

Hundreds & Thousands



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



In this issue

- Northern Healeys
- Rod's Three Runs
- Vale: Linda Fletcher



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Hundreds & Thousands



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

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

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

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

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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
5 June	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
22 June	ROD'S RUN See below for information	AHOC
25 June	WEDNESDAY LUNCH See page 13	AHOC
29 June	MSCA SANDOWN www.msca.net.au and page 6 this magazine	AHOC
3 July	AHOC GENERAL MEETING At the clubrooms starting at 7.30pm	AHOC
30 July	WEDNESDAY LUNCH See page 13	AHOC

ROD'S RUNS

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

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

*Please note these dates are subject to change.
This calendar is not a comprehensive list of events please check the website www.healeyvic.com.au*

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WELCOME TO OUR JUNE newsletter, we have recently resurrected our club website after several years of stagnation, this was made possible with the enthusiastic help and support of our webmaster Chris Williams and our magazine Editor Mandy Parry-Jones.

Following a chat with Mandy and Chris, the site was completely refreshed and looking great again within a matter of days, we now have an up to date and very professional site that our members can be proud of, thanks so much to Mandy and Chris.

We would also ask all of our members to think about contributing stories and photos for publication as well as any suggestions about ways we can improve and enhance the site even more for the benefit of our members.

In early May the AOMC launched the AOMC Membership PLUS Insurance program, our club Secretary, Peter Williams and club Treasurer, David Jenkins attended the launch.

Peter has advised us that it now appears that we are not covered fully for all eventualities as well paying for things we

do not need. Peter and David will give us a short report and let us know of their recommendations, we thank them for taking the time to attend this important meeting.

Our guest speaker for the upcoming June meeting will be club member Peter Stanley. "Peter is one of our 25-year club members, he is a prostate cancer (PCa) survivor, and is involved with his local PCa support group in raising awareness of this insidious disease.

PCa is Australia's most diagnosed cancer but does not have the recognition or research that benefits both breast and bowel cancers.

Peter will talk about his journey, and introduce you to the prostate gland, its function, what can go wrong; along with potential treatment options."

We look forward to seeing you all at our June 5 club meeting.

Geoff Scott

The 2026 Austin Healey National Rally

9 – 13 March 2026

RACV GOLD COAST RESORT

Your Rally Headquarters

Experience five-star comfort nestled between sun-drenched beaches and the lush Gold Coast hinterland. Elegant, spacious rooms with private balconies, Championship golf course, spa, and a health club, fine dining and casual restaurants.

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

Tuesday – Show & Shine at Kurrawa Park Broadbeach Just across the road from shopping centres, and cafes.

After the Show & Shine there is an optional drive to Absolute Pace, an engineering and manufacturing business producing replica Shelby Cobras, Ford GT40s & Ferrari 250 GTOs. Dinner will be poolside at Royal Pines with entertainment provided.

Wednesday – Drive day to showcase the differing aspects the Gold Coast has to offer visitors.

There is a choice between a long drive and a short drive with both navigating through the lush hinterland. Both drives finishing at the Albert River Winery for lunch.

Wednesday evening is a chance to explore the many inhouse choices for dinner at attendees costs. Alternatively you may wish to explore the many restaurants of nearby Surfers Paradise, Broadbeach, Mermaid Beach, Pacific Fair or Robina.



Thursday – Day of Leisure where you can relax or explore the various attractions in the area – the Broadbeach cafes and restaurants, shopping at Pacific Fair, Surfers Paradise or Robina.

You may wish to venture along some of the walking trails in the National Parks, or go for a swim and relax on the beach.

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

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

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

COMPETITION REPORT and MSCA NEWS

Events listed below count toward the Competition Championships unless marked #

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

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

COMPETITION CALENDAR - those marked # are not for points

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

MARQUE SPORTS CAR ASSOCIATION 2025 CALENDAR

Rd 4	Sat. 26th/Sun 27th April	THE BEND, Tailem Bend.
Rd 5	Sunday June 29th	SANDOWN
	Saturday August 16th	WINTON - All British Day - supported by Jaguar, Triumph and MG Car Clubs.
Rd 6	August 17th	WINTON
Rd 7	Sunday 21st September	PHILLIP ISLAND
Rd 8	Saturday October 11th	CALDER

COME and TRY DAY

Saturday November 29th	PHILLIP ISLAND
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COMPETITION CALENDAR for next 2 months – those marked # are not for points

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

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

JUNE

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

MSCA & Porsche Combined Meeting The Bend, 26-27 April 2025

IN TO MY 18th year of writing up competition I admit I am struggling with new ideas to explain Team Healey passion and trying to encourage new members to join us. I have often come up with amusing (I hope!) themes but the federal election has given me no inspiration and politics is an area best avoided? I will paint a picture of the considerable effort involved in travelling and competing in South Australia at a young but already iconic venue.

For the fourth time the MSCA shared the event with the Porsche Club of Victoria whose officials were recognised at the Saturday night dinner for 120 people at the on-site Rydges Hotel that 80 percent of the organising was done by the MSCA team to their usual and successful format.

Rusty French gave us an entertaining talk during dinner on his racing career, which had more international highlights than we realised.

This double-club event gave us a capacity entry of 170 cars. The event consisted of four sessions on Saturday and another four on Sunday.

With an 8.30am start on Saturday the competitors were asked to check-in between 3pm and 6pm on Friday afternoon if possible and 160 complied! As part of the check-in team I can tell you that it was very busy but very well organised and efficient as usual.

All Team Healey members arrived on Friday, most choosing to travel across that day – for most of us a start between 4.30am and 5.30am and up to 700kms for some. Thank you to Lorraine Newman for organising a table for 12 for dinner on Friday night. The six drivers were the single men Russell Baker (Super Sebring), Brad Baker (MX5) and Rod Vogt (Sprite) plus Adrian Newman & Lorraine (Sprite), Merv George & Jill (Sprite) and Simon Gardiner & Mandy P-J (Sprite).



Front: The Gardiner Bugeye, behind is the Vogt Bugeye, then the Newman Bugeye and Merv George's Sprite.



Thank you to our members who volunteered to help MSCA – Terry Wade as Assistant Clerk of Course and Paul McPherson as Chief Scrutineer as usual. We enjoyed the company at dinner of Motorsport Australia Steward Rex Monaghan who had some interesting stories to tell, with humour. It doesn't hurt to have two of the key tower officials onside before you start does it!

The Porsche complement had two run groups, the rest of us were spread over four run groups. We were able to configure the scoring to offer a Regularity competition on the Sunday only, but that attracted only five people – three of those were AHOC members Simon Gardiner, Adrian Newman and Merv George who may have been keen to add to their cumulative points toward the final MSCA Regularity score for the 2025 season?

While concentrating on their target times they also had to contend with a total group of 26 cars, with 21 "sprinters" making up the balance of Run Group One.

Merv, Adrian and Simon were joined by myself and Brad Baker doing sprints. This just left Russell Baker in Group 6, which was the fastest non-Porsche group.

The weather was perfect, albeit a little cool for Group One at 8.30 each morning for maximum attack trying to get tyres, brakes etc warm.



Brad Baker in his MX-5

After starting session one in random order of arrival at dummy grid, the rest of the weekend was gridded fastest to slowest, adjusted after each session by the times recorded. We checked our times on our devices on the Natsoft Race Results website after each run and hard working dummy grid officials put us in the correct position.

Two days and eight 15 minute sessions later we had had enough fun. Russell and Brad made a run for home on Sunday. I joined our three couples for dinner on Sunday night, thank you again Lorraine, while Terry and Paul were shouted dinner at the MSCA officials table to bask in the satisfaction of another well run event.

We left on Monday morning whenever we woke, for Simon & Mandy and myself around 5.30am, the others soon after. Another full day home with car/trailer behind, tired but still fuelled by residual adrenaline and feeling tired but with an enormous sense of achievement. Well the boys anyway! The girls were just tired?

To make some sense of the lap times I quote, here are the times achieved by AHOC members at The Bend over the last four years, current as of this event.

THE BEND INTERNATIONAL CIRCUIT at 27April 2025

2.02.16	01/09/2024	Hardy Kuhn	Hyper Racer X1
2.10.54	27/04/2025	Russell Baker	Super Sebring
2.22.85	17/09/2023	Peter Williams	Brabham BT21A
2.23.58	28/04/2024	Mandy Parry-Jones	SuperSprite
2.25.05	28/04/2024	Rod Vogt	Bugeye Sprite
2.26.53	04/06/2023	Mandy Parry-Jones	Escort
2.26.87	12/06/2022	Peter Kaiser	Mini Cooper S JCW
2.27.14	04/06/2023	Peter Jackson	Healey 3000 Sb
2.27.86	27/04/2025	Brad Baker	MX5
2.31.93	12/06/2022	Simon Gardiner	Escort
2.33.34	27/04/2025	Simon Gardiner	Bugey Sprite
2.34.34	03/06/2023	Damian Moloney	Healey100/4
2.37.01	27/04/2025	Adrian Newman	Bugeye Sprite
2.37.22	04/06/2023	Geoff Leake	Healey 100/4
2.38.98	28/04/2024	Tim Newman	Holden Gemini
2.41.21	04/06/2023	Brian Dermott	Healey 3000
2.42.20	12/06/2022	Richard Stephens	100/4
2.47.84	27/04/2025	Merv George	MK2 Sprite

Here is a summary of how we went on track.

Russell Baker first, unfortunately only two sessions on Saturday morning, posting a new PB straight away but then rolling to a stop in the outfield on his last lap of session two and a tow back to the pits. It was only a mysterious electrical gremlin that shut the Sebring down, everything mechanical was intact. But that gremlin defied a solution on site so Russell's weekend was over after just eight laps. That was only a little better than my three laps/one session in 2022 when the Sprite suffered a clutch activation problem. That is motorsport sometimes!

The rest of us ran together in Group One. Simon Gardiner really enjoyed his new Bugeye at The Bend for the first time. Keeping it legal for its Group S Historic log book (I think Mandy would love to race it sometime?) You must



remember that it is only 998cc and momentum was key to good lap times.

The starter motor failed during the first run and Simon needed a push start on resumption of activity after we had been called back to pit lane under a red flag.

A spare was quickly fitted and Simon was soon comfortable doing high 2.30 lap times in session two, missed session three while helping Russell with the Sebring and then finishing the day with his fastest lap of the weekend at 2.33.34 in session four.

Two runs on Sunday morning consolidated those times until the generator cried “enough” and Simon was finished but happy. No spare generator unfortunately. Alternators are not allowed for the Sprite under Group S regulations so a generator rebuild will be necessary.



Lunch is served: Russell Baker, Merv George, Lorraine Newman and Jill George.

Part of resurrecting a famous race car that has been idle for a long time is inevitable mechanical issues that will crop up in the short term. Simon only scored twice toward Regularity on Sunday for a fourth and third by not quite getting down to his 2.31 nominated time.

Adrian Newman and Merv George continued their ongoing Regularity battle on Sunday. But on Saturday they had four sessions to “give it their all” as sprinters.

Adrian was puzzled by doing plenty of low 2.40s but not getting down to his previous best lap time of 2.40.52. Merv did improve on his 3.01.25 done back in our first The Bend event in 2022 with a 2.51 by Saturday’s finish.

On Sunday in Regularity nominated a conservative 2.45 given his Saturday times. Merv chased 2.52 which was about his best Saturday time. Adrian had a first, two seconds and a fourth when it all came together and he set a new PB of 2.37.01, which really beat his target time, in fact he did four laps under his previous best in that session!

When official results are published I expect he will be leading in the cumulative MSCA points table after three rounds.

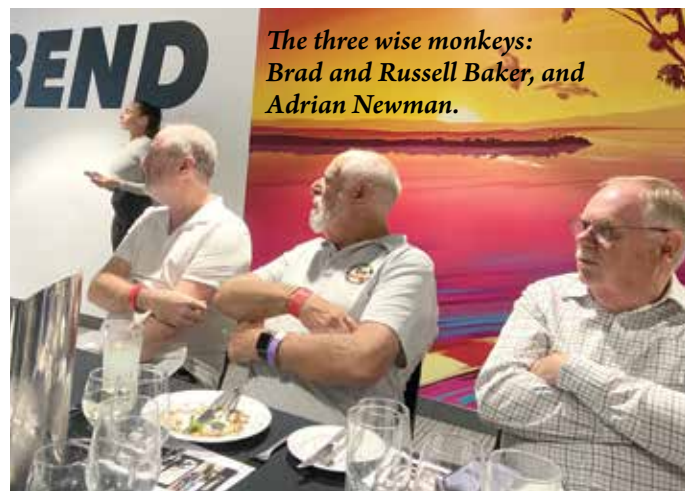
Merv came second (doing 2.50s against a target time of 2.52) then first and first again in the third session but then parked the Sprite for the final event.

If he had done well in the fourth session I expect he may have been overall regularity winner on the day. He was having a lot of fun and mentioned several times that he would love to do more to the Mark 2 (it is really only a fast road car, not a race car) but does not want to spoil it for his grandson who would love to own it eventually.

Merv hadn’t run here since the first year in 2022 and had no trouble improving from 3.01.25 to 2.47.84.

We watched Brad Baker’s efforts with interest given that he had amazed us all by setting very quick times at Phillip Island and Sandown in his first two track days ever in his new MX5. It is modified but his natural ability had shown through immediately.

The Bend is a difficult, technical track carved out of the flat



The three wise monkeys: Brad and Russell Baker, and Adrian Newman.

salt bush country of Tailem Bend. They have created a track that everyone struggles to learn at first with its 18 corners that tighten, swoop over blind crests and lose you with a lack of defining landmarks.

Again Brad put plenty of time in on Russell's high quality simulator and felt that he had learned his way around OK.

He had a 2.28 under his belt already after the second run on Saturday and my 2.26.03 didn't seem at all safe. Yikes, it looks like there is a new battle looming in Team Healey – Rod Vogt v Brad Baker. He was coming for me! And he told me so too (in fun but with a distinct element of competitiveness).

Another 2.29 and a 2.27 were his best by Saturday night. A few 2.27s for me didn't open up the gap at all and I went to bed hoping I could replicate my PB of 2.25.04 on Sunday. I was ahead of Brad in grid positions but I knew he was improving spots and getting closer.

On Sunday Brad suffered the experience we all have at times – why am I now going slower, not faster? He had moved up the field to be running with a few cars with similar lap times and felt he might have been held up a bit.

His times slipped to low/mid 2.30s in the second last run but he was feeling better with a couple of 2.29s in the final run, but his four fastest times (see below) were all done on the Saturday. Welcome to the "head scratching club" Brad.

My first session starting badly with a spin on cold tyres in Turn One on lap one of session one from second starting position. I did scatter the field somewhat.

Then I spun again in session two coming way too fast in to the hairpin, struggling with the down change from fourth to second and gently executing a nice one-eighty. No one nearby this time though. Not like me at all, so I gave myself a talking too over the lunch break and drove much better for the rest of the weekend.

The Bend is a track that cannot be attacked in many places, responding better to smooth inputs and patience. Mess up one corner and the next couple of corners are compromised too.

As well as watching for Brad somewhere behind and charging, I had a big battle going on in my MSCA class for Classic up to 1999cc with Greg Shultz, an Adelaide local in his 1600 Fiat X1/9 (a regular at The Bend) and Darren Souter in his Group S MGB. We traded grid starting places all weekend and eventually Greg in the X1/9 pipped me by just 0.075 of a second!

Darren in the MGB was half a second only behind me in third. In our run group of mixed types and capacities we had six cars swapping starting places every session. Once we were separated by less than one second on times achieved in the previous session. It was great fun and I really enjoyed meeting Greg and chatting after each session.

I passed him on the first flying lap of session eight (well he waved me through I think because the pass did seem a bit easy) but then I finished the weekend on a high by chasing and gradually catching a quick Jaguar XJ6, finishing with two low 2.26s for the last two laps and wishing I could have more action. The X1/9 spun while chasing us. That's the way to pack up and go home. So much fun.

If you look at our AHOC Championship Point Scores, below, from this event you will see new PBs for everyone except yours truly. For Simon it was first time in the Bugeye (having competed once before in the Escort) and first time for Brad at

the circuit.

Paul McPherson had a busy time. As Chief Scrutineer Paul has to write up a comprehensive report after inspecting any car damaged in an accident.

Three Porsches came to grief with substantial damage. A fairly new winged-BMW with can LS1 V8 Chev engine rolled and certainly looked like a write off to me.

An MGB with V6 engine had a lot of front end damage after an argument with a concrete wall at Turn 10 where the BMW had rolled. A very difficult corner at the end of a series of difficult corners.

All drivers were OK but it does keep your focused when Team Healey has older drivers in older cars without modern protection.

We also enjoyed the company of Sprite Club member Warren Reid, AHSDC comp sec in his very interesting Austin A30 based "Girino" with a beautiful hand built sports car body built by his father a long time ago.

A 1275cc in less than 400kg apparently. His 2.30.9 was a credit to Warren and the car. Other AHSDC members were Simon Browning in his MX5 and Iain Johnson in his MX5. They all came to chat to "new boy" Brad Baker at different times, and the rest of us of course.

David Norris competed on the Saturday in his MG Alexander Midget and David volunteered for flagging duties on Sunday. Ruth Norris did flagging both days, unfortunately at Turn 6 where I had my second spin.

Benjamin Snowball (WRX) was listed as an AHSDC member and ran in Group One with us until suffering mechanical problems but I have never met him. I hope I have mentioned all of them.

Also in our run group was the highly modified Bugeye of local Dean King, well known and admired in the national Sprite group. Dean's car is somewhat like a Bugeye in shape, but powered by a raucous turboed rotary engine, bespoke suspension and body kit etc – think a wilder version of the Gardiner SuperSprite. Having done 2.02s that would have put him midfield in the Porsche groups, Dean treated us all with great care when sharing the track with much slower cars, setting on a best lap of 2.14.



POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Rod Vogt (Bug-eye Sprite) 898 pts 2.26.04, 2.26.39, 2.26.84, 2.27.06

Simon Gardiner (Bugeye Sprite) 843 #2.33.34, 2.33.83, 2.34.64, 2.34.91

Adrian Newman (Bugeye Sprite) 767 #2.37.01, 2.38.39, 2.38.47, 2.39.34

Merv George (MK2 Sprite) 719 #2.47.84, 2.49.17, 2.49.75, 2.50.65

POINTS TOWARD ASSOCIATE CHAMPIONSHIP
for other Marques and 4 fastest laps

Brad Baker (MX5) 822 pts #2.27.86, 2.28.82, 2.29.01, 2.29.64

Russell Baker (Super Sebring) 647 #2.10.54, 2.11.59, 2.13.96, 2.14.07

denotes new fastest lap at The Bend

Note - Maximum point score is 1000 points

Round 2 Australian Tarmac Rally Championship CThe Mount Baw Baw Sprint, 3-4 May 2025

A FANTASTIC RESULT for Laura and Gavin Rogers in their 2016 Porsche Cayman GTS for 6th outright and 2nd in class – Modern 2WD post 2008. Fifth outright and class winner was a Porsche GT4 just one minute 13 seconds ahead.

After two rounds Laura is now sitting fourth outright in the driver's point score and Gavin is fourth on the co-driver table.

A shout out to our Team Healey friend David Blunden from Mansfield who came second in "Early modern 2WD" in his Nissan Skyline R33 GTST, beaten in his class by the outright winner Dean Lillie in a 1995 Mazda RX7.

The next round is the Snowy River Sprint based in the Buchan area of east Gippsland on 13/14th September. Look at www.australianarmacrally.com to follow Laura and Gavin's progress.

MSCA and Other News

THE BEND WEEKEND looks certain to continue as an MSCA round for some time at least. With 50 very fast Porsches, some being ex-Porsche Cup cars, a contingent of Cobra and GT40 replicas down from Queensland and NSW and our many interstate Lotus Elise/Exige drivers joining our usual MSCA entrants it was a high class field.

It is a four day commitment with higher entry cost being two days on track plus accomodation and meals of course but it is a great social weekend too.

Entries were well down for the recent Porsche Club 6-Hour Relay at Sandown continuing a trend for the last few years. With a financial loss and a perception of lack of interest the event will no longer be run in the foreseeable future. The Phillip Island 6-Hour Relay died several years ago.

Terry Wade has since made contact with the Competition Secretary of the Alfa Romeo Owners Club (AROCA) and was told that they still intend to run the Winton 10-Hour Relay on 3-4 October. Will potential Healey drivers and volunteers please start thinking about their intention to be involved in this relay for 2025.

The AROCA 10-Hour is another four-day commitment for drivers and three or four days for our volunteers. A potential complication is a new MSCA event scheduled at Winton in August.

On Saturday 16 August is a new event called the All British Day. Making it a full weekend is the usual MSCA Sprints day on Sunday 17th. The All British Day is a spin off from the Triumph Sports Owners Association TSOA Challenge, which has been part of the MSCA single day event for several years.

TSOA got their own run group and had interstate entrants and a social weekend with a dedicated competition scoring element as well as the regular MSCA component.

TSOA was approached by the Jaguar Club to see if they could join in in some way because the annual Jag Sprint Day at Winton in July is struggling for numbers. It was discussed with the MG Car Club who became keen and would encourage entrants.

All of a sudden the idea of a separate day for British cars was planned. AHOC and AHSDC were not involved in the initial planning but of course it is hoped (expected perhaps) that we would get involved.

So Team Healey drivers, start considering your involvement. Is this another weekend for the diary. I do feel that while supporting the All British Day is important, we must not sacrifice the MSCA event on the Sunday. Your thoughts please. If we cannot generate volunteers in particular for the relay, or at least six committed drivers for at least one team, then this weekend would be a perfect replacement for the relay in our calendar.

A CLOSING THOUGHT

**"When I go, I want to go in my sleep like
my grandfather – not screaming
like the passengers in his car. (Spike Milligan)"**

Keep it on the black stuff.

Rod Vogt



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

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC.

Minutes of the General Meeting Thursday 1 May 2025

Meeting AHOC Clubrooms at 8.00pm

Welcome to the May meeting.

The president welcomed members and noted the return of Brian Aitken back from a nasty run in with the medical profession. Brian spoke briefly thanking everyone for their support and wishes as he went through recent heart surgery.

The president then mentioned the unfortunate passing of Linda Fletcher wife of Ralph. After years as great supporters and club members they moved to Mildura. Reg McNee provided a brief tribute which we have included.

It is very sad to have to report the sudden passing of Linda Fletcher; wife of past member Ralph Fletcher.

Linda and Ralph were very active members in the '90s, Ralph being on the committee and a great organizer of many trips to Tasmania and even New Zealand.

Due to Ralph's health issues they moved to Mildura a few years ago after being one of the first to ship their Healey to the UK to sell for a better price. So, we lost touch a bit with the Fletchers and I certainly missed his help on the barbecue at each February meeting.

Linda was diagnosed with a tumor in her bowel on top of stomach cancer and before she could commence treatment she passed away.

RIP Linda you were a great support to Ralph and a friend to many Healey people.

Reg McNee

1. APOLOGIES: Reg McNee, Eric Paterson & Kate, Rod Jellett, Dave Murray, Greg & Elaine Proven.

2. MOTION. That the minutes of the meeting on Thursday 7th March 2025 as published in the club magazine issue be accepted. MOVED. John Kent SECONDER. Terry Wade Show those in favor – Carried.

3. COMING EVENTS

VHRR ROB ROY – 3 – 4 MAY 2025

4. PAST EVENTS – 12 cars attended the Run last weekend starting in Yarra Glen then going through to Molesworth to Alexandria and coming home via the Black Spur. A great outing everyone enjoyed.

5. WELCOME ANY NEW MEMBERS (AND GUESTS)

6. CORRESPONDENCE IN OR OUT Nothing to report.

The Secretary spoke briefly advising that on behalf of the club along with David Jenkins we are looking into the total insurance package the club has and as part of that David & Peter will be attending an AOMC workshop on the 10th looking into the new club insurance they are promoting.

7. TREASURERS REPORT – DAVID JENKINS

David advised the Tax Report was with the auditors and it looks like with the new tax reporting we will be up for about \$700 which seems consistent with most clubs.

“AHOC's financial position at 5th May 2025 is as follows.

Building Maintenance	\$10,629
General Account	\$118,333
Rally Account	\$17,949
Term Deposit #5897	\$11,323
Term Deposit #9627	\$48,730
Net Position	\$206,965

Rally expenses have now been accounted for and surplus funds will be transferred to our General Account.

Our Term Deposits are currently being reviewed.

Our tax obligation of \$758.50 has recently been paid to the ATO and we are currently preparing the have our financials audited.

8. MEMBERSHIP – RICHARD STEPHENS

Richard reported we had one new member pending from Shepparton.

9. SOCIAL ACTIVITIES – ROD JELLETT TO REPORT

Nothing to report not covered elsewhere this month.

10. COMPETITION – ROD VOGT

Rod reported that six cars made the trip to The Bend for the last weekend in April. Terry Wade officiated as Assistant Clerk of Course. Paul McPherson had a busy day as scrutineer with two over enthusiastic Porsche/s drivers hit the wall and an over powered MGB did the same.

Next MSCA event is at Sandown on the 29 June 2025.

There is to be a two day competition event at Winton with an All British Day Saturday the 16 August followed by a MSCA Day Sunday.

11. CARS / PARTS / BUY / SELL –

Nothing offered or asked for.

12. GENERAL BUSINESS FROM MEMBERS

Nothing raised.

13. GUEST SPEAKER – TERRY WADE

Terry started by giving us some background on the cars he has owned but with prompting from Rod Vogt and others we learned about Terry the racing driver competing in a Mini Cooper S and a Triumph Dolomite in Bathurst and other exotic locations like the Hume Weir etc. Some also discovered that Terry was one of the founders of MSCA – such a great success still today.

It was an interesting talk that left many with a greater appreciation for Terry and his background in motorsport.

A BIG THANK YOU TO TERRY.

MEETING CLOSED at 9.30 pm and supper was served

NEXT MEETING: Thursday 5 June 2025



HEALEY TORQUE

- ◇ A beautiful white BJ8 that had been awarded the Gold Standard in concours judging in June 2002 was sold for US\$ 74,000 on Bring a Trailer which equates to nearly \$120,000 in Australian dollars and is probably the best price achieved in the US for some time. The car was in Portland, Oregon and had been owned for over 20 years.
- ◇ Four Healeys took part in the Goodwood Members' meeting this year and it was not Jack Rawles who was the fastest. Joseph Wilmott and Michael Russell both pipped Jack but the times were very close. Not many know but we nearly had Jack out here for the Phillip Island Historics this year but it could not be organised in time. He was keen and would like to visit Australia.
- ◇ Long time past member Ralph Fletcher's wife Linda passed away unexpectedly last month. Ralph & Linda were living in Mildura. A celebration of Linda's life will be held at the clubrooms on 23 May.
- ◇ Terry Wade left his car in Ararat at the home of Prue and David Sparks while he travelled to the MSCA meeting at The Bend. The Bend is now managed by Wayne Williams who was formerly track manager at Winton.

- ◇ It has been confirmed by AROCA that their relay race will run again this year on the weekend of 4 & 5 October.
- ◇ The SA Healey Club had a recent club event on the Limestone coast visiting Robe, Portland and Mount Gambier.

There were seven Healeys and some other cars and 16 members on the run. Looked like fun!

- ◇ BAT or Bring a Trailer is a very popular online website which has grown to a major re-seller of all makes of cars and sometimes boats and accessories. Originally started by an Australian from Perth it now has a staff of over 200 administering its affairs and is the most popular re-sale site in the USA.
- ◇ In case you have not seen the full video of the Rally display day at Leongatha here is the link: <https://1drv.ms/v/c/31f58ac6e1494b6e/ESxW-zyiwU19Dg4cPd1oeLmIB8-ZQSq6wIPtXFAFUR-MaiOA?c=zPBhrU>
- ◇ Geoff Scott has replaced John Kent on the National Committee after John serving for a number of years. Thanks to John for his good service.

Wednesday Lunches

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

- 25 Jun Beretta's Langwarrin Hotel 220 Cranbourne - Frankston Road Langwarrin.
- 30 Jul Steeples Cnr Racecourse Road and 225 Mornington -Tyabb Road Mornington.
- 27 Aug The Heritage 3059 Frankston -Flinders Road Balnarring.
- 24 Sep 1 Settlers Run Botanic Rise.
- 29 Oct Baxter Tavern 117 Baxter - Tooradin Road Baxter.
- 26 Nov Ranelagh Club 3 Rosserdale Crescent Mt Eliza.

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



VALE: LINDA FLETCHER

WHILE RALPH AND Linda Fletcher moved away to Mildura and were no longer members of the Austin Healey Owners Club, thoughts of good times shared remain to this day, as both were very active members of the club in the past.

Memories abound, whether it was Tasmania 2008 and 2013, Titillate your Taste Buds 2009, Great Ocean Road Run 2010, South Australia/Victoria Mildura run or just chatting at the clubrooms. Or the best of "Team Fletcher" – the South Island of New Zealand tour 2014.

We had great times, with Linda there supporting Ralph all the way. Linda's wishes were to be cremated and not to have a funeral.

Linda had been diagnosed with an aggressive stomach cancer as well as a tumour in her bowel about 10 days before her death.

She was scheduled to commence chemotherapy on Tuesday 22 April with three lots at three days at a time spaced a fortnight apart in Melbourne, and then was going to be reviewed regarding having continuing treatment in Mildura.

The day before she died she slept most of the day but was in pain. Ralph called an ambulance around 5pm and she went to hospital. Around 9pm after upping her pain medication she came back home.

At midnight she took more painkillers and then got up at 3am but then she passed away peacefully and quickly at home on Good Friday. She is at peace. A rich and rewarding life well lived.

Personally Ralph doubted given her physical condition that she was well enough to travel to Melbourne. Her passing has



spared her that and it is now time to reflect back on good times shared.

"The longest blind date has come to an end, but loving memories will forever remain."

To honour her memory we are holding a memorial gathering at the clubrooms, 23 Rosalie Street, Springvale on Friday 23 May commencing at midday.

Paul McPherson e-mail paulmac@mmg.com.au has kindly offered to assist in co-ordinating with this gathering and club members will also receive an announcement re this. It would be appreciated for catering purposes if you could advise if you will be attending.



This Month's Book Reviews

Book Review: Williams – Triumph out of Tragedy

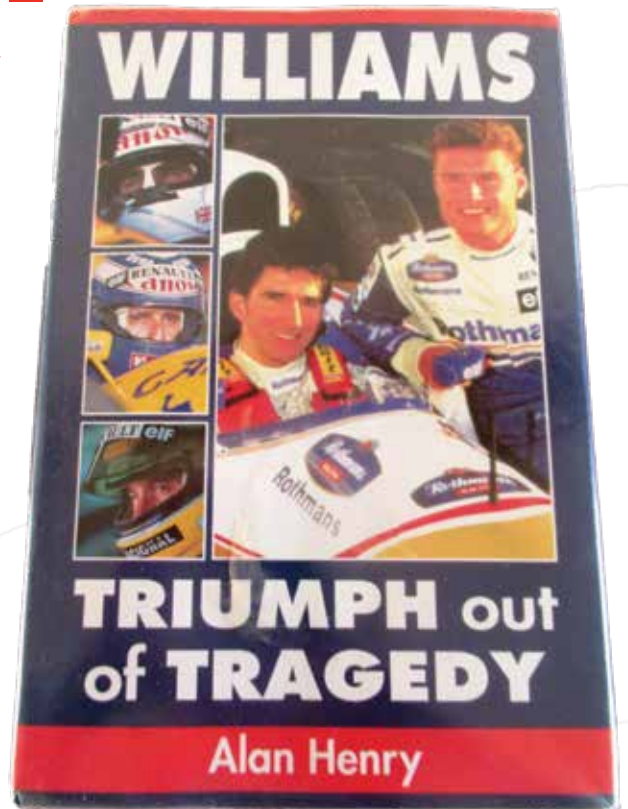
IF YOU ARE interested in Formula One in the seventies you will find this a very interesting read. Alan Henry, the author, was a prominent author in the period who had good access to the teams and particularly Williams during their times when they got both Nigel Mansell and Alain Prost to their World Championships and themselves to consecutive Constructors' Championships.

Then of course they were able to lure Ayrton Senna away from McLaren and he would undoubtedly have become another World Champion for them if it had not been for his untimely death at Imola in 1994.

After Mansell leaving Formula One and pursuing a career in Indycars, where he became World Champion; Williams was able to coax him back to F1 with the financial help of Renault.

The negotiations and dealings that went on at this time are dealt with during this period and if you are interested in Formula One it gives you a great insight into how the workings went at the time.

I guess this still goes on today but we hear very little about it.



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Rod's Runs: Jayco, Hurstbridge and then Alexandra

On 3 April a tour of the Jayco factory was conducted for the Healey club, eight people attended for what was quite an amazing tour of 50 acres of factories displaying the manufacturing of all the stages of caravan construction.



AT JAYCO PETER Ryan, the brother of Gerry, took the tour, we were shown all stages from chassis and suspension, the joinery construction which goes in before the walls are installed and the construction of the sandwich walls and roof.

On 13 April we had a Sunday drive around the Hurstbridge area on a beautiful sunny morning finishing at the Dark Horse Cafe, it was a well attended drive enjoyed by all.

On 27 April we all gathered in Yarra Glen to take a drive to Alexandra for a charity car show, with eight cars and another three cars in Alex we had an amazing display.

The drive up was a little dull until we drove through Glenburn and the sun broke through to make the remainder of the drive very pleasant, we picked up Chris Lamrock in Yea and he lead us to the property.

There were more than a hundred cars on display on a beautiful cattle property with food and drink available. Hopefully this can be an annual event as it a great drive up and back on real Healey roads.

Rod Jellet



Northern Healeys



AUTUMN IN NORTHERN Victoria is a very special season. Balmy days of 25 degrees to 30 degrees with the clearest of sparkling blue skies and refreshingly crisp nippy nights. Perfect sports car weather.

Thus it was on 12 April when the Northern Healeys took to the road for a lunch run. Five Healeys and two ring-ins gathered at Move and stood around for the usual amount of time admiring the sparkling Healeys.

At the appointed hour we tootled off south down the A39, soon turning west onto Bridge Road. (It is amazing just how many interesting little roads there around Shepparton.)

We passed through Toolamba and then skirted around the edge of Tatura, heading southwest to Rushworth.

We often stop in Rushworth for morning tea, but not this morning. At a clipping pace we continued west on the C345 until we hit Colbinabbin.

This village boasts a very good pub

where we have lunched before and some striking silo art.

An interesting gaggle of very big motorbikes had arrived at the pub not long before us, so we admired each-other's machinery in the usual way, then went inside for a cuppa.

The Healey count had grown. By the time we drove around to the silos for a photo op the count was seven Healeys, one Jaguar XJC and one Mini. No motorbikes at all... they'd left with much noise a few minutes earlier.

Our photographic line up was hampered a little by a black, modern, unremarkable vehicle that had had been inconveniently parked and left right where we wanted to place our line.

We were also

looking straight into the sun, but despite all this, as you can see, we did get some good shots.

Our lunch destination was Moama in NSW. Having some local knowledge of road works and disruptions Craig & Penny took the lead and headed north through Corop towards Echuca. Blimey! I thought the run across to Rushworth was quick.

Not confident of the accuracy of my





recently changed speedo I had the GPS speedo running and know exactly how many points we might have stood to lose on that ripper back road.

The Three Black Sheep restaurant is open and industrial and noisy with not a lot of atmosphere, but the food was to die for.

The menu was somewhat different from what might be expected, but I didn't hear a single mutter of disappointment with what was set before us. I would happily have eaten my way through several of those glorious Japanese smoked salmon salads.

After much too little time the kitchen was wanting too close and we needed to move on. A eighth Healey, a very pretty red 100/4 belonging to Alan Buzza, had joined us at Moama, so that had to be admired. We stood around and chatted in the sun for quite some time before dispersing.

Our Northern Healeys only gather three times a year but it really is a run worth joining and eight Healeys is a substantial showing.

And we come from far and wide. Boyd & Hazel Thompson, David Taylor, Janice Short, Fred Williams & John Truman are all from Shepparton.

Brian & Anne O'Meara come from Kyabram. Geoff & Wandy Leake travel



from Bundalong, way further up the Murray.

David Murray came from Melbourne.

Bendigo sent us Rod & Heather Bennett, and our local road knowledge experts, Craig & Penny Dyson, are from Echuca.

Our number was rounded out by Alan Buzza who joined us at Moama.

It would be interesting to tally up the total mileage for the 11 cars. By the time we'd travelled home via Barmah, Numurkah & Katamatite ours was 373 kilometres. Can't say we don't get to drive our cars!

A sad gap in our group was Ron Stewart & Ros. They usually set the driving routes. Ron has had a horrid eye bleed and was not yet up to driving. We missed them both and the whole group sends best wishes for a speedy recovery. Huge thanks to Brian O'Meara for rounding us all up.

Table 1. Brian O'Meara, Geoff & Wandy Leake, Penny Dyson, Craig Dyson, Rod Bennett, Heather Bennett

Table 2. David Taylor, Boyd Thompson, Hazel Thompson, David Murray, Anne O'Meara, Janice Short, John Truman (Fred Williams missing gone to the bar...or somewhere).

Austin Healey Owners Inverloch/Leongatha Rally Display Day

WHAT AN OUTSTANDING day we had.

There are so many people to thank in helping us set up the display at the Leongatha Sports Centre, if I have left anyone out I apologise profusely.

After several trips backwards and forward picking up all the flags and car model identifiers, club tent and markers, taking them to Mandy and Simon, we were lucky that we had Mandy Parry-Jones and Simon conveying all the gear down to Leongatha for us.

Terry Wade and I had a few anxious moments hoping that all the correspondence we had with our caterers at Space 47 was going to come to fruition, as it turned out we shouldn't



have had any worries at all, the lunches that were provided were excellent, plus we had the sports centre and the South Gippsland Car Club opening their clubrooms to get us out of the heat to eat lunch.

Country people are just so helpful it's amazing, we had volunteers from the South Gippsland Car Club helping us direct traffic into the sports ground.

We were expecting 100 cars in total, but we had three Healeys and five Sprites pulling out gave us a total of 92 in total, still a large number to attend to.

David Murray, Paul McPherson, and I had gone to the sports centre the day before, mainly to measure up to make sure we had enough spaces for all the models, and also to ensure to route from Inverloch to Leongatha was correct.

An early start the next day putting up the direction signs, saw us directing cars in quicker than we expected, everyone was so cooperative it made life easy, I must say we got everyone in – just.

Brian Dermott's race car display was magnificent, the trouble that Brian went to was a credit to him and Linda.

Our coffee van was also on hand providing us with beautiful coffee and tea for the day.

Special thanks to Paul and Katherine Harris who volunteered to compile the people's choice votes, the award going to Chris Hamilton from the Healey Factory.

Last but not least, thank you all that took the trouble just to come down for the display day, it really helped to make it a special day.

Bill Metcalf

Rally display day organiser



Our website is updated...

AFTER PUTTING IT off for months, finally I bit the bullet and dived head first into updating the Austin Healey Owners' Club website (www.healeyvic.com.au).

I had promised Chris Williams that I would have a go at updating various pages as they 'sort of' fell under my guise as editor, well they do now.

For a start it was easier for me to populate the photo galleries as that not only involves resizing all the photos to fit web use (using Photoshop) but I also had the photos in my computer.

So, now there are pages and pages of photos – I decided to save what sanity I had and not try to go back too far so what is there starts from the National Rally 2025 and will be updated after each magazine is complete.

Speaking of which, now every issue of Hundreds & Thousands

going back to 2014 has been uploaded as well, this is not in the public section you have to login as a member to see them. If you can't remember your login contact Chris Williams and he will help you out.

Then there was the calendar, which I must admit was bugging me as it didn't show coming events, now it does. If I miss out an event please let me know and I will add it on.

Finally, as a grand finale the committee page is now populated with head shots of everyone (other than Ross Hudson because I couldn't find a photo of him anywhere in my files). If you don't like what is there you know what to do – send me one you do like and I will ask Chris to swap it.

To the best of my ability I will keep the website updated with photos, events and magazines. However, Chris will continue to be our webmaster.

Mandy PJ

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.

FACTORY HARDTOP

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

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

AUSTIN HEALEY PARTS

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

ENCLOSED TRAILER

Closed in trailer, has an electric winch, but needs a battery, has had new wheel bearings, brakes, master cylinder, jockey wheel, trailer plug etc. It still needs some tidying of alloy sheet metal on the front portion to make it nice. The front sides open to allow you to tie the car in, the roof lifts up and rear tail gate drops down. It was built to tow an Austin Healey Sprite and would suit other sports cars. The trailer is registered until Feb 2026.

Call Simon Gardiner on 0409 426 076 or email spgeng@optusnet.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

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

BILSTEIN SUSPENSION CONVERSION KIT

Bilstein Front and Rear Suspension Conversion kit used for Austin Healey 3000. "Putzke Fahrspass" AU \$1295.-

Call Ernst Lieb 0402 251 044

HEALEY BT7 HARDTOP

Black, good condition \$8500

Ring Brian Canny on 0418 519 948

WANTED

HEALEY BT7 HARDTOP

Anything considered.

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

STORAGE IN MOORABBIN AREA

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

Email Marcus Fakhry 121fakhry@gmail.com

Austin Healey 75th Anniversary International Meet

June 6-12, 2027

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

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

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

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

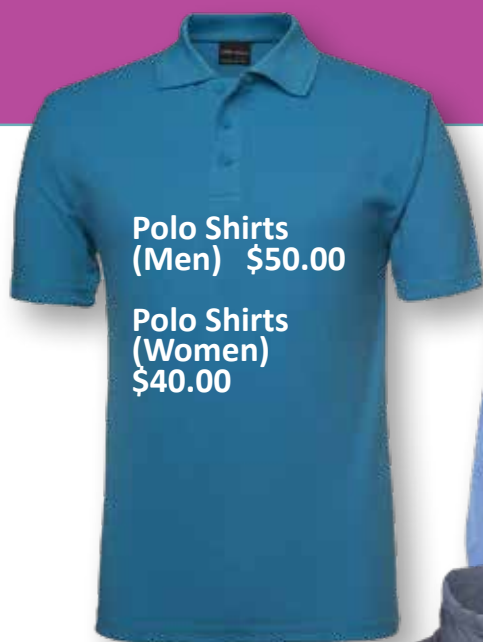
The co-sponsors are working together to plan and execute a spectacular event at a spectacular location and look forward to the International Austin Healey community's full support.

For more information visit:

<https://www.healey75.com>

For more information,
prices, other apparel
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regalia@healeyvic.com.au

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