



Healey

DRIVERS' CLUB

Summer 2022



HEADLINES from HEALEY

ITEMS OF NEWS INTEREST FOR HEALEY, AUSTIN-HEALEY AND JENSEN-HEALEY OWNERS EVERYWHERE



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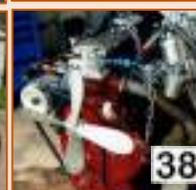
They say that 'Home is where the Heart is', and the Heart of Healeys is without doubt Warwick, more specifically The Cape Works. The original home of Healeys has been here since 1945 when Donald Healey first built, at The Cape Works, the Healey Westland Roadster. 7 years later and the first prototype 100 model was born in this very workshop. JME bought the site in 2008 and have been operating here ever since doing the same job in the same manner, with the same skill and same care that we believe all Healeys deserve.



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A BIG Welcome to New Member

Robert Cox Southend-on-Sea 100 BN1 under restoration

Please don't forget to advise Dave Haslam if you have changed your postal address, email address or 'phone number. Email: membership@healeydriversclub.co.uk

COVER PHOTOGRAPH – Taken during the Shrigley Meeting, Michelle's photo of the bonnet of the McDonough MK1 Sprite, following the Self and Parfitt Healey's through the Peak District, really sums up the beauty of the area and the elegance of the cars.



PRES SEZ

I hope that you all returned safe and sound from the Shrigley Hall Hotel Meeting in the Peak District. The hotel looked after us very well and as always, the people made it a special few days. Dave and Pamela Haslam did a great job in putting together the event for us, with fabulous scenery across the National Park, and varied and interesting visits.

I particularly enjoyed the tram Museum, and the huge collection from all over the UK, Europe, and the USA. In Bath, where I live, there is talk about bringing trams back after near 100 years. As they say, what comes around, goes around, and in today's more environmentally conscious world, it does make some sense.

It was good that Hans and Ria Van der Kerkhof were able to join us from Holland and we enjoyed Hans telling us how he came to be a Healey enthusiast, and to start the Museum.

The event celebrated the 70th anniversary of the launch of the Healey 100. The 100 (along with the Frogeye) was a favourite of Donald's, and understandably so. Gerry Coker and he had it just right with the 100 design, which looks as good today as it did in the day. It is interesting that a number of companies over the years have made replicas, and lookalikes of the 100 and 3000. Whilst imitation may be flattery, most of these cars have slightly different lines to the original, and to my mind go to show how right the original was, and that making any changes only detracts from the design.

Tim and I enjoyed taking the Sprite for its first proper run up to Shrigley since it went back on the road, after a near 35-year hibernation. Apart from a rear wheel bearing issue, causing an occasional graunching noise on left hand turns, the car ran fine. The bearing/hub, which was a brand new item, has now been replaced with an original, little used item, and the graunching has gone! Whilst modern reproduction parts are usually very good, and we wouldn't keep our cars on the road without them, it is certainly true that they are not always as good as the originals.

We have quite a number of classic car events to look forward to over the summer. On my doorstep, the Bath Festival of Motoring is being held over the weekend of 18 and 19 June. It has been running for a few years now, and usually attracts a couple of hundred classics of all sorts. In Devon, over the weekend of 9 and 10 July, the Club will be at the Powderham Crash Box & Classic Car Event, and in August the Club will be at the Silverstone Classic, when we will be joined by our friends from the Association of Healey Owners.



As most will be aware, our Chairman Chris Selley was unable to attend the Shrigley event, due to planned surgery in hospital. All has gone well, and we look forward to seeing Chris again very soon, no doubt at Powderham, if not before. Fingers crossed that we can look forward to a good summer, and clock up some miles in our Healeys.

All the best, Peter

CHAIRMAN'S WELCOME



Dear Members,

Welcome to another edition of "Headlines from Healey".

I would like to take this opportunity to thank everyone for their kind thoughts and best wishes while I was in hospital. I have been home for just over a week now and recovery is going well so far, helped along by a great selection of Get Well cards - and many thanks to everyone for the signed card from those at the Shrigley Hall Hotel event.

My part in this page will be shorter due to my recuperation and I would like to thank Paul Williams for his assistance in completing it for me.

I have received many phone calls from members who attended the Shrigley Hall Hotel in Cheshire and by all accounts I missed a great week. I would like to thank Dave Haslam and Pamela for all their hard work, I know it was stressful at times, and personally I must thank Pamela for all the support she gave to Dave in making the week a great success for our club members in attendance.

Dave Haslam has been our membership secretary for many years now and has carried out the duties of this position in a very professional way. Dave has decided it is time to pass the duties onto someone else and at the club's AGM, held at the Shrigley Hall Hotel it was agreed that Mike Shaw would kindly take this role on. Many thanks to Mike for accepting the challenge; I know Dave will be there to guide you in the right direction.

I am sure everyone will join me in thanking Dave so much for all the hard work that he was willing to give on behalf of our club. Best wishes for your retirement after many years as membership secretary.

Just a couple of reminders from me:

1. The Powderham Classic Car Show near Exeter is on Saturday 9th July and Sunday 10th July. By the time this magazine arrives in your letter box it will be too late to purchase a club stand ticket, but please contact me as sometimes someone will not be able to make the weekend and there could be a spare ticket, but, if not, you can always use the main entrance and please visit our club stand.
2. The Silverstone Classic is on from Friday 26th August to Sunday 28th August; the car club ticket purchase code is 003CCDP22. Look forward to seeing you there.

I wish you all the best and please enjoy the summer in your Healey.

Kind regards, Chris.

Hello Everyone,

Just to assure you this is not an attempt to create a written latter day 'Bill and Bic' show much loved at past International Weekends, but I'm pleased to be able to assist Chris as he recuperates from his serious operation by supplementing his Chairman's Chat in this edition of Headlines. Speaking with him this week I was so pleased to hear him sounding really upbeat and I'm sure you'll all join with me in saying we look forward to seeing him again over the summer at club nights and the events he details above.

How often do we think about and cherish the heritage of the Healey marque I wonder? I was reminded of it again quite recently in two unconnected articles in the national press to remind us of how the Healey name has played a distinguished part in British motoring and racing history.

The first snippet was on reading the obituary for well-known and much respected F1 driver Tony Brooks who died on the 2nd May. His father was a dentist in Dukinfield, Cheshire. Both his parents were keen car racing enthusiasts and Tony started his driving career attending club events with his mother Irene. She drove a Healey Silverstone and in 1952 at the age of 20 it was that same car that Tony drove to 5th place in his first competitive race at Goodwood before ultimately becoming an accomplished F1 driver. A little-known fact to many of us I suspect.

The second was in an article published on the 18th May identifying 25 'giant killers' of the motoring age - cars, people and manufacturers who took on the establishment and won through. Donald Healey is rightly amongst the 25 for his prodigious feat of taking the 100 across the width and breadth of the USA in 1953 and pretty well single headedly boosting post war British export sales to the extent that by 1955 he had achieved sales of over 10,000 of the Healey 100 whereas the mighty Standard Triumph in the same period had only shifted just over 8,600 TR2's!

Here's hoping you enjoy a great sunny summer of Healey motoring - and pass a few TR2's on the way,

All the Best, Paul

Paul Williams

Vice-Chairman

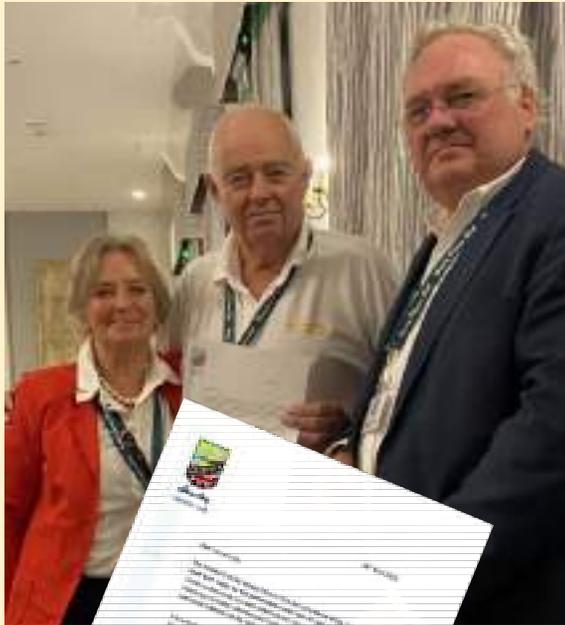


We have several things to celebrate in this issue of "Headlines from Healey".

This year marks the 70th Anniversary of both the Launch of the Healey Hundred and of the overall 3rd place achieved by the Nash-Healey at the Le Mans 24 Hours race. We are also celebrating the 50th Anniversary of the launch of the Jensen-Healey and have articles in this issue, marking all three.

Early May saw this year's Healey Drivers Club International Meeting, held at Shrigley Hall in Cheshire. The event saw all of the usual fun and frolics, as well as several terrific drives – up hill and down dale – through the Cheshire / Derbyshire countryside. We have collected together some of your photographs and present a Montage of the meeting and the cars, for you. The event also plays host to the Club's annual Awards.

We were very pleased to have Hans and Ria van de Kerkhoff (from the Healey Museum in the Netherlands) with us and the Club took the opportunity to thank them for their commitment, particularly over the last 10 years, to the preservation and care of rare Healey cars and of the considerable archive material



which they have collected. In congratulating them, Peter Healey was very pleased to hand them a letter, to inform them that, in recognition, the Club was making them both honorary Members of the Healey Drivers Club. A donation was also made to the Museum, to help them continue their efforts.

I do hope that you will enjoy this issue of Headlines. We've tried to fit in as much varied Healey content as we could.

We hope that we have presented a mixture of technical and historical pieces, along with some amusing and some new. We have a chat with a new member, who

shares his baptism of fire (fortunately not literally) into Healey ownership. In contrast, David Clarkson talks about his 50-year ownership of his beloved Supercharged Sprite.

There wasn't meushroom left, but we have managed to squeeze in a Caption Competition photograph so - go on and have a go.

Rod

Dear Editor

It has come to my attention that a few errors crept into my article about the Fiberfab 'Jamaican' (Spring 2022 – Page 25 "Fiber Fabulous").

In the paragraph beginning 'There does not appear to be.....' It should read, 'Many 'Jamaican' kits were sold before 'Bud' Goodwin shot his wife, Jamaica. Chris and Russell Beebe constructed the first and Chris still owns the first 'Jamaican' kit to be offered to the public.

Later on in the paragraph there is mention of the Ford Corvair. The Corvair was a Chevrolet product.

Finally in this paragraph, there is the statement that the 'Jamaican' uses a Porsche 911 windscreen at the rear. It is actually the 911 rear screen used at the rear.

Earlier in the article I refer to the Lola GT designer Eric Broadley which was misspelt without an 'e' in his surname.

I'm sure that 'eagle-eyed' members of the Healey Drivers' Club will have already spotted my errors. For those who haven't, my apologies.

Ian Grainger

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Please send me your stories
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LETTER TO THE EDITOR

Dear Editor,

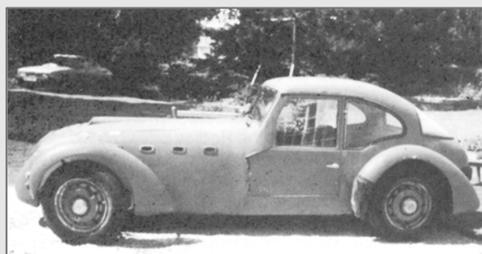
OF LANDS END, AUSTRALIA AND THE RIVER STOUR

Many thanks for another enjoyable issue. I particularly read the 2 pages on the Lands' End – Exeter Trial and noted the author was inviting other information. Donald Healey entered no less than 9 events himself (1923 – 1930 – listed in Geoff's book "The Specials", on page 20) and while I have not, my old Healey Silverstone NAF 199 (Chassis no. E83) was entered in the 1950-51 Trial, in the hands of the then owner Ivor Assheton-Solton. This was reported in The Motor 3rd January 1951 – of which I have a poor copy and the pictures would not reproduce well enough for the magazine. However I enclose a photo from Ferret's collection on one of the hills. There had been a lot of snow and there was a shire-horse team at the hill to tow out "failures" – you can see the snow on the trees and it looks as if no one before had got any higher!

We were very intrigued by your researches of the Australian Expedition (in the last issue), not least that when I was at Birmingham University – 1959 to 1962 – and still in the City Centre Faculty College buildings, I remember Thrussells' shop and Tredington (a couple of times, the winner of the County's Best Kept village award) is only a mile south of our village, the river Stour running through both – with their Mill just upstream of ours after Shipston's. What a coincidence and a real adventure story.

Peter Richardson
Halford, Warwickshire

Pictures: **Top** – NAF 199 on the London – Lands' End "Exeter" trial in the snow in 1950/51 event. **Bottom** – A contemporary picture of NAF, with its unusual hard top.



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“DRIVE IT” DAY 2022

The morning of the 24th April 2022 dawned bright, but a little cold. For me, it also dawned early.

It was Drive it Day and three of us had applied for – and been accepted – to display our Classics inside the Technical Site of the Former RAF Bomber base, at Bicester in Oxfordshire – for the Bicester Heritage Drive it Day Scramble event.

I had only very recently taken delivery of my 1961 Sebring Sprite Coupe (replica) and was keen to try it out. My old chum Andy had been asked, by Rev. Adam Gompertz, the Station Chaplain of Bicester Heritage, to display his Alfa GTV in an Italian Car display, on the Main Drive. My friend David was booked in to take his Lotus Elan Plus 2 but, Lotus being Lotus, the car was unfortunately not back from the garage in time – so he agreed to drive OAS 493, my Cherry Red Frogeye, to display it instead.

The event was to be attended by some 5,500 people, this number not including the 1,000 staff, so it was to be a busy day. As a result, and since the three of us were displaying our cars, we were instructed that we must arrive no later than 8.15am.

Andy had stayed over with Mrs. G and I, after his drive down from Shrewsbury, the afternoon before and, after a couple of beers (Wriggly Monkey Super Sports, of course) and a few glasses of wine with the meal, Mrs. G went off to bed and left us watching the Imola Grand Prix Sprint Race coverage, from earlier in the day. We had successfully remained awake, but shortly afterwards – during the post-race interviews and opinions - we both realised that we were dozing off. I set the

alarm for 6.45am promising to switch it off as soon as it went off, so as not to disturb Mrs. G’s well-earned sleep in.

By the time we had grabbed a quick glass of orange juice and realised that it was cold outside, we donned our coats and set off to our meeting-up spot, to join David. Unfortunately, when he had said to meet in a small lay-by, I had not remembered that it was on a curve in the road – with one end not visible from the other. Eventually, we were off and made good time, enjoying the cool clear morning air as we drove through the villages on our cross country route over to Bicester. If you think about it, it is unusual to see you own car on the road – because you are most likely driving it yourself - so it was really interesting to see my cherry red Sprite ahead of me, the recently fitted LED rear lights showing up particularly well, against the low early morning sun. David said that the Sprite was performing terrifically, especially on acceleration up

through the gears on the twisty country roads. I might also put some of it down to my now using Shell’s 99 Octane fuel. He said that it made him miss his Iris Blue Frogeye, which he owned until a couple of years ago.

I am still getting used to the Sebring – and its noise. It growls under acceleration and the straight cut gearbox whines, until you get it in to 4th, when it quietsens down, but still retains its ability to show its performance above 2,000 revs.

After only 20 minutes, we began to notice more and more Classics and within half an hour we had arrived. We were there by 8.00am – and it was already beginning to get busy. However, with our special passes, we were ushered straight through the other Classics and inside the base’s Technical Site



– to park amongst the beautifully restored buildings and hangers, the two Sprites side by side. Of course, I put some HDC flyers under the windscreen wiper of the Sebring which, all bar one, were taken during the day.

By this time, the sun was beginning to rise higher in the sky and it was quite cloudless – although I did have to return to the car, to get a larger coat after a few minutes. That soon changed again though, and the day turned into a lovely clear and very sunny, warm day – so the coat was soon dropped off in the car again.

After a coffee and breakfast bap and, as the public began to enter the site, we were entertained by a pair of bi-planes displaying close fly pasts and loops, above our heads. As always, the display of cars, both inside the Technical Site and in the car parks on the airfield apron, were both interesting and varied – and included a cross section of all, from chain driven thoroughbreds to American hot rods – and all in between. I saw a lovely example of the rare Austin Atlantic – the sales failure of which we can largely thank, for the Healey 100 of course. It has a beautifully detailed and exquisitely made “American” styled dashboard. It sat alongside a gaggle (if that is the right word – it seemed it) of Austin J40s, in various states of restoration or otherwise.

A rare and lovely little Fiat Abarth 750 Monza sat quietly outside one of the large hangers. They



Italian Cars Display



Austin Atlantic (lovely, beautiful Austin dash)



Lovely Fiat Abarth 750 Monza



are tiny (so narrow), but beautiful. I wish I had known that it was there, when we came in and could have parked next to it. A triplet of lovely (and not over restored) Type 35 Bugatti's settled onto the lawn in the sunshine, just across from the Italian Cars display, which was spread out under the branches of a large tree. Just for good luck, a pigeon took the opportunity to drop its “good luck” load onto Andy's GTV, remaining proudly on its branch, for another drop – displaying the deadly accuracy of former occupants of the RAF base once again. Oh well, at least it didn't aim through the open roof of the Ferrari 308 GTB parked next to Andy's. We enjoyed a pint (just the one) at the Wriggly Monkey bar, taking a little respite, from the sun under their awning and watched the motoring world go by, for a while.

We set off for home at about 3.00pm, not enjoying the drive back, quite so much – as we were following in a “train” of small modern cars, which were on the same route as us – but it was Drive-it-Day and drive our Classics, we did. Rod



Rod Graham with the new Healey



Bugattis looking wonderful in the sunshine

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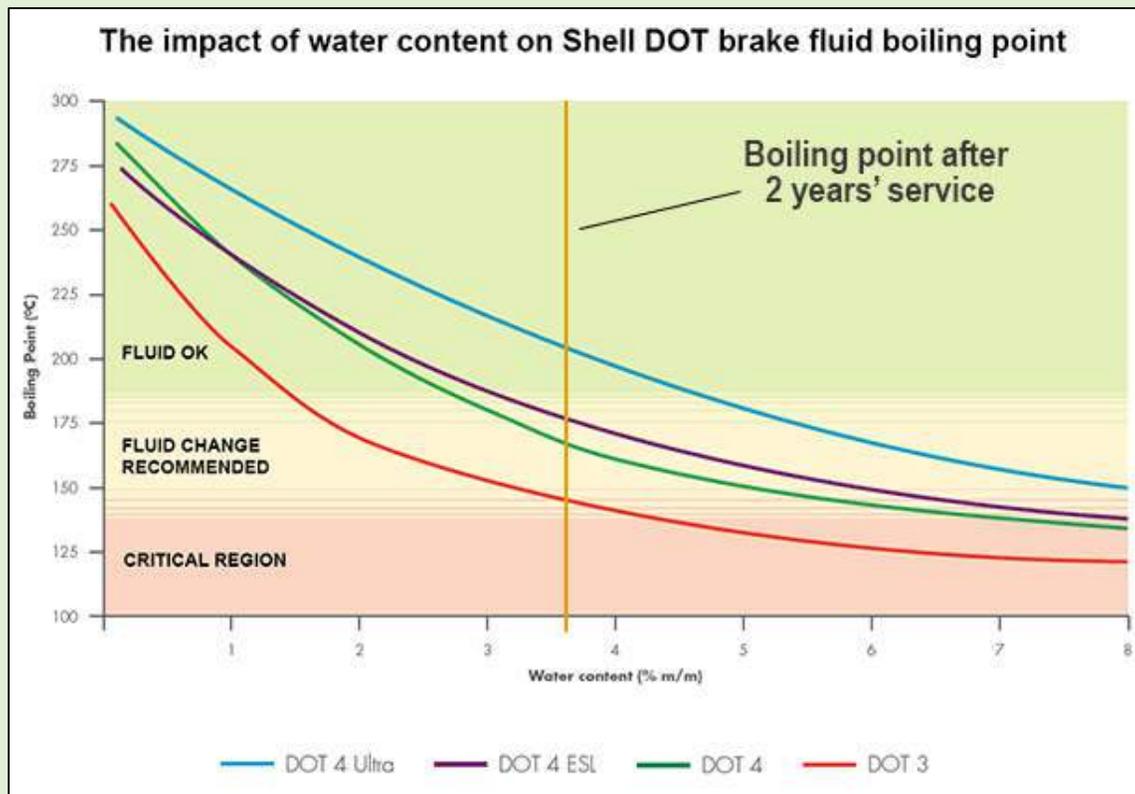
- Decoded -

I was getting myself in a muddle over brake fluid recently, so I made myself some notes. As I suppose some of you may be as susceptible to muddle as me, I offer them up here:-

- 1) All brake fluid is “synthetic”...it’s not a “natural” product.
- 2) Most synthetic fluids are NOT silicone. They are polyethylene glycol ether based.
- 3) DOT 3 & 4, which can be mixed, are not silicone. They are glycol.
- 4) DOT 5, which cannot be mixed with 3 or 4, is silicone. Can’t be mixed with anything!
- 5) DOT 5.1 is glycol based and cannot be mixed with DOT 5.
- 6) DOT 5.1 can be mixed with DOT 3 or 4, as both are glycol based.

The word “synthetic” began to appear when manufacturers worked out that it made regular brake fluid sound more special i.e. they could charge us more money for the same old stuff.

DOT stands for Dept. Of Transport and relates to the fluids’ boiling points. If a car brakes at high speed, the brakes get hot. Some heat is carried away from the brakes by the brake fluid. Bad news if the fluid boils! The faster you’re going, the higher DOT you need. Higher DOT numbers indicate higher boiling points for “Dry” fluid (has not absorbed any water) and “Wet” fluids (has absorbed water). i.e., the wetter it is, the more problematic it becomes. Mixing 3 with 4 lowers the boiling points and vice-versa.



Some purists suggest changing fluid every 18 months to 2 years. I’ve never done that, thinking that moisture and dirt are the main worries. If you keep dirt out of the system and your car out of water i.e. keep the reservoir cap on tight and don’t top up with old fluid...if, if, if....you should be OK.

Personally, I go by the colour of the fluid. If it looks OK, it probably is. If it’s going cloudy, it probably isn’t. An important topic, but - if in doubt, do your own research!

Simon Lachlan

HEALEY FRANCE'S MONTLHERY CELEBRATION

Healey France put up a splendid showing, for their celebration of the 70th Anniversary of Austin-Healey.

We heard from French, Healey Author, Herve Chevalier that Healey France had taken over the famous Autodrome de Linas-Montlhery, in April 2022, to celebrate under the heading of "God Save the Car". What a fabulous setting.

In all 47 Healeys took to the track. Herve sent some photos – and don't they look terrific.

Thanks Herve,
Ed



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CAPTION COMPETITION

Peter Dulieu sent in this gift of a photo which, for some reason, he felt might provide rich pickings for a Caption Competition. I think he's right!



Your Captions to the Editor please.

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HDC ANNUAL DINNER

5th March 2022



The Dartmoor Lodge at Ashburton, Devon, hosted this year's club annual dinner.

When arranging the date for the HDC Annual Dinner it was inconceivable that Ukraine would be invaded.

By coincidence I found an HDC flag in similar colours to the current catastrophe and hung it on the wall of the Dining Room - which set the tone for our Cornish raffle raising £243.75 (incl Gift Aid), which was donated by the Club to the Ukraine fund.

I would like to thank all those members that were able to attend and thank them for their generous support.

It was a great event, with much fun and conversations and a lovely opportunity for members, some of whom had travelled quite a distance, to get together and catch up at this season opener.

If you couldn't attend and would like to next year, the date is provisionally set for March 4th 2023, once again at The Dartmoor Lodge, Ashburton, Devon, TQ13 7JW. Further details and bookings will be available nearer the time.

Mike Shaw

PS - As you can see, "Le Patron" was also in attendance, watching over the festivities – and sporting top hat and CBE



HEALEY HUNDRED

LOOKING GOOD AT SEVENTY



Michelle and Bill McDonough

With Warwick production of some 1377 cars, of various model, between 1946 and 1954, the effect of the Hundred's immediate and "overnight" success on the close-knit production team is quite difficult for us to now comprehend. We already know what a success the Hundred was to become – but they didn't!

The initial "show" car was developed by the small team of Healey, Bilbie and Coker and built in-house at Warwick – and, it was a revelation. It was shown to the public for the first time – on the 22nd October 1952 at the London Motor Show.

It was not only the Gerry Coker styling, which was appreciated by the public - although it did certainly grab attention - it was also the clever cross-braced and welded chassis / bulkhead combination, achieving stiffness and coupled with the underslung rear frame, which helped to keep the rear end low.

We all know about the Leonard Lord / DMH deal which was struck, by which the car was able to be manufactured in the quantity demanded by eager purchasers – especially those abroad. Remember that we were still, very much, in the period of export or die. The deal suited all parties, with Austin very anxious to find a home for the components which had been developed for their A90 model.

The first 20 Hundreds were built at Warwick, after which they, of course, became "Austin" Healey 100s. Bodies, which were supplied painted and trimmed, were made by Jensen of Bromwich. These were mated to the chassis and 2,660cc, 90 bhp engine at Longbridge, side by side with Austin's unsuccessful A90 Atlantic, from whose parts bin, the engine and several elements of running gear were picked. The unusual 3 speed plus overdrive gear configuration was, ingeniously, derived by simply blanking off the access to first gear – because it was not necessary, with the smaller, lighter Hundred.

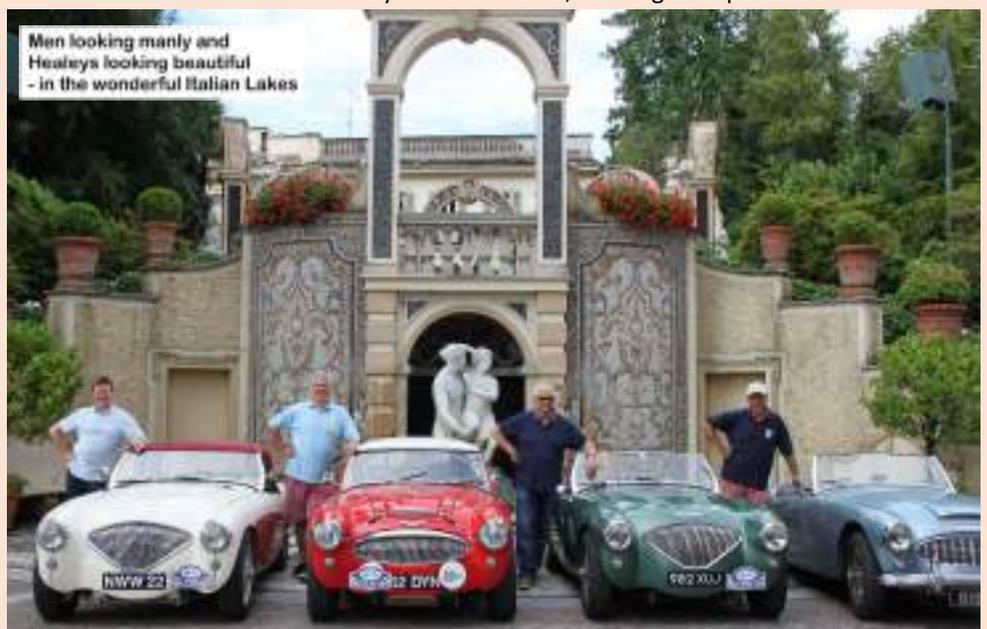
The car could achieve 100 miles per hour (an early "Motor" test setting 106mph) – and it would accelerate to 60 mph in a shade over 11 seconds – this in 1952, of course.

Some ten and half thousand Austin Healey (BN1) Hundreds were manufactured between 1953 and 1955 and, with BN2, 100M BN2 and 100S models, the total number of Hundreds produced was nearly 4,700. Moreover, though, a remarkable design and styling lineage for sports cars had been born.

My Family and Healeys

I have owned my Healey 100, NWW 22, for nearly 30 years now and would never part with it! We have been on many adventures including several International Healey meetings and rallies in Sweden, Denmark, Belgium, Italy and Switzerland. It has won several class events. It is by no means a concours car, but a car that has been loved and driven. It's even been used in an episode of Miss Marple.

I have been brought up with Healeys as my father, Dave Hardy, used to race them in the 1980's and 90's and my brother more recently. When I was 19, I managed to persuade Dad to let me





take his 3000 on a weekend jaunt with a girlfriend to Kent! We had such a great time and yes in case you are wondering I did bring it back in one piece! Things have changed so much since then, insurance for one and the value of Healeys for younger drivers. Bill and I always encourage our 3 girls to drive the sprites whenever the opportunity arises. Our company, Hardy Engineering, which Dad started in 1969, now run by myself, Bill my husband and Neil my brother, recondition gearboxes, overdrives and Diffs in the Healey's and all types of 50's and 60's sportscars. We have invested in remaking gearsets that are no longer available to keep these classics on the road.

Tech Talk

Our car was originally built in 1954 and restored in 1987. It has an all aluminium body with a high output M spec engine, a BN2

4 speed gearbox and uprated overdrive. A 3.54:1 diff ratio in the axle gives 3000 RPM at 85 MPH which makes it a pleasure to drive long distances and the overdrive which kicks in at a flick of a switch makes high speed cruising relatively calm. The torque in the engine makes it easy to handle around town and country roads too. The gearchange takes a little care as there is no synchromesh in first and the pedals are slightly off centre, but no trouble once you get used to it. The side exhaust gives the Healey a distinctive sound as it bumbles along as well as keeping the passenger nice and warm!

Healey Plans

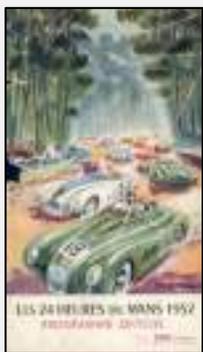
In lockdown 2020 I took the opportunity to rebuild the gearbox and overdrive, OK, so Bill did that bit, but I cleaned and painted the underside of the chassis, wheel arches and floors. I spent

many an hour under the ramp wondering why I have a cream car! But it was worth the effort. I got rid of a lot of carpet in the foot wells and behind the seats which had discoloured and rotted away due to the amount of times it had filled up with water over the years! Now I have rubber mats so when we do get caught in the rain I can whip them out and it can dry more quickly. I am so lucky to have Bill who is always keeping the Healeys road worthy and sorting out the constant servicing and maintenance that goes with owning a 70 year old car. We have booked onto the European Healey Meeting in Norway next year and we will take the 100. It will be such an adventure and are looking forward to it. Maybe see you there!

Michelle and Bill McDonough



NWW 22 on the set of Miss Marple



LE MANS – 1952

Circuit de la Sarthe - 14th / 15th June 1952

For the 4.00pm start of the 1952 running of the vingt quatre heures du mans, a Light Blue Metallic, Donald Healey Motor Company entered, 4.1 Litre Nash-Healey Le Mans (number 10) lined up in its 19th place starting position, along with 56 fellow competitors.

This car, registered LAC 880, was one of 4 Nash-Healey lightweight models, built by the DHMC, for endurance racing. It was to score a famous, class winning victory (and come 3rd overall) in the hands of Leslie Johnson and Tommy Wisdom.

Of the four Nash-Healey lightweight examples built, three were open versions and one was a coupe. These cars raced in four consecutive Le Mans races, between 1950 and 1953.

The prototype had been raced at Le Mans in 1950 by Tony Rolt and Duncan Hamilton - marking the first-ever use of an overdrive transmission at Le Mans. The Nash Healey Le Mans lightweight was built in a reputed two weeks by Roger Menadue and Jock Reid in Healey's experimental department. The body was fabricated in less than a week without the use of drawings. The engine received higher compression aluminium cylinder heads, twin SU carburetors, and special manifolds, resulting in approximately 200 horsepower. Slots in the backplates of the brakes were filled and the adjusting mechanism extended to a small exterior lever - allowing for easy brake adjustments while in the pits and without the need to jack-up the car.

RESULTS:

- 1st - Mercedes Benz 300SL – Lang / Riess
Started 10th / Finished 1st (by 1 lap)
Average speed 155.575 KPH
- 2nd - Mercedes Benz 300SL – Helfrich / Niedermayr
Started 9th / Finished 2nd
- 3rd - Nash-Healey Le Mans – Johnson / Wisdom
Started 19th / Finished 3rd - but 1st in S5.0 Class
15 Laps behind winner.



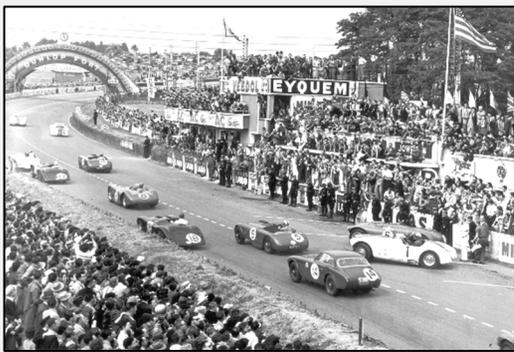
In his book – “Healey – The Specials”, published in 1980, Geoff Healey describes the year:

“Between the end of the 1951 and the start of the 1952 seasons, we “were involved in looking for a substitute for the Riley engine which was due to go out of production. We had completed the installation of the 3 litre Alvis engine in a modified Nash Healey, known as the “G” type or 3 litre Healey. In addition, Pinin Farina were modernising a Nash Healey body in Turin. I spent quite a lot of time in Turin sorting out the chassis modifications they required to suit their methods of construction. Farina's body construction methods were unique in the small volume field and their workmanship was of the highest quality. Perhaps the most significant development of all occurred in late November, when DMH obtained Len Lord's agreement to supply Austin units for a car we planned to produce - later known as the Healey Hundred.

The 1952 season opened with the Mille Miglia. DMH and I drove the Le Mans coupe whilst Leslie Johnson and Bill McKenzie, the motoring correspondent of the Daily Telegraph, drove the rebuilt 1950 Le Mans car. Both cars were fitted with the enlarged Nash engines of 4.1 litre capacity. DMH and I crashed into a bridge in the wet, due to aquaplaning and seriously damaged the coupe, but Leslie Johnson and McKenzie went on to finish 4th in class and 7th overall. As usual, the Italians were most helpful, arranging the quick transport of the wreck back to Warwick.

DMH and I got back to Warwick to plan what to do for Le Mans. The coupe was badly damaged and we considered that it would take too long to rebuild. Instead, Roger and I schemed up a car - X8- that could be built very quickly. With Rogers aid and ingenuity, City Street Metal of Coventry built the body onto a production Nash Healey chassis frame, with the aid of using special parts off the wreck when it returned from Italy.

The original race car, X5, was being prepared with a special engine. The limitations of the Nash engine lay in the cylinder head with its inline valves and inlet gallery cast in the cylinder head, a design that had no advantages and which was not unlike they had used in the Austin Healey 6 cylinder engines. (Sammy) Sampietro was still acting as a consultant to us and with Nash's agreement he was given the job of designing a new cylinder head. Sammy drew up a hemispherical head with valves at an included angle of 90 degrees. There were six large inlet ports on one side and six exhaust ports on the other. The valves were operated from the camshaft in the block, the inlet valves being operated via rocker arms and the exhaust valves by way of a rocker arm and cross pushrods. Prior to the very successful adoption of overhead camshafts, as on the Jaguar, many designers tried to operate hemispherical head engines with pushrods. This inevitably resulted in a very heavy head, due to the multiplicity of pushrods and rockers.



The detail design and manufacture was left to the capable hands of Ken Taylor of Thompson and Taylor, whose workshops were located on the track at Brookland's. On paper, the complete engine, with its large valve area and separate straight ports, was capable of producing 190 BHP. However time for the whole project was very limited and the only figures given to us by Ken Taylor were 155 BHP at 4000 RPM, 160 BHP at 4500 RPM and 157 BHP at 5000 – a good increase on the 135 given by the production head. The special Pistons were heavy and we were worried about the extra loading on the rods and bearings.

Leslie Johnson, our number one driver, was given the choice of cars for Le Mans: EX5 with the hemispherical head engine, or X8 the new lightweight car. Leslie and I tried X5 around the MIRA test track. It certainly went well, showing excellent acceleration, but the additional front end weight increased the understeering tendencies. Leslie and I decided that he would drive X8 with Tommy Wisdom and that X5 would be given to the two French drivers, Veyron (ed – yes, that Veyron) and Giraud Cabantous.

In the race a rocker shaft broke on the new engine. Rocker shafts had a valve rocker at each end beyond the support of the outer rocker pedestals. This combination of heavy loading with insufficient support was exacerbated by the hole through the shaft for the pedestal bolt. This was bad practise and should not have been allowed, although in fact cylinder head conversions are often mechanically unsound, due to the limitations imposed by the original block and stud layout. Leslie Johnson and Tommy wisdom kept X8 going with speed and regularity to finish third overall behind the two gull- wing Mercedes race cars.

After the race, both the cars and all the cylinder head designs were sent to Nash Motors. Nash used the race results to good effect and were interested in the head for possible production use after some real development. Their engineers came up with some modifications to improve the rocker shaft configuration but the project was eventually shelved.

Nash agreed to a further racing programme for 1953 which involved the construction of two more specials, X14 and X15 to replace the 1952 cars now in America. Gerry Coker drew up all enveloping body work with large cutaways either side of the grill to help air flow to the front brakes.”



FACT FILE

Le Mans - 1952

- The year's big news was the return of Mercedes-Benz to La Sarthe after a 22 year gap.
 - The 1952 race was also the first entry from the Scuderia Ferrari "works" team.
 - For the 1952 race, the Automobile Club de l'Ouest (ACO) decreed that mudguards now had to be integral with the bodywork - unlike the pre-war style of cycle-type mudguards. This meant cars had proper sports-car bodies and were not just modified grand prix cars.
 - The minimum replenishment period for fuel, water and oil was extended, for that year, from 25 laps to 28 – a regulation which the Luigi Chinetti driven Ferrari fell afoul of - being disqualified for refuelling a lap ahead of its prescribed time. Another Ferrari entered by Chinetti, though, this for Andre Simon and Lucien Vincent, did finish the race, though, in 5th place.
 - After 22 years away, Mercedes-Benz returned in triumph, scoring a 1–2 victory with their new gull-wing Mercedes-Benz W194 which was equipped with a 3.0L S6 engine that had less power than the road car sold two years later.
 - This race was notable in that Frenchman Pierre Eugene Alfred Bouillin, driving his own privately entered Talbot (racing under his taken name of Levegh*), attempted to drive the entire 24 Hours by himself – and he almost won. However, with just over an hour to go a connecting rod on his Talbot-Lago T26 GS broke, causing the car to come to a halt at Maison Blanche about a mile from the pits. His rev-counter had broken and so it is speculated that either the engine just broke or through sheer exhaustion, he perhaps missed a gear-change and over-revved the engine. But - such had been his lead, at the time that his car failed, it still took 20 minutes for the second-placed Mercedes-Benz to get ahead on distance.
- (***Pierre Eugène Alfred Bouillin** was a French sportsman and racing driver. He took the racing name **Pierre Levegh** in memory of his uncle, a pioneering driver who died in 1904.)
- Of course, Pierre Levegh died in the fateful 1955 running of the 24 Hour event, along with 83 spectators.
 - The Macklin / Collins Aston Martin had been running in 3rd place until it was forced to retire, with only 2 hours to go - moving the Nash-Healey of Johnson/Wisdom up to 3rd.
 - This was the first win for a closed-body car.
 - Of the 17 cars, classified as finishers, 5 had cylinder capacities under 1 Litre.
 - The 1952 race was certainly one of attrition, with a record 40 retirements from the 57 starters.

JENSEN

Roger Ball's beautiful



Having owned a very tasty, supercharged Frogeye Sprite for 18 years, in 2015 I decided to make a change. The Frogeye was sold and went off to France!

A big Healey was considered but, after driving some, they did not have either the "get up and go" or the handling of the supercharged Frogeye!

After some discussion, a Jensen Healey was suggested by my partner Jane - and the search began. It was soon realised though, that this would be no easy task. Having said that, by chance there was one advertised 16 miles away in Torquay. It was a 1973 Mark I model, had low milage and looked in good order but, the 1970's mustard colour may not have received full approval from you know who!

So, the search continued and the next two were up in the Midlands. I persuaded David Clarkson to come along. The first one we looked at, involved a viewing in a snowstorm. This was a blue JH5 model - the last one to be produced. It had a GT interior, which had seen better days and the engine was not much better. That car remained in the Midlands. The second car was, similarly, not at all acceptable!

A further trip took us to Bournemouth, but that car was very average - with rust starting on the bulkhead and the kick panel seams, so this one also stayed in Bournemouth. On another trip, up to the Midlands, found a car which looked the part but had not been properly looked after. The cam belt had not been changed for 12 years and neither had the plugs! Again, a rusty bulkhead was also found, so that too stayed up in the Midlands. There was a tidier one, found in Southampton, but this one required too much fettling to get it to good condition.

So - after a bit of serious thinking, the first car in Torquay was worth a second visit. This time Jane accompanied me. She is not a big fan of the colour green, so it was thought



ED – Our records show that, between March of 1972 and October of 1975, a total of 10,498 Jensen Healeys were manufactured and only 3,356 were MK1 models. In addition, between September of 1975 and May of 1976, 509 Jensen GTs were made, before production ceased.

HEALEY

ful MK1 Jensen Healey

that the Torquay car would be rejected. However, it had the advantage of being the cleanest car of all those seen and also, was a rare Mk1 model.

A test drive revealed that there were several mechanical faults but, over a cup of tea and a chat, an agreeable price was reached and the car was coming home with me – well, at least a part of the way home!. It broke down in the drive. Naturally, Jane expressed her concern about what junk had been bought. I diagnosed an electrical fault. The coil was replaced, the rev counter reconnected, the carburettors re-jetted, as it was incorrectly set up. It was a joy to drive.

The car bodywork was, in fact, very good although, at some stage in its life the hood had been painted black and didn't fit very well. A new one was made so the car was watertight and could be used.

However, all was not completely well. I noticed that the car started to use a lot of oil, which was as surprise, as it only had 32,000 miles showing on the clock. Fortunately, it was not as bad a discovery, as it could have been. An inspection of the engine breather system showed that the oil catch tank had been removed and the breather was venting to the ground. A Lotus based vent system was fitted and the car was then fine.

The gear box was next on my list. Annoyingly, it was jumping out of 4th gear. This I had noticed, when it was road tested – and before it was bought. An overdrive box needed to be fitted. A Sunbeam H120 Rapier box fits the Jensen, which meant that the parts are readily available. A box was found and stripped down. New bearings were fitted, the first motion shaft changed, as the Jensen uses a longer shaft. The car now goes well and, at 3,500 rpm, it sits at 70mph.

With one thing always leading on to another, the wiring of the overdrive box led to a complete rewiring of the car. A new fuse box, relays, wipers, and heater blower circuit. This also allowed the fitting of better headlamp bulbs, as the switches



will not burn out. The front subframe was removed and renovated as was the rear axle. New road springs, shock absorbers and polybushes, plus a 2.3 Vauxhall Magnum roll bar were fitted. All parts were also repainted.

The car now handles like a good'un.....in fact, like a Frogeye!

Not everything is complete yet, though. I still want to take the engine out, so that I can reseal and replace all the gaskets. Ideally a complete respray might also follow; it was last painted in 1981, when it was last restored. The third owner, who had the car with 28000 miles on the clock, had it restored, in Southampton, by a Jensen Healey restoration firm – when it had new stainless-steel sills fitted, plus new front wings.

My 1973 Jensen Healey MK1 has had 5 previous owners.

The Jensen Healey is a rare and underrated car with many being exported to the USA. The Mark 1 model is the rarest Jensen Healey and celebrates its 50th Anniversary this year.

Roger Ball



HDC INTERNATIONAL MEETING

SHRIGLEY HALL



Anderton
Boat Lift
Cheshire

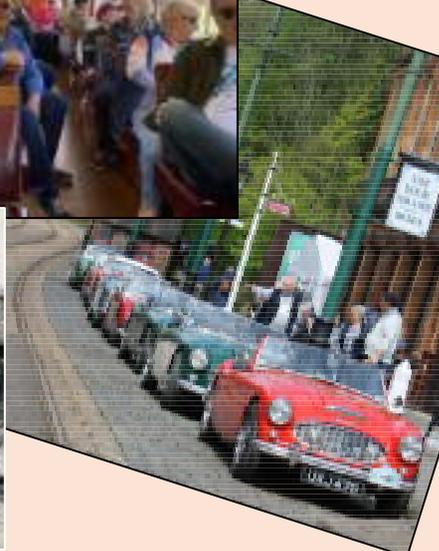
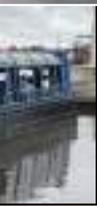




3rd - 6th May 2022



CRICH TRAMWAY VILLAGE



SHRIGLEY – THE CARS

Photos - Haslam, Ridyard, Parfitt, McDonough
Shaw, Van Maanen, Graham





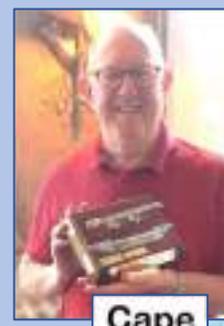
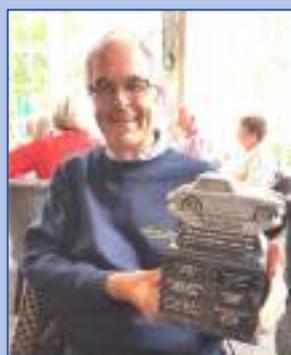
Healey Drivers' Club AWARDS - 2022

The following awards were made to the winners of the Concours

The Bill Cummings Memorial Trophy	Best Austin Healey Frogeye Sprite
The James Hale (Flambards) Trophy	Best Austin Healey Sprite (Mr 2, 3 4)
The Armor-all Trophy	Best Austin Healey 100
The Callestock Cider Farm Trophy	Best 6-cyl Austin Healey (Non convertible)
The Autoglym Trophy	Best 6-cyl Austin Healey (Convertible)
The John Healey Memorial Trophy	Best Modified 6-cylinder Austin Healey
The Roger Langford Trophy	Best Warwick Healey
The Donald Healey Trophy	Most Desirable Healey

The following were also awarded

Bob and Stella Gilleland Trophy	Greatest distance travelled to this meeting in a Healey
Cape International Trophy	Golden Split Pin (Hard Luck) Award
The Roger Menadue Memorial Cup	Clubman of the Year



Cummings



Flambards



rs d'Elegance

Awarded to

- Peter and Dianne Austin XLD 800
- Peter and Tim Healey RBB 550F
- Clare Thornton 982 XUJ
- Mike and Sue Shaw MNJ 891
- Ian and Alison Grainger CJB 274B
- John Keener 7117 FN
- Warren and Wilialak Kennedy KWD 64
- Rod Graham 5116 HN



Armor-All



ible)

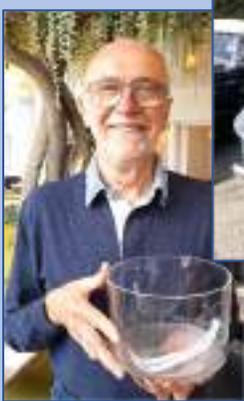
- Mike and Sue Shaw MNJ 891
- Ian and Alison Grainger CJB 274B
- John Keener 7117 FN
- Warren and Wilialak Kennedy KWD 64
- Rod Graham 5116 HN



Callestock

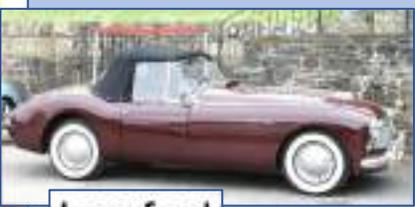


- Mike and Pam Bennett FGP 437C
- Rod Graham 5116 HN
- Mike Huish



Autoglym

Healey



Langford

John Healey





UPCOMING EVENTS

JUNE

- 4 Platinum Jubilee Classic Vehicle Gathering, Dawlish & Teignmouth
- 4-6 Circuit Historique de Laon, France
- 5 Breakfast Club, Haynes Motor Museum, Sparkford
- 5 British Coffee & Classics, Classic Motor Hub, Ablington, Bibury, GL7 5FF
- 9 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 11-12 Thruxton Historic, Thruxton
- 11-12 Le Mans 24 Hours
- 12 Lyn Valley Classic, Devon
- 14 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 19 Bicester Heritage Scramble
- 23-26 Goodwood Festival of Speed
- 24-27 MCC 120th Anniversary 3-day Trial
- 29 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 30-3/7 Le Mans Classic

JULY

- 3 Shelsley Walsh Vintage Meeting VSCC
- 3 Breakfast Club, Haynes Motor Museum, Sparkford
- 9-10 **CBCCC Historic Vehicle Gathering, Powderham Castle, Exeter (HDC)**
- 10 Abingdon Works Motorsport Celebration, BMM, Gaydon
- 12 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 14 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 17 Dawlish Classic Vehicle Gathering, The Lawn, Dawlish
- 17 Sherborne Castle Classics & Supercars
- 22-24 Car Fest North, Bolesworth Estate, Cheshire
- 22-24 Boconnoc Steam Fair, Liskeard, Cornwall
- 24 English Riviera Classic Car Show
- 27 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 29-31 HSCC Oulton Park Historic Gold Cup

AUGUST

- 5-7 Torbay Steam Fair, Churston Ferrers, Brixham
- 6 Prescott Hill Climb VSCC
- 7 Breakfast Club, Haynes Motor Museum, Sparkford
- 9 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 11 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 12-14 Nurburgring Oldtimer GP
- 13-14 South Hams Vintage Rally, Devon
- 20-21 Passion for Power, Tatton Park, Cheshire

- 21 Tewkesbury Classic Vehicle Festival
- 25-29 Great Dorset Steam Fair, Tarrant Hinton, nr Blandford Forum
- 26-28 **Silverstone Classic (HDC)**
- 26-28 Car Fest South, Laverstoke Farm, Hampshire
- 28-29 Honiton Hill Rally, Smeatharpe Airfield, Devon
- 31 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 31-4/9 Salon Prive, Blenheim Palace

SEPTEMBER

- 4 Breakfast Club, Haynes Motor Museum, Sparkford
- 8 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 10-11 Beaulieu International Autojumble
- 13 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 16-18 Goodwood Revival
- 16-18 Circuit des Remparts, Angouleme, France
- 24-25 Kop Hill Climb, Princes Risborough
- 28 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 30-2/10 Spa Classic 6 Hours

OCTOBER

- 1 **Castle Combe Autumn Classic (HDC)**
- 2 Breakfast Club, Haynes Motor Museum, Sparkford
- 11 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 11 'The Exmoor Rut', Dartmoor Lodge Hotel, Ashburton (MGCC)
- 13 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 13 DVCC Autojumble, South Devon Railway, Buckfastleigh
- 26 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ

NOVEMBER

- 3-6 Rally of the Tests (HERO)
- 8 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire
- 10 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 11-13 Classic Motor Show, NEC, Birmingham
- 30 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ

DECEMBER

- 3-6 Le Jog Reliability & Touring Trial (HERO)
- 8 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 13 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire.

All dates believed correct at time of printing.

14/05/22

MY "FROGEYE" LIFE

50 years with a Leaf Green MK1 Sprite



On the cover of Headlines
September 2016

David Clarkson

Why buy a Frogeye? In my case, blame a welder from Scunthorpe!

I already had a tidy two-seater, a lively Mini Pickup which was bought in June 1970. Life in the Construction industry took me to work on a large Project near Ipswich but, after damaging the Mini's sump on a piece of steel (judiciously repaired with Araldite and covered in oil) this was duly sold. So - money in my pocket. In the car park, though, there was this small blue sports car complete with a tow hook and a trailer. A bit of investigation revealed that this belonged to a welder on my building, so I started a chat with him. A sit in the passenger seat and a blast around the Suffolk country lanes, persuaded me that this was just the car for me.

No internet, no mobile phones and no Facebook in those days, just the long wait for the weekly Exchange & Mart or the monthly Motor Sport. Many Sprites were checked out. Armed with either the London A-Z to find streets hidden away in London or a trusty road atlas, many visits were made in evenings or spare weekends. Some had fibreglass bonnets, some had more rust than metal - despite being advertised in good condition. Some just gave me the keys and trusted me to take it for a spin.

Eventually, two good ones were found via adverts in the Motorsport magazine. A cherry red one, which belonged to a Vicar in Bishops Stortford and a leaf green one in Chelmsford. Amazingly, both were fitted with that C75B Shorrock's supercharger!

Both were good - but sorry - I am not a fan of the cherry red colour, so it was the green one calling me.

The car had 3 previous owners and one of the first two had fitted the supercharger. It was understood that in its early life the car had been used on the Madiera Drive Speed Trials in Brighton. Despite trying, I have never been able to trace the first two owners, to verify this or find anything in the programmes for these Speed Trials. Any information would be much appreciated.

The car seemed to be sound, had a recent MOT, went well, was all metal and had a good service history.

After some haggling, I bought the car for £305 [£3573.14 in 2022 money] and wrote out the cheque. After a long wait for cheque clearance, on April 26th 1972 the car was mine. My girlfriend Jane (now Mrs Clarkson) drove me down to Chelmsford to collect it and followed the smiling David back up the A12, to Ipswich.

So, it had a supercharger?! I had never even driven a standard 948cc Frogeye, but this went better than my Mini Pick up!

The car was used regularly for daily commutes to work, down to Brighton where Jane was working, for trips to the Midlands to see the parents and many others until late 1973. Then, the off side rear spring hanger decided to fail. Perhaps I was too heavy!?

This was a nuisance as, by then, I was travelling with all my worldly possessions (which fitted very neatly into the Frogeye) to various sites around the East of England! I am no welder and many garages at the time were scratching their heads and saying "two or three weeks to fix that mate". Luckily, a neighbour had space in their garage and offered to let me park the car there, until it could be sorted! I bought another Mini!!



At home in 1972



Being restored at
Colin Green's in 1984



With a new site in Cambridge, selling the Mini, buying a nice 1965 MGB for £300, getting engaged then getting married, buying that first house all stretched the finances - as well as moving to a new Company in North Lincolnshire. Life became very busy!

Eventually the Frogeye was towed up to Lincolnshire and parked on the drive, lathered in grease, had some parts wrapped in Gaztape and then covered in a tarpaulin - ready for that big repair one day! A chance chat with a new neighbour about the car gave me the chance to move it into an empty chicken shed he owned. At least it would now be undercover!

The frogeye stayed there until summer 1978 when the Farmer decided that he wanted to put chickens in the shed. By then I had met someone who could assist in renovating the car, so it was towed to a workshop in Scunthorpe. This was going to be one of those odd weekend / evening restoration projects, when both of us were free; work was not that fast! In fact, it was snail like! We both had young families, he had a haulage business to run, and I

was working up in South Yorkshire.

In 1983 a job offer in Devon was too good to resist, so we all moved down there. The Frogeye had been left with my mate who put it "somewhere safe" for me to collect "one day". I did try to sell it for parts and spares but had no luck!

In 1984 an Aunt died and left me and my brother each a small sum of money. After buying some much needed items for our new home in Devon, Jane asked what was to be done about the Frogeye? The power of advertising in a well-known Austin Healey magazine, showed that there was a Torquay garage which specialised in Healeys - run by a Mr. Colin Groom. A visit was made, the idea discussed, and the decision made to get the car down to Devon.

My phone call to Lincolnshire about collecting the car resulted in a sharp intake of breath from my old pal. He had thought that I would never come back for it, and it was still under a tarpaulin in his yard! A tow hitch was fitted to the trusty Vauxhall Company car and a trailer was borrowed to make the collection.

It was a typically damp Lincolnshire day. The car was tucked away in a corner under its tarpaulin, with a JCB in front of it, its bucket hanging precariously over the bonnet of the Sprite. Half the rat and mouse population of Lincolnshire escaped from under the tarpaulin when it was removed, revealing two old sacks of potatoes in the footwells. The brakes had seized, and it all looked in a very sorry state. (Note to Editor - Unfortunately, I didn't have a camera at the time). Somehow, we manoeuvred the car on to the trailer, wrapped a smaller cover over it and I set off back. Three hundred miles later, we arrived back in sunny Devon.

Mr Groom was a little sceptical about my having told him that the car was supercharged. He assembled his work force to see for himself. After he opened the bonnet, he expressed his surprise (at seeing the supercharger) as politely as a mechanic could do.

As I was now working near his workshop, the plan was for Colin to do all the welding, paintwork and specialised work, while I undertook the tasks of removing everything - and refitting "stuff" later. I had carefully explained to Colin that there was only a certain sum of money available to fund this project.

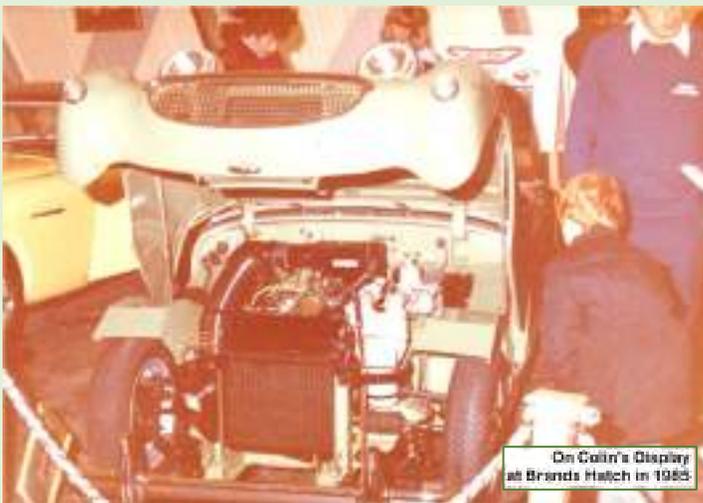
This worked well, at least initially. Then Colin decided that he was to have a display at the Austin Healey Club Show at Brands Hatch in 1985 - and he wanted my completed car to be a part of it. The car needed new floors, one front and one rear nearside wing, a new front valence plus a respray. It also needed new fittings and an engine overhaul - and all by June 1985. Some midnight oil was burnt but it was completed in time.

The car was trailered to Brands Hatch on midsummers day 1985. We were stopped and searched by the Police at Stonehenge! We were camping at Brands Hatch so, of course, it decided to rain. The car caused some interest and looked good.

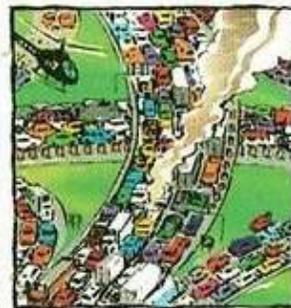
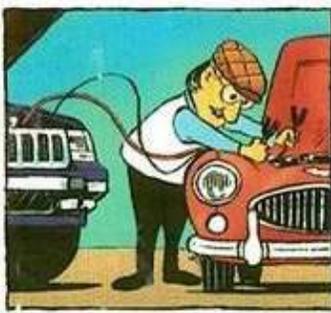
There were a few teething problems with the engine, but the car has since travelled many happy miles, including trips to Germany, Corsica and France, as well as various trips around the UK.

As for the supercharger; the cause of much discussion between me and Mr. Groom? After the crank broke in France in 2010, the supercharger and 948cc engine were removed and a rebuilt balanced 1098 engine now sits under the bonnet.

Before that though, another (local) C75B supercharger was sourced (luckily, before they shot up in price) and this was rebuilt as a spare. This was fitted while the original one was rebuilt. I have an original Shorrock's supercharger gauge, which I obtained at an Auction of Geoffery Healey's items. If the car is ever sold, it will be sold with the existing 1098cc engine as well as the original engine, supercharger and gauge



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A "CHAT" with - Adrian Tredinnick



HDC Hi Adrian. Welcome to the Healey Drivers Club. Tell us a little about your "Healey" story.

AT So this was 21 Dec 2021. I had decided to buy a Healey and decided on a 3000 BT7. The one chosen, originally went from the factory and was shipped to Philadelphia, then to Florida, and then back to the UK/Dorset. It then underwent a small refurb, but it still maintains a lovely 'used' patina. From Dorset it was bought by a guy called David Irish in South Brent Devon and, funnily enough David teaches at my children's school in Totnes. What a coincidence. From South Brent it was then registered to a lady in Ashburton, just up the road from South Brent. It turned out that she and David were a couple, and when they parted company, she kept the car! So it's kind of 'come home', which is nice, as we live in Littlehempston, just outside of Totnes.

HDC From your photos of the car, it looks lovely. I really like the blue over white. Was it love at first sight, for you?

AT Well, initially, I thought so, but then had reason to question my judgement, I'm afraid. You see, my Healey ownership started with a bit of a baptism of fire.

HDC Tell us about it.

AT Well, I collected the car, from a chap near Arundel in West Sussex – he deals in a bit of buying and selling and also renovations. But I didn't get far, before my baptism of fire started.

HDC Oh. How so?

AT Well, no more than 3 miles from his house the car spluttered to a halt on a hill – and on a busy road which didn't help. I called him up and he came out. Fiddled about, then he went and got some

more fuel, put that in, got it going and managed to drive back to his house where he fitted another fuel pump – 2nd hand. Also, he cleaned up the points on the old one he'd take off and gave to me as a spare.

HDC So, problem solved - and your "real" Healey journey could get under way?

AT Well, not quite. Off I went again, but the same thing happened again, going over the same hill but bit further down on double white lines this time! Crazy.

HDC Woops?

AT Exactly. I called him up again. He came out again. I got it going, and then tried to limp back to his house again. By this time, it was dark! We got to a very narrow "S" bend with double whites and, yes, it conked out again and I was worried. By this time he'd called up his mechanic, who had come out. They managed to get it to a garage where a replacement coil was fitted and I could start out again. He insisted he fill the car up with fuel which we did, and then he followed me to Fontwell roundabout. All seemed OK and I was





only heading to a mates' that night in Selsey. So far all good.

HDC Hopefully, you then breathed a sigh of relief, had a good night's sleep and a fresh start out, for home, the next morning.

AT Not exactly, no. The next morning, it was a bugger to start. I had to resort to a set of jump leads. Apparently, I didn't pull the choke out far enough! Anyway, I did get it going eventually, for my drive back to Devon, with some trepidation. I was not feeling very confident at all as you can imagine.

HDC You know, there is always a little feeling of uncertainty attached to Classic Car ownership, but I'm sorry to hear that you had reason to feel it so soon – without having the opportunity to get to know your car's foibles.



AT Yes, but I did have this feeling that the problem must be fuel related. Starvation of some sort. My worry was really that I had no way of controlling where I could stop and pull off the road. I did manage to get along the M27, but still continued to experience the same problem – I pulled in a few times, thinking that the car was going to stop but kept it going – and eventually, I had a good run and managed to get to Salisbury, feeling my confidence growing a little.

HDC That's great. You could begin to feel what the car was capable of.

AT Yes, a little – but unfortunately, that wasn't the end of my troubles. The problems started again. Twice it died on me, once in a big queue of traffic and once with a big artic lorry behind me. Fortunately, some blokes stopped and managed to push the car out the way. After a while, I did manage to get it going again but, shortly afterwards, the same thing happened – it stopped again. Luckily, 2 more blokes help push it into a bus stop siding. I thought if I could get to a fuel station and keep the tank topped up high, then that might be the answer. I knew of a petrol station on the way over to the A303. I got there and filled her up to the brim. Off I went, no probs at all.....until I got on the M5 at Exeter!

HDC But you were nearly home by then, weren't you?

AT Yes, but now my concern was, what would happen if I couldn't get the Healey up Haldon Hill! It started spluttering by the Kenniford turn so I pulled off and managed to get to the Shell garage on the hill and I filled the tank up, to the brim, once again. I kept reminding myself that I was, by then, nearly home. Surely this would be the end of my day's misery. But no, it wasn't. Halfway up the hill I had to drive on to the grass verge. I started it again and managed to get to a pull in area before the S bend, at the top of A381. I was really worried now as cars and trucks would be steaming up there and the barriers are right on the roadside. Anyway, in for a penny. I got to the top of the hill luckily and, with my heart in my mouth, kept going - until it started spluttering again and I had to pull off at the Ashcombe turn. I exited and went down the hill and got stuck once again, at the bottom. I waited for a while, then got it going but, when it stopped again, That was it. It wouldn't start at all now. To make matters worse, I was also losing battery charge on my phone. I quickly phoned my wife, who organised recovery. I was glad to get home that night.

HDC I bet you were.

AT So - that's my "Day One" baptism of fire into Healey ownership.

HDC Hopefully Adrian, this hasn't put you off Healey ownership.

AT Oh no. Although I wasn't quite out of the woods yet, things then began to get better. A new aluminium tank was quickly ordered and fitted, thinking that the old tank was, most likely, full of muck and causing the issue with the fuel flow but - actually it wasn't. The tank turned out to be clean and an older aluminium tank. I'll have to sell that - to help pay for the new one – but at least I



Adrian's BT7 gets a late night low-loader ride home



The Culprit - Crushed fuel pipe eventually tracked down

know. The next thing was the replacement of the fuel line, from the tank. This was ordered from AH Spares and, would you believe it – that didn't fit. It turned out to be too short!

HDC **How come?**

AT Well, after doing some research, it turns out that my car was manufactured in January of 1962, the



same year that they changed the fuel pump to the off side of the car as on the left. Apparently, the fuel was suffering from vaporising in the earlier models. Anyway, the correct line is now fitted.

HDC **And, with the better weather, now, you can start to really enjoy your Healey ownership.**

AT Yes and I am all booked up – have been for 2 years – to go to the Classic Le Mans this year. So, the Healey “has” to be fighting fit for then. My Healey is left hand drive, so there is even more reason to drive it through France – and really enjoy it. It will be great to meet some fellow enthusiasts to give me advice.

HDC **And you have put your baptism firmly behind you, now.**

AT Always ongoing, but, at last, we did get to the bottom of the fuel issue. You'll see from the pic, taken once we had removed the fuel line, that it's been crushed! So, maybe the guy that I'd bought it off, in Amberley West Sussex, had put it on a trailer at some point and when it came down on the bed, it crushed the line! At least we found out. I do still have occasional nightmares of being stranded on Haldon Hill, just outside Exeter with trucks steaming up behind me! But at least I have moved on thank goodness!

HDC **Have you carried out any improvements, as opposed to necessities?**

AT I've changed the car to negative earth, fitted electronic ignition and an electronic fuel pump, put the indicators into the shrouds where the reflectors were at the rear. I've also renewed various seals and relined my hard top.

HDC **Any more still to do?**

AT It is back on the road – well nearly, as I had trouble with the rear brake shoes! I ordered the correct ones from AH Spares – well I assume they were correct - but they definitely didn't fit the

car. I think my rear brakes must have had some sort of conversion at some point as I have now put the old brake shoes back on and am hoping that AH Spares let me return the “as new” set, while I establish which I really need.

HDC Thank you very much for the chat, Adrian. We're so glad that you managed to get to the bottom of the problem and can now enjoy your lovely BT7 this summer.

Welcome to the Club. We all look forward to seeing you out and about – and at the Le Mans Classic.

PLENTY OF ROOM?

The point at which Dave Haslam began to worry – but then he flicked the Healey up onto 2 wheels and went through just like James Bond!

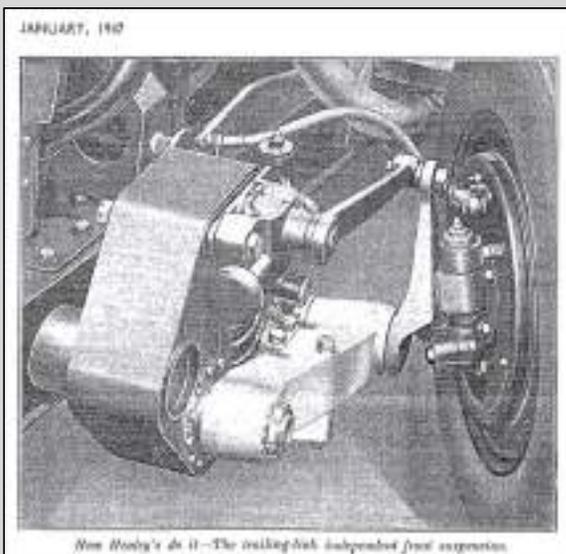


HiDuMinium R.R.56 - and HEALEY'S EARLY CHASSIS

HiDuminium Alloys, a series of high strength, high temperature Aluminium alloys, had been developed in the late 1920s, initially for use in aircraft – and initially for Rolls-Royce to use in their Schneider Trophy seaplanes. These alloys were produced by High Duty Alloys Ltd, from whose name, the product name is derived – Hi-Du-Minium.

Duralumin (age hardenable) Aluminium Alloys had already been able to demonstrate high strength and, with the addition of Nickel to the mix, high temperature and strength could be combined, for instance, for the manufacture of pistons.

This range of Alloys was further developed to suit various applications – including the R.R.56 derivative - for general purpose forging.



R.R.56 included 2% Copper and 1.3% Nickel, along with 1.4% Iron. This combination remained soft, after initial heat treating, thus simplified any machining required, prior to a final hardening process being undertaken. Other derivatives were developed, with suitable characteristics for sand casting, die casting and the like.

When A.C. (Sammy) Sampietro was helping to develop the initial Healey chassis in 1946, he utilised R.R.56 alloy in the production of the suspension arms – see picture – which, although looking heavy are, in fact, very light. In an article in Motor Sport in January of 1947, they explained that the material allowed for suspension arms of sufficient length, to permit “a wheel deflection of 7½ in. while employing normal coil springs in the suspension units. These springs work in conjunction with built-in hydraulic dampers. The trailing arms pivot on needle-roller bearings carried in boxes on the chassis frame” and these combined, with the very stiff chassis, to permit the “very flexible independent front suspension (in the modern manner)”. Interestingly also, “the pedals are in R.R.56 and extremely light”.

Ed – My thanks to Peter Richardson for bringing the 1947 article, from which this piece is taken, to my attention.



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Chest (to fit)	43/44	45/46	49/51

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Knitted in England
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Crew shoulder style. Taped neck.
Glover pockets and 4000 cuffs and hem. Combed-in front, ribbed, finished, cuffs and hem.
WAF Car-Pure Production.

Weight: 280 gsm

Size	S	M	L	XL	XXL
Chest (inches)	34-36	36-38	41	44-46	48-50

£ 22.10 plus postage

H400 Henbury Heavy Poly/Cotton Pique Polo Shirt

100% polyester/cotton
Knit in India
Taped neck
Three off colour button placket
Breathable quarter vents
60 gsm weight
Four month shipping
WAF Landed Production

Weight: 120 gsm

Size	S	M	L	
Chest (inches)	34-36	36-38	41	
Size	S	M	L	XL
Chest (inches)	44-46	48	50-52	54-56

£ 15.50 plus postage

THE RED ENGINES

I sold my 100 BN1 in 1966. Its engine number was IB/219105M.

For years I really missed the 100 as it was an easier car to enjoy than the 3000 and it had sentimental value as it was the car in which I got my driver's licence.

The years went by and, in the 80's, I was in a position to buy another 100. At that time, it so happened that my old car, in a dilapidated condition, was for sale and I was able to buy it back, from a well-known Healey restorer, Terry Cornelius. Terry is a genius. He built the Kieft DeSoto engined racing car, constructing the chassis and body from photos. On its completion it later ran at the Goodwood Revival, to Terry's great delight.

Terry agreed to restore my 100 to a usable condition; not in any way to a concours car.

Unfortunately, the original engine had been removed and fitted

to another 100, and its replacement was highly modified. I suggested to Terry to sell the engine and I would look for a standard 100 unit. Fortunately, Terry talked me into keeping this modified engine; it had been fitted to the car in the early seventies and my car had been raced extensively during the 1970s and 80s. In fact, it still holds the fastest time for a mod sports car at the now defunct Amaroo Park Hill climb.

The engine had been built by an aeronautical engineer working from one of our airports. It has a Derrington extractor fitted, a single Weber 45 (which I later exchanged for two SU's) external water rails and a 3 15/16 inch bore and roller rockers. The body had been lightened by fitting alloy floor panels and alloy bonnet and boot lid, but all the other panels were original.

The special engine, when installed in its original chassis, 60 odd years ago, was doing 14's at Castlereagh Drag Strip just outside Sydney. However, the car was written off and the special engine

was removed and rescued by Sydneysider, Barry Birch and put in my old car. The engine was known as the "red engine" as the block was painted red, and any time that the head was off, it was surrounded by Healey enthusiasts amazed at the large bore and Chevrolet truck pistons.

Everyone thought the engine was an industrial stationary unit and not a Healey engine at all. However, with the help of Heritage at Gaydon, they ascertained that this engine number IB/219604 -M was in fact originally fitted to a 100 imported to Sydney in 1954, the car that was so successful at Castlereagh Drag Strip.

Before putting the engine back into my car, I decided to paint the head in red - assuming it was a BMC colour but, after purchasing a tin of BMC engine red, it was found to be a different shade. Maybe this paint was

the maroon colour which the A90 engines were painted. However, after a lot of research I discovered



Rob's Healey 100 found again, in the 1980s



Rob's "Red" engine before being re-installed in the 100

that the colour was actually Nuffield tractor Poppy Red.

Since then, a road test of the David Shale 100, restored beautifully by Rawles, revealed that this 100 had a red engine too, although it was later painted in the 100 green engine colour. Another Healey 100, which came up for sale in the U.S. and which was totally original. The owner confirmed that the engine was always red.

The Nuffield tractors were known as the Rolls-Royce of tractors, but they were fitted with dated, side valve Morris engines. With the advent of BMC, there was a rationalization of the engines available. The Nuffield tractors were tested with OHV Austin power plants, most of which ended up being fitted to BMC tractors, which replaced the Nuffield brand. The popular engines used were the B series and the big Austin truck engines, however there was also the diesel version of the A70 which went into production.



My theory is that a certain number of A90 petrol engines were tested but never used in production. These engines were selected from a batch of A90 blocks which had thicker walls in the castings and were painted red.

My evidence for this is that, in the mid-seventies a friend of mine worked for Leyland Australia in the experimental department. He had been given the job of selecting alloy P76 V8 blocks which were cast with thicker walls. These blocks went to Repco and were machined for use in the Repco Leyland F5000 engines, fitted to John McCormack's McLaren M23 - which won the F5000 Championship. These were known as the IMC engines (Irving-McCormack). Phil Irving was a brilliant Australian engineer who designed the Vincent V2 motorbike engine and later the Repco-Brabham V8 which won the World F1 championship for Sir Jack Brabham in 1966 (and in 1967, with a redesigned block).

The proposed use of the A90 engine in the BMC tractors is speculation on my part, but why would so few 100 engines be painted in Nuffield Poppy Red?

It will be interesting to see how the modified engine performs on the open road. I hope it brings back those wonderful memories which I have, when I owned the car 57 years ago.

Unfortunately, it will not have the nostalgic smells I remember - of worn persimmon red leather but no doubt will retain the wonderful sound and oscillation of the motor as it springs into life on the press of the button.

Rob Harrison.

Last derivative of the Diesel - based on the A70. Many thought incorrectly that this stationary engine was the basis of the engine used in my car

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Each engine is tested on a dynamometer to ensure it meets the required performance standards. The engine is built to last and is designed for low maintenance. It is available in a range of power outputs from 10 to 25 horsepower. The 120 Series engine is a proven design and is widely used in a variety of applications.

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SUs

My Healey 3000, being a MkII BT7, came with 3 SU HS4 carburettors. (1½" throat). The switch from two HD6s to three HS4s had been for homologation purposes. The BMC Works wanted to rally with triples, so the production cars had to have triples too. These were alright in their day, but time takes its toll. They needed constant work and attention to enable them to be tuned and balanced and to STAY tuned and balanced. (The problems in older SUs are normally air leak related). Well, I disliked HS carbs because the in-car adjustments all seemingly had to be done from under the carb; with HDs, most of the adjustments are from above. Anyhow, I decided to swap to HD6s. Three of them. More power. More flexible response.

There was a garage setup out in the sticks but quite near our house which took, mostly, MkII Jaguars and updated them with modern brakes, aircon, fuel injection etc. I'd worked out that they might have a heap of surplus HD6 carbs (1¾" throat) and drove over. They did have them and sold me three for a silly price, just to get rid of me I suspect. I bought three rebuild kits from Midel in Australia. (Then twice as quick and half the price of Burlen in Salisbury, UK).

My HS4s had their own individual 1½" inlet manifolds which could be let out to 1¾". Absolutely no more than that. I bored them out with a flap wheel and matched them to the ports on the head. All surprisingly simple. The linkage was mostly from the original setup plus a few extra bits from a heap of parts I'd bought from the Jag place. I suppose the only complication was the choke linkage. I took the view that all Healey 3000 choke connections look a bit Heath Robinson and that mine need merely be functional to pass muster. The result is a mixture of MkII BT7 and BJ8. Only 2 carbs are actually attached to the choke cables, but they all look as if they are!

I used steel fuel pipes to interconnect the carbs initially. Copied from E-Types. But they kept developing tiny leaks, which could only get worse. I don't know why.....the



material was correct and the joints were sound, but they'd just begin to seep fuel after a while. So, I switched to braided fuel line which was much better. I should have done it in the first place. Air filters? They had to be bought off the shelf and modified to allow for the lack of space. The vent pipe from the engine was run into the back of the rear carb with 15mm plumbing pipe and an adaptor. I installed a glass bowl type fuel filter with the steel pipework and held it over with the braided. But it always seemed to choke off fuel delivery – don't know how/why – and I took it out.

3 HD6s deliver more power than 3 HS4s. They're easier to keep tuned and, strangely, they are more efficient. Experts suggested that I'd use LESS fuel and they were right.

Webers

I'd first become interested in Healeys years ago when I went with a friend (MGA) to a small garage in a mews quite near the Natural History Museum, in London. The owner's name eludes me now, but he was one of the High Priests of tuning, rallying and racing Healeys. Long gone by now. Anyhow, the stairs up to his grotty little office were lined with pictures of Healeys going sideways round Alpine bends and open bonnets with mechanics praying over a bank of Webers. All cars having a mass of lights on the front and a 10ft Swede at the wheel. That's what I wanted. Not the Swede, the other stuff.

Works Healeys ran on 3 Weber 45 DCOEs, type 9. Made in Italy, by Weber. Not like the modern 13s, made in Spain by God knows who. The old 9s are better made than the new 13s, need less care and attention and they fit together properly. And, if you can find them, they're cheaper. So, I decided to get three Webers. Nearly all second hand Webers come in pairs, off 4-cylinder cars. I had to buy two pairs with a view to the eventual disposal of the odd one.

As ever, let me digress. I bought two pairs. One pair came from Michael Salter, who I've mentioned before. In Canada. The other pair came from a tuning shop in Wales that specialized in rallying Fords. The details are a bit hazy now, so forgive any mistakes in the banking procedures. A day or so into the purchase, my wife ambushed me.

She, rather stiffly, "Simon, what are you doing paying money to the Carmarthen Escort Agency?"

Simon, "You're joking. I've never dreamt of such a thing. Let alone in Carmarthen!"

Wife, "Well then.....what's this all about?"

Simon, "I've no idea. We'll stop the cheque and see who squeals".

And, about a week later, there was an angry Welshman on the phone, "Where's my money? You stopped payment. You've got the Webers..etc"

Simon, "But I paid you."

Welshman, "You did. I got the cheque but it was stopped".

Simon, "I'm lost". Then the penny dropped. I'd thought that the name "Escort Agency" was part of a scam....I knew I'd never been to Carmarthen, let alone dallied with an escort there. So, without trying to work out the exact machinations of the scam, I'd stopped the payment. I told said Welshman that he'd picked a silly name for his bank account and wished him well with it. I sent him another cheque and Alexa, my wife, believed me, so all was well.

Webers are quite complex and there is a seemingly infinite variation in the way they can be assembled....masses of funny looking brass bits that screw in....Choke Venturi, Auxiliary Venturi, Main Jet, Air Corrector, Emulsion Tube, Idle Jet, Needle Valve, Pump Jet, Pump Spill. And, the carbs being twins, there are two of each item per Weber. It is virtually sufficient to get precisely the right parts and screw them in. There is very little adjustment to be done once all the correct components are in place. One can "tweak" an SU with minor twiddles of a screwdriver but one tweaks a Weber by swapping, say, the emulsion tubes. One does not really need to know exactly what each bit does, as long as it's the right size. I did teach myself the fundamentals but I'd need to repeat the exercise if I were to start again; I read and understood Hawking's "A Brief History of Time" but my comprehension lasted for about an hour. Same with Weber manuals. I took advice and did a lot of research before buying what seemed to be the correct bits for my three carbs. I then bought the inlet manifolds and linkage. All from America; if the shipper can be persuaded to write something like "parts for 60 year old British classic car" on the package, HMRC will usually leave you alone. They were about half what UK suppliers were charging.

I have kept my final size settings if anyone wants to try Webers. They would be a useful start point. Likewise, a mass of my research files....manuals, diagrams etc. Contact me via The Editor.

My initial aim was to achieve an average setup, something that would run and get me up to a professional tuner with a rolling road. That's what I did. It started; it ran but it struggled. However, I got it to the Tipton Garage and they, father and son, sorted it out. They're very decent; they've got boxes of Weber bits and simply swap your, say, Emulsion Tubes for theirs etc. After about three hours, the



car was running well, at about 150bhp as against its 132 from the factory. Nothing too fierce or demanding. It could probably have achieved more but it was set up to be a day-to-day driver.

"They" say Webers work best with Ram Pipes and some say "the longer the better". The argument is between **more** air (short ram pipes) and **fast** air (longer ram pipes). Anyhow, I wanted long ones, like the rally cars, like the photos in the mews 50 or so years ago. (It's my toy and I'll do what I want with it!) Those pipes require a bit of surgery to the engine compartment, nothing too drastic. In fact, if you are lucky enough to have a local genius with a Plasma Cutter and a spray shop, you'd never notice.

Performance? Very much better at higher speeds. Rather, much better at higher revs, which is not necessarily the same thing.

User friendly? Bit like a Japanese motor bike...you have to keep the revs up.

Economy? Maybe not quite as bad as the worst predictions but still pretty awful if you're in a hurry. But it does hustle along! Jumping from, say, 70mph to 80 is much quicker. (Allegedly!)

Finally, where are we now? I compiled the above, mostly in note form, 2 or 3 years ago. The saga continued. Over my time with the Healey, I'd put in a 3:54 differential to give the car "longer legs", more relaxed cruising at modern speeds. And, after turning my original, 22%, overdrive into shrapnel, I replaced it with a 28%. Even longer legs. That's all very well and it *did* cruise well, quieter and less work for the engine at almost any given speed. (I never knew how or why the overdrive gave up the ghost so drastically. The usual culprit is a failure on the gearstick switch allowing one to use overdrive in reverse gear. Fatal.

But that switch checked out 100%. It's a puzzle). Anyhow, the 3:54 and 28% meant that, by the time I was using sufficient revs to get the Webers on song, I was practically over the legal limit. Also, by the time the Webers were really doing their thing, I was approaching "Go straight to jail and don't pass Go." So, to cut a long story short(er), I put the three HD6s back in, per the picture on the left. Quite a few of the experts with whom I've corresponded over the years have commented that three HD6s is the best overall carb setup. A sort of kindly compromise, nothing too extreme. Three HS4s (1½") are tricky and not as powerful as you'd hope. Three HD8s (2") are OTT unless one's being pretty extreme and, if one wants to be that extreme, three Webers seems to be the universal choice. Of course, all of that is moot without a proper exhaust setup....



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