service to the club. He was emotionally overcome and quite obviously very pleased.

Others to receive awards were to David Murray who was awarded Club Champion. Terry Wade awarded his President's Trophy to Bill Metcalf for all the work he has done for the club this year. Mandy chose Richard Stephens for the Editor's award saying Richard doesn't contribute each month, but when he does it's like a flood of articles.

Competition winners were also announced, not all were pres-



Bill Metcalf received the President's Award.



David Murray receiving his Club Champion award from Terry Wade.

ent but the full list of competition winners for the year are in Rod Vogt's competition report in this magazine.

Finally, to cap off a lovely afternoon the club held its annual 'big' raffle where bags are stuffed full of goodies and the winners drawn from the pot can choose which bag to take home.

A huge thanks goes to the organisers of the lunch, particularly Mick Smith and Enid Nankervis who put so much time and effort into making this an annual event full of Christmas Cheer.



Hardy Kuhn was the Associate Competition Champion 2024



Adrian Newman was third in the AHOC Club Competition Championship 2024



Mandy PJ won the AHOC Club Competition Championship and Richard Stephens won the Editor's Award



Rod Vogt was second in the AHOC Club Competition Championship

TIME FOR RUN

Wednesday 26 February.

The plan is to meet at the Moriac General Store at 9.15am-ish for a tea/coffee catchup, as well as their world famous daily baked muffins, then to take the Cape Otway road to Forrest.

At Forrest we journey the back road to Colac (Centre of the Universe) then out to Red Rock at Alvie for a quick view around the local area, its extinct volcanoes and lakes, and then on to Warrion and to Beeac via the salt lake.

The Farmer's Arms Hotel at Beeac serves a typical large country style lunch and no-one will be disappointed with the menu choices. If the hotel owner is present, a look at some of his cars may be in order.

I don't need numbers. Just turn up at Moriac General Store, but phone the Farmer's Arms in Beeac to make your own lunch reservation, their number is 5234 6341 it may help the staff if you could indicate you are part of an

Austin Healey group and they can arrange tables etc.

Anyone making the journey from Melbourne should come to Geelong via Newmarket and avoid the West-Gate Bridge.

Everyone is welcome.

Eric Patterson and Kate Higgins

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Shane's Natter Day



SATURDAY 11 JANUARY was a beautiful day, perfect sunny weather and not too hot for a jaunt in a Healey, but that was Saturday our Natter Day was on the Sunday and it poured with rain.

We looked at the cars in the shed and Basil the Big Healey was definitely off the driving list for that day, he doesn't have a hood.

Nigel the little Healey does have a hood, and it is water tight as we found out in New Zealand but he is scared of thunder.

That left us three options – the X5 (nice

but a bit boring), Simon's MB Vito van (a bit agricultural) and Molly the MX5 with a water tight hood, air con to keep the windows unfogged and a heater for added comfort.

Just as well we took the MX5 the other two older British cars would not have been up to the task as in places we splashed through deep puddles that would have left the other two spluttering, and followed trucks that had our wipers going full speed – in a Healey full speed is pretty slow, more of wave than a wipe.

We arrived at Shane O'Brien's factory

(I wish Simon's factory looked that good) to be greeted by Shane busy at the BBQ cooking us a wonderful meal of hamburgers, sausages and chicken served with a big selection of salads, and cheeses and...

Shane's factory is his work premises but it is pristine and since I last saw it he has added a small apartment on the first floor which was fitted out beautifully including a huge TV which at one stage was showing a wet Goodwood Revival.

Despite the weather some AHOC members are made of sterner stuff than we were and they arrived in their



Healeys albeit with the roof on. The other selection of vehicles was a mixed bag including Rod Vogt in his bright yellow Porsche.

Inside the factory the cars were mainly Shane's vehicles with his lovely green BN1 race car near the entrance but his Alfa Romeo Giocatollo was hiding near the back.

This is a very interesting car made by Giocatollo Motori Pty Ltd, a short-lived



Australian car company, founded in 1986 by sports car enthusiast Paul Halstead and Formula One designer Barry Lock.

The company's name comes from the Italian word for "toy". Only 15 cars were built, 14 are still in existence.

It was great to see quite a few people that we don't get to catch up with very often like Steve Pike and Hugh Purse who were both there.

It was a very good turnout for such a miserable day and we would all like to sincerely thank Shane (and his helpers) for all the effort they went to on the day, it was much appreciated.

Mandy PJ

In-Tune with Chris Watt

AHOC MEMBER CHRIS Watt offered to run a car tuning workshop for members on Saturday 16 November at his workshop at 4 Speed Circuit in Tyabb. The business is called Two Bay Motors.

Chris took our club members through a range of procedures he uses to tune cars from test driving to fault finding in the electrical, fuel and mechanical areas.

Chris is a second-generation motor mechanic with more than 40 years of experience, and has a diverse background in the industry. He grew up working with his father, Peter Watt.





four marks, get the front in to the apex nice and smooth. Squeeze the power early, switch to 3OD and thrill to the big torque throwing us forwards.

Good one, Vic Roads!

As the BHPR (see above) zooms off left, the new road changes to 100 kph and you enter a Healey happy place. Confident that anything tighter than a 4 will be marked, we slalomed alongside the white water river and then grapple with the mogul climb up Mt Willis.

This road is a wonder, no potholes, fresh white lines and well cambered corners. Hundreds of them. It rewards intense concentration to manage line and gears and brakes and power along a road with

IT WAS AN unmistakable sound – blips like ripping calico, a whine of gears, stuttering pick up. It had to be English, OHC, SUs, very old and cold.

Stepping out on to the balcony of the Golden Age in Omeo and looking down into the fuel stop opposite, there was, incredibly, a 1933 MG K3 warming up. Just like Nuvolari before the Mille Miglia...

Up here in the Victorian Alps is where sportscar royalty come to play and we're here with old and very expert driving friends in our landmark sportscars to do just that.

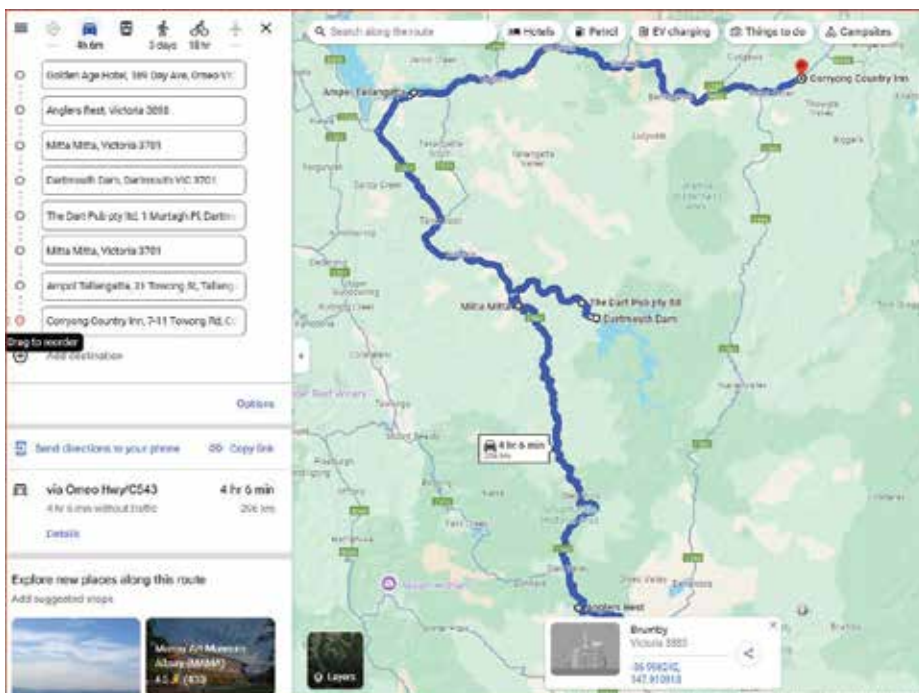
Yesterday we (Lin and I with AH3000) had come from Tolmie via Whitfield to Bright then over Hotham, just like in 2012 when we met up with Selwyn Hall and his group of AHOC adventurers.

Back then we started onto the unimproved Mitta Rd until just after the Blue Duck and then headed for the sky, up the steep Bogong High Plains Road to Falls Creek; only in 2014 was the Mitta Mitta road sealed all the way to Lake Hume.

It's the second day of our Spring RAID, we've fuelled up from drums of 98, it's warm and sunny, the road is fresh, Dartmouth Dam is full and we're off

The road to Anglers Rest I remembered as defying rhythm, with tightning corners, tense 80 kph traps between the towering rock walls and the tumbling river.

But hey - this is new! The sneakiest of the corners has pace notes up on signs and braking markers painted on the road. This one Lin calls as "two and a half left tightens". Jeeze that's nasty, so I snap to 3D (Tulip gears) and brake at



no straight bits.

The three of us keep steady 100 m gaps as age falls away and '60s style driving takes over. This is proper raiding.

The Mitta road is like several Hellyer Gorge stages end to end – when you finally turn right towards Lake Dartmouth, you feel you've been tested, been challenged to abandon the sleazy automation of modern commuting in your authentic period sportscar.

Another treat awaits as you burst suddenly over the ridge onto the dam road, Lake Dartmouth is a breathtaking expanse of water in the middle of the endless Victorian eucalypt forest. Free from the bowels of this forest, the open sky is dazzling and the flat brilliant blue water stretching away to the horizon seems like a fantasy.

Dartmouth is deserted, vast and with massively powerful turbines. It's also a drama survivor. In 1991, a steel beam dislodged from a shaft, washed down the intake tunnel spearing the guide vanes, threatened failure of the dam and catastrophic flooding of Albury etc.

For a period it was touch and go and a unique open spill wall with stepped terraces was part of the fix. When it floods, thousands come to see, and hear. Its happened twice.

Back into it, a glorious open road of sweeping corners through rich green countryside escorts us to Tallangetta, just clicking between 4D and 4OD.

That night at a boisterous dinner at Riley's in Corryong, we felt privileged to have experienced the '60s sportscar way of life, escaping this beastly modern

era of hate driving. With more escape tomorrow.

After a flowing start we climb up and over the roof of a firestorm blasted Australia for lunch in the rebuilt and company run Cabramurra general store (3rd highest food in Aus). From there we enter the jaws of the Elliot Way, just recently reopened after a major land slip.

Famously tight, difficult and spectacular, corkscrewing down in a staircase of hairpins carved into sheer rockfaces to run European style along the Tumut River in the bottom of the gorge.

The Last Hairpin is at 103 kms, then it's a stimulating swooping roadway through a bright green forest to Tumbarumba.

Completely devoid of humans, this wilderness raceway is a joy to drive. Soon in happy old Tumba, we joined in the wine festival at the Nest for a degustation meal in a candle lit garden and slept well that night.

The Return was a rawdog drive revisiting old favourites.

Soaring roads across the foothills of the Snowy Mountains, diving down to span the Murrey at Jingellic. Then a fist fight along the twisting Murrayside blacktop to the left turn into Granya Road, the greatest Targa 'never stage'. Healey thought it was a real Targa and wanted a proper go – after a few bursts of energy, we reined him in.

We found the Gundowring Road and immediately it was 1965. No signs, no warnings, no lines, no people, a few farms.

We drove old school through deserted

farmland, relying on eyes and senses to know what's coming. The road is smooth, polite but with the occasional surprise.

Driving up the narrowing valley, Victoria's biggest mountains grow steadily bigger. By the time they are huge we swing into the Mountain Creek Motel in Tawonga for crazy curry time, to be looked after by the charming and very hospitable Indian family and their amazing kids.

These four raid roads show how the Healey Lifestyle can be alive and well in Victoria. The Mitta Mitta. The Elliot Way. The Granya. The Gundowring.

You should try them.

Brian Dermott



Geelong Revival Quarter Mile Sprints

UNFORTUNATELY, WE DON'T have much information about the event but from the results we know there were two Big Healeys in the event, Andrew Purcell on Sunday and Glen Scott on Saturday. We only have photos of Andrew and these extracted from the video.

A couple of videos of Andrew were taken one by his daughter who took it on the start line and a video was also taken of Andrew at the finish line.

These were the results: Andrew Purcell was in the Classic Sports Cars - Group S Log booked Group S2001cc & over with his Austin Healey 100/4 timed at 16.81s 16.52s 16.23s 16.23s. Andrew was beaten by Robin Bailey in an MGB GT V8. Glen Scott was fastest in his class – Historic Racing and Sports Cars, 1931 to 1960 All capacities, he ran his Austin Healey 3000 for times of 14.26s 14.53s 14.36 s 14.26s.



FOR SALE

HEALEY 3000 MK1

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

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

The car now lives at Ripplebrook 3818.

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



BN1 FOR TOTAL RESTORATION

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

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

Preference will be given to parties who wish to buy all parts in total of this

restoration project as is. Preference will be given to a genuine restorer as I would like the vehicle to be restored to running order. All genuine offers and expressions of interest will be entertained.

Contact Paul Dipnall on 0433 762 610

HEALEY BN100 1954

A beautiful 1954 Healey BN100, four speed with overdrive. The car seems to have had an engine rebuild in 1989 from photos. Since we've had it we have done extensive work restoring it and it has had a new 2-tone paint job. Presents very well with a few minor blemishes showing 66089 on the clock. Runs well and drives great comes with a few spares including bumpers. Asking 75-80k
Email Harry Humphries hwhumphries@gmail.com



100/4 H/TOP & TR3 HOOD BOWS

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

Ring Warren Gartner 0418 536 350.

1962 MkII BT7 Healey 3000

This is a rare tricarb, centre change gearbox model Excellent condition. Red with black interior. \$95,000.

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

AH 1955 100/4 BN1

Lots of mechanical upgrades since earlier restoration including: blueprinted 2825cc engine, 4-speed with overdrive, extractors, alloy sump, 1.75: SU carburettors, finned brake drums with vacuum booster, rebuilt wheels and 3.9:1 diff.

Extras include brand new hood, tonneau, hard top and luggage rack. On club permit so not transferable. A well maintained car in very good condition. Red with black sides) Canterbury, Victoria \$65,000.

Call Scott on 0423 783 165



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

FOR SALE

AH BN1 1954

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

Ring Fay Bryant 0413 280 270



AH & MG WHEELS

Healey 3000 Mk 2 BT7 4 x 4.5 inch, 60 spoke 15 inch wire wheels, painted. Used but in good condition. Pics available. \$400. MGC 3 x 5.5 inch, 72 spoke 15 inch wire wheels, painted. Used but in good condition. Pics available. \$300 Vehicle Positioning Hydraulic Jacks x 4. Easy to operate. Move your car around your workshop floor. Little use, as new. Pics available. \$500

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

AUSTIN HEALEY 1953

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

Ring Peter Macrow 0408 371 975

HEALEY CROWN WHEEL & PINION

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

I am asking \$800 (or best offer) plus \$50 courier cost if I have to ship it. Free delivery in Melbourne and Yarra Valley as I can drop it off. Possibly also can drop off in some parts of regional Victoria

Ring Brian Glass 0411 146 147

HEALEY 3000 Mk1 PARTS

Bell housing \$300 Rear lever arm shock absorbers \$100 Front swaybar (same as

100M) \$150 DMD triple 2" SU manifold \$500 Rear brake drums c/w backing plates, shoes etc \$300 Front disc brakes as new, c/w callipers, pads etc \$800 Distributor/tacho drive \$250 Rear disc callipers Fiat 2300 sports. As works Healey \$500 Horn/indicator steering wheel centre reco with tube \$500, 5 x Dayton 72 spoke x 5" wheels used very little \$900, 176X camshaft as new \$300, Timing chain cover, fan, side plates plus other odd bits \$150, Triple Weber 48mm as new c/w DMD manifold \$3000 All the above package \$6000 **Ring Max Hooper 0418 179 6099 or maxhooper@westnet.com.au for photos**

VARIOUS PARTS

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

Ring Bill Metcalf on 03 9876 2167

HEALEY 1958 100/6

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

Ring Ian Wallis 0408 322 418

HEALEY 3000 PARTS LIST

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

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

AUSTIN HEALEY 100/6 WHEELS

Two 72-spoke 15x5.5" and in reasonable condition. \$300 for the pair. .

Ring Geoff 0412 739 791

AUSTIN HEALEY PARTS

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

Ring John Gray 03 54241166

BN2 HEALEY PARTS

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

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

100/4 CRANKSHAFTS

Two 100/4 crankshafts for sale.

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

Ring Brian Peart on 0448 189 269

BUGEYE PARTS

A collection of parts including diff's gearboxes, chassis and other various parts..

Ring Carol Tramontana 0402 998 972

HEALEY LUGGAGE RACK

Need extra luggage space for the August 2024 WA Rally? Consider this mild steel racking system supported 3 ways: into the rear bumper support brackets and the chassis cross member. If you are interested, visit Balwyn, if you are genuinely wish to use the system then there will be no cost!

Ring Greig Provan 0419 896 080 or email eprovan@bigpond.com

WANTED

HEALEY BT7 HARDTOP

Anything considered.

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

HOLDEN, FALCON, TOYOTA UTE

2023 onwards in reasonably good condition. **Call Ron Smith on 0419 553 840 or 9789 7698**

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

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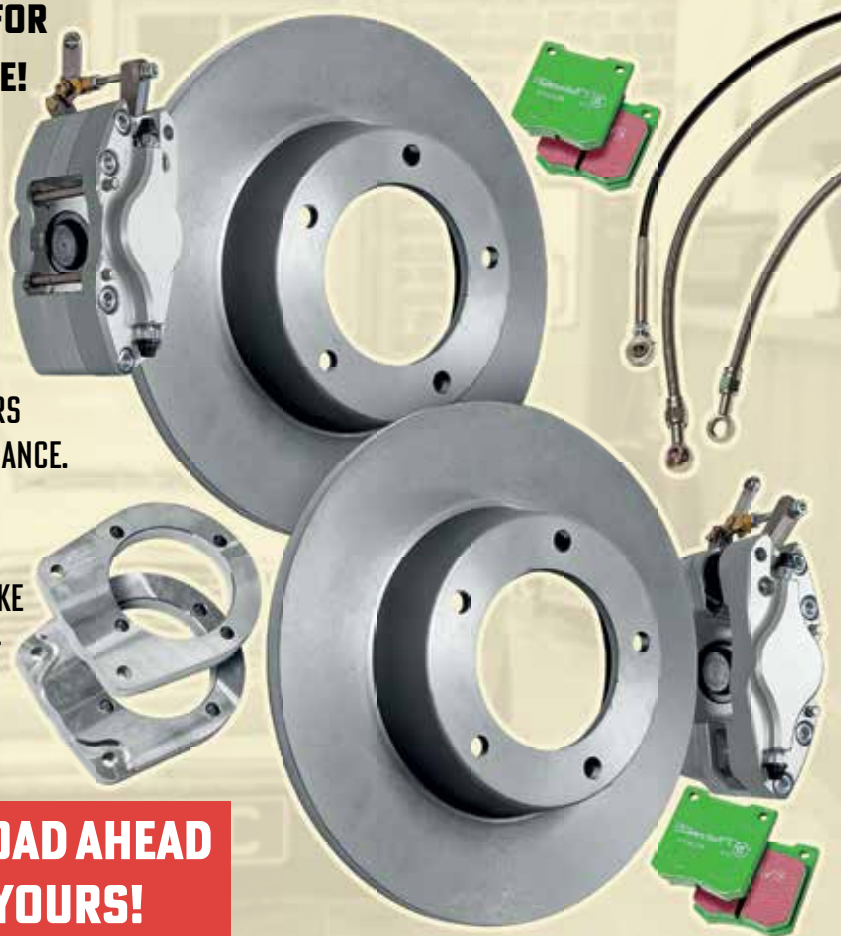
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