

Hundreds & Thousands



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



In this issue

- Rod's Run
- Phillip Island Sprints
- National Rally 2026



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Hundreds & Thousands



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

CONTENTS

Calendar of Events.....	4
AHOC Committee 2025.....	4
President's Report.....	5
Austin Healey National Rally 2026.....	5
Austin Healey February General Meeting.....	6
Competition Report	7
Book Review: Phillip Island.....	12
Wednesday Lunches.....	12
Healey Torque.....	13
Austin Healeys that Raced in Australia.....	14
Rod's Run.....	16
Winelander Rail Journey.....	17
National Rally Regalia.....	19
CH Plate Scheme.....	20
For Sale or Wanted.....	20
Club Gear.....	22



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

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

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

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

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

Date	Event	Organiser
6 March	NO GENERAL MEETING IN MARCH DUE TO NATIONAL RALLY	AHOC
4-7 March	NATIONAL RALLY INVERLOCH RACV Inverloch	AHOC
8-9 March	PHILLIP ISLAND HISTORICS	VHRR
13-16 March	AUSTRALIAN FORMULA ONE GRAND PRIX	AGP
22 March	SANDOWN SPRINTS www.msca.net.au and page 7 this magazine	MSCA
26 March	WEDNESDAY LUNCH See page 12	AHOC
27 March	ROD'S RUN Starting at Quambee Reserve, Wonga Park 6pm sharp	AHOC
3 April	AHOC GENERAL MEETING At the clubrooms starting at 7.00pm	AHOC
20 April	FLINDERS CAR SHOW See page 13	FMH
23 April	WEDNESDAY LUNCH See page 12	AHOC
26-27 April	MSCA THE BEND – TALEM BEND www.msca.net.au and page 7 this magazine	MSCA

Please note these dates are subject to change.

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

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ONLY DAYS AWAY from our 2025 rally and the excitement is building, the rally committee have been switching into over-drive to make sure every last minute task is bedded down and nothing is left to chance.

This looks like one of our best National Rallies for many years with lots of exciting activities planned over the four days, we have also put in a request to the Weather Gods for nothing less than perfect conditions for the rally.

One more new initiative for the rally is being organised, we will have a local drone and video expert producing a record of overhead and on ground activities of the full display day, after editing these will be available to purchase as well as a club copy to show at future meetings.

There's plenty on if you are not attending the National Rally,

you can come down to Leongatha on Wednesday 5 March to see the Austin Healey car display where we will have not only the National Rally participants' cars but we have also invited the Austin Healey Sprite Drivers' Club to bring their cars along.

As a special bonus, Brian Dermott has got together a big selection of Austin Healeys that have participated in all sorts of motorsport events in Australia and overseas. These include cars that were at Bathurst, Targa Tasmania, Classic Adelaide, Historic Group Sa racing, the Paris to Peking and Italy's Mille Miglia events.

Altogether we expect there will be more than 100 Austin Healeys on show at the Leongatha Reserve.

We also have a group of members that have reached 25 years continuous membership recently, we will celebrate this milestone next time we meet. These members are: Brian & Annette Aitken, Warren & Heather Gartner, John & Denise Anderson, Daryl & Jill Smith, John & Fay Raisbeck.

The committee looks forward catching up with you all at the rally!

Don't forget that because we are having a National Rally in the first week of March the club will not be having a general meeting that week – no general meeting on 6 March. So, I look forward to seeing you again at the next general meeting which will be on Thursday 3 April.

Geoff Scott

The Queensland Austin Healey Club would like to invite you to join us at the iconic Gold Coast for great get together Monday 9 March to Friday 13 March 2026

We have planned four fun filled days at the RACV Royal Pines Resort. The accommodation is central to all the Gold Coast has to offer. All under one roof with undercover parking.

Come join us enjoy the great food, beautiful scenery into rainforest on our drive to a lunch and visit to a local winery.

There wouldn't be a Rally without a



Show n Shine to be held by the beach at Kurrawa Park, Broadbeach.

On your free day there is an optional drive to the famous Gold Coast Car Museum. The Rally will

conclude with a gala dinner and awards presentation and entertainment to dance the night away.

Looking forward to seeing you there.

Your Rally Committee,
Neil Tregear, Judy Dooley,
Ray Hick, Fay Bryant

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC. Minutes of the General Meeting Thursday 6 February 2024 Meeting AHOC Clubrooms at 8.00pm

President's Report: Welcome to our February General meeting and my first as president, it is an exciting time with only four weeks out from our National Rally. Having been chosen to become the President of the Austin Healey Owners Club of Victoria is not only a great honour and an unexpected surprise but also tinged with a degree of regret having been elected near the conclusion of nearly 12 months of hard work by our very dedicated rally committee.

Having had experience of organising events similar to this many years ago, I have some understanding the workload and sleepless nights that come with such a long and arduous task, our present organising committee are, without doubt some of the best I have worked with and deserve much praise, on behalf of our members we wish to thank the following.

Brian & Annette Aitken, Terry Wade, Mandy Parry-Jones, Reg McNee, Enid Nankervis, Bill Metcalf, Ron & Mick Smith, Paul McPherson, David Jenkins and most recently, Brian McDermott plus many others members that have assisted.

Following in the footsteps of our previous president Terry Wade is a daunting task, when I look back through the old Austin Healey Year Books and club magazines, Terry's name keeps popping up over and over since the early 1970s in various committee roles such president, secretary and more, Terry's dedication is quite amazing and helps us understand why our club is in such a good state today, well done Terry!

Our recent events included a most enjoyable Natter Day at Shane O'Brien's Factory on Sunday the 11 January, a good turnout of Healeys arrived in beautiful weather, Shane was busy at the BBQ cooking us a wonderful meal of hamburgers, sausages and chicken served with a big selection of salads, and cheeses. A thunderstorm developed as the day proceeded but did not dampen the enthusiasm of the attendees. It was a most enjoyable of days and a big thank you to Shane and to all of our members that attended.

2. APOLOGIES: Jeanie Metcalf, Adrian & Loraine Anderson, Keith and Edith Nankervis, Eric Patterson and Kate, and it was reported that long time member Elaine Lindner passed away last week.

On a better note Lyall Seebach after a horrific accident on the 7 January it is reported by his wife Sue that he is starting to improve. Though with extensive broken ribs, a broken back and shoulder he has a very long way to go.

3. MOTION. That the minutes of the meeting on Thursday 5th December, 2024 as published in the club magazine issue be accepted.

MOVED. Reg McNee SECONDER Bill Metcalf. Show those in favor - Carried.

4. MATTERS ARISING

David Murray reported Rod's run was well attended and mentioned that the food at the Healsville Hotel was his highlight. Reg also spoke to the natter at Shane O'Brien's factory and with the weather turning bad was grateful to Shane for ensuring all 100/4s were parked under cover.

Russell Baker reported the first MSCA Day at Phillip Island last weekend went well.

5. COMING EVENTS

Just a reminder the Bellarine Chapter is holding a drive day through the Otways on the 26 February if anyone wants to join contact Eric Patterson and Kate.

YARRA GLEN is on again on the 16 February entry \$15.

NATIONAL RALLY 4-7 March Inverloch Brian commented that he still has openings if anyone wishes to join please let him know by the end of next week.

PHILLIP ISLAND HISTORICS 7-9 March 2025

MELBOURNE GRAND PRIX 13-16 March 2025 car 5 in the Historic/s will be the 100S.

6. GENERAL BUSINESS

6.1 CORRESPONDENCE IN OR OUT

Club affiliation with Motorsport Australia is now completed.

6.2 FINANCIAL – David Jenkins

The financial report has been prepared and is currently with the auditors as soon as it is released it will be published in the magazine. David also confirmed this year with the changes to ATO laws concerning charities and clubs we will pay some tax on interest earnings.

Building Maintenance	\$10,604
General Account	\$125,493
Rally Account	\$49,650
Term Deposit #5897	\$11,323
Term Deposit #9627	\$48,730
Net Position	\$245,801

Our financial reports for 2023/24 and our Income Tax Return have been completed by our accountants.

6.3 MEMBERSHIP – Richard Stephens

Reported that we now have 566 members – with all but seven fully paid up. Jeff Hart a new member with a BT7 was introduced to the attendees.

6.4 SOCIAL – David Murray & Bill Metcalf

Just a reminder that Yarra Glen is Sunday Week.

6.5 COMPETITION – Rod Vogt

The first MSCA event for '25 was held at Phillip Island on the 1 March the same weekend that the return to Goulburn "One Raceway" occurred featuring Healey club members Peter Williams and Brian Duffy. Noted the event scheduled at Winton for 2 March has been cancelled.

6.6 CARS / PARTS / BUY / SELL –

Phil Aitken 0409248536 has a brand new 6 blade fan for a Sprite or Mini Motor for sale \$50.

6.7 OTHER BUSINESS FROM MEMBERS

Mick asked for volunteers for supper to come forward and put there names down.

7. GUEST SPEAKER – Failed to show.

MEETING CLOSED at 9.30 pm and supper was served

NEXT MEETING: Thursday 3 April 2025

COMPETITION REPORT and MSCA NEWS

Events listed below count toward the Competition Championships unless marked #

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

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

COMPETITION CALENDAR - those marked # are not for points

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

MARCH

- Sunday 2nd Round 2 MSCA WINTON CANCELLED
- 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.australiantarmacrally.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

VHRR HISTORIC PHILLIP ISLAND FESTIVAL OF MOTORSPORT 7-9 March

A large field of 357 cars over many historic classes. AHOC members entered are Peter Kaiser (Group S Sprite), Peter Williams (Brabham BT25A in Group O racing), Shane O'Brien (100/4 in Regularity) and Stewart Webster (Porsche 356 in Regularity). You can also support Charlie Mitchell, WA Healey member in his TS Special Mono Post in Lb Racing, and the Group S Healey of New South Welshmen Patrick Townshend and Chris Komor. Cost for spectating is \$30 for Friday, \$40 for Saturday, \$40 for Sunday, \$60 for Fri/Sat, \$70 for Sat/Sun and \$100 for the 3 days. Under 17 is free if accompanied by an adult.

Go to the VHRR website closer to the event for the race program and full entrants list.

COMPETITION REPORT

EVENT TWO

MARQUE SPORTS CAR ASSOCIATION

Phillip Island 1 February 2025

ROUND ONE FOR 2025 and what a great day. MSCA president Bruce Astbury, at the following MSCA committee meeting, thought it was the BEST MSCA event ever run!

No accidents, no red flags, no lost time with only three minor recoveries at session end. As a result the capacity 160 car field enjoyed maximum track time with four 13-15 minute sessions equating to up to 25 laps for the faster cars. Particular praise is due to the check-in crew who processed the 160 drivers in 75 minutes, all finished well before "start your engines".

Team Healey was well represented with nine members running without issue all day, every session, and enjoying our usual camaraderie in our communal pit garaging.

Prime location again, close to administration, the cafe and, the toilets. If you look at the points/times below you will see a lot of PBs. Track conditions were perfect in the mid twenties weather, but many of the new best times were because we had either first time driver, returning driver after a long absence or a regular driver in a different car.

We all basked in the attention given to Russell Baker's red Ferrari 488 Pista (pretty rare and no doubt valuable) running on track in the super fast Group 2 with a host of Porsches doing MSCA on the Saturday and then the Porsche Club Sunday event.

Russell had the Super Sebring in the Powerplay workshop for a full pre-season going over so decided to give the Ferrari a spin (not literally) rather than miss out. Not slowly in the safer regularity option of course, but finding out just how quick it could lap PI in close company with some serious machinery.



By the last session Russ had another car sub 1.50 car on my list – 1.48.44 to be precise. Is Russell our keenest Team Healey member? His lap time record list for his collection of cars reads – 1.43.10 Super Sebring, 1.48.44 Ferrari 488 Pista, 1.49.23 PRB Clubman turbo, 1.51.71 Mercedes SLS, 1.54.31 Lamborghini Huracan, 1.55.10 Sebring before mods to become the "Super Sebring", and his Healey 3000 with fuel injection etc at 1.58.99. The goal for most of us is to break two minutes!

The Run Group 2 cars were stunningly fast, rare and you would pay money to watch them at an open meeting. Fourteen Porsches covering GT3, GT3 Cup, GT3RS, GT3 Touring, GT2RS, GT4 RS, Cayman, Cayman GT4, 996Turbo.

Fastest cars were 1.37 and only six cars in the 26 car group were slower than 1.50! Rusty French's young daughter Jazi did the second fastest time of the day of 1.39 in her first drive of the family Porsche GT4 RS.



Our regular MSCA fastest drivers were mid field with 21 year-old Daniel Leitner best at 1.43s in his Subaru WRX. It was fantastic viewing and Russell's Ferrari was right in the mix, remembering it was his first drive on track in competition.

Simon Kelly made a welcome return to MSCA in his rally 3000. Sadly the safety requirements for Targa Rally competition have made Healeys, and many other older sports cars, unable to compete in the open speed classes so MSCA is back on the agenda for Simon.

With mechanic son Ben helping in the morning a few tweaks were made and muscle memory was activated and his first careful lap of 1.27 ended up with a new PB in the fourth session of 2.10.81, a big improvement on the 2.17.63 set back in 2020 on his last run at Phillip Island with us.

Peter Kaiser got to park his red Mini Cooper S JCW right next to the red Baker Ferrari and despite running well all day Peter's best lap time of 1.57.43 was just short of his PB 1.56.20 set last year. Perhaps it was a different shade of red.

As usual, PK's laps were consistently fast with four 1.57s and nine 1.58s (four in a row at one time) and his 955 points scored out of a possible 1000 were very handy for the Associate Championship.

The Vogt Sprite was back after the gearbox rebuild after the Winton Relay breakage, and of course the motor was freshened up while it was out. Just checked over, a few worn bits replaced etc and back to the specs of its last build in 2014.

My sprint group had a big mix of classic and more modern cars but did include my friendly rivals for Classic up to 2-litre Class championship – the Thompson Datsun 2000, the Souter Group S MGB, the Hedger MGB GT and the Michael Kip TR7. Simon Kelly was in this group also.

First run is a random gridding up in order of arriving at dummy grid. I was a bit late and started 22nd of 26. With very little clear track I worked through the field and I then started the fastest to slowest gridding up for session two in ninth. I had a good run, passing my aforementioned rivals on the track and achieving a class leading time by the lunch break, although the 2.02 was a bit disappointing, and only by 0.3 seconds to the Datto.

There were some moderns in front, and a Group S racing Datsun 240 practicing for the PI Historics ahead, but a clear track for sessions three and four. Come on Rod, you can usually do a 1.59 at least. Session three saw 2.01 but what's this, the Datsun 2000 is now 0.3 seconds ahead for the class lead despite being behind me on the track.

Session four and I follow the 2000 out from dummy grid and Rod Thompson and I go around and around and around for



a long 15 minutes. I catch, he pulls away, I catch him again although only 50 metres each time. Bugger. I will have to settle for second place. I put the Sprite on the trailer, check Natsoft lap times – I have a 1.59.6 (not a PB – I wonder how I did that 1.57.4 back in 2016?) and the Datsun has also gone under two minutes but at 1.59.9 and I have the class win! Just as much fun as the racing days at a fraction of the cost.

Five AHOC Vic. members did Regularity. Official MSCA results for cumulative points over three competitive sessions are not yet available at magazine deadline. I can talk about speed and consistency which is important for the AHOC Competition Championship though.

Simon Gardiner had great fun in his second event in his recently purchased ex George Forbes Bugeye – a famous car with a lot of history that the editor might write a piece about sometime?

I assume it is still 998cc and Simon obviously drove it well and kept up corner speed to finish with a PB 2.07.20 lap time. Feeling more at home in the afternoon Simon reeled off many consistent laps with four 2.08s and four 2.09s for 863 points toward our championship.

Adrian Newman smashed his PB of 2.34.78 with a new best lap at 2.13.31 – no, he was not on a new cocktail of performance enhancing drugs. The previous best time was set back in January 2023 and recent visits to PI have had wet weather and one fine day when the timing system failed. But it does show the results of time and experience under the belt. And clearly more to come.

Merv George just enjoyed his day in the family fast road Mark 2 Sprite. Merv competed as a young man and is able to extract the maximum from the Sprite but needed just a little more on the day. His best lap of 2.20.23 was so close to his PB of 2.20.22 in January 2023. You needed just 0.02 more Merv!

Chris Bennetto was a relaxed man with a big smile having changed from a very stressful job in our police force to a new job with regular hours and weekends free.

Chris banked the largest point score for the AHOC Championship with 969 points from a possible 1000 points with four very tight laps in the 2.18s. His best lap of 2.18.05



Russell was very proud that we have a father/son team but that's quite common for Team Healey. In current and recent times we have Merv/Deb George, Adrian/Tim Newman, Andis/Axel Salins and potentially Ben Kelly double entering in Simon Kelly's 3000.

I have done a quick unofficial calculation of MSCA Regularity competition points for this round and our members came out in this order (not taking account of other competitors)

Adrian Newman 2963 pts 6th/1st/4th in the three scored sessions

Chris Bennetto 2948 pts 5th/7th/5th

Simon Gardiner 2937 pts 3rd/3rd/10th

Merv George 2929 pts 8th/11th/1st

Brad Baker 2753 pts 13th/14th/14th

Brad was not worried about his regularity score, just enjoying getting faster as the day progressed. Merv was happy to come first in the third session to take away some of Adrian's bragging rights from his first place in session two! Note also that the two old boys also had very close AHOC scores, see below. The rivalry continues!

POINTS TOWARD AHOC
COMPETITION CHAMPIONSHIP
for Healeys and 4 fastest laps

Chris Bennetto (Sprite) 969 pts

#2.18.05, 2.18.05, 2.18.23, 2.18.36

Adrian Newman (Sprite) 918 #2.13.31, 2.13.94, 2.13.96, 2.14.13

Merv George (Sprite) 915 2.20.23, 2.20.55, 2.20.87, 2.21.08

Simon Gardiner (Sprite) 863 #2.07.20, 2.08.26, 2.08.39, 2.08.57

Rod Vogt (Sprite) 853 1.59.66, 2.00.25, 2.00.82, 2.01.13

Simon Kelly (100/6) 754 #2.10.81, 2.11.46, 2.11.76, 2.13.27

denotes new fastest lap at Phillip Island

POINTS TOWARD ASSOCIATE CHAMPIONSHIP
for other Marques and 4 fastest laps

Peter Kaiser (Mini Cooper S JCW) 955 pts 1.57.43, 1.57.52, 1.57.83, 1.57.88

Russell Baker (Ferrari) 902 #1.48.44, 1.48.55, 1.49.03, 1.49.42

Brad Baker (Mazda MX5) 802 #2.01.93, 2.03.12, 2.03.51, 2.03.91

denotes new fastest lap at Phillip Island



smashed his previous best of 2.26.79 set back in September 2023. Having Mum Kerry and his kids watching for a while might have been an inspiration?

And finally to our brand new member, Brad Baker, son of a nervous Russell Baker. Russell of all people being nervous of his grown up boy when we have all held our breath as Russ pushes hard every time he goes out. Well, my call is that Brad was the star of the day.

Never driven at Phillip Island or done any competition at any track for that matter. Never driven the just purchased Mazda MX5. It is a well built track car by experienced Sprite Club member Peter Clarke but it is so impressive for Brad to finish with a best lap time of 2.01.93 on his first outing.

Was Dad happy? Well yes, but he still wants Brad to stay in Regularity for a while to learn the car and the tracks, which is a correct call but clearly the "apple does not fall far from the tree" and the "boy" has what it takes.

To keep Brad's swelled head within limits I must share that he had done many laps of Phillip Island on a simulator, but he said it was not exactly the same out there on the track.

EVENT THREE

HSRCA HISTORICS One Raceway (Wakefield Park)

1/2nd February 2023

Peter Williams took the Brabham BT25A North to the newly revamped Wakefield Park Circuit, now named "One Raceway", and joined a 21 car field of open wheelers covering Groups L,M,O and P Sports and Racing classes.

A big spread of years of manufacture, engine capacity and speed. The fastest laps were in the 1.04s and the slowest in the high 1.30s. Peter's aim was to settle back in to the Brabham after 12 months track absence, mainly due to mechanical issues. He reported that all felt well for car and driver and his real 2025 season starts at Phillip Island Historics in March.

PW is now just the second AHOC member to compete at One Raceway and, like Hardy Kuhn in his Hyper Racer open wheeler before him, reported that the track surface is fantastic "probably the best I have driven on" I wrote down during our phone conversation.

Peter corrected me when I thought that he had never competed at the "old" Wakefield track. He has run the green Healey 3000 some time ago and remembers winning the All British

Races that followed on the next day from the annual AHOC NSW Sprint day that was very popular weekend for many of our earlier Victorian members. I will have to do some digging to add this to our Team Healey history because it was pre-Natsoft timing.

POINTS TOWARD ASSOCIATE CHAMPIONSHIP
for other Marques and 4 fastest laps

Peter Williams (Brabham BT25A) 919 pts #1.21.87, 1.21.97, 1.22.68, 1.22.78

denotes PB at track - Peter's first time at revamped circuit

A CLOSING THOUGHT

When everything's coming your way, you're in the wrong lane and going the wrong way.

Keep it on the black stuff

Rod Vogt

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This Month's Book Reviews

Book Review: Phillip Island by John Smailes

THIS BOOK IS quite new being only released last year. It is very well researched and deals with the history of Phillip Island when motor racing commenced there in March, 1928.

The island held the first Australian Grand Prix; not on the circuit as we know it, but on a rectangular road course between where the existing circuit is and Cowes.

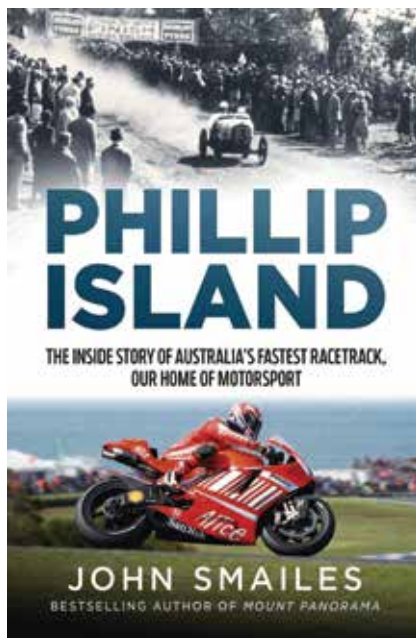
And it was run with the involvement of the RACV and then later with the assistance of the Light Car Club.

It was a dirt track and quite rough and it would be some years later before a bitumen track was laid on the property of the then owner Len Lukey who himself was a motor enthusiast and competitor in his Cooper T45 with which he won the Gold Star in 1959.

Prior to the Cooper Len had a Ford Customline that he raced against Norm Beechey at Albert Park but he was no match for Norm and later got Lex Davison to drive it for him.

Lukey owned Phillip Island until 1984 when it was sold to Placetac, a shelf company representing a number of Phillip Island land owners who saw an opportunity to buy the circuit and land as it could not find a buyer and had been reduced considerably in price.

They were mainly farmers and saw it as an opportunity to graze some sheep with the possibility of hiring out the race track as well. Sounded good in principal but moving a few



hundred sheep each time there was a race meeting scheduled was no easy task. One of those farmers was Fergus Cameron from a longtime family of Phillip Island residents.

Fergus had gone to Scotch College with Peter Henderson who owned a holiday house on Phillip Island.

Gradually Henderson bought out the others in the Placetec partnership except for Cameron and together they promoted the Island for both car racing and motorcycle events.

This led to a partnership with the Hartwell Motorcycle Club which brought the major motorcycling events to Phillip Island.

It was when Bob Barnard was brought in by the partnership that the track was upgraded and the tunnel went in to make access so much better. And when FIM inspectors saw the track they gave permission for the bikes

to run their world championship events.

Phillip Island is now regarded as one of the three best bike racing tracks in the world and because of its location in the southern hemisphere is used by the top teams to practice in the European winter.

Since Lindsay Fox bought the circuit from Placetec improvements have continued although the once proposed hotel has never eventuated. But the Australian Grand Prix for motorcycles continues to go from strength to strength and certainly puts Phillip Island on the world motorsport stage.

Wednesday Lunches

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

- 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

- ◇ A original looking BJ8 belonging to a Canadian collector has been offered without reserve at the annual Bonhams Scottsdale auction. Its claim to fame is that it carried Michael Schumacher in the 2004 Canadian Grand Prix drivers' parade. So those of you who carried the drivers at the 2023 Australian Grand Prix can add that to your car's reputation.
- ◇ Interesting anecdote in the new book on Phillip Island by John Smailes (reviewed in this magazine) is the story that at the opening meeting at the Phillip Island track in December 1956 there was an Austin Healey 100 that crashed and rolled at Southern loop driven by a Phillip Rothfield of Toorak who had been given the car by his parents for matriculating at Wesley College. It was his first car race.
- ◇ The next European Healey meet is in the Netherlands in 2027 and registrations have now opened. Dates are June 14 to 20 and the rally will be based at two separate locations, one in the

Netherlands and the other in the Ardennes, just across the border in Belgium. More details next month I hope.

- ◇ The Queensland Club is well advanced with their plans for their National Rally in 2026. It looks like it will be held

at the RACV Royal Pines Resort on the Gold Coast from the Monday 9 to Friday 13 March, 2026.

- ◇ A very tired looking BJ7 being sold as a project car could only manage US \$1500 on BAT recently. Said to have been off the road for 50 years it was really far from a project but rather only suitable for some parts. Definitely new chassis required as badly rusted and unusable the way it was.
- ◇ Larry Varley will be bringing his Nash Healey to the display day at Leongatha during the National Rally. Larry has done an amazing job on this car and it is an absolute credit to him. There is another member who is bringing his Healey 100 and he has not had his Healey at a club event for nearly 50 years.



AUSTIN-HEALEYS THAT RACED IN AUSTRALIA

Words Iain McPherson

THE WOLLONGONG SPORTING Car Club was formed in 1952, and by November 1953 it held its first hillclimb at Huntley, at the end of Avondale Road, west of Dapto and some 100 k south of Sydney.

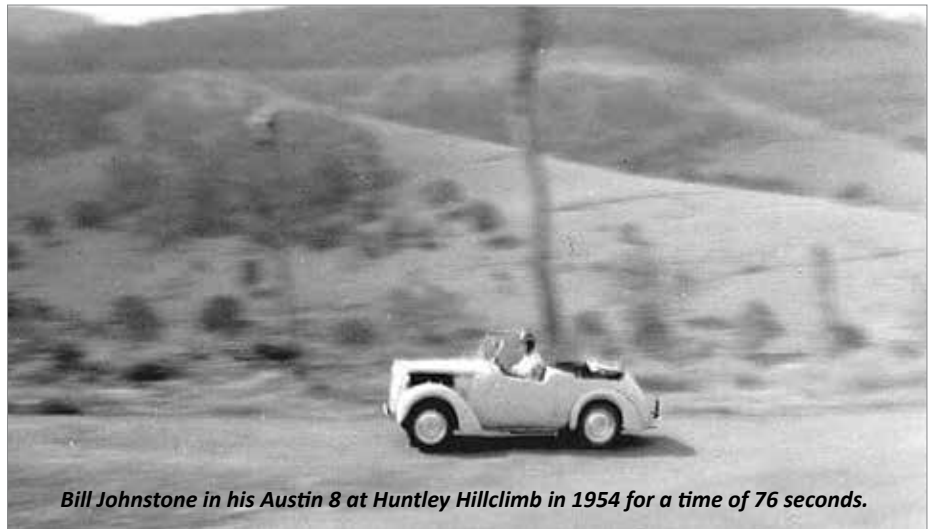
The track was the access road from the Huntley Colliery, which provided black coking coal to the Tallawarra Power Station at Lake Illawarra. The colliery was the first colliery in Australia to achieve an output of one million tons per year.

The Huntley Hillclimb (sometimes referred to as Wollongong, Dapto or even Avondale Hillclimb), is short and steep, being only 0.5 miles long with a gradient of one in four and one in three in parts, with numerous sharp turns and 'S' bends and was described as treacherous. Initially it was unsealed, but was later sealed in about 1957/58.

Spectators and competitors were grateful to the abutting dairy farmer who allowed them to park and picnic on his land by the creek. It may have been short and sweet, but the climb had to be treated with respect.

In the day, the driver of a special lightweight Torana A9X, miscued his braking from 160 kph, rolled over and was left with a smoking wreck – reduced to spare parts.

The FTD at that first meeting in November 1953 was 50.2 seconds achieved by an MG TA/TC Special. Second fastest time was Rex Williams in another MG TC. He was later to own and race an Austin-Healey.



Bill Johnstone in his Austin 8 at Huntley Hillclimb in 1954 for a time of 76 seconds.

The accompanying photo shows Bill Johnstone in his Austin 8 at Huntley in 1954, before the surface was sealed.

Bill, who became the Austin/BMC dealer in Wollongong, bought a red Austin-Healey and raced it at places like Mt Druitt in 1955. He later owned another BN1, then a 100/6 when he became an active member of the NSW AHOC.

In 1954 there was deputation from the Transport Workers Union to improve the condition and grade of the colliery access road for its length from the existing bitumen in Avondale Road to the top of the hill.

Improvements were made to the surface before the August 1954 meeting.

During 1954, the privately owned Colliery, which had opened in 1945, was sold to the State Government.

The fastest cars from eight car clubs,

extending from Bathurst to the Hunter Valley, were invited to compete at the August 1954 meeting.

The November 1954 meeting was run in conjunction with the MG Car Club and the local newspaper predicted that motorsport would play a big part in the future of the district.

There had been heavy rain during the days prior to the meeting resulting in a badly rutted surface. D Anderson in a brand new Austin-Healey experienced plug problems and complained of excessive wheelspin on the badly gravelled steep sections, managed 57 seconds (compared with Hedley McGee in a much modified Holden who managed 55 seconds).

In October 1958 Bob Cutler had his first run at Huntley Hillclimb in his BN1 when he was second in the Over 1500cc Class with a time of 40.30 seconds.



Bob Cutler at Huntley Hillclimb – August 1961.



Nev Stumbles on his Triumph Outfit in 1962.

He lowered this to 35.60 sec. at the next meeting in June, then in December to 34.90 sec. Eventually, his best time was 32.19 seconds in August 1961 – “the Healey sounding very sweet all day”.

Bob was a member of the WSCC along with Rex Williams, Walter “Tiddles” Tubman and Ron Harris who all raced their Austin-Healeys.

By about 1959, Jack Myers was the first driver to run in the 29 seconds bracket, reducing the outright time to 29.3 seconds in his Cooper fitted with two supercharged Triumph Thunderbird engines. Today, the outright record is about 18.50 seconds.

Magazine reports on the meetings held at Huntley are almost non-existent, so it is difficult to determine what other Austin-Healeys competed there.

Joe Armour recalls having a run at Huntley in his 100/6 in the mid-1960s, so there are likely to be a number of others.

Tony Davis ran the Schazum-Healey (Mac-Healey) in 1966, probably fitted with a Holden 179 engine by then, for a time of 31.02 seconds.

The Wollongong Motorcycle Club commenced negotiations with the WSCC in the late 1950s to determine if it was feasible to run an event for motorcycles.

Motorcycles were finally invited to join the program for the August 1961 meeting. Eight bikes were listed in the program, but late entries were also accepted.

An all- motorcycle event was held in May 1962 when Eric Hinton, who had just returned to Australia after many seasons in Europe, rode a bike in every class.

He recorded a time of 29.39 seconds on his 500 cc Norton to have FTD. A total of five meetings were held for motorcycles, until 1964, when alternative sealed circuits such as Oran Park, Amaroo, and Catalina become available.

The Tallawarra Power Station was closed



Joe Armour's Sebring 3000 in the carpark at Huntley in the 1980's. Note the colliery washery towers in the background.



Frank Matich at Huntley in 1957.

down in 1989 and the freehold land at the colliery was sold off in 1999, with the parcel of land containing the access road then owned by the Wollongong City Council.

It was proposed to develop a Greg Norman designed golf course, housing and eco-tourism on the site. A development plan for the construction of the golf course and 105 houses was lodged with the council in 2017, but still nothing has happened.

In 2024 it was reported that the broken dream had become a proposal to develop a lush \$185 million 6-star “eco-resort” on the escarpment.

Huntley Hillclimb was used for stage four of the 1972 Dulux Rally, which consisted of a number of race circuits and hillclimbs between Brisbane and

Melbourne.

David McKay, in a fully laden Rally Ford Cologne Capri was the quickest car for a best time of 27.67 seconds. The WSCC hosted a round of the NSW Hillclimb Championship for a number of years, the most recent being 2024.

Following a fatality in 2014, Huntley Hillclimb was closed until 2018, then in 2021 the hillclimb was re-surfaced because a committee of the council recognised the income potential of tourist dollars from motor sport.

This has enabled the WSCC to continue to conduct about six hillclimb meetings per year on the site.

The Wollongong Sporting Car Club is now one of the oldest CAMS/MA affiliated car clubs in Australia.

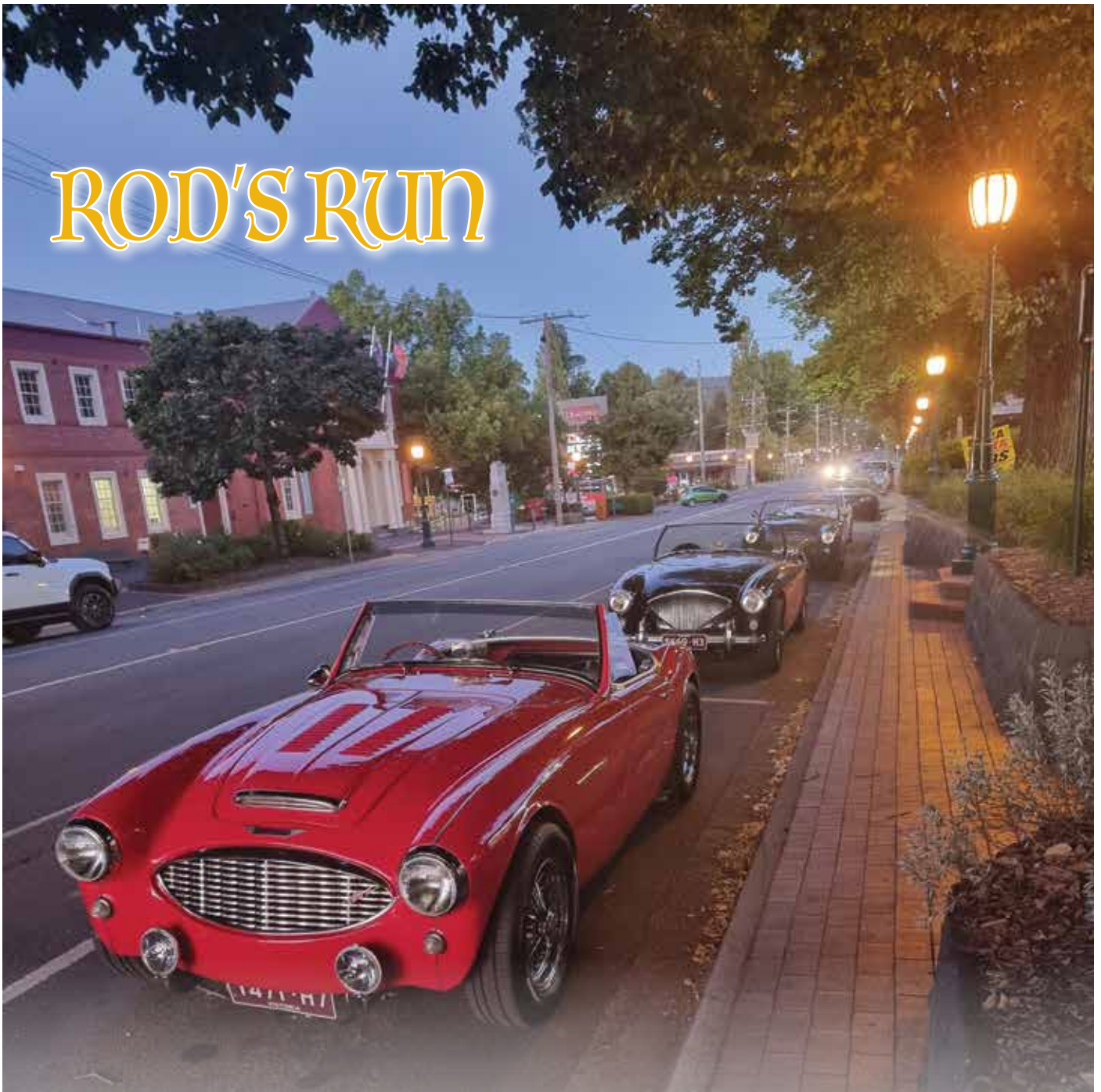


Unknown Healey.



Tiddles Tubman having his first drive at Huntley in March 1957.

ROD'S RUN



A LOVELY WARM 20 degree night was perfect for a drive in the Healeys, Richard Stephens was in his 100 with wife Tricia, Jerome Brand was in his 100, I was in the 100/6 and Rod Vogt was in the 3000.

As usual all the models were represented.

Sue Vogt met us at the pub for dinner, David Murray's 3000 was still at the Healey Factory so he bought the Merc and unfortunately Geoff Bell had to cancel when he had some fuel problems with his 100.

We headed off towards Warrandyte and took the winding but a little rough road to Research (not our regular route) then off towards Kangaroo Ground past the old Weller's restaurant (lots of good music listened to there) back to one of our regular roads through Christmas Hills and onto Yarra Glen.

The traffic was light so we could enjoy the great roads, once at Yarra Glen we headed up Mt Slide to Castella and then right towards the much anticipated Myers Creek road down to Healesville.

My first Healey drive was down the Myers Creek road and I've never forgotten the buzz of a very long very winding and very fast road and it didn't disappoint.

We keep our drives pretty much on the speed limits and this road luckily has a high one so you can let your hair down (if I had any).

We had dinner at the Grand Hotel, which has a good menu and the biggest Parma I've ever seen, just ask Rod Vogt he took his home in a large box, fed him for two more days.

Thank you everyone who came and provided great company and conversation.

With the Yarra Glen car show and then the March nationals we won't have a Sunday drive till April, but will have some more night runs while the weather is so good. And on that point the next drive is on Thursday 27 March meet at Quambee Reserve, 165A Wonga Rd, Ringwood North at 6pm. Another run will be held on Sunday 13 April starting from Quambee Reserve at 8.30am.

THE WINELANDER SLOW RAIL JOURNEYS

THE INSTRUCTIONS WERE crystal clear: pack light. Only small bags would fit in the narrow spaces of the train carriages, while larger cases could be stored but good luck accessing them mid-journey. Taking the hint, we condensed our essentials into one bag for two. By the end of the trip, we would master the art of packing for a three-day rail adventure.

Our journey began in style, at the Savoy Hotel in Melbourne's bustling city centre. The hotel buzzed with excitement as a mix of seasoned rail travellers and wide-eyed newcomers like us gathered in the lounge. After check-in, we had a bon voyage dinner. The director, Matt, who seemed born for the role, welcomed us with anecdotes that left us both intrigued and at ease.

Dinner was lively and set the tone for the trip. Then, like an oddly cheerful flock of sheep, we were herded across one set of traffic lights to the station at a precise hour. There it was: our vintage train gleaming under the station lights, its old-world charm whispering promises of adventure. Of the 11 carriages, there are five guest-sleeping cars (one was ours), the club lounge, a dining car, a kitchen and rooms for the crew. A power van also produces electricity for the train. The train is 292 metres long, with a maximum speed of 80km/hr. As part of this, there was a Heritage section. Now that was old and basic.

Our (sleeping car) cabin? 'Compact' would have been generous. Tiny was the truth. The two of us barely had room to turn, with our beds stacked as bunks. David drew the short straw or the top bunk, in this case. His first encounter with the fresh air vent, blowing directly onto him, triggered a cascade of dramatic commentary that had me stifling laughter as I unpacked.

Thankfully, the train's club car offered respite. It became the social hub, alive with chatter, laughter, and stories from well-travelled veterans and fellow first-timers. Friendships sparked over glasses of wine, the rhythm of the train adding gentleness to our conversations.

Eventually, we bid goodnight and unsteadily (by train movement, not what you were thinking) made our way back to our cabins, which happened to be at the other end of the train.

The train swayed gently as I drifted off, wondering what adventures tomorrow might bring. David, meanwhile, muttered something about 'vent sabotage' before finally surrendering to sleep.

By midnight, the Winelander had arrived in Ballarat where the train was

stabled for the evening. Their words had nothing to do with horses!

DAY TWO

Breakfast was a lively affair, a buffet of possibilities with fresh fruit, sizzling hot food, and enough tea and coffee to power a small army. The dining car buzzed with activity as people debated the merits of the scrambled eggs, tomatoes and bacon. Comments were made about the baked beans while others simply inhaled anything put in front of them, eyes still half-closed from the early start. After breakfast, we set off on the next leg of our journey. As the train slid smoothly into Ballan, we were herded onto buses like overly caffeinated sheep for our excursion to Daylesford.

Daylesford is charming, but our visit was a blink-and-you'll-miss-it affair. We had just enough time for a quick wander, which mostly consisted of scanning storefronts and watching locals go about their day with enviable calm. One lady's shop was bustling with those mostly from the train. The highlight? Lunch at Café Frangos, where dishes seemed to fly out of the kitchen faster than we could blink. Portions were borderline excessive but delicious, nonetheless.

Back on the buses, we were whisked to the acclaimed Sutton Grange Winery for a private tasting. Wine tastings, I discovered, are equal parts elegance and hilarity. The official method – sip, swish, and spit felt strangely performative, especially when accompanied by exaggerated slurping noises from a particularly enthusiastic participant at the next table. 'It's like an orchestra of bad plumbing,' someone muttered, earning a muffled laugh from the sommelier.

After an afternoon of wine appreciation (or, in some cases, outright giggling), we boarded the buses once more, this time en route to dinner at the Golden Nugget Restaurant in Porcupine Village. The Village exuding rustic charm is closed for restoration with the newer extension for our dinner, in part, felt like stepping back in time. Over a gourmet dinner, we swapped stories of the day's adventures. Matt, our leader made it all seem so easy. We guessed it wasn't.

Before long, we were back aboard the Winelander, full, happy, and buzzing from a day packed with laughter and surprises. As the train hummed into the night, plans for future visits to Maldon a postcard-perfect town that seems frozen in time, were already brewing. With the promise of the Village reopening in 2025, returning seemed less like a possibility and more like an inevitability.

DAY THREE

This was, mercifully, a rest day at least in theory. After the whirlwind of activity from the previous days, we were all ready to dial down the pace. The train

chugged along lazily, the rhythmic clickety-clack lulling some passengers into light naps. For the remainder, we relaxed in the lounge area exchanging information and stories of past travels.

Our destination was the historic station at Lethbridge, where we disembarked and were ushered onto buses for lunch at the stunning Clyde Park Estate.

"What a venue!" doesn't quite cover it. Picture a vast, bustling space designed to fit over 200 people comfortably and it was filled, alive with the hum of chatter, the clinking of glasses, and busy staff making sure we had all that we wanted.

Lunch arrived at lightning speed, plate after plate emerging from the kitchen like a culinary parade. It was a bit of a lucky dip: what you loved, you guarded fiercely, and what you didn't, you quietly moved off to someone more adventurous. Between mouthfuls, we learned a little about Clyde Park's rich history.

Established in 1979 and spanning 35 acres, it's a proud producer of premium cool-climate wines, many of which have earned accolades and a loyal following across Australia and beyond. The vineyard's commitment to excellence has earned it the coveted James Halliday 5-star rating for years running a fact the owners shared with the kind of quiet pride that comes from hard-earned success. More information you needed.

But it wasn't just about wine and awards. There was something magical about the setting the sweeping vineyard views, the soft buzz of happy diners, and the sense of being part of something timeless.

After lunch and with high spirits, we returned to the buses and made our way back to the Winelander. After we packed our bags and ensured we had everything we came with, we wandered to the lounge bar the hub of post-lunch revelry. We shared highlights of the day, and swapped travel tips.

As the train rolled into Melbourne, there was a sense of bittersweet finality. We stepped off the Winelander and made the short journey to the Savoy Hotel, where we checked in for our final night.

The grand old hotel welcomed us back like an old friend, and we spent the evening reminiscing about the journey with others from the Winelander who also stayed at the hotel before wending their way home. Eventually, and not needing any more food, we bid our farewells knowing we may not meet them again. Bittersweet but that's life.

The next morning, we made our way home to Rye, carrying not just luggage but a treasure trove of memories, laughter, and wanting to go again. As there are many Slow Journeys available through 2025, I checked only to find the cabins are already booked.

Words Anne Kruger

INTERNATIONAL GUESTS

EARLY REGISTRATION NOW OPEN!



Austin Healey 75th Anniversary International Meet

June 6-12, 2027

Lake Tahoe, Nevada, USA

EARLY REGISTRATION

In recognition of the challenges facing our International Guests, the Organizers are opening special Early Registration for all non-USA visitors. We invite you to reserve your place at the Meet now so you can continue your planning with confidence.

REGISTRATION FEES

- Two Attendees + One Car \$650.00
- Single Attendee + One Car \$375.00
- Extra Person (Meals only) \$300.00
- Extra Car (includes Rondel, Car Show and Scenic Drives \$50.00

INCLUDED EVENTS

- Welcome Dinner and Final Night Banquet
- Four Happy Hours (cash bar)
- Car Show with Awards
- Poker Run and Scenic Drives
- Gymkhana (extra charge)
- Tech Sessions, Ladies Event, Celebrity Guests and Vehicles, and more
- Event Rondel (one per car) and One Event Pin per person

ACCOMMODATIONS

- Newly renovated, large rooms at the **Golden Nugget Casino Resort** (www.goldennugget.com/lake-tahoe/)
- \$149.00 per night, plus local tax, no resort fee, free parking
- Rates Valid Sunday, June 6 through Friday, June 11, 2027
- Your early registration guarantees your room without advance deposit

Visit

www.healey75.com
and stay up to date
on the latest
details!



Our **International Concierge** is ready to book your Registration and/or Answer Any Questions you may have now.

In addition, we will be offering suggestions for optional Touring Routes around the West Coast, assistance with Customs, Importation, Vehicle Storage and Insurance.

Contact: Steve Kirby
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Polo Shirts
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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

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 & 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



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



AUSTIN HEALEY 1953

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

Ring Peter Macrow 0408 371 975

HEALEY CROWN WHEEL & PINION

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

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

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

Ring Brian Glass 0411 146 147

VARIOUS PARTS

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

Ring Bill Metcalf on 03 9876 2167

HEALEY 1958 100/6

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

Ring Ian Wallis 0408 322 418

HEALEY 3000 PARTS LIST

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

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

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 diffs gear-boxes, chassis and other various parts..

Ring Carol Tramontana 0402 998 972

WANTED

HEALEY BT7 HARDTOP

Anything considered.

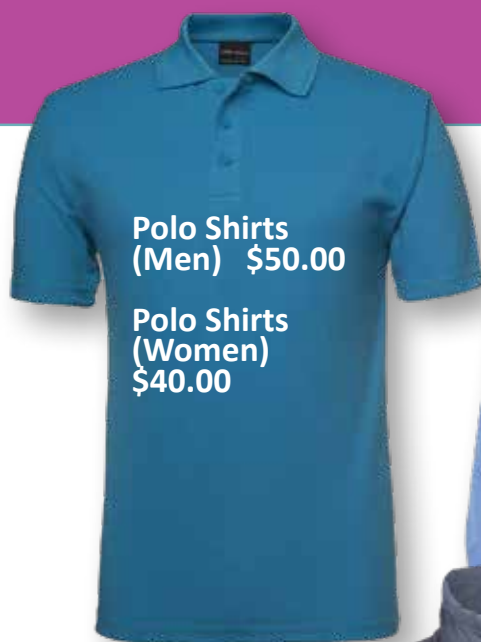
Call David Jenkins or email 0421 400 984 jenkinsdev@bigpond.com

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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**Chambray
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caps & chambray
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**Polar
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**Puffer
Vests
\$55**



**Puffer
Jackets
\$ 65.00**



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

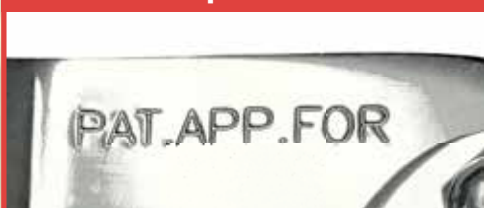
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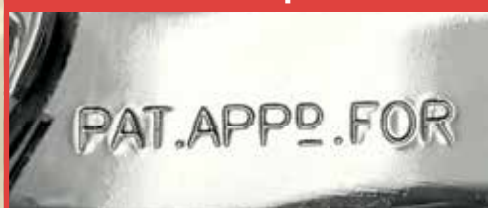


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