



"MSCA Phillip Island coming up"

Hundreds and Thousands



***"Spring, and a young mans
fancy turns to.....cars??"***

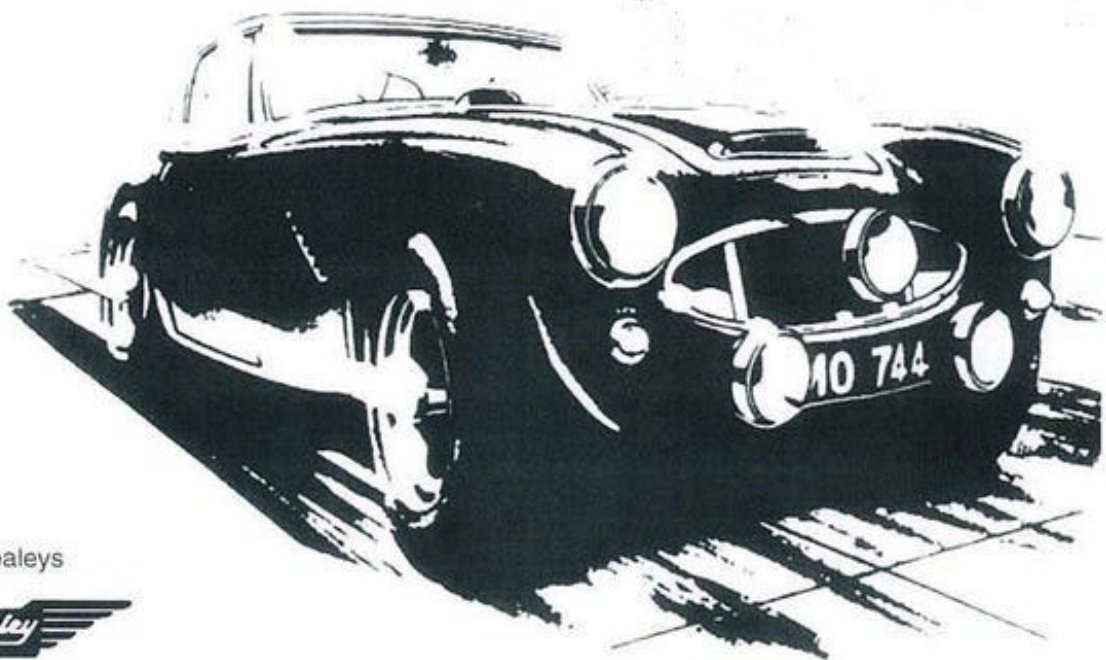
INSIDE:

- COVER STORY BARRY BARNES' RESTORATION
- SIDE EXHAUST
- AUSSIE RACERS
- TECH ARTICLE. REMEMBER YOUR KING PINS

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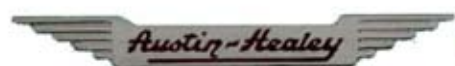
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HUNDREDS & THOUSANDS

This Club is affiliated to the Confederation of Australian Motor Sports (CAMS), a member of the Marque Sports Car Association (MSCA) and the Association of Motoring Clubs (AOMC).

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

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

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

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

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

**The Next General Meeting will be held in the Clubhouse, Rosalie Street, Springvale
On Thursday September 6th commencing at 8 pm**

Our Guest speaker is AHOC Member, Eric Patterson

On display will be Ian Quirk's Honda NSX.

THIS MONTH'S COVER
"If you can't buy it, make it"
The talent of Barry Barnes

Healey Display Day, at Docklands Promenade
SUNDAY OCTOBER 21

We would like to see all running Healeys attending for a great day

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BACK BURBLES

August is usually a quiet month Healey-wise. The weather doesn't lend itself to open top motoring and the early morning sunshine, tempting though it may be, more often than not disappears as the day goes on. So Healey stays in the garage waiting for better times. It doesn't help that it's parked over an hour away.

This month's feature story is Barry Barnes BJ8 restoration. Barry learnt his trade in the "good old days" when filler was a no-no and craftsmanship was king. Funny though - Barry retired so he could fix more panels! Not only is he restoring his own car, he's a regular at Bill Metcalf's with wet and dry in hand.

As well there's more from "Side Exhaust" and Iain McPherson, and Les Mathieson has chimed in with an interesting piece on his recent trip to Canada and Alaska.

On the local front the good news is that The Healey Boat is to remain in Victoria. It now resides in Past President Bill Ingham's garage. Bill's a bit of a glutton for punishment but a bit of wood work will be a change from working on the metal of his BN1 restoration - sandpaper instead of wet and dry.

Another old photo arrived from "The Riddler". He's in it this time. Maybe one of you can work out who it is. Remember - it was taken 45 years ago so he's changed a bit!

See you at the September meeting.

Harvey Pearce

DATES FOR YOUR DIARY

SEPTEMBER

Thurs 6th	General Meeting at 19 - 23 Rosalie Street, Springvale.8.00pm
Wed 12th	Committee Meeting
Thurs 13th	ROF's West
Sunday 9 th	Valerie Vermaas' run to Gypsy Creek Winery at Labertouche, Gippsland. Meeting at the BP servo, Longwarry, for an 11.00 am departure and a drive through the Gippsland hills on route to the winery.
Sunday 16th	MSCA Phillip Island Round 7
Sunday 23rd	Mike Forrester Memorial Picnic the "SWAN" picnic area, Albert Park – Melways 2K G5
Wed 26th	Peninsula Run Arthur's Hotel, Arthur's Seat. 5981 4444 (Please phone two days before or miss out on Lunch)
29th - 30th	HSRCA Historic meeting, Wakefield Park, Goulburn

OCTOBER

Thurs 4 th	General Meeting at 19 - 23 Rosalie Street, Springvale.8.00pm
Wed 10 th	Committee Meeting
Thurs 11 th	ROF's South
13th - 14 th	Winton 6 Hour Relay 2 Teams from AHOC Victoria
20th - 21 st	Como Gardens Open Weekend Venue - George Hetrel's - Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.
Sunday 21 st	Healey Display Day at Docklands Promenade
26th - 29 th	Mini Rally at Port Fairy with the SA Healey Club This event is now FULLY SUBSCRIBED
Wed 31st	Peninsula Run Portsea Hotel, 3746 Point Nepean Road, Portsea. 5984 2213 (Please phone two days before or miss out on Lunch)

NOVEMBER

Thurs 1st	General Meeting at 19 - 23 Rosalie Street, Springvale.8.00pm
3/4 or 10/11	Sandown Historic Races to be confirmed
Wed 7th	Committee Meeting
Thurs 8th	ROF's North
17th - 18th	Bendigo National Swap Meet organised by Veteran, Vintage & Classic Club Bendigo
Sunday 18th	MSCA Phillip Island Round 8
23rd - 25th	Three day drive with Selwyn Hall through Gippsland & the High Country. HSRCA Eastern Creek Tasman Revival Historic meeting
Sunday 25th	Classic and Historic Hillclimb at Rob Roy [Information]
Wed 28th	Peninsula Run Tanti Hotel, 917 Nepean Hwy, Mornington. 5975 2015 (Please phone two days before or miss out on Lunch)

PENINSULA RUN VENUES – to December 2012

26th September	Arthur's Hotel, Arthur's Seat.	5981 4444
31st October	Portsea Hotel, 3746 Point Nepean Road, Portsea.	5984 2213
28th November	Tanti Hotel, 917 Nepean Hwy, Mornington. (If a special offer is made, it will not apply to Senior's lunches)	5975 2015
26th December	Trios Cabaret, Cranbourne Racecourse, Cranbourne	5996 3233

Please book at least two days before luncheon and mention the Club's name when making your 12-30 reservation

SUPPER ROSTER

SEPTEMBER Anne and Geoff Gillard

OCTOBER Enid Nankervis and Phil Howe

NOVEMBER Mick Smith and Annette Aitken

VALE DIANA GAZE

late in July Australian Motor Sport lost another of its greats with the death of Diana Gaze, "The Queen of the Track". Lex Davison and Diana married in 1946 and spent their honeymoon at the Mt Panorama circuit where Lex competed in the first post war Bathurst meeting.

Diana married Tony Gaze a decorated WW2 flier, and fierce motor racing competitor in 1977, fourteen years after Lex died in a racing incident at Sandown. Tony was a guest at our club, a few years ago

She was also a competitor in her own right competing in Targa style events and hillclimbs. For some time she held the women's record at Rob Roy in cars as diverse as a giant Mercedes-Benz 38/250 and an MG TC.

Her motor sport heritage continues through her children and grandchildren.



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For those who love the philosophy of ambiguity, as well as the idiosyncrasies of English

Atheism is a non-prophet organization.

I went to a bookstore and asked the saleswoman, "where's the self-help section?" She said if she told me, it would defeat the purpose.

Do infants enjoy infancy as much as adults enjoy adultery?

If you try to fail, and succeed, which have you done?

August General Meeting – Good member numbers, on a cool evening. Many thanks to Peter Stanley for his impromptu chat about his trip to Le Mans and the UK. Very interesting and we look forward to his follow-up article and pics.

September General Meeting – Guest speaker is AHOC Member, Eric Patterson; Display vehicle is Ian Quirk's Honda NSX.

SOCIAL -

Valerie Vermaas' run, on Sunday, September 9, to Gypsy Creek Winery at Labertouche, Gippsland. Get in early and register with Val, arieandval@gmail.com Meeting at the BP servo Longwarry for an 11.00 am departure, and a drive through the Gippsland hills on route to the winery.

ROF Run is West, for September – Thursday 13th. Details to follow at the General Meeting.

MSCA, Phillip Island, Sunday, September 16 – for those who wish to support our competition team and enjoy the drive, and easy access to the track and pit areas – well worth considering.

Our inaugural Mike Forrester Memorial Picnic will be held on Sunday, September 23 – 12 noon, at the "SWAN" picnic area, Albert Park – enter the park at the intersection of Albert Road and Clarendon Street – turn left into Aquatic Drive and, proceed straight ahead into the Swan car park. We shall have our Healey BBQ Trailer on site in addition to four electric BBQs. AHOC will supply the meat – we will be asking for members to indicate if they are able to attend, at the September General Meeting. Jill and Matt Forrester will be attending. We have also invited interested members of the Southern Peninsula Car Club. Please come – BYO chairs, tables, drinks. Should be a great display of Healeys and other classic cars.

The Peninsula Run, for September, is to "Arthurs", at Arthur's Seat, 12 noon. Phone your booking through, on 5981 4444.

October 14, at Winton – six-hour – refer to Rod Vogt's Competition Report – volunteers needed to assist with the two "Team Healey" groups of five cars.

Rod will continually update the information over the next couple of months.

PLEASE LOCK IN OCTOBER 21 – Our Healey Display Day, at Docklands Promenade – we would like to see all running Healeys attending for a great day.

Re our proposed Tri-Club Run, to Shepparton, November 11 – As response from AHOC membership has been cold, I shall respond to the Presidents of both Jaguar and Sprite Clubs, that we need to set a revised location, better suited to the Healey's and Sprites because of the distance to be travelled.

AHOC Vic. Christmas luncheon and Presentation of Competition and Club Awards – at our clubrooms, Sunday, December 9 - 12.00 for 12.30. Three course sit-down luncheon, with entertainment – tables of eight. Mick Smith and her committee are planning a special event. We shall be taking individual and table bookings from our October General Meeting. Costs to members will be small. Put the date in your diary – not to be missed!

Mick's "Giant Christmas Raffle" – will be drawn at the Christmas Luncheon – we are requesting your generous support, as previously, in donating items for inclusion in the baskets – food, wine, gifts etc. Mick and her committee will be collecting from our October General Meeting.

Please check out the website for all of the social and competition dates.

A FEW MEMBERS HAVE COME FORWARD WITH OFFERS OF HELP IN SOCIAL – WE STILL NEED SEVERAL MORE, TO COVER ALL THE EVENTS, FOR THE REMAINDER OF THE YEAR. Please speak to Paul McP. if you can help.

Looking forward to seeing you at the General Meeting, on Thursday, September 6.

Cheers,

Paul McPherson

CLUB MINUTES

AUSTIN HEALEY OWNERS CLUB OF VICTORIA INC Minutes of "General Meeting" held on Thursday, 2nd August 2012 at 19 – 23 ROSALIE STREET, SPRINGVALE

Meeting Opened at 8:15pm

Attendance

New Members None

Visitors None

Apologies Rex & Deanna Hall, Sue and Rob Raverty, John Olsen, Warren & Heather Gartner, Terry Grigg & Gail Minter, Brian & Annette Aitken, Bill & Carole Vaughan, Arthur & Jill Tuckett.

Welfare The usual quips from the floor – later recorded that Terry Wills-Cook was unwell – we wish Terry a speedy return to better health.

Motion that minutes of previous meeting be accepted

Moved Gordon Lindner, Seconded John Mason - **Carried**

Matters Arising - Nil

Correspondence in Bill Vaughan reported that no significant items were in our mail box

Flyers Motorclassica Entry Form

E Mail

AHOC New Zealand – Invitation for AHOC Vic members to attend the NZ National "Ruby Rally" in Rotorua, Easter 2013. The AHOC NZ indicated that they would like to host us at any time we can co-ordinate a visit – they have five chapters across North and South Islands, ready and willing to look after us!

Magazines

A display of historical Healey sales brochures from 1947-1952, courtesy of John Gray

Correspondence out

Booking confirmation to Parks Victoria for September 23, for the Mike Forrester Memorial Picnic, at the Swan Picnic Area, Albert Park – with permission for us to take the AHOC BBQ trailer, onto the site. Paul advised that parking is \$2.30 per car & that the Albert Park authorities would block off an area for the club, if we require it.

Reports:

Financial - Mike Snelgrove

Operating Account – May 2012

Opening balance 31st May 2012	\$39,429.55
Deposits	\$ 3,092.00
Payments	\$ 2,509.58
Closing balance 31 st May 2012	\$40,011.97

Term Deposit Account

As of 17 th April 2012	\$51,393.68
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Building Maintenance Account

Has been opened and \$10,000 transferred to it from our General Account, as of 18th July, 2012

Membership - None as Peter Heading overseas

Social

JCCV Christmas in July – I must say that the Healey members attending were a little surprised at the numbers – a total of 57, including 10 AHOC. We had a pleasant run down to a choice of Frankston or Mornington, with approx. 13 vehicles, to complete a couple of simple tasks (well, simple for the males – we did nothing but drink coffee and talk). A good 3-course luncheon was served and, Bill Metcalf has catering contacts for us to follow up, in relation to our December 9 lunch.

Eastern ROF Run, next Thursday, August 9 – meeting at the Kilsyth Club, cnr. Canterbury and Colchester Roads, North Bayswater – leaving at 10.30 am. Warren Gartner is leading the run – please phone or email Warren if you are intending to come. His contact details on “Healeyvic.com.au”, under Events / ROF.

Rusty Springs – August 10-12 – For any late entrants, please check with Barb. Meredith. Contact details in 100s & 1000s, if you interested in a fun weekend.

The Peninsula Run this month – is to the Mornington Golf Club, Tallis Drive, Mornington – on August 29. Please phone the clubhouse one-two days prior, to assist them with catering. Excellent views from the clubhouse.

September General Meeting – Our guest speaker will be Eric Patterson, talking about his time and experiences, in our club. The display car will be Ian Quirk's immaculate Honda NSX.

Valerie Vermaas' run to Gypsy Creek Winery, Labertouche, Sunday, September 9. For anyone who hasn't yet signed up for the run, the sheet is on the table, inside the door of the lounge. Please ensure that you contact either Val or Arie, by Friday, next week. Contact details, again, in 100s & 1000s.

Mike Forrester Memorial Picnic – meat will be provided for the bbq – at the September General Meeting, we shall be asking for names of members attending. If the weather is inclement, bring the tintops – but, please come!

Details of our October Healey Day and the December 9 Christmas break-up / presentation luncheon will be forthcoming in later issues of 100s & 1000s.

Once the committee have all catering details costed, we hope to be in a position to substantially fund the function.

Regalia - Thanks to Ron Boyle, standing in as Regalia Officer, in Arthur & Jill Tuckett's absence

COMPETITION REPORT for August General Meeting

MSCA Phillip Island – Sunday, July 22.

A perfect mid winter day inspired our 5 competitors to enjoy one of our most enjoyable track days I can remember. Russell Baker, Bill Vaughan and Rob Raverty improved their best lap times by an amazing 5 seconds each, with Russ. breaking the magic 2 minute barrier for the first time. Bill Vaughan and Rod Vogt did 36 laps (six sessions) each with Rod improving his best PI lap time by just 7/100ths of a second on his last lap to win Class A Sprint. Cary Helenius capped off a great day to win the Regularity event.

Coming Events

VHRR Historic Winton 11/12th August

Jackson and Duffy in Big Healeys, Kaiser (Sprite) and Vogt (MGB) are joined in Group S racing, by John Dowsett, from Sydney, in his first run in his Healey 3000. The feature event is a 15 lap race on the long track, on Sunday afternoon. Bill Vaughan is competing in the Regularity event. A full entry list is not yet available – other members may be competing in Regularity.

Programme

Group S Racing: Saturday - 9.45 am qualifying Race One 6 laps 1.40 pm. Sunday Race Two 6 laps 9.30 am

Sunday Race Three 15 laps 2.10 pm

Regularity: 2 Divisions Saturday 9.00 am, 11.30 am, 12.30 pm, 4.20

Sunday 9.00 am, 11.40 am, 1.20 pm, 4.40 pm

Gates open 7.am, both days. \$25 Saturday \$30 Sunday \$50 Two Day Pass Go to www.vhrr.com for full details

Rod advised that we still need volunteers for the Winton 6 hour & that Brian Froelich was to be team manager for the second team.

MSCA Hillclimb at Haunted Hills, John Bryant Park, Morwell, Sunday, August 19

Communications Manager - Nothing to report

AOMC/VicRoads - Nothing to report

Library - Mick Smith encouraged members to borrow from the library

General Business

Life Memberships – we have a published criteria for this honour – our committee, in 2007 stated that, if a committee chooses to award a Life Membership, only one should be given in any calendar year.

The situation, we find ourselves in, with only five Life Memberships given over the past 45 years – is having many very worthy candidates for urgent consideration.

We may make several awards, over the next few years, to enable our club to honour the significant contribution of many of our members, to our club, advancement of the Healey marque and, associated areas of motorsport, - while they remain active members of this club.

We are looking for nominations for the committee's consideration – closing, for this year, on August 31. Please direct your written material to our Secretary, Brian Aitken.

Proposed President's Tri-Club Run – to Shepparton, Sunday, November 11. The Jag. Club has put forward a tri-club run for this date – the venue (Shepparton Auto Museum) is an excellent one – initial feedback has been a concern about the distance. Happy to take your comments back to the JCCV President and the Sprite Drivers Club.

Selwyn Hall – spoke of the necessity of keeping your CH details up to date, stating that he had been pulled over to check his Log Book. Luckily, it was filled out appropriately.

Peter Stanley – fresh back from the UK & having been present at the Le Mans track, gave an interesting talk on his experiences, stating it is an event not to be missed. Peter has promised to send off his account to Harvey Pearce, to be published in 100s & 1000s a fascinating story featuring lots of Healey's.

MEETING CLOSED at 8.50 pm

Our next general meeting is on Thursday, September 6.

AHOC Vic. Christmas Luncheon and Presentation of Competition and Club Awards

**In the clubrooms, Sunday, December 9 - 12.00 for 12.30
Three course sit-down luncheon with entertainment
Tables of eight**

**Mick Smith and her committee are planning a special event including the drawing of Mick's
"Giant Christmas Raffle"**

Bookings for tables and individuals commence at the October General Meeting

Costs to members will be small

Put the date in your diary. An event not to be missed!

Little Mikey was doing very badly in maths. His parents had tried everything - tutors, mentors, flash cards special learning centres. In short, everything they could think of to help his maths.

Finally, in a last ditch effort, they took Mikey and enrolled him in the local Catholic school.

After the first day, little Mikey came home with a very serious look on his face. He didn't even kiss his mother hello.

Instead, he went straight to his room and started studying. Books and papers were spread out all over the room and little Mikey was hard at work.

His mother was amazed. She called him down to dinner. To her shock, the minute he was done, he marched back to his room without a word, and in no time, he was back hitting the books as hard as before.

This went on for some time, day after day.

Finally, little Mikey brought home his Report Card. He quietly laid it on the table, went up to his room and hit the books.

His Mother looked at it and to her great surprise, Little Mikey had got an 'A' in maths. She could no longer hold her curiosity.

She went to his room and said, "Son, what was it? Was it the nuns?" Little Mikey looked at her and shook his head, no. "Well, then, was it the books, the discipline, the structure, the uniforms? WHAT WAS IT?"

Little Mikey looked at her and said.....

"Well, on the first day of school when I saw that bloke nailed to the plus sign, I knew they weren't f***ing around."

Les Mathieson's Trip To Canada and Alaska

Following the little trip to Winton, I headed off to Vancouver to visit my wife, Zonda who is on a one year teaching exchange.

After arriving we headed on a road trip through the Canadian Rockies ending up in Calgary for The Stampede. The drive through the mountains was fantastic. The scenery and the roads provided a great trip albeit in a ten year old Chevy Blazer rather than our 100-6. There were many sports cars out and about over the summer vacation enjoying the delights of Jasper, Banff & Lake Louise. We saw plenty of wildlife, deer, bears, wolf, wolverine, caribou, and so on and a large avalanche at one of glaciers and got very wet in the spray & ice drift. After a week on the road we headed back Vancouver & flew to Whitehorse in the Yukon where we hired a modest sedan for another trip. More wonderful mountains, wild big rivers, small communities and more animals.

We did a major road trip from Whitehorse to Dawson City along the Klondike highway. We took a detour up the Dempster highway - the "Ice Truckers" road for a short camping trip. We travelled only 80km up the Dempster to camp in a national park. It is not a Healey friendly road in my humble opinion. Once in Dawson City we headed across the 'Top of the World' highway into Alaska. We made our way through the very strange village of Chicken before eventually getting onto the Alaska Highway and heading back into the Yukon. We spent a further week in the Yukon with our friends in Haines Junction.

We returned via the narrow gauge railway from Carcross to Skagway and a ferry back down the inside passage, enjoying four days wonderful scenery, whales and rest.

Back in Vancouver we headed off to the British Columbia Historic Motor Races, at Mission Raceway Park where our host was Stanton Guy, President of Vintage Racing Club of British Columbia. Stan is wonderful person and showed us around and introduced us to some of his club members. I presented Stan with a AHOCV metal badge & vest.

The meeting was much smaller than say Winton but there were some different vehicles - plenty of American muscle cars. The feature of the meeting was a number Formula Vee Invitational races with large fields. Our host was running around in a 1976 Caldwell D - 13 in the feature races. He is currently also doing up a mini to compete in other historic events. There were quite a number of formula fords as well.

There were three Healeys going around and I was introduced to all the owners and spent some time talking to them. Two of the lads know some of the Healey people who went on the trip the US a few years back.

The guys and their vehicles are as follows:

Ivan Lessner, 1958, 100-6 BN6. Ivan has owned the vehicle since 1985 and has raced it since 1987. The car is pretty original and has not had any major work on it. Ivan is a long term VRCBC member and is from White Rock, British Columbia.

Doug Escriva, 1957 100-6MM. Doug is from Portland, Oregon and has been racing the Healey for 7 years.

Larry Paterson, 1955 100M, Le Mans. Larry is from Okotoks, Alberta.

The Healeys took to the grid in a field of 1957 Alfa Guilletta, 1967 BMW 1600, 1968 Volvo 122s, 1967 Ginetta G4, 1960 MGA (that was pretty quick), 1959 Elva Courier, 1973 BMW 2002, 1969 Alfa GTV, Fiat X19, Datsun 510,

1963 Porsche 356c, 1963 Alfa Spider, 1958 Volvo PV444, 1971 BMW, 1965 Cooper S, 1960 Lotus Seven and 1968 Triumph GT6.



Ivan Lessner, 1958, 100-6 BN6

Prior to the race Larry had the distributor out of the car trying to find a fault of some description, I think the fault eventually reared its ugly head early on in the race because the vehicle did continue past lap 3. Throughout the race Doug led Ivan around the track for the twenty minute race with everyone trying to keep their cool, the temperature was ~36C. Unfortunately team Healey at Mission Raceway were well down the table on this day, but they all had a great time.



Larry Paterson, 1955 100M, Le Mans

The other highlight for me apart from the Healeys was a couple hot laps around the track as a passenger in a Dodge Viper, a very quick machine. The track is tight, not very long with 9 turns, and didn't really allow the Viper to really stretch out, but it was quick enough for me. The track racing closes down at lunch time when spectators can purchase rides in exotic vehicles. There were some lovely Porsches, a Lambouguini and some other American mean machines.

Zonda and I returned to Vancouver very happy & hot! No air-conditioning in the 'Blazer'.



Seen on the trailer

Enjoy the photos and/or check out VRCBC website for more www.vrcbc.ca
Cheers, Les Mathieson

Historic Racing - Historic Ambulance

www.hrc-dat.com.au

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COLLECTOR'S ITEM

One of the most unorthodox cars to appear in the late 1950s was the Lotus Elite, the first series production car designed by Colin Chapman, and the first intended principally as a road-going car.

Faced with the enormous costs of tooling-up for pressed steel body and chassis components, Chapman decided to make the integral chassis/body almost entirely from glass-reinforced plastics (GRP), breaking the structure down to three main mouldings, with the metal front suspension frame, the windscreen hoop and the engine and rear suspension mountings bonded in. The windscreen hoop also served as a mounting for the doors and jacking points.

In pursuance of his ideal of light weight allied to high performance, Chapman chose the famous aluminium alloy Coventry-Climax OHC engine of 1,216 cc, which had originally been designed for use in a portable fire pump: the FWE version produced for Lotus was the result of a combination of the bore of the 1,460 cc FWB and the stroke of the 1,098 cc FWA units.

In standard form, with a single 1.5in SU carburettor, the FWE developed a modest 56 kW (75bhp); twin carburettors boosted this to 63 kW (85bhp), and ultimately the engine was developed to

produce more than 75 kW (100bhp) without losing reliability.

The Elite was first announced at the 1957 London Motor Show, and its revolutionary construction method was not the only notable feature of the car: it also boasted independent suspension and disc brakes all round (inboard at the rear). The latter feature caused some of the few teething problems with the body structure, as the heat generated by the rear brakes was responsible for the failure of the mountings that carried the differential unit.

Like the Lotus-Ford Grand Prix car, the Elite was an immediate competitions success, winning at Silverstone in 1958, and taking a class victory at Le Mans in 1959. Further class victories were won every year from 1960 to 1964. In almost all events in which an Elite was entered, it won—hardly surprising, for it really was a race-developed car, the suspension, steering and brakes all having been proved on the 1957 Lotus Formula 2 car.

In its ultimate road form, the car was capable of nearly 193 km/h (120mph) coupled with fuel consumption of only 6.44 litres/100 km (43.75mpg) at a steady 129 km/h (80mph). Only 988 examples of this outstanding car were built before production ended in 1963.



LOTUS ELITE 1957-1963

From "Healeys West" the magazine of the Austin Healey Club of WA

Raisin bread

A bakery owner hires a young female shop assistant who likes to wear very short skirts and thong panties. One day a young man enters the store. Noticing her short skirt and the location of the raisin bread, he has a brilliant idea. "I'd like some raisin bread please", the man says.

The shop assistant climbs up the ladder to reach the raisin bread located on the very top shelf. The man standing almost directly beneath her is provided with an excellent view, just as he thought. When she descends the ladder, he decides that he would really like two loaves.

After she retrieves the second loaf of bread and descends the ladder, one of the other male customers notices what's going on and requests his own loaf of raisin bread.

After many trips she is tired and irritated and begins to wonder, "why the unusual interest in the raisin bread?"

Atop the ladder one more time, she looks down and notices an elderly man standing amongst the crowd.

Thinking that she can save herself another trip, she yells at the elderly man, "Is it raisin for you too?"

"No," stammers the old man, "but it's quivering a little."



“SHE WAS SO SWEET,
SO PERFECT. STILL IS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, hike or even your home, there's only one person you should talk to - a fellow enthusiast at Shannons. So call Shannons for a quote on 13 46 46.



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In the book, **The Glory Days** by Barry Greene, which is about the history of Motor racing at Albert Park, the driver of one of the competing Austin-Healey's, is referred to as Colin Miller. Correctly this was Clive Miller who was usually referred to as "Bill". He entered his cars in the name of CW Miller.

Bill lived in Glen Eira Road Caulfield and bought a black car BN1 224964 on 14 September 1955, which was then registered GJY 653.



"Bill" at Fishermans Bend

Bill flew Catalinas during World War 2 and was an Accountant with the Victorian Railways, later becoming Secretary. At weekends his garage was full of friends sitting around on drums of oil, having a beer, and sometimes working on one of the cars. He was a quiet, humble, and modest man. He was a bachelor, with a passion for fast cars.

He had previously raced a supercharged MG TC, and at the Grand Prix Meeting at Albert Park on 21 November 1953 he entered the car in the Albert Park Trophy over 50 miles and managed a 4th place behind Davison, Jones and Hunt.

He entered the Austin Healey for the Moomba Meeting at Albert Park in March 1956 where he achieved a 6th place in the Moomba TT over 48 laps. In the Australian Tourist Trophy at Albert Park in December 1956 he finished 18th which was the highest placing of the non 100/S Austin-Healeys.

Clive entered the Austin-Healey in the Grand Opening Meeting of Phillip Island on 15 December 1956.

On the first day of the Victorian Trophy Meeting at Albert Park in March 1957 it was reported that, "Miller succeeded in leading the pack and gradually established himself in front to lead the entire race in fine style. On the second day Miller lead away in convincing style where a battle royal was expected for second position between Murphy and Porter. By the second lap Miller was 10 seconds up on Bryson in the XK 140. On the fifth lap Porter shot past the XK 140 on Melford Corner to take second, some 9 seconds behind Miller".

In the May 1957 issue of Australian Motor Sports RBP in his monthly column "Spotlight" commented, "However, me old mate Bill Miller who has the rare characteristic of never being very conspicuous, but nearly always being in the right place at the right time, cleaned up in the minor sports car races with his Austin-Healey going at last with the regularity of his blown TC, but quicker. Bill had a drive in the big race too, but getting on for half way he paddled in some oil over on the Golf Links curves, sat there for a while almost helpless while his whole life flashed before his

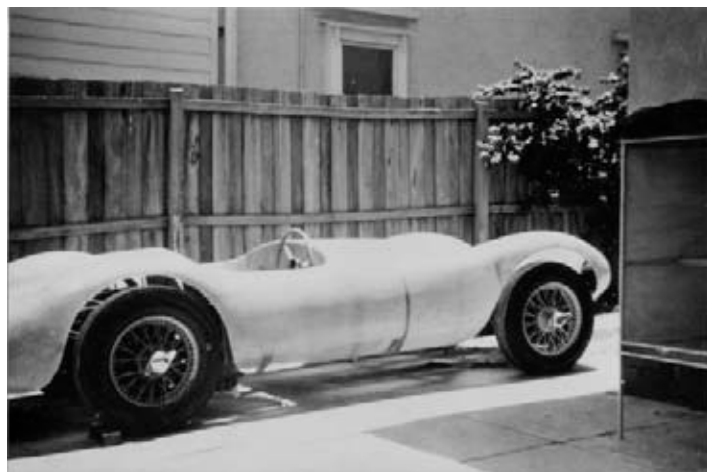
eyes and the car gyrated all over the road, bending wheels on alternate gutters in rapid succession. When it was all over he limped around to the pits".

The Report in Sports Car World gave a slightly different version of the incident which occurred in the Victorian Tourist Trophy at Albert Park in March 1957 which was in part "Ron Phillips in the 100/S was having no trouble leading the other Healeys. Towards the finish of the race he was negotiating the 80 mph left-hand bend in a controlled slide when the motor quit sending him into several high speed spins, dramatically finishing with the car pointing in the wrong direction astride the gutter. Next car around was CW Miller in a Healey. The driver, partly blinded by the setting sun glimpsed the front of the 100/S, visualised the car in the middle of the track and made attempts to slow down. The result was a spin even more exciting than the first. No damage was done and Miller was able to continue at a much abated speed".

After the October 1957 Meeting at Fishermans Bend it was reported that "Miller, with his unobtrusively fast Austin-Healey, dead-heated with Firth (TR2) for 4th place behind Whiteford and Coad".

At Phillip Island in October 1957 it was reported that "The best dice was between Miller, Austin-Healey, and Roxburgh's 100/S version. They passed and re-passed, Miller gaining on the corners, only to be passed down the straight". In the Sedan and Sports Car Handicap he managed a 10th place. This Event was won by Harry Firth in a Humber Snipe – no wonder he was called "The Fox".

In the first Armstrong 500 at Phillip Island in 1960 he co-drove an Austin Lancer with Barry Gurdon. Barry was the Austin Dealer in Bathurst and had been racing a supercharged Austin A90. Bill had the second stint, but no one told him the track had broken up badly, and on his first lap he hit a large pot hole which had developed in the Southern Loop and rolled the car. This was the first drama for the morning, but many others occurred during the day. Bill was seriously injured and this incident virtually finished his racing career and almost finished his life.



The Zephysca under construction

At the time he was part way through building the Zephysca Special, which consisted of an Ausca body with a supercharged Zephyr engine and Austin-Healey front and rear ends. He finished the car and ran it about three times, including a Calder Meeting, before selling it to Terry Morris. It was registered for the road in about 1965. Russell Budge was the next owner and has been running it in Historic Events for some years now.

Clive Miller received the CAMS Service Award for "Valued Services to Motor Sport", which was accompanied by a small bronze lapel badge.

This Award was introduced in 1970, but was retrospective to the foundation of CAMS in 1953. He was a Pit Steward from the days of Fishermans Bend through to Sandown in the 1970's. He combined this role with his driving duties.

The Austin-Healey was advertised for sale in January 1958, and it was still being advertised in March. In June 1958 Bill advertised a pair of Austin-Healey Alfin brake drums for sale which had only covered 100 miles.

Austin Healey 100

Late 1955, purchased new, genuine
14,000 miles.

Winner of 2 "B" grade scratch
sports car races and class 2nd in
Tourist Trophy at Albert Park, etc.

Fully balanced motor, lightened
flywheel, modified head and valves,
special exhaust manifold, 1½ in.
carbys with cold air duct, Le Mans
camshaft, etc. Fitted with standard
pistons which have always been
used for racing and touring.

A potent and reliable sports/racing
car in 100% condition and full
racing tune but completely tractable
on the road.

Finished in black lacquer with red
trim.

£1,285

C. W. MILLER

450 Glen Eira Road, Caulfield,
Victoria. Phone UL 4053.

Bill later bought an E Type Jaguar and used it for some fast trips to Queensland. On one occasion he did enter the Jaguar in a Sprint Meeting held by the Gippsland Car Club at Hazelwood in company with the Zephys now being driven by Terry Morris.

The next owner of the black 100 was Kevin Dean who bought the car in March 1958 and continued to race it. He ran it at the Geelong Speed Trials in August 1958 and "Bill" Miller entered a Frazer Nash monoposto fitted with a Vanguard engine. The Austin-Healey was entered by Jim Phillip and driven by Kevin. With the elapse of time it is not known why this occurred as a photo taken at the Meeting confirms he drove GJY 653 and not Jim's own Austin-Healey.



Kevin Dean at Templestowe

He kept it for 12 months before selling it. The car had another two owners in Victoria before it was bought by Leon Hardwick from Hobart in 1961 who kept it until about 1965 when it passed into the hands of Graham Blazeley a car dealer in Queenstown on the west coast.

By this time the car was painted red and was a \$300 car in poor condition, and far from roadworthy. Graham Anstee who lived Queenstown had been inspired by the 100/M he had seen Clive Baker race at Launceston, and was attracted by the louvred bonnet and hoped he had found an "orphan" 100/M. The fact that it also had a "new" engine convinced him to buy it. A month later he decided to drive it over to Launceston to store in his brother shed. On his way through the Hellier Gorge the throttle jammed and he ran off the road. The car suffered minor damage and he was able to get going again, sans muffler. In the rain the only way to keep the rain off the windscreen was to maintain a speed above 50mph. An Austin-Healey travelling at that speed without a muffler through Burnie was bound to attract the attention of the police. Guessing that he was in a fair fit of trouble, as the car was clearly unroadworthy, he decided it was "all or nothing" and time to find out how good the "new" engine was. At 115 mph the police gave up the pursuit and he continued on his way to Launceston where the car was stored for 12 months. Graham's circumstances then changed and he sold the car before doing any work on it.

Jim Brown was the next owner who only kept it a short while before selling it to John Dorsett who fitted fibreglass front panels including a louvred bonnet and painted the car dark blue. He removed the 2 inch SU's and replaced them with 1¾ carburettors. He kept the car until he passed away about ten years later.



"On the Other Side of the Fence". John Dorsett at Symons Plains in the company of the BN6 of Roger Richardson

Ian Richardson was the next owner and he kept the car until 1986, when it was bought by Tim Saul.

Mick Watt was the next owner and he undertook a chassis up rebuild. He painted it red and kept it for sixteen years before selling it to Stephen Smith who only kept it for a year.

In 2005 Derrick Millhouse from Longley became the enthusiastic owner. Derrick had previously owned a BN4 in the late 1960's.

One story which appeals to me is when Derrick took the car to the MG Car Club Concours and came home with the People's Choice Award.

Derrick entered the car in the recent Longford Re-Creation. For the event he made an aluminium tonneau cover and a headrest both for performance and appearance. On the way to his home to south of Hobart he found they had an added advantage as the tonneau kept the heat in and the

headrest prevented the cold night air from whipping around the back of his head.



Derrick at Longford

RACING RESULTS

Clive "Bill" Miller

Fishermans Bend 11/12 February 1956

Albert Park 11 March 1956

Fishermans Bend October 1956

Albert Park 25 November and 2 December 1956

Phillip Island 15 December 1956

Fishermans Bend 9/10 February 1957

Albert Park 17 and 24 March 1957

Victorian Tourist Trophy

Phillip Island 27 October 1957

Fishermans Bend 12/13 October 1957

The Peters Ice Cream Trophy

The Lucas Trophy

Moomba TT

Australian Tourist Trophy

Bill Thompson Memorial Race

Orthodox Handicap

B Grade Sports Cars - Day

Day 2

DNF (was running 5th)

BP/COR Trophy

Sedan and Sports Car Handicap

Sports A Grade Handicap

Racing Cars B Grade Scratch

Trophy Race Racing Cars

6th

8th

3rd 17.22 sec

1st 2.18.4 lap

1st

2.15.6 lap

5th

10th

4th (Dead heat with Harry Firth)

4th

Unplaced

Kevin Dean

Rob Roy 27 July 1958

Templestowe 10 August 1958

Geelong Speed Trial 24 August 1958

Templestowe 7 September 1958

Phillip Island 26 December 1958

32.83 sec

67.64sec

17.8sec

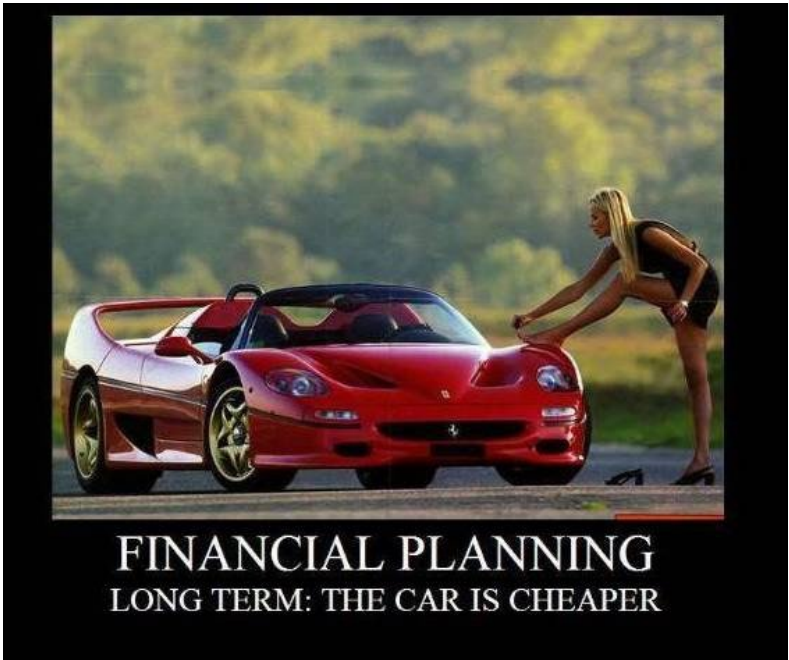
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Div 2 Sports and Racing Scratch

Div 2 Sports and Racing Scratch

Sports and Racing Handicap

Iain McPherson



"Tech Support"

RESTORING MY BJ8 by Barry Barnes

It all started twelve years ago with a good friend of mine, Bob Banto. We were in the same year when we did our Panel Beating Apprenticeship. Bob was also a Healey Club member and still owns and drives one.

He knew I was interested in purchasing a Healey to restore. A friend of his had purchased a LH drive BJ8 Ser111 from The Healey Factory. It was taken to Castlemaine, put on blocks and covered with a tarpaulin. Then he decided it was going to be too big a job and wanted to sell it.

When I went to Castlemaine to inspect the car I knew beforehand it was in very poor condition. It was rusty and not running. It was complete, except for two bumper overrides and glove box lock. I did not think the rust would be too much trouble, as most vehicles at this age would be rusty.

I had not retired at this time, so after I purchased the car it was stored in our garage until I would have the time to work on it uninterrupted. This did not happen till March 2010! After two weeks when I had completely dismantled the car I found out just how rusted all the components were.

I then ordered a new chassis from Kilmartin and asked to inspect the chassis when it was on the Jig. I also asked for some special specifications. These being reinforced main beams, engine mount brackets, and front suspension tower adjustment I also requested that the interior and between all welded joints be zinc sprayed. When the chassis was completed I told them to leave it unpainted. I had two reasons for this request, one being I would be painting it in two-pack including the use of etch primer, and did not want any foreign paint under the two pack and the other was they do not use any metal treatment prior to undercoating.

The chassis was completed as requested. So I drove to Ballarat to inspect it. The standard of workmanship was exceptional. I then bought it home by trailer.



"RUST"

Then the fun began! As I said before, the rust was very extensive. The floor, inner sills and outer sill fell off. The inner wheel arches, door pillars, rear slam pillars, floor panels, rear seat panels, radiator support panels, rear guards, front guards, boot lid, and doors, had very large rust areas. Most of these panels were not repairable, so I made up and replaced the front floor section to the top of the front bulkhead. The centre floor was fitted with the new chassis.



BEFORE AND AFTER



I then made up and fitted the rear seat panels, rear wheel arches, front wheel arches, front section of engine bay, gear box tunnel bottom, gear box floor area, petrol filler cover panel, corner brackets and plates. The rear boot floor panels, rear guard blades, sill panels, front door pillars, door slam pillars, pillar lock reinforcements, radiator support panels and front seat bases I obtained from Kilmartin,

I unpicked all spot weld joints on the rear and front bulkhead body frame. Then had it all sand blasted to remove any rust between the joints. All the joints were then zinc sprayed prior to re-spot and MIG welding.



New rear guard

The outer panels were also very rusty and the rear guards were not salvageable so I had to manufacture complete guards.

I have a wheeling machine, rollers and folders but unfortunately I do not have a swagging machine which would have been a great help. I also do not have any JIG or frame to make them on either and the old guards were so bad they had patches welded over large rust holes. These patches were made up from bits of tin and sections of a front guard, filled over with plastic filler.

I made up some cardboard patterns from an original guard at The Healey Factory and the end result was that I managed to make them up without the use of any filler or lead.

The front guards I made up from the rear section and front sections. All welding was carried out with oxy and acetylene, without the use of welding wire, then beaten up and filed to a smooth finish. The same thing was done to the doors, including making up the lower frame and outer skin.

I unpicked the boot inner framework, had them sandblasted, then welded in new sections across the lower outer skin and frame.



Oxy Welded

I also unpicked the bonnet frames and had them sandblasted as well. I then metal treated, etch primed and undercoated prior to welding the frames back in.

The bonnet and boot surround panels had prior damage which was poorly repaired. They were also corroded on the edges. I don't have a TIG welder so I had The Healey Factory weld in new edges.



I requested they only fit the panels to the JIG and weld

on new edges, as I wanted to do all of the smoothing down of the welds and panels. I also had to reshape the grille aperture and lamp opening alignment.

After all this was completed the next job was to weld the front door pillars, rear slam pillars, inner bottom section of front door pillars, all joints of the rear body section, including wheel arch blades, rear seat panels, suspension brackets, hood brackets, slam pillars and boot panel frame.

Next, both front and rear body sections had to be welded to the chassis. This was quite difficult mainly due to the amount of made-up panels and the dismantling of all joints. You also have to put in weight equal to the motor, gear box, etc. whilst welding. If this is not done, the door gaps will be non-existent on completion. Also the door pillars had to be in the exact position as there is no adjustment on the door hinges to move the doors forward or backward.

I had to assemble all outer body panels many times to adjust all inner framework which at this stage was held together with self tappers and vice grips.

I also made a frame to hold the door apertures and body width. This was left in when the welding was carried out.

I Tack welded, removed the JIG frame, refitted all outer panels to check on all gaps, then refitted the frame and completed all welding including reinforcement of front door pillars and scuttle panel to eliminate scuttle shake.

The next job was to weld in the new front guard frames which I had previously made. All outer panels and doors were then replaced once more to position the sill panel and weld it in. As I said, the sill panels came from Kilmartin. These are made straight and have to be bent in the middle to match the door edge. All panels obtained from Kilmartin are excellent but they do have to be altered to fit the car.

All repairs and made up panels were then completed without the use of plastic filler or lead wiping.

The body shell was then rubbed down, cleaned down with wax and grease remover and treated with deoxidine to remove any light surface rust and protect it from moisture in the air prior to etch priming and undercoating. Undercoating was then carried out and when dry all joints were then sealed with joint and seam sealant.

The complete body shell was then rubbed down with 800 wet and dry. This was very time consuming, taking approximately 10 days.

As I do not have a heated spray booth I had it towed to a friends shop for the final colour to be applied. This was carried out in three applications due to the complex framework and to stop any dry spray areas. The end result was a perfectly smooth and even finish.

The outer panels I have yet to paint.

Other items completed are all suspension components, Heater, foot pedals, bumper brackets, gear box, motor diff, horns under dash brackets. These have all been sandblasted, wire brushed, metal treated and two packed, the same as was done to the body shell.

"ALL" that remains to be done is to re-assemble motor, gear box, diff, pipes and wiring, then repaint under the outer panels, refit them to the body shell, paint the exterior, retrim and refit all the body fittings.

WANTED

Volunteers for The Winton 6 Hour event on Sunday October 14th. Details of requirements are in the Competition report
If you can help please contact Rod Vogt 0408 395 240 or 5962 1915 or email competition-MSCA@healeyvic.com.au



WILD

Before there were limits, it was pretty wild. We were all younger then and so were our Healeys. Flat out everywhere, exploring the possible, testing the impossible. Just you, your Healey and the road. That was wild.

Sometimes, you'd come across another thrill seeker. Then it was on - and then it could be seriously wild as the competitive aspect crept in. And if it was a bloody TR, then you just had to show who was boss. No turning away from that one.

These days, if you're an older person with an older car, you're not supposed to be wild. You're supposed to be cautious and conservative as you waft peacefully along keeping out of the way of those thrusting young executives late for a meeting, checking emails and texting, as the electronics drive the car.

These days, if you want to be wild, you need a comp. licence. You need belts and helmets and a ton of stuff in case you overdo it. And when you get to where you're allowed to be wild, there are dozens of other people also out there with you.

And there are rules about what you can do - for example, if you find a bloody TR, you're not allowed to run it off the road as you would have done back then. If you are competing in an MG Car Club event with crappy MGB's in the race, you'll find they are all frustrated axe murderers, intent on killing you for thrills. And if it's raining, no one else has the grip and balance you have, so are not looking in their mirrors as you whizz past round the outside of the Sweeper.

All in all, organised, legalised, sanitised competition can get very hectic, very crowded - and very expensive. But most of the time, that's all there is. Most of the time, if you want to be wild with your Healey, that's the best you can get. But not all of the time. There are days when you crave WILD. Just you and Healey and road. No witnesses. No safety net. No rules. Is there is a place for that?

Yes, a secret place in Victoria where there are well engineered sealed roads, fast, flowing, open and with long vision, which go nowhere. There are no towns, no farms, no houses, no people. No tourists stressing about grizzly kids, no drunken fishermen or drugged out deer hunters. No Targa here, no pace notes and folk doing recces.

Why was this network built ? No one knows, but it is an area where other follies exist - including a lake half the size of Eildon built for a crop which would not grow.

On this particular day, we had an overwhelming desire for WILD. Yesterday was wet and tomorrow will be cold but today is just right. We talked it over with Healey - instantly, all those little niggles vanished, the revs came faster, the brakes bit harder, the turn in crisper.

It takes a while to get there, but the promise of what was coming meant more patience than normal. All those RAV4's doing 96 kph were tolerated, traffic lights stuck on red a chance to change the sunnies, foolish behaviour around trucks on the freeway just a part of modern life.

But not a part of life 50 years ago, which is where we're going today.

Here's the turnoff - no signpost, a road to nowhere. A road back 50 years to the way it was. Healey knows this spot and you sense the changes, the kind of changes you get from a button on a modern supercar, but which your Healey provides you by telepathy. The throttle is faster,, the response is quicker, the gears slot in like a rifle bolt. The road is narrow as it twists up through the trees, you just give it few more revs in each gear, just let the flowed head breathe to six. You crest the hill and ahead, stretching out across the rolling landscape, is the road for WILD .

Then your heart freezes, your brain races to cope. You checked the mirror - and OMG you are not alone. There, sitting in the middle of your mirror in the middle of the dash, is another car. Thirty metres behind you, is a WRX. Electric blue. Two blokes with sunnies. You can see its an early STi.

You sense they are as freaked as you. You see a couple of hoons but feel guilty that they know your secret purpose. They see an old couple out for a nice country trip - just ease past and away. Neither of you know if the other knows why your both here.

As they close up to pass, you snap into WILD. You are no longer a ROF but back then in the 60's; he is not a WRX but a marauding Mustang out on morning patrol.

The road heads down to the creek then turns sharply back right uphill. They can't pass anyway, so you stay cruising at 60 mph. But you have a plan. As you brake slowly for the right hander, the WRX is right behind. But as you turn, you double declutch into first gear - just like the second hairpin on Castambul - and squeeze the throttle hard. Instantly, the Quaife locks the billet axles into a solid shaft of grip and Healey rockets up the hill - you snatch second at 6,800

rpm and feel the Yoko C2's - pity no AO48's today - gouge deeply into the tarmac and another bellow of power throws you upwards.



Over the crest, you remember the offset left hand turn, essential to brake before the crest or you'll be trying to slow and turn in mid air. WRX is now well behind but recovered from the surprise and getting stuck in. Soon, you'll have close company.

But maybe not. A few years back, on the Devonport stage, an Sti just like this caught Healey on the narrow twisting descent. But along the valley floor and up past the Paloona power station, three litres of Austin six was more than a match for the Jap turbo boxer. On every straight, the gap widened. And that was a decent crew on pace notes.

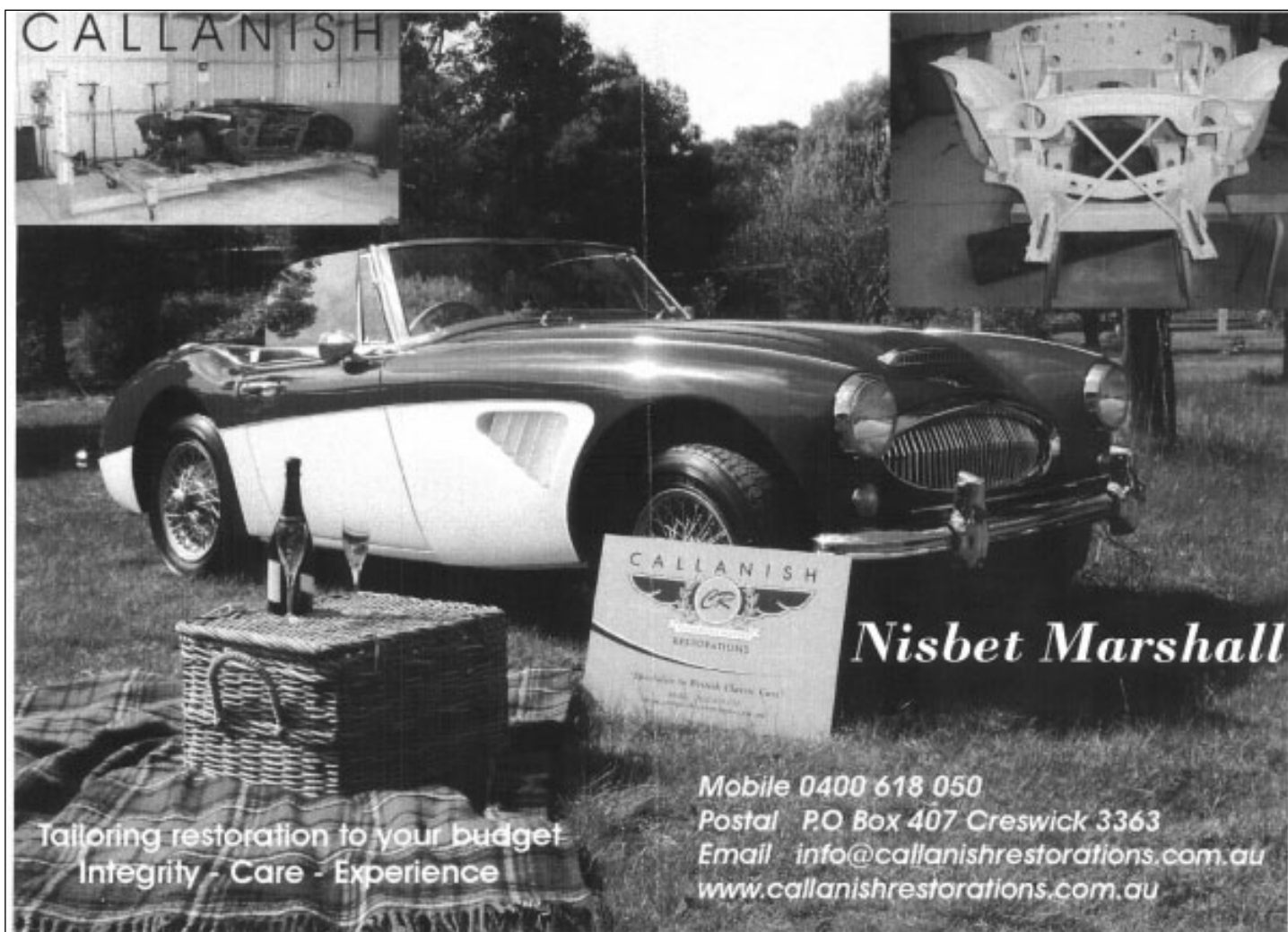
What follows today is 20 minutes of EXTREME WILD. The WRX can't make out why it can't catch the dear old couple. Healey sees only yanky Mustang needing to be shown who's boss. Power is even, but gearing is not. The magical instant change 6 speed overdrive Austin and Laycock combo outsmarts the turbojap many times across

that deserted plain. With Tulip ratios serving up the perfect gear for every opportunity to win, old beats new this time.

Later, in the pub, each discovers the other, respect is exchanged, generations are merged. But as the modern drives off into the night, more recruits have been added to the growing list of ancient Healey aspirers.

And in this, they are part of a growing trend. The July issue of Octane Magazine carried a front cover and 19 colour pages on the Big Healey which was introduced in the editorial like this: "...Big Healeys ...designed on a shoestring ... Making the best of slightly rubbish parts and producing a car that's uncannily better than the sum of those parts ... Ever driven one ? They're bloody great - and it seems that a new generation is latching on to them ..."

Yeah, right. Certainly after coming across a Healey out there in the WILD, a couple of young Victorians would definitely agree.



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THE MYSTERY CONTINUES

Yes folks, the continuing saga of GMP 211!

I received this photo recently and yes, it's the same lady, this time with a friend who just happens to be a current member of the club (and yes, I do know who it is).

Who is it? We may find out at the September meeting but you can email your guess to me before then if you like.

We might organise a prize for the first correct answer.

Pity about the MG in the background. I think they were sports car groupies.



TEAM HEALEY and MSCA NEWS

COMING EVENTS

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

1 MARQUE SPORTS CAR ASSOCIATION (MSCA)

CALENDAR FOR 2012 – Remaining Rounds

Round 7 Sunday 16th Sept *Phillip Island

Round 8 Sunday 18th Nov *Phillip Island

Round 9 Sunday 2nd Dec *CALDER - Please note change of venue

ENTRY FORMS for these events will be sent to all on the Team Healey email list and are available on the MSCA website www.msca.net.au. Ring Rod Vogt on 5962 1915 or 0408 395 240 or email competition-MSCA@healeyvic.com.au.

Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9 am.

The next **MSCA** event at **Phillip Island on September 16th** will see up to 50 MG's joining us as part of the MG Car Club Competition Championship, with a capacity entry of 160 cars possible! An event well worth attending.

2 OTHER EVENTS 2012

Sept 9th *Victorian Supersprint Championships Rd 4 at Winton

Sept 29/30th *HSRCA Historics, Wakefield Park, Goulburn NSW

Oct 13/14th *Winton 6 Hour relay Race – 2 Healey Teams entered

Nov 9-11th *VHRR Historic Sandown "Return of the Thunder"

WINTON 6 HOUR RELAY RACE on Sunday October 14th.

We need helpers and supporters for our two-team entry. The event is a team regularity relay – we practice on Saturday and set a target lap time for each driver for the Sunday race. The aim is for each driver to complete each lap at that nominated time. For example, assume a target lap time of 1 minute 50 seconds – a lap achieved in 1.50.01 or slower is scored as one lap. A lap faster than 1.50.00 does NOT count! A lap achieved between 1.50.00 and 1.50.99 scores one lap PLUS a bonus lap. The scoring system gets a bit complicated but the principle remains that outright speed is not the determining factor for success. Bonus laps are the key. The race runs for 6 hours with one member on the track at a time, 42 teams entered so 42 cars on the track at all times – plenty of action.

Team Healey One is John Goodall (100/6), Bill Vaughan (Sprite), Rod Vogt (Sprite), Tony Rogers (Porsche 911) and ex Healey owner from NSW Peter "Ozzie" Osbourne (Alfa Romeo). Team manager is Graham Palich assisted by Trevor Smith.

Team Healey Two is a new All-Big Healey Team – Peter Jackson, Geoff Leake, Russell Baker, Mark Bird and Colin Goldsmith down from NSW. Brian Froelich is manager, assisted by Mike Snelgrove.

YOUR HELP would be appreciated on SUNDAY to spend time on the pit wall timing our drivers and displaying their times as the driver passes to give him a guide to achieving his target times. Eight helpers would be ideal, giving two pairs per team to do alternating one hour shifts on pit wall. The race starts at 10 am so you would need to arrive in time to learn the system. Race finish is 4pm. You must wear clothing to cover arms and legs in non-flammable cotton/wool, but no red clothing and no umbrellas if it is wet – bring waterproof gear. We have some volunteers already but more are required. Come just as a supporter and you will be most welcome in our garage. **Please contact ROD VOGT if you can help.**

COMPETITION REPORTS

OLYMPIC GAMES? BIG DEAL!

Your supreme Healey athletes have been toiling tirelessly on your behalf, undaunted by the appalling winter weather, to bring home **GOLD, SILVER AND BRONZE** and set **PERSONAL BESTS** in three events covering a multitude of skills at Phillip Island and Winton over the last month.

MSCA PHILLIP ISLAND 22nd July 2012

I sent this off to the Team Healey email list on the Monday so why rewrite my initial thoughts?

Hi Team

I don't normally send you many emails, but I must tell you about our great day yesterday - wish you had been there!

Bill Vaughan and I did 6 sessions of 12 to 15 minute duration. I did 36 laps, a fast warm up lap for each session with 5 competition laps in each. All for \$180 and just a day trip, no garage hire. PI Historics cost more than \$800 with one garage space, plus 3 days accom and meals and about 26 competition laps plus 15 minutes qualifying. MSCA is great value. Russ Baker, Rob Raverty and Cary Helenius did nearly as many laps.

Russell Baker improved his best time from 2.04.85 to 1.58.99! That's 5.86 sec faster, in one day. That makes him the third fastest AHOC Healey at PI behind the Jackson Sa and Marque cars at 1.56.66 and 1.58.12. Not bad for MSCA? Russell did the rebuild on his engine and sub contracted out what he couldn't do himself. We were privileged to watch.

Bill Vaughan improved his best time by a whopping 5.66 seconds in his green Bug-eye to 2.14.17. This is the Sprite Bill owned many years ago, bought back recently and fitted with a 1275 for club activities. With drum brakes only, Bill could not believe he would ever lap faster than his previous white Bug-eye with disc brakes etc but yesterday he beat that car's best by 3 seconds.

Rob Raverty completely stuffed his Regularity chances by driving up to 9 seconds under his nominated time - but he couldn't care less because he improved his best lap time from 2.33.96 to 2.28.04 - a massive 5.92 seconds improvement in a virtually stock 3000.

Cary Helenius at least tried to achieve his nominated times.

I took the Sprite and had one of the most enjoyable days I have EVER had on the track, including the racing I have been doing recently. The chance to run fast without too much traffic gave me a chance to build a rhythm over the day as opposed to the cut and thrust of racing where someone has put his car where you want to be! It is enjoying speed, control and being as one with your car in the purest sense. I was going to stop after 5 sessions but Bill V grabbed his helmet when we got the chance to go out on the 6th and last run for the day so how could I not? My fastest lap for the day was my LAST lap of the day - my 36th - and I improved my previous best by just .07 seconds to 2.02.39 with 15 laps in the 2.02/2.04 range. I don't think I have ever felt more in the groove.

You missed a fantastic day with great team mates with beautiful weather on one of the best tracks in the world. How could you ever tire of running on a race track at speed with your mates? Racing is great but sprints are great also. MSCA lost a lot of money yesterday because only 70 odd people entered with just 6 in Regularity (perfect for our valuable Healeys) You worry about where club sport is heading. I wish some of you ex competitors still wanted to share these thrills with us, and some of our current competitors would grab EVERY chance while we are still able and healthy. And a big thankyou to Selwyn Hall for a fantastic job in giving his time as Clerk of Course.

Contrary to what you may be thinking, I AM completely sober, just still on a high. I guess I will regret sending this later but!.....

Cary Helenius and **Rob Raverty** competed in **Regularity**. Not even the Olympic Games has an event where you have to nominate your performance. All the Olympic athletes do is go as fast/strong/accurate as they can – like Russell Baker, Bill Vaughan and myself in the Sprints. Cary's self control and sense of responsibility toward the Team Healey effort resulted in a Gold Medal when initial results were declared. Much to our dismay, political interference and protest led to a later revision of the scores which dropped Cary to the Silver Medal position. Our lawyers are considering the next step. Unfortunately Cary had already sent off a self-congratulatory email to Rob Raverty re putting the Gold Medal in his expanding trophy cabinet. Rob Raverty has been disciplined by Team management for his selfish and glory seeking brain fade, and we have warned him that we will have him put in the fastest Sprint run group if he drives too fast again- that should wipe the smile off his face! In his defence he reminded us that the first run was on a damp track, making the estimate of a suitable target time difficult for the perfect conditions that prevailed later. More relevant was the pressure put on Rob by his personal trainer, Roger the goat, who actually sat in the passenger seat and exhorted greater efforts (see photo below) while his manager, Sue, was powerless to intervene.



You can go faster Rob Raverty. Shut up Roger



Too much power Russell?

Olympic athletes usually have a heat then a semi final and then a final over two days of competition. In **Sprints, Russell, Bill and I** were expected to compete 6 times in one day with barely a rest in between! Bill and I in the Sprites paced ourselves well, completing our 6 sessions and posting fastest times in that 6th session – a bit like Formula One qualifying really. Or perhaps not. Russell meanwhile suffered from a bit of “red mist” and “mine is bigger than yours syndrome” after the first sprint session had him slightly slower than my little Bug-eye. Chief mechanic (Martin) was overheard to instruct him to move the rev limiter up another 500 rpm when the pressure was on. Russell became confused as to which event he was doing exactly and speared off coming to Lukey Heights (javelin?) and did a lovely gymnastics manoeuvre that would have scored a perfect 10 in London. The drugs lasted long enough to record his sub 2 minute lap time in session 4 but then he did a hamstring in session 5 and limped back to the pits (tore the centre out of his left rear wheel – no laughing matter)



What a great day!

“Three Fronts” – taken by Sue Raverty

And so to the Medal Tally for the MSCA Competition:

Regularity

Silver to Cary Helenius,
5th place to Rob Raverty but with new Personal Best

Sprint Class A Marque Sports and Supersprint Classes

Gold : Rod Vogt and new PB
4th place : Bill Vaughan, new P.B.

Class D Marque Sports and Supersprint Classes - Bronze :

Russ Baker, new PB

POINTS FOR AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Rod Vogt (Sprite)	974 pts	2.02.39, 2.02.60, 2.02.60, 2.02.65
Bill Vaughan (Sprite)	956 pts	2.14.59, 2.14.24, 2.14.59, 2.14.61
Cary Helenius (100/6)	922 pts	2.40.82, 2.41.12, 2.41.39, 2.41.60
Rob Raverty (3000)	845 pts	2.28.04, 2.28.88, 2.29.45, 2.29.59
Russell Baker (3000)	812 pts	1.58.99, 2.00.14, 2.00.82, 2.00.87

A good example of the scoring system based on driving consistently fast, based on your 4 fastest laps – the fastest car/driver is not necessarily the winner. All have a chance of scoring well.

And finally a thankyou to our supporters – Elaine Baker and friends (Phil and Pam, Al and Lorraine), Baker pit chief Martin, Sue Raverty, Leon O'Brien, Lyn Hope, Mark Bird (helping daughter with learner permit hours) and Cary's young teen son (sorry, name escapes me) who kept Cary focused. Once again a big thankyou to **Selwyn Hall** who always does a fantastic job as Clerk of Course (as does David Kelly when it is his turn).

The DYNOTECH VICTORIAN 6 HOUR RELAY at Phillip Island on 4/5th August involved 3 AHOC members in a hit-out for the Winton 6 Hour in October in their "Cars Other Than Healeys," thus earning points toward our Associate Championship. The fifty teams included Peter Kaiser in his (BMW) Mini in the 17th placed Club Mini Motorsport team, running in the top 3 early but brought undone by one over-enthusiastic driver who continually drove faster than his nominated time despite being shown his lap times on the display board. Team Healey drivers are too afraid of our managers – Palich and Froelich – to fall for that trap. They have a gun in the pit garage and wouldn't hesitate to use it. Tony Rogers blew the cobwebs out of the Porsche in 19th placed Team 901 (the true Porsche model number for the first "911") and has now gone overseas for 6 weeks as his training tapers for the Winton Hour Relay. I wish I had HIS coach!

David Kelly drove his Triumph TR8 in the Triumph Racing Team, which included our good friend Ross McKinnon in his TR3A, for a 43rd placing. Not sure what happened there but they did win "Best Presented Team". I will restrain myself from some of the jokes that immediately spring to mind. They didn't award medals at the opening ceremony in London! I did intend to go down and watch but my coach wanted me to rest up for the Historic Races at Winton the next weekend after medalling at PI two weeks prior. As it turned out, the weather was bleak and showery and the only thing that came to mind was that it might be as exciting as that riveting Olympic team event – synchronised swimming. In fact our three boys got lucky with David doing 27 laps in 2 sessions (and a new fastest lap at PI in the TR8 of 2.06.95 by my records), Peter doing 31 laps and Tony 33 laps, all in the dry! Tony will be in a Healey Team at Winton. Peter and David will be in their Mini and Triumph teams respectively so we wish them well, but not too well.

POINTS for AHOC ASSOCIATE COMPETITION CHAMPIONSHIP and 4 fastest laps

Tony Rogers (1974 Porsche)	959 pts	2.06.10, 2.06.26, 2.06.38, 2.06.51
Peter Kaiser (Mini)	934	1.59.44, 1.59.51, 1.59.71, 2.00.10
David Kelly (Triumph TR8)	798	2.06.95, 2.07.51, 2.08.22, 2.08.97

WINTON FESTIVAL OF SPEED HISTORIC RACES on 11-12th of August brought a busy month of TRACK and FIELD (for those who couldn't stay on the black stuff) action to a close. After a 3 week freshen up, **Bill Vaughan** ran the Sprite in Regularity in a group of widely disparate types of car – pre-war Aussie Specials, clubmans, a rare 1934 MG K3 and 1936 MG TA, a 1948 Lago Talbot Formula One racing car, a 1977 Porsche, MGB's and Healey Sprites and even two Formula Vees. There is a photo at the end of this report with the tiny Sprite about to enter the track beside an enormous Ford Special. In the group, much to Bill's delight, was a Healey Silverstone driven by Lewis Raper. The Silverstone has been in the one family for over 40 years and Bill last saw it at the National Rally in Bendigo when it was displayed by Bob Healey, a friend of Lewis' grandfather, soon after it's restoration. It was fantastic to see it back in action.

After my three week break, I competed in the Group S Production Sports Car Races but not in the Sprite – changing "mounts" to the MGB just to show my allround athletic versatility like the decathletes (is that a word?). **Peter Kaiser** did the same, joining me in Group S in the Sprite after running the modern Mini the week before at Phillip Island and clearly running the risk of burnout due to fatigue – not to mention the wrath of "she who must be obeyed".

The big guns for us in Group S were raring to go after a longish break – **Peter "Usain Bolt" Jackson** and his shadow, **Brian "The Monster Blake" Duffy** in their Big Healeys. Let's get the one negative out of the way now. Despite always entering events as "Rod Vogt", I was dismayed to find my name listed as "Rodger" in the programme, on time sheets, on the Natsoft website – everywhere. As one of the last of a proud line of "Roderick's" (no need to call me Sir) I was not happy. Finding a soft spot in my armour, all and sundry took delight in shouting "Rodger" at every opportunity. I suspect Roger the goat may have had a hand in this. Rob Raverty called it karma. I fear I might not live this one down.

Appalling mid week winter weather had me looking for an excuse not to go to Winton – like pole vaulter Steve Hooker should have done. Peter, Bill and I only had potentially cold and wet car port space allocated after all garages were taken before we had entered. As it turned out the weather was superb on both days and our carports were right in the prime spot in the centre of car marshalling, race viewing and spectator wandering (OK, so we like a bit of attention) The toilet was close and so was the coffee vendor. Perfect. The only disconcerting thing was the recovery and dumping of two very badly damaged race cars right next to us in Parc Ferme (that's French –look it up) after Saturday morning qualifying, where they stayed for the day as a stark reminder of what CAN go wrong (a bit like those London athletes who struggled to the finish line with torn hammies, achilles etc being left prone beside the finish line to be stretchered away at the end of the day!) The Formula Vee was a total write-off after a roll over and the bodywork cut away to free the driver who was taken to hospital for treatment.

REGULARITY Unusually, the pressure started to tell on the Bill Vaughan Bug-Eye. Saturday morning practice went well and Bill nominated his target time. He was actually 8th fastest of 28, although that is irrelevant in Regularity. But when Bill was called to Pre-Grid (they used to call it dummy grid which is far more apt) the Sprite would not start – the battery was flat. We pushed and pushed Bill all around the pits but it would NOT run. (This was after an identical situation with the Jackson Healey which suffered a flat battery when we were called to qualify earlier. I was starting to feel like a bloody weight lifter doing all this pushing!) Like a show jumper refusing to jump, it sat down on the job. A jump start from the road car got Bill out there just in time but the later diagnosis of alternator failure meant the Sprite ran on two/three cylinders for two laps and then stopped. A bit like dancing with your sister – you are up and moving but not too proud of yourself.

Not one to give up easily, Bill found a decent battery charger which stayed connected for the remainder of the weekend and the two Sunday runs were completed successfully, but no medals for Bill this time. But like Libby Trickett, Bill's wonderful attitude and enthusiasm and friendship is an inspiration to the rest of us (and now I am being serious for a change).

GROUP S RACING **Peter Jackson** (Healey 3000), **Peter Kaiser** (Sprite), **Brian Duffy** (Healey 3000) and **Rod Vogt** (MGB) qualified and then raced in two 6 lap sprints on Saturday afternoon and Sunday morning in combined Group Sa (1940-1960) and Sb (1961-1969) categories. "Usain" Jackson finished second outright in both races some 5 seconds behind the V8 powered TVR Tuscan which is simply out of reach of the Healey, but PJ picked up Gold Medals for first Sa home. "Johain" Duffy had a much bigger battle on his hands, just losing out each time to the very quick Sprite of Don Bartley from NSW for 4th place but 2nd Gr Sa and two Silver Medals. I only know this because I had to ask what was happening up the front. Peter Kaiser and I were locked in monumental battles midfield in both races, with each other and with about six or eight other cars. Plenty of elbows and legs flying. The Kaiser Sprite continues to get the better of the Vogt MGB off the line and in to Turn One and then it is frantic. Throw in two Corvettes which are quick in a straight line but hold us up under brakes and in corners, plus a couple of aggressively driven MGB's, a Triumph TR4 and a Datsun 2000 and there is no time to take notes on what Jackson and Duffy are up to. Race One - Peter Kaiser started 13th and finished 7th, Vogt started 11th and finished 10th. Mmmm!!! Well, I WAS held up by the fastest MGB whose tyres went "off" and proved to be a mobile chicane – so much so that I now have to go to the panel beater to repair the bonnet where I gave him an (accidental) love tap to the bum. Race Two on Sunday morning was a repeat except PK finished 10th and the MGB was 12th, with the 2 Corvettes very much in the mix. Rather than the 100/200 metre sprint it felt more like Greco Roman wrestling – I had my face up someone's backside for ten minutes while several people groped me from behind. Positions seven through twelve, with PK and I jammed in the middle, were covered by just 3 seconds at the chequered flag. Peter Jackson actually complained of being bored up the front!

Sunday afternoon was a 15 lap trophy race which brought the newer and faster Group Sc cars in with us – Porsches, De Tomaso's, Datsun 260 Z etc. So now we had to excel at the 10,000 metres just to show how versatile we are. Peter Kaiser was a non starter after water pump failure (he hopes!) at the end of the morning 6 lapper. Peter Jackson finished 11th/1st Sa for another BIG Gold Medal. Brian Duffy put on a great show to finish 12th/2nd Sa for Silver again AND crossed the line barely one second ahead of the Bartley Sprite to show him who was boss. I hoped the extra distance would suit the MGB and would spread us out a little – it turned out "yes" to the first and a resounding "no" to the second! I battled non stop with eight cars for 15 laps at full race pace, setting my fastest lap for the weekend towards the end of the race and moving from 27th to finish 22nd and fastest of the MGB's. No medal but immense satisfaction. As at Phillip Island MSCA three weeks earlier, the feeling of connection with the car, the track, the opposition at very close quarters, is hard to describe. I guess Rob Rowland, Bill Ingham, Brian Dermott, Hardy Kuhn, John Moore, Paul Freestone, John Mooney and other Healey warriors know exactly what I am talking about.

It is more than just the on track action. Thank you to Bill, PJ, PK, Brian and Eric Rudd for their company at our "recovery" sessions on Friday and Saturday nights. Thank you to members who dropped by our carports to share the fun – Russ Baker, Chris Lamrock, Rob and Maressa Rowland, John Southwell, Peter and Anne Stanley, Hamish MacLennan, Jim McConville, Ray Lodder, new member Ken Leigh and Howard James(now living in Mansfield.) Best of all, my grandchildren, 3 year old Audrey and 1 year old Hugo, arrived unexpectedly to see "Pod" do his thing for the first time. You wouldn't be dead for quids.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Peter Jackson (3000)	946 pts	1.42.82, 1.42.90, 1.43.15, 1.43.36
Brian Duffy (3000)	937	1.43.15**, 1.43.45, 1.43.74, 1.43.78
Peter Kaiser (Sprite)	903	1.46.31**, 1.47.15, 1.47.28, 1.47.28
Bill Vaughan (Sprite)	754	1.59.14, 1.59.73, 2.01.43, 2.01.60

ASSOCIATE CHAMPIONSHIP

Rodger(!) Vogt (MGB)	930 pts	1.45.92**, 1.46.20, 1.46.38, 1.46.62
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** Personal Best times



Bill Vaughan about to start in front of monster 1936 Ford Special. I hope it has brakes!members?



The Next generation of Club Members

MSCA NEWS

The Marque Sports Car Association desperately needs a **NEW TREASURER** from October onwards. If you have some book keeping and basic computer skills and an interest in supporting club level motorsport, we could really use your help. Entry fees are paid online by credit card, a MYOB package and spreadsheet is used and the committee meets monthly on a Monday night in Clayton. You will have input as a member of the executive to the general running of our events. I am already on the committee as AHOC delegate and I will be acting Treasurer until a permanent replacement comes forward. I am on 3 committees and just don't have the time for more responsibilities. **ANY VOLUNTEERS OUT THERE?**

A CLOSING THOUGHT

Dream as if you will live forever, live as if you will die today.

Rod Vogt

PENINSULA LUNCH RUN JULY 2012

It wasn't at all surprising when it became another cool day for travelling – this being July and winter time. Some were brave souls indeed and there were Healey's in the car park of Sage's Restaurant in Berwick, with a mix of moderns. The Healey's always stand out for passersby to admire. There were about two dozen members at the tables reserved for us. The restaurant was most inviting.



What a great restaurant; warm and friendly, extensive menu and plenty on the seniors' menu to satiate any appetite. All in all, it was another enjoyable day out.

Words and photos by Anne Kruger

Gypsy Creek Winery "Welcome Spring" Lunch Sunday 9th September 2012

After the cold Winter what could be better than a leisurely drive in beautiful Gippsland to welcome Spring?

Our hosts, Mary and Sam at Gypsy Creek Winery are offering us a delicious set price meal and wines and beer at special prices to enjoy

- Starters:** Antipasti platters per table to share
Mains Marinated chicken breast or rib eye steak – alternate service
(risotto for vegetarians/coeliac)
Dessert: Apple Tart Tatin or Pavlova – alternate service Cheese
platters per table to share

Tea/coffee

Price: \$30.00/head

Drinks: Beers (Carlton Draught, VB, cascade light) and glasses of wine at special price of \$5
Beers (Corona, Crown) @ \$7.50 Spirits @ \$6.50

Please book with Val or Arie by 1st September 2012

Phone: 97873432 (can leave a message) Val: 0412180709 Arie: 428304051

Book early so you don't miss out - maximum of 40.

Please note: As this is a boutique winery/restaurant, numbers indicated will be accounted for, so if you book, payment will be required regardless of whether you make it on the day or not.

Meeting point: Longwarry BP Service Station Princes Freeway by 11:00am departing for a short drive via Jindivick to Gypsy Creek Winery to arrive by 12:30pm.

KING PIN / SWIVEL PIN BREAKAGE - from Chris White

Have you experienced a broken king pin / swivel pin, or even heard of one? Neither had I until one of mine snapped last year; brand new, not abused, installed in the properly assembled front suspension of my BN-2 after less than 1000 miles.

I e-mailed the supplier to alert them to the possibility of a 'bad batch' then called around to the 'old hands', who agreed 'yes, those pins wear out, but they never break'.

The chances of such a failure occurring is extremely remote because all suspension designers, including those who designed our 1950's and 1960's cars, understand the need to ensure that the crucial components would never be subjected to conditions leading to failure. Surely there is no component more crucial than a king pin (Swivel pin and lower trunnion, to give its original name).

Imagine the consequences of a broken king pin: Steering control will be lost and braking will be impaired with the wheel either jammed up under the front wing, or laying flat on the road until the brake hose parts as the wheel breaks loose with immediate loss of hydraulic braking. The driver then becomes a helpless passenger

on the way to the accident. With considerable good fortune, my accident was minor because I was travelling very slowly at the time. There was a bang and the BN2 ground to a halt, nose down to the left side. But it was my lucky day; had the failure occurred a day later, when I would have travelled the length of the busy M5, the accident could have been serious, even fatal!

As a chartered engineer (and thankful survivor) I was very curious to find out why this event had happened and, as a supporter of the old car movement, I felt it incumbent on me to investigate and to inform other owners of my findings.

My next step was to ask a specialist A H mechanic to dismantle the front suspension and to send both king pins an accredited inspection laboratory for examination. The laboratory concluded that our king pin had definitely failed in bending fatigue and that the surviving pin also had fatigue cracks in the same place. They also noted that the king pins were not properly heat treated and that there was excessive roughness and undercut at the shoulder which abuts the upper trunnion link - but it is considered extremely unlikely that

these defects alone would cause failure in such a short time.

The specialist mechanic confirmed that the suspension was properly assembled, but in the course of carefully dismantling the right side front suspension he observed that the upper trunnion bushes were virtually seized on the upper trunnion fulcrum pin - so what was going on here?

Further investigation was obviously necessary so out came the old engineering text books and calculator. It quickly became clear that as designed the kingpin was more than man enough for the task even allowing for with the extra loads attributable to modern brakes and tyres, and by a factor of several times, so where had the extra load originated?

A test rig was fashioned and quickly confirmed the identity of the problem area; the upper trunnion was almost seized on the fulcrum pin. I had fitting non-standard hard nylon eccentric bushes - from a premium performance parts supplier - into the upper trunnions which allow adjustment to the front wheel's camber angle but do not have the flexibility of rubber or polybushes. The test rig showed that the upper trunnion bearing became very tight on the fulcrum pin during assembly - tight enough to put the king pin deep into the fatigue zone. With every suspension movement my king pin was subjected to stresses that it was never designed for, and then again immediately in the opposite direction on suspension rebound. Known as a 'fully reversing stress', this is the worst case scenario where fatigue failure is concerned. Using all the assembled data, my engineering text books predicted fatigue failure correlating closely with my unfortunate experience.

No wonder my king pin snapped like a carrot!

The original design with rubber bushes works well due to the resilience of the rubber. Polybushes, although stiffer, are still resilient and so will not significantly increase the load on the king pin. However, harder bushes such as these eccentric graphite impregnated nylon bushes should operate with the bush rotating freely on the fulcrum pin because they will not deform like rubber bushes. Mine bushes were exceedingly tight on the fulcrum pin, but this was not noticeable during assembly because the standard procedure is for the front suspension to be assembled from the bottom up.

Partial dismantling of the suspension will allow the top trunnion bearing to be articulated to see if it is free but at the time of the installation I had no reason to suspect trouble.

Researching the properties of impregnated nylon bushes indicated that it is more commonly used as a bearing material for non-lubricated high speed applications. Worse, such impregnated nylon material is not impervious to water and may swell! Note that there were no special instructions issued with the bushes, nor did the supplier's sales literature give any indication that they should be selectively assembled or dimensionally modified to fit.

So to conclude: If your car is fitted with such bushes, normally to modify the front wheel's camber angle to negative, there exists the possibility that upper trunnions may be seized to an extent which, as I have experienced, can lead to rapid king pin failure.

If you don't know which kind of upper trunnion bushes are fitted to your Austin Healey a simple guide is that one cannot make an impression with a thumbnail in the visible outer flange of the nylon bush; poly bushes are usually garishly coloured (though black ones are now available) but are soft enough to be temporarily indented by a thumb nail - and all rubber bushes are soft, black and easily indented. The rule of thumb!

If your car has negative camber to the front wheels and you are uncertain of the type of bushes fitted then call the builder or restorer (if known) or else professional disassembly and inspection is strongly recommended. Remember what the consequences of a king pin failure might be.

As a postscript, there are other ways to achieve negative camber geometry safely; either by fitting aftermarket steel/brass eccentric top trunnion bushes instead of nylon ones, or alternatively to have adjustable front shock absorber mounting plates fitted which allow some degree of negative camber adjustment, although it is a more expensive option. MGBs for example can be modified with the installation of longer lower wishbones but this is not an option available for our cars as far as I know.

Last, if you have already had such an experience as mine, or have heard of anybody who has, I would be most interested to learn details.

NORTHERN CENTRE NEWS

The years shows are coming round very fast. The Oulton Park Show 14th 15th July, The Tatton Park Show 18th 19th August, Oulton Park Gold Cup 26th 27th August. These shows are supported by the Northern Centre, so a good friendly time is guaranteed. As the old saying goes book early to avoid disappointment. Register your request for tickets at northerncentreevents@aol.com. Please state your vehicle reg and where to send your tickets, or call Mike Stonier on 07941 757648 and your details will be taken.

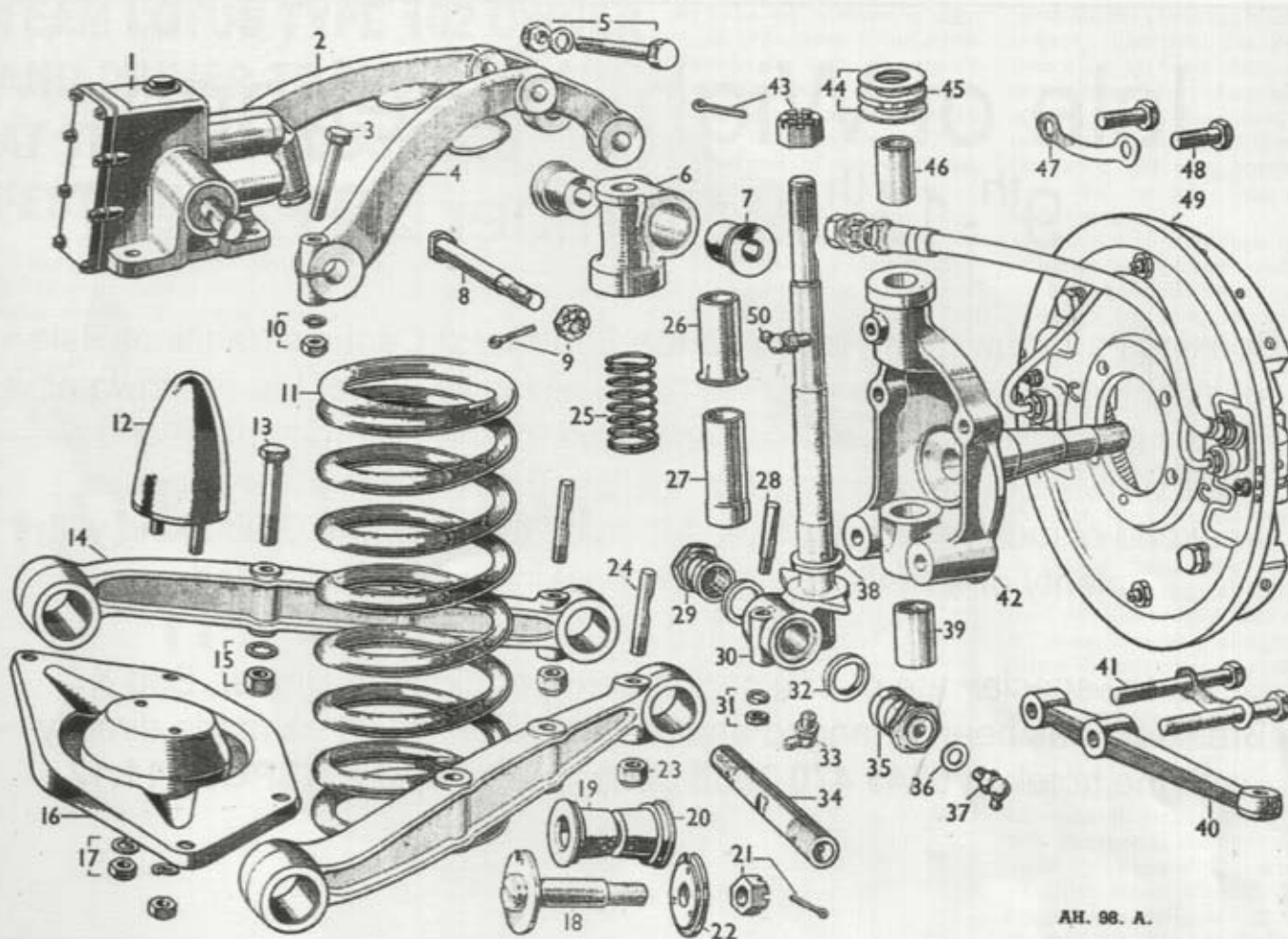


Fig. 6. Components of the independent front suspension.

- | | | |
|--|--|-----------------------------------|
| 1 Shock absorber. | 18. Fulcrum pin for inner lower bearing. | 35. Front screw bush. |
| 2. Rear top wishbone arm. | 19. An inner lower rubber bearing. | 36. Flat washer. |
| 3. Clamping bolt for front wishbone arm. | 20. An outer lower rubber bearing. | 37. Oil nipple. |
| 4. Front top wishbone arm. | 21. Fulcrum pin nut and split pin. | 38. Cork ring. |
| 5. Joining bolt for top wishbone arms. | 22. Fulcrum pin special washer. | 39. Swivel axle lower bush. |
| 6. Upper trunnion link. | 23. Nut for bush cotter. | 40. Steering arm. |
| 7. Trunnion rubber bearing. | 24. Bush cotter. | 41. Steering arm setpin. |
| 8. Upper trunnion fulcrum pin. | 25. Swivel pin dust cover spring. | 42. Swivel axle. |
| 9. Fulcrum locking nut and split pin. | 26. Upper dust cover. | 43. Swivel pin nut and split pin. |
| 10. Nut and washer for clamping bolt. | 27. Lower dust cover. | 44. Staybrite washers. |
| 11. Coil spring. | 28. Cotter for fulcrum pin. | 45. Oilite washer. |
| 12. Rebound rubber bumper. | 29. Rear screwed bush. | 46. Swivel axle upper bush. |
| 13. Spring plate bolt. | 30. Swivel pin and lower trunnion. | 47. Back plate setpin lockwasher. |
| 14. Rear lower wishbone arm. | 31. Nut and washer. | 48. Back plate setpin. |
| 15. Simmonds nut and lockwasher. | 32. Cork ring. | 49. Back plate assembly. |
| 16. Spring plate. | 33. Trunnion oil nipple. | 50. Swivel pin oil nipple. |
| 17. Rebound bumper nut and washer. | 34. Screwed fulcrum pin. | |

A dog lover, whose dog was a female in heat, agreed to look after her neighbours' male dog while they were away on holiday.

She had a large house and believed that she could keep them apart. But late that night, just as she was finally drifting off to sleep, she heard awful howling and moaning sounds. She rushed downstairs to find the dogs locked together, in apparent pain and unable to disengage, as so frequently happens when dogs mate. She was unable to separate them, and didn't know what to do.

Although it was the middle of the night, she called the vet, who answered in a very grumpy voice.

She explained the problem to him.

The vet said, "Hang up the phone and place it down alongside the dogs. I'll call you back and the noise of the ringing will make the male lose his erection and he'll be able to withdraw".

"Do you think that will work?" she asked.

"It just worked for me," he said, and hung up.....

FOR SALE

Wire wheels for Healey: 5 off, 5.5 inch 72 spoke, painted silver, with tubes but no tyres; plus 4 off splined hubs. \$950 the lot.

John Luckock (03) 5427 0909 or 0409 005 165 or luckocks@yahoo.com.au.

100-4 RACE/RALLY MOTOR - Ext Mods include Westlakes Aluminium Head

Raced once, Rallied once

Gavin Williams 0419 589 244 huckwill5@bigpond.com

BOLWELL HEALEY

This Austin Healey 100 BN1 was purchased by Winston Bolwell in the late 1950s and was subsequently extensively modified by him into its current configuration.

The car was fitted with an early Jaguar 3.4 motor and gearbox and the front body work extensively modified by Winston to resemble a Maseratti 300S, using a completely new fibre glass front.

After swapping the car for a Mini in the early 1960s Winston was tragically killed in the mini and the Healey was put aside by the then owner and not used again.

I have owned the car for in excess of 22 years and it remains almost entirely complete.

The chassis, suspension and brakes have been rebuilt but would require refurbishing. The front bodywork has been restored but not painted and the rear panels, still 100, require restoration.

The original gearbox is with the car but the 3.4 motor has been unassembled and no longer has the block and head both of which were no longer restorable.

The many unique features of the car such as the large quick release fuel filler, the alloy egg crate grille and the hard top, all of which were made by Winston are still with the car. The original windscreen and frame are also still with the vehicle, as are the fuel gauge, oil pressure and temp gauge and the mechanical Tacho as fitted by Winston.

This car is a unique piece of Australian sports car history and would be a wonderful road car once the restoration is completed.

Retirement and too many other projects force the reluctant sale.

Further details are available from John Gray on 03 5424 1166.

1960 3000 Mk1 (Engine upgraded to BJ8 Specs) Monza Red with Black leather interior, hood and tonneau. Dayton 72 spoke 6"x15" chrome wire wheels, sports steering wheel, extensive recent mechanical works including new wiring loom. Full receipts and history file Excellent driver. 45600 original miles Asking Price \$62,500.00 with RWC

John Hawksworth 0418 339 178 or 03 5985 6713

Mk 1 SPRITE.

Standard MG Midget Mk 3 front brakes and suspension

Front suspension lowered by 1" using short competition springs by Bugeye Barn and has 1.5 degree negative camber blocks and a large diameter competition anti roll bar. Rear suspension is standard Mk 1 Sprite assemblies with Simon Gardner fitted progressive bump stops.

Morris Major rear brake assemblies with 8" drums

MG Midget 1970 model 3.9 gear rear standard differential set

Standard bore 1,275 cc balanced engine, 9.725 high compression Pistons

Webber twin choke carburettor on long tract inlet manifold. Extractors. Ported and polished Head with larger inlet valves Four core radiator

Camshaft Engineering 38K grind modified, belt driven cam linked to 1.5 rocker gear

Cooper S large impeller Water pump

1,600 Ford Escort Flywheel modified and lightened to fit 1,275 block.

Datsun 1,200 Clutch uprated with Datsun 1,200 self aligning bearing

VH44 Brake booster.

5 speed Datsun 1,400 commercial van Gearbox - extremely strong!

Complete with hard top, side screens and tonneau, 3 sets of tyres and 2 sets of wheels. Full set of original hub caps.

Club Reg so no stamp duty. **\$15,500 Brian Aitken 9775 3699.**

1958 BN6 100/6 coupe (3000 mark 1 engine) Royal Blue over Silver, requires some restoration, drives well, asking price 30,000.00 ONO. Registration number UVM 551, registered until June 2012. Regretful sale - unfortunately I will be moving interstate to NSW.

Brand New Aluminium Head, Fully assembled, lead-free valve seats, top quality valves. Valve springs & guides, Springs & Top caps, Viton valve stem seals fitted, fully polished & ported (refer to Crankshaft rebuilders Blackburn) invoice included. Fully Guaranteed \$4800.00 ONO

2 x BN4 – to early BJ8 rear springs as new \$300.00

Bill Metcalf, 0447 010 145 or 9876 2167 or billmetcalf@bigpond.com

WANTED

HEALEY STORAGE REQUIRED

Long term member of the Healey club requires secure, under cover dry storage for his Healey in inner eastern suburbs. Healey used infrequently as work commitments limit use. Store my Healey and give your garage additional wow factor. Negotiated monthly fee.

Richard Hopkins mobile 0419522554.

100/4 block that is no longer useable.

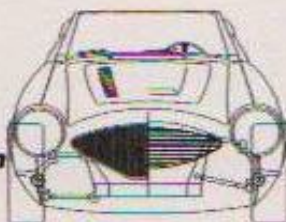
Mark Bird 0419995648

BT 7 1962 old hood top for pattern only, so condition does not matter.

Peter Taylor 03 5728 2525

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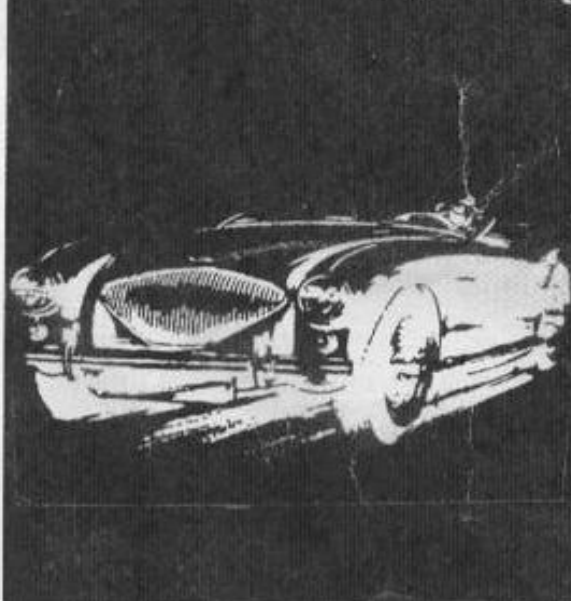
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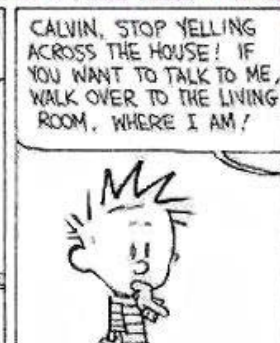
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Jottings from the NE Group

On Wednesday 14 June, 6 Healeys met in Alexandra for a days motoring over some of the best Healey roads that the NE has to offer.

Joining Geoff and Annie Sharrock, Brian and Ann O'Meara, Brian and Linda Dermott and Christine and Malcolm Farr and the Lamrock's were Bill and Jeannie Metcalf who were up from Melbourne for an overnight stay prior to the day.

Our route took us out of Alexandra, over the Skyline, with spectacular views of Lake Eildon. This road is a stage in the Targa High Country rally. the first of two roads we were to enjoy this day. While we were all very cautious and admiring the views we were looking forward to the second stage run from Eildon to Jamieson.

At the Eildon break we were joined by John and Karen Scott, Noel and Brian Stephenson and Andrew and Allison White. While not quite peddling our sort of car, they were in some of Germany's finest tinware. John Scott even joined in the jolly running with us in the big Bimmer until he faded into the background – no doubt under the navigator's instruction!

Leading us off was a Healey sporting some serious modifications – we didn't see it after 5 or 6 bends as we struggled to keep the pace. Mind you we subsequently learnt that they had pace notes which we all decided, in the end, was the difference. Ha Ha. Some were heard muttering, out of earshot of the navigators, about modifications. Meanwhile the cars kept ticking away while the navigators were seen all huddled together. One of them was overheard mumbling about the passenger seat while praising Donald Healey for including a grab handle in our cars.



While all this was going on, that lovely sound of a Healey exhaust was heard approaching from Mansfield and in to view to came Sandra and Howard James to join us for lunch. It was just great to welcome these club stalwarts back to the mainland after a number of years on the other side of the ditch.

We all saddled up and made our way slowly to Kevington. This road meanders on the valley floor beside the upper reaches of the Goulburn river with Shear mountains either side. The Kevington pub is steeped in history and tells the story of early gold mining in Victoria.

How lucky we were to have chosen a weekday – we had the pub to ourselves !

Two weeks after this run a number of Healeys met in Alexandra and headed off to the Yarra Valley. Our target was the Tarrawarra Gallery to view the pick of the entries in this years Archibald Competition. This gallery stages milestone exhibitions in a building that is truly stunning. Some few months ago I also learnt that the main hall was designed with the correct acoustics to allow chamber orchestras and smaller groups to perform there. If you are so inclined keep an eye out for these musical events.

Most of you will be aware that the Archibald prize is awarded annually and is judged at the NSW art gallery. It is a portrait only exhibition and is often controversial – this year was no different. The winning portrait didn't even have a face!! – Ah well, who were we to judge.

Lunch was at the superb Oakridge dining room. Lots of laughs and much talk saw the time slip away till late afternoon before we headed for home.

It was great to have Bill and Wendy Ingham join us for the day.

We are planning a run on September 6th starting in Buxton and heading over some newly sealed Healey roads to lunch at Warburton then back to Buxton. Meet at Buxton Hotel at 10.30 for 10.45 departure.

The mountain route will be Marysville-Woods Point Road to Cambarville, Reefton, McMahons Creek, with lunch at Warburton (venue to be decided-any recommendations welcome).

Return via Yarra Junction, Woori Yallock, Healesville, Buxton.

Its great to welcome Malcolm and Christine Farr back to the AHOC after an absence of a number of years. They are founding members of the NE Group and although they have moved back to Melbourne they have vowed to attend future NE events

Geoff: 0428576586 Chris: 0408191900



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