



Healey DRIVERS' CLUB

Spring 2022

HEADLINES from HEALEY

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



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A BIG Welcome to New Members

Adrian Tredinnick
Simon Sharp

Devon
Warwick

AH3000 BT7
Looking for a Healey

and Welcome back to

Bill Piggott

Herefordshire

100BN1

Plus apologies to our new Australian members whose names

should have read **Neil Tregea & Judith Patricia Dooley**

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 – Woops! - Spectacular 1955 photograph of the Seaton Healey, upended "en route" to Australia. Despite this, they still made it – see page 17 for the full story of this little-known Healey adventure.



HEADLINES FROM HEALEY

The magazine of the HEALEY DRIVERS' CLUB



Healey Drivers' Club Committee

President: Peter Healey

E: president@healeydriversclub.co.uk

Vice-President:

Clive Baker (Torquay)

Chairman & Events Secretary:

Chris Selley (Newton Abbot)

T: 01626 367888

E: chairman@healeydriversclub.co.uk

Vice-Chairman

Paul Williams (Tavistock)

E: vice-chairman@healeydriversclub.co.uk

Treasurer:

Jenny Ellis (Bognor Regis)

T: 07798 555472

E: treasurer@healeydriversclub.co.uk

Secretary:

Mike Huish (Woodbury, Devon)

T: 01395 232696

E: secretary@healeydriversclub.co.uk

Membership Secretary:

Dave Haslam (West Mersea)

T: 01206 385273

E: membership@healeydriversclub.co.uk

Magazine Editor:

Rod Graham (Oxfordshire)

T: 01993 772372

E: editor@healeydriversclub.co.uk

Or rod_graham@btinternet.com

Regalia Secretary:

Mike George (Torquay)

T: 01803 616374

E: regalia@healeydriversclub.co.uk

Social Secretary:

Mike Shaw (Exeter)

T: 07702 005995

E: social.sec@healeydriversclub.co.uk

Competition Secretary:

Paul Williams (Tavistock)

T: 01822 810001

E: comp.sec@healeydriversclub.co.uk

Safeguarding Officer:

Mike Shaw (Exeter)

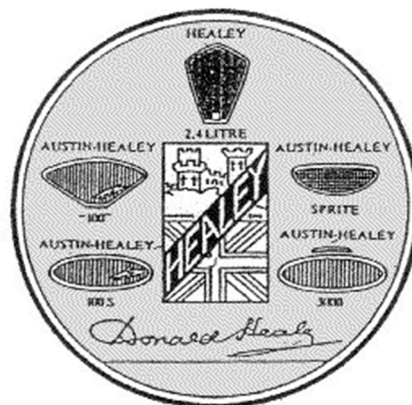
T: 07702 005995

E: safeguarding.officer@healeydriversclub.co.uk

Webmaster:

Steve Day

E: stevedayHDC@gmail.com



Monthly Meetings: 8.00pm onwards

SUBJECT TO ANY LOCAL OR NATIONAL COVID RESTRICTIONS

- **Second Thursday of each month** -

The Plume of Feathers

Mitchell, Cornwall, TR8 5AX

- **Second Tuesday of each month** -

Bird in Hand

Whiteoak Green, Nr. Witney,
Oxfordshire, OX29 9XP

- **Last Wednesday of each month** -

The Star Inn

Old Liverton Road, Liverton
Newton Abbot, Devon, TQ12 6EZ

Magazine Contributions to:

Rod Graham
Newlands Cottage
43, Newland
WITNEY
Oxon,
OX28 3JN, or email as listed left.

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PRES SEZ

A welcome Spring is now approaching, the daffodils are in bloom, and I have taken the Sprite out for a few runs - and thus far she has been running really well. Fingers crossed that it continues. The improved head, camshaft, pistons, exhaust manifold, and larger carburettors make a noticeable difference and improvement.

The Club dinner in Devon is fast approaching, and in May we have the annual Meeting, this year at Shrigley Hall in Cheshire. This Georgian country hotel is situated on the edge of the Peak District National Park, and is set in over 260 acres of grounds, with its own spa and golf course.

I am really looking forward to both events. At the time of writing, I believe that Dave Haslam has a few vacancies for Shrigley Hall, so if you would like to come, do get in touch with him as soon as possible, as he is confirming final numbers with the hotel now. Dave has a really varied and interesting programme of visits, and drives, scheduled for the event.

Hans and Ria van de Kerkhof, the founders of the Healey Museum, will be joining us from Holland, and will talk about the Museum. This year it celebrates its tenth anniversary. If you have not yet been, I do recommend a visit. It is a remarkable collection of cars and artefacts, and is located in a lovely part of Holland, not far from Amsterdam.

Also at the May event, we will celebrate a few notable Healey anniversaries. It is seventy years since the launch of the Healey 100, and also seventy years since the Nash-Healey won its class at Le Mans - and finished third overall. I hope you will enjoy the wine, for which we have produced two commemorative labels uniquely for this event. Our thanks for the artwork go again to Nick Beringer, the Cornish artist who always designs our Club Christmas card.

It is hard to believe that it is also fifty years since the launch of the Jensen-Healey. Bic used to bring a demonstrator home each evening, and I was fortunate enough to use it as well, much to the envy of my friends. My own and first car at the time was a 1949 Austin A40 Devon, which Bic had taken in part exchange for £19, and sold to me at cost. A choice of driving the Jensen-Healey or the A40? No competition!

It is surprising just how frequently Healeys appear on TV ('Call the Midwife' and the 'Antiques Road Trip' come to mind) as well as in adverts.

One of the more interesting recent examples is a brewery, the Cottage Brewing Company, near to me in Somerset. They made a fine beer and named different brews after different models, and which appeared on the beer pumps.

The pub link to Healeys is of course nothing new. Bic designed and produced a number of beer coasters at the time the Frogeye and Healey boats were in production. You may recall the Club reproduced one a few years ago to celebrate the Frogeye's anniversary.

I hope that you are now getting your cars out of 'hibernation', and I look forward to meeting up again very soon.

All the best, Peter



CHAIRMAN'S WELCOME



Dear Members,

Welcome to the first edition of Headlines from Healey's for 2022. I would like to start by wishing you all the best for 2022 and hopefully you will be able to attend as many events as you wish.

It is looking so much better this year for a good attendance at up and coming events. We kick off with the Club's Annual Dinner on 5th March at The Dartmoor Lodge, Ashburton, TQ13 7JW. I expect that, when you receive this magazine the date will have passed – so, to everyone who made the trip (for some a long journey) I do hope you enjoyed yourselves and met up with friends you have not seen for some time.

I am hoping to attend the Members Meeting at Goodwood in April on the 9th and 10th and look forward to seeing some of our members at the meeting.

The Annual International Meeting is being held at Shrigley Hall, Cheshire SK10 5SB from 3rd to 6th of May 2022. I do hope you can support the Club in attending, catching up with other Healey friends and making new ones. If you haven't attended a Healey Drivers' Club event before and you're not too sure about what's involved, please contact Dave Haslam, our membership secretary, or give me a call. We always hold our Cornish Auction during the event and prizes for the auction are always very much appreciated. Of course, for members who are already booked in for this event, you could always invite a couple of friends to join you - even if they do not own a Healey. It might convince them to get their own Healey.

The Crash Box Club of Devon will be hosting the 47th Historic Vehicle Gathering at Powderham Castle, Kenton, where we will have our usual club stand. It is being held on the weekend of 9th and 10th July and the costings for this year are £17 per vehicle - covering both driver and a passenger. They are offering camping with showers for Friday and Saturday nights at £40 per pitch. It really is a great weekend. They have their own website just for this event if you are not sure what the show caters for.

If you would like to attend and display your Healey on our club stand, please send payment (made out to myself, C J SELLEY), you can either pass the payment onto me at a club night in Devon, or send your payment to 63 Aller Brake Rd, Newton Abbot, Devon, TQ12 4NL. I will need to receive all entries to myself by 15th May, so I can send one cheque to The Crash Box Club for all of our entries. Look forward to seeing you at Powderham. The organisers of this event always like to make a large charity payment, in 2019 they were able to donate £20,000. To local charities. This year's charities they have selected are Pete's Dragon of Exmouth; FORCE Cancer Charity-Exeter; and St Petrocks-Exeter.

The Silverstone Classic this year will be taking place during the weekend of 26th to 28th AUGUST and we will be sharing a stand, once again, with our very good friends from The Association of Healey Owners. The club entry discount code is 003CCDP22, in case you have not yet booked your tickets. I know some members have had a problem buying their tickets online, but Silverstone have confirmed the code is correct but they are using a different system this year just to confuse everyone.

Many thanks to everyone who supplied our editor Rod with all the interesting articles that filled our last HDC magazine and to Dave Clarkson for giving our front page a different look for the winter edition, I do hope you enjoyed the read.

As you know from the last magazine, we have a new Treasurer "Jenny Ellis" who has officially taken up the role as Treasurer from the start of this year, I hope you enjoy your new role. Jenny's contact details are on the committee page (Page 4) and Stuart - I hope you enjoy your retirement and your Healey more. Many thanks once again, from all the committee and the members for all your hard work.

Before I finish, I would like to thank all of our hard working committee and this year, in particular, Dave Haslam for all his hard work in organising the International meeting in May. Thank you to all our regular sponsors for advertising in the magazine and Congratulations most go to Austin Healey Spares in Celebrating 50 years in business.

Welcome to all of our new members to the club. I hope to meet up with some of you, during this year.

Wishing you all a good year with plenty of Healey motoring.

All the best,

Chris.



At last, I think that there is light, for us, at the end of the Covid tunnel. I do hope that we will all be able to get out and about in our Healeys, especially as we all know that inactivity is the enemy of the Classic car.

I am sure that you were impressed with the cover of this issue. What a terrific photograph. Let me explain a little of the background. During the depths of Covid, I heard from a chap called Peter Medley, who was looking to see if anyone in the Healey world, was able to shed any light on an extraordinary drive, which had been undertaken, back in 1955 – a Drive, in a Healey, to Australia. Peter, a Classic Car man himself (and a Saab owner – but we'll forgive him that) was asking on behalf of his friend David Seaton, whose father had undertaken the trip. David had uncovered a treasure trove of photographs and documents, after his father passed away and had begun to piece it all together. Whilst we did not find very much over here, I contacted Pat Quinn in Australia and he was able to shed some more light, tracking down several newspaper articles – although these mainly applied to Mr. Seaton's subsequent visit, 2 years later in 1957. However, after David shared the photographs and some documents with me, it became clear that this really was a case of "a picture paints a thousand words". In the article starting on page 17 (and the cover photograph to this issue) you will see what I mean.

Member Colin Lennox-Jones found that, Peter Healey's piece in the last issue (Headlines Winter 2021, pages 22 and 23), struck a chord. Colin's family also have a long history with the Land's End Trial. Have a look at pages 11 and 35 to see what he has uncovered.

The HDC are always keen to help out – especially with Motoring events – despite the weather. David Clarkson recounts two such events – "the 2 W's" as Dave referred to them – the Per Ardua ad Infinitum (15), where the boys were stationed at the wonderfully named village of Wiveliscombe in snow and at Winkleigh in rain and mud (34). They're hardy chaps, these HDC boys, aren't they – and always with a smile.

We have a Healey, looking splendid at a photoshoot (12) and another two, helping out with a 50/50 French / UK lifestyle. Talking of "Splendid", Bill and Jack Rawles are keen to show off their new premises, at Bishops Sutton in Hampshire – so they're having a Big Opening Party on 2nd April – and you're all invited. See page 16 for details.

Ian Grainger has completed another of his very well researched pieces; this about the Jamaican, of which many of us were aware, without knowing the story. See "Fiber Fabulous" on page 25. We have another episode of our occasional series entitled "In His Own Words", this being a contemporary account, from the pen of Roger Menadue, of the Healey entries at the 1953 Le Mans 24 Hour race.

We have a bodge that worked a treat (29), a cautionary tale of Ethanol woes (39), as well as an excellent piece from Simon Lachlan, all about Overdrive problems being overcome (30). Also, sprinkled through the magazine, we have some snippets of what you have been up to. Prescott (8), approval by grandchildren (9), Springs (21) and member Steve Ridgway remembers both his Sprite and his long hair on page 42.

On page 41, we reveal details of the new Marque Registers, for Healeys – with details of how to register your car's details – to help us all to keep track of the Healeys which are still in existence.

The Club's AGM is coming up, in May. Are you the right person to offer a little of your free time, to help the Club? Please do have a look at page 14 and see what you think.

Don't forget that it is important to look good, when you are out in your Healey. Spare a few minutes to look at the Club's Regalia on page 36 – and get your orders in to Mike George, in time for the improved weather - and Mike says that he still has a few of the very popular black and red HDC Baseball Caps left, if you want to grab one.

Lastly, if you have not already done so, there is still time to get tickets booked for the Silverstone Classic "End of Summer Celebration", scheduled for 26th to 28th August this year. The Club booking code is on page 10 with details – and remember that the Club ticket, also gets your Healey inside the circuit centre, for parking in the HDC reserved display area. This year, we once again share our area with our friends at the Association of Healey Owners, so there is guaranteed to be a fabulous Healey display.

Rod

Editor - Rod Graham

Newlands Cottage, 43, Newland
WITNEY, Oxon

OX28 3JN

rod_graham@btinternet.com

or editor@healeydriversclub.co.uk

Please send me your stories
and photographs



CLASSICS AT PRESCOTT

Back in September 2021 we took part in the Classics at Prescott, a charity event arranged by Winchcombe Rotary Club. It was a non-competitive no-helmets event involving a wide range of cars, both pre- and post-war such as a Singer 9 Roadster, Ford GT40s, Escorts and TVRs, to name only a handful.

Jane and I had visited as spectators in 2019, having heard about it too late to take part. We noticed then that there were few Austin-Healeys, whereas some other models, like Triumph Stags were out in force.

This year there were again few Healeys and lots of Stags, but it was fun taking part as I had not been up a hill climb before and the steering no longer had an odd spot since the box had been replaced with a new one from Denis Welch.

Entry included two runs. We managed to secure a couple more, on the last one it looked as though we'd be closing the course for the day until a Marcos slipped in just before the gate was shut.

I expect we'll be there next year again.

Best wishes

Anthony Prosser



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THE GRANDCHILDREN LOVE THE HEALEY

John Vosper's Grandchildren were fascinated to be shown his new Healey, when they came to stay recently. They live with their parents in Norbury, South London and, after a quick phone call to check that they didn't mind (the car has no seatbelts), the kids were taken for a run out, in the back seats.



ED – John, a Sprite man for many years, has told me that he has decided to sell the 100, as he is still too much in love with his beloved Sprite – and he only has one garage!

After the run, which included driving through a ford (which they loved), Yoshi (6 years) and his sister Ninako (11 years) declared the Healey to be both "evil" and "wicked" - which, as you can imagine, pleased John, no end.





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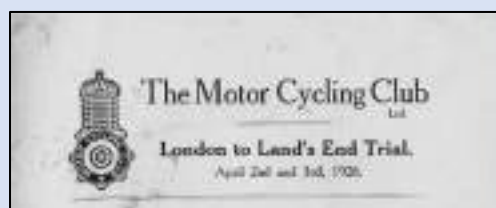
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Jones Family - Land's End Trial

1926 - 1966

40th Anniversary Run in 1966



1926 - My Father's Solo P&M Panther (124) at Beggars Roost

1926 marked my father's first Land's End Trial entry. He rode his P&M Panther (solo), winning his first "Gold" in this arduous 317 Mile event. The route included a fuel stop at Healey's Garage in Perranporth, where a "five-minute late limit was to be noted – for Gold Medals" with a note that Tea would also be served.

"To commemorate Father's first Land's End event in 1926, 40 years later in 1966 - it was decided to enter the Land's End Trial with our Austin Healey Mk.I Sprite (948) as No.138 - suitably altered to cope with the event. Raised suspension, exhaust system bolted to the floor, sump and petrol tank protected.

We were successfully awarded a 1st Class award (the Gold standard had disappeared) and were only beaten by one other competitor - a certain John Chatham (No.126-Austin Healey 100—No.126) and only by 0.2 second.

It would be interesting to know if any other members have ever taken part in the MCC Land's End Trial."

Colin Lennox-Jones.

Distance Miles	Countdown Osc. Unit	Place	Mileage	Total Mileage	Notes and Instructions
0	0	LAUNCESTON	0	234	START at schedule time. Follow A 30.
1	0	Bodmin	22	256	Straight through town by Fore Street, to Lanivet, and follow A 30.
2	42	Fraddon	12	268	Beyond the Avelon keep R. through Summercourt, following A 30.
3	54	Mitchell	4	272	A mile beyond Mitchell, R. and again R. leaving A 30 at signpost Perranporth 4 1/2 miles.
4	15	PERRANPORTH	7	279	CHECK and SIGN at Healey's Garage. Five minutes late limit for Gold Medals. Stop and Re-start. Petrol available. Tea at Garage.
5	30	Ditto, re-start	—	—	Re-start in programme order at schedule time. Cross bridge, 2 m. out R. leaving main road, N.W. at cross roads, R. at next corner, and down for steep narrow descent through Cross Cornbe and by acute hairpin to control in valley.
6	40	Trevellas Porth	2 1/2	282	Stop before bridge. No signing. Re-start at once on marshal's instructions, to climb hill, about 600 yds. in length.
7	—	Blue Hills Nine	—	—	NON-STOP to summit. At summit straight on. Descent to Pterville. Square R. at bottom, again R. at fork marked "Quay 1." In St. Agnes Quay, at Quay's Square turn L. on long slope. At summit turn R. when road T's. Immediately after, at fork, L. to Higher Sal. Here turn L. at crossroads cross roads, and later follow R.P. marked Porthleven, and R. by Victory Inn.

1966 - 40th Anniversary Run
Below - Chatham's BN1 only beat the Jones Sprite by 0.2 seconds
Right - The Jones Sprite at Blue Hills



On his way to winning a first-class award is John Chatham, competing in the Land's End Trial. John bought this BN1 as a write-off and rebuilt it as a highly competitive trials car using oversized wide rim wheels, raised suspension, and thick steel sump guards. Another West Country member, C. Lennox-Jones, also won a first-class award on this year's event driving a Mark I Sprite





QUARRY

PHOTOSHOOT

Jonathan Woodrow



HDC Member Jonathan Woodrow asks – “What does an Austin Healey have in common with a Lancia Stratos and a Noble supercar? For that matter, a Corvette, a Ferrari, a TVR, an Ultima or a VX220?”. The answer is, the owners are all members of ‘Propulsion’, a relatively new car club that celebrates rear wheel drive two seaters, and were invited to attend a rather unusual event.

Incidentally, the club logo also mentions lightweight. So, my BJ7 technically has two issues. It is (just) a 2 + 2 and ‘tips the scales’ at around 2,550 lbs. (about 1,150 Kg), making it a tad heavier than the founder first contemplated. Thankfully for me, he is keen to include members who are keen about their steeds, and that tips me the right side of his emotional weighing scale.

Bertrand, who founded the club, initially organized early morning runs and the odd breakfast meetup. You know, a bacon roll and a coffee, kicking tyres and exchanging stories and ideas before the early morning mist rises and the ‘normal’ traffic gets out on the roads. He then decided he should develop the choices: track days, public car displays, a weekend in France (his home turf), a club day, and even special one-off events. If you are curious, you can get more of a flavour of what the 500+ members own and get up to at <https://www.propulsionclub.com/>

One day, with ‘lockdown’ rumbling but not preventing outdoor events, and desperate for any opportunity to get out, I received a message. “How would you like to drive your car to a working quarry, somewhere near Maidstone, for a photoshoot?”, he asked. “The quarry won’t actually be working on the Sunday”, he assured me. “We’ll have the whole place to ourselves and some amazing backdrops”, he enthused. “Just bring along a few beers to thank the quarry men, and something for the photographer”. Perhaps something for Bertie too, I thought. After all, this was a pretty unique opportunity (he hasn’t managed to repeat it yet...).

And so, it came to happen, on a very wet October day, after a stormy night. I pulled ASJ (my Healey) out of her warm dry garage before



sunrise, pressed the starter and headed for the M25. Unusually for me, hood up. Wellington boots and old towels thrown in, just in case.

Absolutely necessary, as it turned out. The quarry roads might be pretty solid but also coated in a layer of grey mud. Not being part of the convoy from the South East, I headed straight for the meeting point outside the quarry gates. First there, but not for long. Soon the sounds of the convoy could be heard blasting the last few hundred yards up the hill to the gates. Yes, definitely the right place and date.

We were encouraged to drive in slowly, so that low slung cars better coped with the undulating surface, and perhaps keep the cars a little cleaner for the first photo. You can see how the car collected mud (inside and out...) as the morning progressed, trying different backdrops and setups. Some of the photos are official ones and some which I took myself.

As the shoot progressed and different cars finished their turn before the lens, the Lancia Stratos (a father and daughter team in full rally gear) decided it was time to properly test out 'the stage' conditions. It then became clear that the quarry men were quite happy for us to 'explore' the site. The French code for parade laps at the Le Mans Classic, "in any gear, Monsieur", sprang to mind. This Healey driver was certainly not going to be outdone and gave chase, in a somewhat sideways manner, that showed little respect for the underside of the car but was a lot of fun. Not so fun was the pressure-washing session that followed after a safe return to home, or the carpet drying session. Note to self: if ever this car comes up for sale, remember it has been rallied, briefly!

The proof of the pudding is in the viewing. I hope you enjoy the photos of weird and wonderful quarry machinery, stark cliffs and barren landscape, providing an unusual backdrop to the star of the show. Quite a unique way to capture the beautiful and elegant lines of an Austin Healey 3000.

Jonathan Woodrow



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- NOTICE -



ANNUAL GENERAL MEETING OF THE HEALEY DRIVERS CLUB



COULD YOU OFFER A LITTLE OF YOUR TIME, TO YOUR CLUB?

The Club's Annual General Meeting is usually held each year before the start of its Annual International Healey Meeting. This year's AGM will be held at 2.00pm on the 3rd May, at Shrigley Hall Hotel, Cheshire.

This is an opportunity to voice your opinions on how the Club is run, and to determine who should hold the various committee positions within the Club. Could you be the right person for one of these roles?

There are many areas of the Club's activities, where you might feel that you could help – either by offering yourself to take on one of these posts or offering to assist. Please give some consideration as to whether you might have the enthusiasm to help us with a little of your time.

We are looking for members to put themselves forward for roles on the Committee (to be nominated and voted on at the AGM) or to offer their services to help out in other areas – all of which are listed on page 4 of this magazine.

For instance, you may be interested in increasing the Club's social activities in your area of the Country, or you may possess some journalistic or publishing skills which might help the Editor with the production of the magazine. You might possess specific knowledge in areas that would enhance other Club activities, or have ideas about how some of the Club's roles might be combined. We currently have vacancies for Membership Secretary and Social Secretary.

Please give this some thought and if you would like to put yourself forward, or find out more, contact Chris Selley (chairman@healeydriversclub.co.uk). Your copy of the AGM Agenda and Nomination Form is enclosed with this issue.

It's your chance to stamp your mark on your Club and to help determine its future!

PER ARDUA AD INFINITUM

(Always take the hard way)

BRAVE HDC MEMBERS, BRAVE THE ELEMENTS, TO
SUPPORT HERO'S BRAVE EVENT

and "Hacker" Clarkson took his typewriter along, too.



The Per Ardua Ad Infinitum Rally [PAAI] was held in the West Country commencing at midday on Friday January 07th and on into Saturday January 08th - with a start and finish in Taunton, Somerset on both days. The event is over 300 miles and encompasses 14 Regularities, 17 Tests and one TC at Smeatharpe airfield. Out of 50 entries, only 41 cars actually finally took part - partly due to Covid.

The HDC Marshals from the LE JOG had decided to do the same for this Rally and again two teams were made available.

Team 1 - David Clarkson , Roger Ball, Chris White and Mike George were allocated a Control near **Wiveliscombe**, Somerset, deep in the Quantock Hills - which opened at a civilised hour of 2:48pm.

Team 2 - Mike Shaw, Chris Selley, Rob Harvie Clark and Haydn Davies were unfortunate and not allocated a Control but placed on standby in case some marshals were not available due to sickness.

Team 1 set off on a very wet Friday morning on an hour-long drive northward, to the Control. As we progressed up the M5 the skies grew darker, and the temperature began to fall. As we drew nearer to **Wiveliscombe** it began to snow as we headed into a more rural area. Somerset's green fields disappeared under snow and apprentice navigator Clarkson, looking for place names, road numbers as well as map reading - missed the right down a country lane. We turned around, found the turning and ventured off into the countryside.

We had agreed to meet Haydn Davies, who had decided to join us, at our Control Point. Just as Apprentice Navigator was counting off the byways and lanes to find our next turn, his mobile phone rang. It was Haydn; he was already there and was phoning to warn us of an approaching Royal Mail van and that a Council Lorry was also on the road to the Control. As he was talking, the Royal Mail van shot out of a turning and disappeared up a farmyard. There had not been time to tell our driver, Roger Ball to make that turn so again we had to drive on before turning round. The snow was still falling. We found the turn, took it and then took another. As we drove down this lane there were cries from driver and passengers, that this was a private road into a Farmyard - and that we had again gone wrong! As all you rally drivers know, "listen to your navigator", who calmly advised the driver to continue through the muddy yard. Eventually we caught sight of Haydn standing at the Control ahead of us.

From the Control Information Sheets we found the correct place at the end of a Farmyard wall. Roger aimed the car onto the snow-covered grass and out we got. We all struggled to get into our wet gear and boots as the snow kept falling. Eventually, with all

suitably attired, out came the Thermos for a warm drink.

The Clock Car came and was swiftly followed by the Course Car so we were all ready to meet the first rally car. We waited but no car appeared. We knew we were in the correct location. Then the mobile phone rang again. It was the Chief Marshal telling us that due to the bad weather on a hill before us, the stage had been closed! Apparently, some modern cars were having difficulty negotiating the hill.

We were a bit cautious about this phone call, but it seemed to be the real thing! So out came the picnics and thermos flasks again for some food and drink, although someone, who shall not be named, had left their sandwiches on the kitchen table. We removed all our wet gear, as it had stopped snowing then.

As we drove through the snow again at **Wiveliscombe**, we saw that 3 rally cars were behind us. We decided to let them pass and then see if we could follow them to somewhere so we could see some more cars and action. By the time we had turned round, drove up a snow filled lane and come to a junction, we had lost them - so it was decided to head home.

It was about 2degrees Centigrade but, as we headed down into Devon, the snow stopped, changed to rain and warmed up to 8 degrees! ---A strange day---

On Saturday we were to meet at the Honiton Showground to run a Test Finish Control and also to observe some of the route around the cones. Rain today, rather than snow.

On our arrival Roger Ball decided that Team 1 had to check the test circuit, so we drove round it to our "Test Finish" where we met one of the Test organisers. Team 2 with Mike Shaw and Mike Huish, of course, also "had" to check that the test track was in good order.

There were two tests on one track which caused some confusion to Rally crews and to some HDC Marshals - who thought some other HDC marshals were sited in the wrong place!!

We sorted ourselves out. Haydn and Martyn disappeared to observe the cars around some of the cones, whilst Mike Shaw and Mike Huish were doing the same near the Test Finish.

Mike George was the lucky one though, as he remained in the car - writing up the car numbers and times - to be handed in to the Clock car, at the end . The rest of us were outside, manning the clock and recording the times at the Test Finish. It never stopped raining all day until about 4.30pm, but 36 cars went through the Time Finish Control.

Both HDC Teams retired to a local hostelry when it was all over. This place also happened to be a Stop for the Rally, so we had chance to see some of the cars.

BIG OPENING PARTY

SATURDAY 2nd APRIL

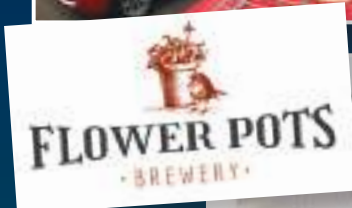
GATES OPEN
from **13.00**

Arrive anytime and enjoy the party!

This is an open invite to attend our **BIG OPENING PARTY** to celebrate the launch of our new workshop.

BILL RAWLES CLASSIC CARS

OLD PARK ROAD, BISHOPS SUTTON, HAMPSHIRE SO24 0JG.



HAMPSHIRE

Bill Rawles
CLASSIC CARS

13:00 - Gates open

13:10 - Roll up, roll up... tea, coffee, bar opens

14:30 - Official opening, speech and start of workshop tours

15:00 - Classic Car Show judging. Awards include... people's choice, the most unique appearance and furthest distance travelled!

15:00 - Food laid on from Bill Rawles Classic Cars by outside caterers, big pan dishes

15:30 - First set from 'The Audacity' Band featuring Bill McDonough from Hardy Engineering Leatherhead! (the-audacity.co.uk)

16:30 - Afternoon tea and cake

16:30 to 18:00 - Band continues

18:00 onwards - Bar, music and socialising into the night

There will be sufficient cover should the great British weather give us its best... so come rain or shine, we look forward to welcoming you on the 2nd April 2022!

THINKING OF MAKING A TRIP OF IT?

CAMPING - This can be available on request

HOTELS - 10 mins away - Holiday Inn Winchester, Hotel Du Vin Winchester

TAXI COMPANIES - Alton888 (01420 88888) Wilson Taxis Aton (01420 87777)

WE ARE PLEASED TO WELCOME OUR GUEST OF HONOUR PETER HEALEY!

OLD PARK ROAD, BISHOPS SUTTON, HAMPSHIRE SO24 0JG.

T: 01420 564343 or 07763 362470

www.rawlesclassiccars.co.uk

We've tried to make the event as free as possible laying on all aspects from a band to marquees, tea, cakes and refreshments as well as food and catering FOC. However, the bar and soft drinks will be provided by the Flowerpots Brewery, and this will be a paid bar.

to AUSTRALIA - by HEALEY

- by ROAD

A 1955 Adventure

[illegible]

In early August of 1955, Kenneth Seaton took delivery of his brand new Austin-Healey 100, registered OOG 803. It wasn't the first 100 that he had owned - he'd recently sold his first. The new car was painted in British Racing Green and Kenneth collected the car, from the DHMC's Warwick factory and took it back to his very comfortable home in Tredington, near Stratford-upon-Avon, to be introduced to his Morris Oxford estate and his Volkswagen.

The new Healey though, was supplied with a few changes to the standard specification. Modifications had been made to the ground clearance, which had been increased by 2 inches, by the clever alteration of the sump and the springs (which were also specified as much stiffer than the standard car). An enlarged 15 gallon petrol tank was also fitted.

Kenneth Seaton, then 48 years old, had a comfortable life living in a pretty village on the banks of the River Stour in Warwickshire – but his life was about to be changed; changed by a great adventure. It was noted that Kenneth had only had to pay £750 for the car, because the tax was knocked off at purchase. The car was to be taken abroad and not returned. It was to be sold – in Australia.



Kenneth was the Managing Director of a Birmingham based Gentleman's Outfitters, called Thrussells' – a name which some might recognise, as the maker of the Thrussells'



Ready for the off - Kenneth Seaton and John Monks in the Healey 100

"Silverstone 12" Motorist's coat. He had plans to open a branch in Australia – and he had a plan for a unique way of getting there – by road! Having found that he was encountering some difficulty in persuading someone to leave their own comfortable life and join him, as co-driver on the trip Kenneth, cleverly wrote to an Australian Newspaper, asking if they knew of anyone looking for a trip home – and who might be interested in joining him, on the 9 or 10 week trip. As a result, Kenneth met John Monks, a 24 year old journalist, working for a National Newspaper in London. Monks wanted a one way lift out to Australia, to collect his mother and bring her back to London.

Naturally, during the planning stages for the drive, Kenneth wanted to seek some experienced guidance. Malcolm Smith's "Motoring Notes" column of a Birmingham paper takes up the story. "For advice, Mr Seaton has spoken to Mr Ken Wharton, who drove an Austin from the Arctic to the equator, but he can find no one who has covered his route which is; France, Switzerland, northern Italy, Yugoslavia, Greece, Turkey, Syria, Iraq, Jordan, Persia, Pakistan, India, Ceylon, and then by boat from Colombo to Fremantle, and then road to Melbourne". Access to money "en route", also had to be carefully considered. We know that "The cost of the journey is difficult to estimate, but they are trying to get the government to increase the currency allowance which is only 140 pounds for the two". We do not know if he was successful in achieving this.

Kenneth and John set off, from Birmingham in the Healey on the 23rd August 1955 and you can follow their progress (in the mileage listing in this article) as they crossed continents, on their epic journey, with their mileage chart taking up the details, from St. Quentin, in Northern France, which they reached on the 6th September 1955.

As you will see, during the course of the journey, they took many photographs to chronicle their trip. Monks took notes and wrote articles, one of which has been found. Whilst on a stop in Salonika (Thessalonikia) in Greece around the 28th September 1955, Monks submitted a wonderful piece to the Express, giving a flavour of their drive across Yugoslavia and into Greece. Entitled "Where GRAPES greet a car that's NEW to Tito-Land"

"Watermelons, honeydew melons, rock melons and grapes - big bunches of green and purple juicy grapes. Our dusty little sports car is loaded with them as we pass from Yugoslavia into Greece on our 13,000 mile trip to Australia by road. Football officials who drive Rolls-Royces in Hungary would have been jealous of the reception we got in Tito's Yugoslavia. Everywhere people who had never seen a British sports car before stopped to gape. Traffic was halted in the cities and villages and grey uniformed police moved us on even before we had time to ask the way. The melons and grapes were piled on us every time we stopped to let a Bullock cart pass in the tumbledown little villages of southeastern Yugoslavia. If we did not stop, laughing peasants in patched baggy, Turkish style trousers would pelt them at the car. So after a while we always stopped. Not even the most ragged child would accept a Dinah - about a farthing - for the fruit. "Be kind to tourists" Tito has ordered so everywhere we were greeted with a smile and a stiff precise guards salute."



Belgrade



Ken shaving in Baghdad



Racing across the Iraq desert



The man (centre) who travelled 150 miles with us, to help us cross river beds



Being dug out of the Iran desert after being stuck for eight hours



Monks also told of an encounter with a Wolf. "We stopped for the night at a camping site near Ljubljana (Slovenia). I had the seat of my pants torn by a young wolf which had not heard from Tito's be-friendly policy" he wrote, before explaining the condition of local roads – "The road to Zagreb was full of potholes but we did not notice them as we waved to the pretty girls who were shovelling road metal into the holes. The children were hard at work. One house we passed was being built by people who looked like the family Giles, with grandma mixing cement and mop-haired children dropping bricks from the scaffolding. The concrete autobahn from Zagreb to Belgrade is one of the best in the world but, although we cruised at 80 miles an hour for a long way, the going was hazardous. Flocks of geese, herds of cattle and droves of sheep also use the Autobahn and, as there are few cars in Yugoslavia and not many tourists drive that far, ox-cart drivers think it is safe to sleep while the oxen find their way home. Screaming brakes soon woke the drivers and stir them into action. In Belgrade the danger came from old ex-London buses hurtling round corners with dozens of standing passengers on top".

John hoped that, with 11,000 miles still to cover to Melbourne, "there are no more roads ahead like the last few miles of dusty, bumpy Yugoslav tracks" – but, of course, there would be – although there would be no shortage of helpful friendly people! "Over the border into Greece - and still more friendly policemen. At the frontier barrier which people lift themselves when they want to drive under, an officer insisted that we pitch our tent on his front lawn for the night. In return we gave him what? - some melons".

This trip would, quite obviously be an adventure – and a real adventure it was.

They needed to be dug out of sand, helped onto make-shift ferries to cross rivers and found themselves relying heavily on a very kind man, in Ceylon, who repaired the Healey after a disastrous crash which saw the Healey upended, onto its nose in a river bed – in quite spectacular fashion. One man also rode with them for 150 miles, carrying his shovel whilst sitting on the back shroud of the car, to help them cross riverbeds.

On the stretch between Damascus and Bazrah, distances



of some 400 to 500 miles needed to be covered, with fuel supplies unavailable.

Slung round the body were "four 1-gallon canvas bags of water and a dozen plastic petrol containers", remarked Malcolm Smith in his original article, going on to explain that "any breakdowns in such country and it might be three days before help would be available", although this part of the route would follow Nathaniel's Bus service, so there is a chance of numerous hands to help push".

And, on they went, through the sand and the dust, the potholes and the floods, camping by night next to the car.

Around the 18th November, they arrived in Ceylon and made their way down the Island, to catch their boat – the RMS Arcadia, which would take them to Freemantle now a part of the Perth metropolitan area, in Western Australia. This though, did not mean that their drive was completed. They still had to navigate the Nulaboor Plain, eastwards from Perth across to Adelaide and then on to Melbourne - a further distance of some 1720 miles, which took



them another 11 days. They arrived in Melbourne around the 3rd December 1955.

They set off on the 23rd August and arrived in Melbourne on the 3rd December 1955. Kenneth Seaton, John Monks and their Austin-Healey 100 – OOG 803 had made it – an amazing drive – a real feat of endurance of man and machine, with help and kindness of so many, who had assisted them during the drive.

By Rod Graham - with a lot of help and original research material provided by the Seaton Archive, David Seaton and Peter Medley



ED - We knew that Ken Seaton visited Australia again, 2 years later and, with the help of Pat Quinn, were able to establish that he took part in the 1957 Round Australia Mobilgas Trial – perhaps more in a future issue

It started with.....



The next problem for was how to fit them? The solution was to ask neighbours HDC treasurer Stuart Self and Mustang "Sally" Quinn around for a coffee or two.

Right - Messrs Self and Quinn get on with the work whilst (allegedly) Haslam made the Tea!
Below - The finished article in the sunshine at Dawlish last year

.....Installing a V8 in a BJ8.

One problem that I didn't think about during the rebuild was the front suspension. The reality is the Rover V8 is some 75 kilos lighter than the original straight six and an aluminium radiator reduces the weight even more on the standard front springs.

The result of this weight reduction is the front of the car sits a little too high and the ride is very Morganesque, i.e. the front end tends to hop.

Trying to find replacement springs proved difficult until I contacted Alpha Springs in Sheffield. Fortunately they had all the details for BJ8 springs and after explaining what was required, the new ones arrived (£140 delivered) a couple of weeks later.



Excellent outcome!

Thanks Chaps

Dave Haslam

MY TWO



Bob, at his home in Brittany with his 1958 Healey 100/6

HEALEYS

Two Healeys - to match Bob Taylor's 50/50 lifestyle

I bought my first Austin Healey in October 2016 – a 1958 100/6, registered OSU 209.

As a young man I always admired, but could not afford, a Healey. Having been born and bred in Cornwall knowing the history of the car also made it more special to me.

In 2016 I was left some money from my parents will and, rather than spend it on expensive holidays or more renovation work in France, (which has already cost me a small fortune) I decided to at last buy my dream car, an Austin Healey.

I found just what I was looking for at a particularly good garage on the edge of the New Forest in Hampshire. Charles Ramsey who owns "Classic Connection" was great to deal with and I became the proud owner of OSU 209. I wish my dad had been around to see it, as we both spent many hours in my youth tinkering with my old wrecks and I got my love of cars from him.

Sometimes fulfilling your dreams can be a disappointment, but not in this case! I only fell more in love with my Healey.

I retired from a lifetime in the housebuilding industry in 2017 and now spend ½ my time in the UK and ½ in France, in the Morbihan region of Brittany, not too far from Vannes or Carnac.

One day while sitting in my home in France I was complaining to my long-suffering wife that my Healey never seems to be in the right place at the right time. She joked "well perhaps you should have two, one in France and one at home". Well, say no more!

I was straight on to the web looking for my next one. This time I was looking for a works replica Healey. As a young man I competed in a few Hillclimb motorsport events in my "souped" up Ford Escort and fancied something that I could have some fun with.

I found just what I was looking for on the "Car and Classic Auction" website so took the plunge and started bidding for the car. I must admit the bidding became quite competitive and then suddenly a note appeared on my screen "the bidding has ended, and you are successful". Well, I nearly fell out of my chair, I shouted to my wife "I've only gone and done it."

I have never bought anything like that before without even seeing it but on their website, they do have a very extensive description and set of detailed photos, but I was still very apprehensive, had I done the right thing!

I then had to contact the company and current owner to arrange delivery. I was comforted by speaking to the current owner who was absolutely "gutted" at having to sell but due to changing circumstances had no choice.

So, on the 9th of August 2021 I took delivery of WLE 665!

The car again lived up to all my expectations. It is also a 100/6 model, this manufactured one year later than my first one, in 1959. It was restored, back in the noughties, to full "Works rally Spec". It's a matching numbers, original RHD car, which carries the factory Dunlop Disc Brakes. I can't wait to get it over to France in the summer!

MARCH

- 5 **HDC Annual Dinner – The Dartmoor Lodge, Ashburton, TQ13 7JW**
- 6 Breakfast Club, Haynes Motor Museum, Sparkford
- 8 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire, OX29 9XP
- 10 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 18-20 Practical Classics Classic Car & Restoration Show, NEC
- 30 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ

APRIL

- 1-3 Mugello Classic, Italy
- 3 Breakfast Club, Haynes Motor Museum, Sparkford
- 3 Coffee & Classics, Classic Motor Hub, Abington, Bibury, GL7 5FF
- 9-10 GRRRC 79th Members Meeting, Goodwood
- 12 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire, OX29 9XP
- 14 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 15-18 MCC Lands End Trial
- 24 **FBHVC National Drive Your Classic Day**
- 24 Spring Scramble, Bicester Heritage.
- 27 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 27-3/5 Abbey Hill Steam Rally, Yeovil Showground, Yeovil
- 30-1/5 Donington Historic Festival, Donington Park

MAY

- 1 Marathon Rally 50th Anniversary, BMM Gaydon (HMRG)
- 1 Breakfast Club, Haynes Motor Museum, Sparkford
- 3 **HDC AGM. 2.00 pm @ Shrigley Hall Hotel, Macclesfield, Cheshire**
- 3-6 **HDC Annual Int. Meeting, Shrigley Hall Hotel, Cheshire, SK10 5SB**
- 8 VSCC Hill Climb, Wiscombe Park, Honiton
- 10 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire, OX29 9XP
- 12 **Club Night.** 'The Plume of Feathers', Mitchell, Cornwall, TR8 5AX
- 13-15 Monaco Historic GP
- 14-15 Beaulieu Spring Autojumble, Beaulieu
- 15-18 Mille Miglia, Brescia
- 20-22 Spa Classic, Spa Francorchamps
- 20-22 Nurburgring Classic - Historic Trophy
- 25 **Club Night.** 'The Star Inn', Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ
- 28-30 Launceston Steam & Vintage Engine Rally, Trebant Farm, Altarnun, Launceston

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, Abington, 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, OX29 9XP
- 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 Abington Works Motorsport Celebration, BMM, Gaydon
- 12 **Club Night.** 'Bird in Hand', Whiteoak Green, Nr. Witney, Oxfordshire, OX29 9XP
- 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, OX29 9XP
- 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, OX29 9XP
- 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



FIBER FABULOUS

The "Fiberfab" Austin Healey Jamaican Story



There has been a recent upsurge in interest in the Fiberfab 'Jamaican' sports car. It is no longer considered just another kit car from the 1960s, but as a classic car in its own right. The \$68,000 paid at the Mecum Auction at Monterey, USA, for one of these cars during the summer of 2021, certainly made enthusiasts notice the Fiberfab Jamaican. This car was restored by Daniel Wing. Very little has been written about the 'Jamaican' sports car. Daniel Wing wrote an article for 'Healey Marque' magazine in 2008 entitled 'A Healey Goes Jamaican' which was about his memories and why he bought one. It is time to record the history of Fiberfab, it's founder Warren 'Bud' Goodwin and the 'Jamaican' car his company produced.

It could only happen in the States. The story told is that there he was cleaning his gun and it accidentally went off. But, he had shot and killed his wife - called Jamaica! She was much younger than him and according to him was having an affair. He was convicted and sentenced for her killing. He later died of cancer while still in prison in 1968. This was the story that got me interested in the 'Jamaican' car. But was it true, unfortunately not quite!

This is what really happened according to press reports at the time, in the eventful life of Warren 'Bud' Goodwin.

United Press International stated at the time, 13th September 1967 that 'Mrs Jamaica Goodwin, 28, was killed early Wednesday in the front room of her luxurious mountain-top home. Her husband, Warren Goodwin, 46, was later booked at the Santa Clara County Sheriff's office in San Jose on suspicion of murder.'

'...detectives said today that the woman, president of a multi-million sports car company was shot dead by her husband when he found her in the embrace of another man.'

'Goodwin said he fired a warning shot over the couple's heads with a .380 Spanish-made automatic and that a second round then discharged accidentally.'

Goodwin was convicted of voluntary manslaughter, ordered to pay \$1,375 and to serve a year in the County jail. He died in jail of a heart attack, before completing his sentence on 26th December 1968.

So ended the eventful life of Warren 'Bud' Goodwin, the owner of Fiberfab, which produced the fibreglass bodied

Jamaican for the six-cylinder Austin Healey chassis. To understand the often complicated story of how the Austin Healey Jamaican came about, it is necessary to look at the life story of Bud Goodwin. There is a lot to unravel and try to understand.

Warren 'Bud' Goodwin was born on September 6th 1921 in Milwaukee, Wisconsin. In 1939, he moved to California and his 1942 Draft Card has a Los Angeles address. Post Second World War, he became active in the flourishing Southern Californian 1950's racing scene, racing cars himself. The cars involved were primarily of British, German or Italian manufacture. In 1955, he constructed a tubular framed sports car, using a Mistral fibreglass body. He obtained a licence from the British firm Microplas, which had designed and manufactured the Mistral body to fit a Ford or Morris chassis and power train. At this time in the UK, new cars, and in particular sports cars, were expensive, yet there were a large number of cheap Pre-War cars available. The fibreglass sports car bodies were designed and made by a large number of British companies for owners to build cars at home. This also circumvented the crippling tax on new cars.

Goodwin set up a new company named Sports Car Engineering in Los Angeles in 1957, having offered the attractive Mistral fibreglass body to the public, since 1956. It is not clear as to whether he had moulds or imported complete bodies from the Microplas company in the UK. He renamed the Mistral the Spyder for the US market and offered the body to fit two different lengths of chassis, 84 to 92 inches and 94 to 102 inches. He also offered his own 100-inch tubular chassis. An Austin Healey, received a Spyder body and was portrayed in the 1966 Elvis Presley film 'Spinout'. The 'Frank Arciero Special', with Spyder body, achieved fame by winning races in the hands of Dan Gurney amongst others.

Interestingly, the Spyder in the 'Spinout' film was acting as a double for an AC Cobra! The scene in the film involved a car partly submerged in water with Elvis Presley sitting on the rear shroud. The Cobra was perhaps too valuable to destroy and the Spyder cheaper to get wet. Surely, the cinema goer noticed the difference between the two cars, although they were both

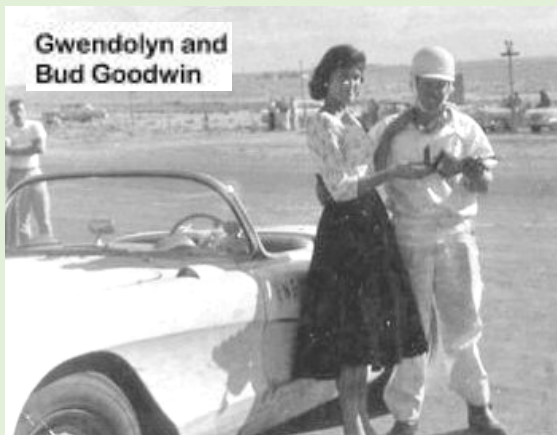


white! The 'Frank Arciero Special' was a 1955 Ferrari 375 MM chassis. The rest of the car was destroyed at Sebring on 15th March 1955. It is believed that it was powered by a Ferrari V12 4.9 litre engine.

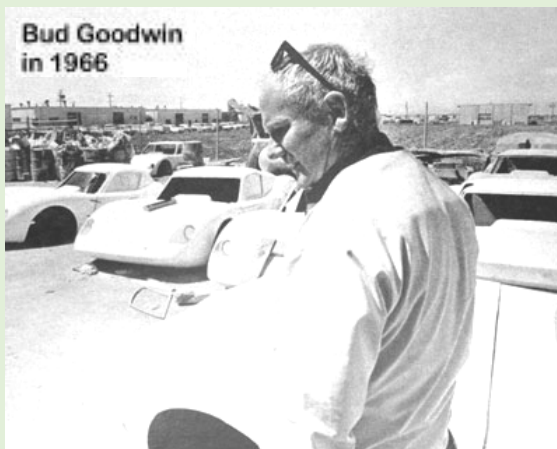
Bud Goodwin developed new ideas for his fibreglass bodies. In 1958, the Spyder continued to be offered for sale, together with two new fibreglass bodied models the Hurricane and Tornado. He developed the 'bolt on' idea, where he integrated a metal frame within the fibreglass bodies, which could be either welded to the donor chassis, or plates added to the frame, to allow the body to be bolted to the chassis. This alleviated one of the problems the homebuilder of these cars had, namely the difficulty in joining body and chassis together. A brief article in the April 1958 issue of 'Motor Life' magazine carries a review of the new 'bolt-on' Hurricane 'a neat streamlined design developed and built by Sports Car Engineering Inc. of Los Angeles.'

Bud Goodwin sold Sports Car Engineering in 1958 to Du Crest Fiberglass, a large fibreglass business based in Los Angeles. It is known that Bud Goodwin had relocated to San Francisco by 1960 and that the name Fiberfab Co was used for his new business. He now had a partner in the business, John E Hebler and between them the company produced fibreglass repair panels for Corvettes.

Bud Goodwin, sometime prior to 1965, had met Jamaica Karen Ellwood, who was to become his second wife. She became an employee in the business. He had divorced his first wife Gwendolyn, with whom he had two boys, David and Daniel, in the



Gwendolyn and Bud Goodwin



Bud Goodwin in 1966

early 1960s. He married Jamaica on 3rd July 1965.

Although fibreglass repair panels for all Corvettes from 1954 to the then current model were available, Fiberfab also started producing a 'shark' custom end to update earlier 'Corvette' models to give the car a 'Sting-Ray' look. The Ford Mustang was also subject to the Fiberfab treatment and was offered a front end for 1964-66 models which reflected the original Mustang design.

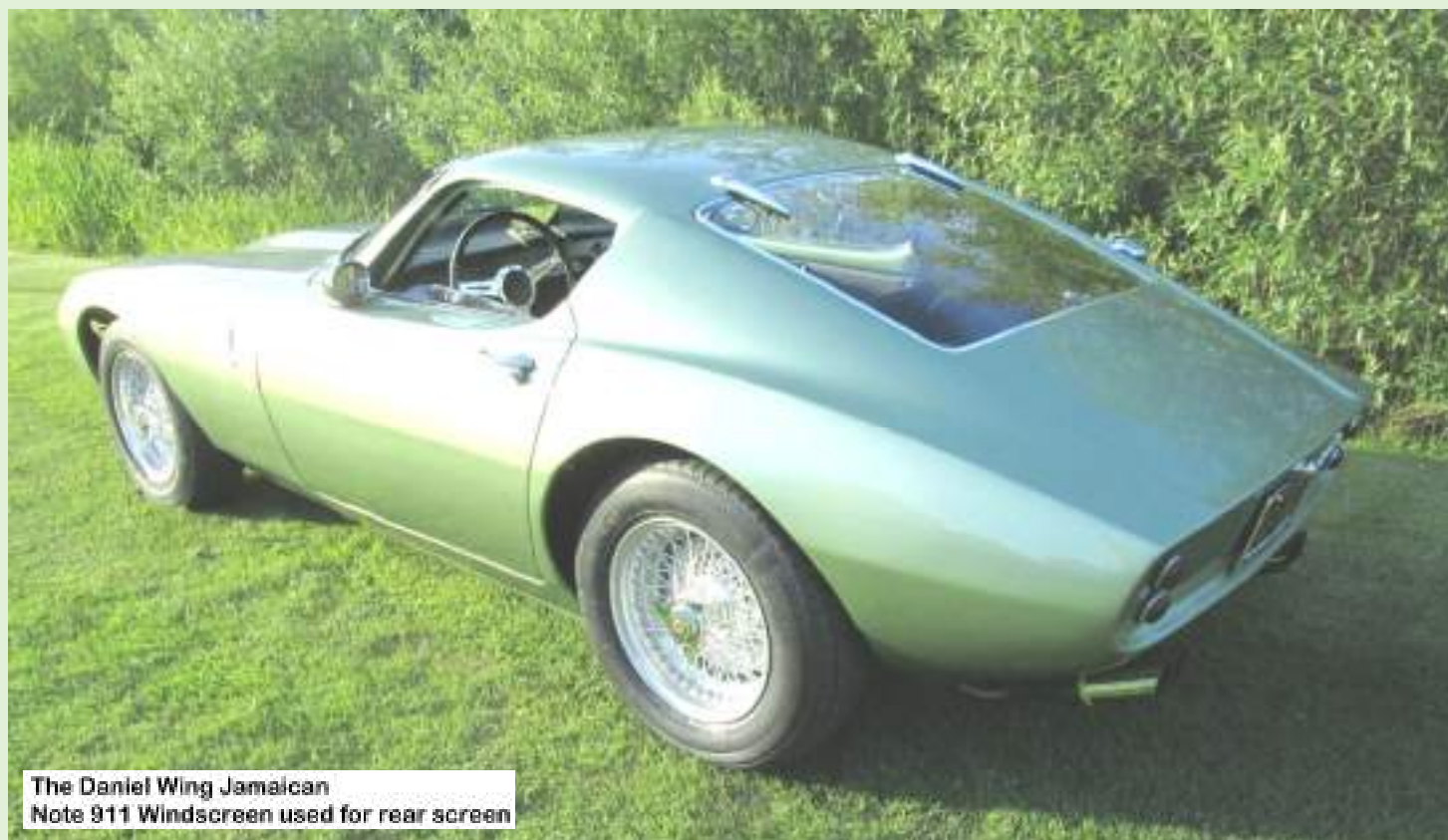
When Goodwin and Hebler moved the Fiberfab business to larger premises in Sunnyvale, California in 1964 they progressed from fibreglass panels to complete kit cars. They initially used the Volkswagen floor pan as the basis for their kit cars and the 'Aztec' kit car was the first in a long line of these kits. The design of the 'Aztec' was initially thought to be influenced by the then new Ford GT prototype. But, as this car was designed by Eric Broadly who also designed the similar Lola GT in the UK, both the Ford and Lola could be said to have influenced the 'Aztec'. In 'Road and Track' magazine April, 1965, Charles W. Hamilton wrote of the 'Aztec':

'Your immediate reaction to Fiberfabs

Aztec is disbelief. You start with a Volkswagen?'

Soon after this Fiberfab evolved into Fiberfab-Velocidad, when Bud Warren restructured the business. Velocidad Inc. was the holding company. Fiberfab had become a division, with Jamaica K. Goodwin as president, Warren 'Bud' Goodwin as vice president, and John E. Hebler as Secretary-Treasurer/plant manager.

With the success of the 'Aztec', came the 'Aztec Mk11', which had a longer nose, kamm tail and integrated rear spoiler. Next came a front engined kit car, originally named 'Banshee'. The name was



The Daniel Wing Jamaican
Note 911 Windscreen used for rear screen

later changed to 'Caribee' because General Motors wanted the name 'Banshee' for a forthcoming model. Bud Goodwin had registered the name 'Banshee' and GM paid him for their use of the name. Incidentally, GM only used the name on a Pontiac show car.

This is where two names appear in the Fiberfab story, who are linked to the Austin Healey Jamaican, namely the brothers Russell and Chris Beebe. During the mid to late 1960s Russell and Chris worked at Fiberfab. Between them they designed most, if not all, of the kit cars for Fiberfab. They produced the engineering drawings and scale models as well. Russell, himself designed the 'Caribee/Banshee'. But as Chris recalls, the original design was changed by the mould maker and for this the mould maker was fired. During their time at Fiberfab the following models were designed and produced: 'Apache'; 'Aztec'; 'Centurion'; 'Clodhopper'; 'E/T'; 'Jamaican'; 'Jet-A-Bout'; 'MiGi' and 'Vagabond'.

I will not go into the details of all these models as this article is expressly interested in the 'Jamaican' using the Austin Healey 6-cylinder car chassis and power plant etc.

After Russell's experience with the 'Caribee/Banshee' the brothers designed the 'Jamaican', made the scale model and produced the mould, so that the 'Jamaican' was to their exact design. They also helped in the production of the body.

There does not appear to be any evidence that the 'Jamaican' was produced before 'Bud' Goodwin shot his wife Jamaica. The car was to a very good design, and it could be said that it took design cues from the Ford 'Cougar 11' concept, the Lamborghini 'Miura' and the 1968 'Corvette'. The 'Jamaican' was designed to not only fit the Austin Healey chassis but also the Triumph TR3/4 and MGA chassis, plus the Volkswagen floorpan. The Healey had a bulge on the left of the bonnet while the Triumph had two air intakes on the bonnet. The Volkswagen version had a three-piece body which was made large enough to contain the flat 6-cylinder engine from the Ford Corvair which used the original Volkswagen transmission.



Chris and Russell Beebe

There was also a later version which fitted Fiberfab's own chassis and could have a variety of V8 powertrains. It had been found that the Healey chassis with a V8 engine became unstable when driven. This was commented on in Road and Track magazine resulting in the introduction of the Fiberfab's own chassis. The new chassis could also be adapted to be powered by a Volkswagen drivetrain. The 'Jamaican' body used the Porsche 911

windscreen at the rear, the windscreen from a 1965 'Corvette' and side windows from a Karmann Ghia.

In emails from Russell and Chris Beebe, they have shared memories of their time working with 'Bud' Goodwin. The following information supplied by Russell explains the connection that the Beebe family had with Bud Goodwin.

'Chris and I were very young when we first met Bud Goodwin at Paul Ottman's fabrication in Milwaukee Wisconsin. We just tagged along with our dad occasionally when he went there. He and Bud were building a car there. Our Dad was a sports car enthusiast, so Chris and I were as well. We made models of our favourite cars and Father was convinced that I would become a successful model maker.'

I was about 23 and living with my brother Joe in Denver, Colorado when Bud Goodwin asked my Dad (Burton Beebe) to design cars for him at Fiberfab. Dad refused and recommended me for the job. Bud came to my home, offered the job and I accepted. I had no formal training as a designer, but I had very firm ideas based on classic and enduring designs of the day. At the time I drove a 1955 Austin Healey 100.'

I designed six cars for Fiberfab. The Aztec 2, Aztec 7, Banshee(Caribee), Avenger, Valkerie and the Jamaican. I made no models of these cars oddly enough until I was asked to build the full sizes mould for the Jamaican.... The Jamaican was somewhat inspired by the Lamborghini Miura.'

Russell recalls that he and Bud, *'...got on well enough. His wife told me I was invaluable to the company so had Bud's respect. We disagreed on occasion.'*

Russell says that, on one

The Jamaican and (inset) showing it's roots



occasion, the disagreement was because he thought that Bud might compromise his designs by wanting cheaper alternatives, for instance, using the cheaper 'Corvette' windscreen to fit the 'Jamaican' body.

Russell goes on to remember that John Hebbler could be more of a problem to him. He recalled that in producing the full-size moulds from his 'blueprints', John tended to change Russell's 'sleek' designs into something too 'oversized and bulbous'. This came to a head, as Russell recalls, when Carroll Shelby visited Fiberfab to talk to Bud.

'Shelby was interested in having Fiberfab produce his cobra coupe bodies but did not want John Hebbler anywhere near his designs!'

Russell states that Bud immediately reacted to this by replacing John with him. This allowed Russell to work on the 'Jamaican', although he felt that *'four designs had already been ruined'*. Russell *'was preparing to build the 'Aztec 7' when he says that 'Bud shot his wife and I left Fiberfab'.*

An interesting aside is that Russell felt that Bud's politics were very much to the left of centre.

'Conservative salesmen would leave, crawling out the door after being lectured by Bud. He wanted me to manage the building of a school he would donate to a poor Mexican village.'

Chris Beebe sheds some more light on the Beebe family connections with Bud Goodwin. He recalls that, *'My dad (Burton Beebe) was a fantastic artist (I think) and worked as Head of Design at Brooks Stevens in Milwaukee, Wisconsin for some time. He is credited with many logos and iconic shapes, designs and styles for the times.'* (Brooks Stevens was an American industrial designer of home furnishings, appliances, automobiles and motorcycles as well as graphic designer and stylist.)

'Our family was friends with Bud Goodwin and his 1st wife Gwen, friends of my Dad's mostly... I was quite young when Bud had my dad design a car body for him. Bud chose an MGTC chassis, a flat-head V8, a 4-speed manual trans of some sort. 3-M was employed to provide the fiberglass product, a product very new to the world, never before used for an automotive body, I believe... Paul welcomed the "Ottman Special" to be built in his shop, and I do remember visiting with my Dad on occasion to see the resulting 'race car' looking nearly ready for road use.... Bud took the liberties

to leave town and left both Paul and my dad unpaid and unreimbursed for their parts in building this first glass-fibre bodied car.'

'My Jamaican is the 1st body to come off the new mould and is installed onto a BJ7 (BT7?), a two-seater having the tri-carb SU set-up. I think it was a 1959 car that I purchased from a local (Calif) salvage yard. I made certain it was a wire-wheeled version with over-drive.'

Chris and Russell have certainly given a flavour of the Bud Goodwin character and the Fiberfab company. With the deaths of both Jamaica and Bud, the Fiberfab company was somewhat in chaos. With an uncertain future, John Hebler joined forces with John Ubiner, who had been Head of the mat and lay-up department at Fiberfab, and set up a new company, Hebina Plastics in Santa

Clara, California. In 1969 they produced their own kit car, the 'Gazelle', later to be called the 'Amante'.

While the estate of Bud Goodwin was being settled between 1969 and 1971, Fiberfab's special projects manager, Richard G. Figueroa, managed the company with Roger Bryan serving as president. Without its founder the company soon ran into financial difficulties. Richard Figueroa and Fiberfab's Eastern distributor, Martin Enterprises rescued what was left of the company, which was very little, just a few moulds, accessories and designs and the trading name.

Fiberfab became a division of Concept Design America Ltd and moved to smaller premises in Fremont, California. This was not the end of Fiberfab. Although out of the scope of this article, the company has continued trading in some form or other into the 21st Century.

So, Bud Goodwin's short life took him from racing driver to head of a company which he founded. The kit cars that he produced have endured and become classics in their own right. According to Stefan Berger, it is believed that about 250 'Jamaican' kits were produced. It is not known how many were actually mounted on Austin Healey chassis. In the UK there are believed to be four 'Jamaicans', two certainly on Austin Healey chassis with Austin Healey running gear. Worldwide Stefan has details of 48 surviving Jamaicans with 40 owners. One of these has been raced in the past few years in the UK by its owner Matthew Moore, with

several class and outright wins. It is currently for sale with Historic Motoring Solutions. It is believed, but not confirmed, that John Chatham also owned a 'Jamaican'.

I would like to thank the following people who helped in the preparation of this article: Russell Beebe the Jamaican designer and now well known wood sculptor; his brother Chris Beebe, Austin Healey Jamaican owner; Daniel Wing, who admits that the lure of scantily clad young ladies on the Fiberfab brochures fostered his eventual ownership of a Jamaican; Neil Munn who is currently restoring his Jamaican in Scotland and Stefan Berger who is the founder of the Fiberfab Jamaican Facebook page.

Ian Grainger





A BODGE THAT WORKED

Scanning through an old issue of Headlines, I noticed a “spot the bodge” article. I was not a member at the time so do not know if any other articles turned up, but I have a bodge to report – and it worked. Mine stems from the year 2000 and may take some believing - but the picture backs it up - taken in a hotel garage in Spain.

I was taking my recently acquired BJ7 on a two-week organised trip around Spain, after having carried out mechanical work to make it as reliable as possible.

The car had come from Colorado in about 1990, with no known history and had plenty of bodes on it already. For instance, it had a Sprite handbrake - bolted to a thick piece of tin as the tunnel was partly missing etc. Chathams had sorted the mis-aligned front wheels with adjustable shock mountings, for me and I drove back from Bristol at 70mph with one finger on the bottom of the wheel. For the Spanish trip, I had a very good drive to Plymouth for the Santander ferry. The trip itself covered about 1000 miles in a loop around Spain, Segovia, Salamanca, Leon etc.

On driving into Avila, up in the rolling hill country northwest of Madrid, one of our group called out to me from the pavement. I quickly pulled in and, in doing so, just clipped the kerb. Suddenly, I had no steering! Within about two minutes, though, a chap in an Alvis pulled up, jumped out, overalls on and with nylon hammer in hand. He gave it a good whack and deemed it good to go, as long as I took the main road to the next hotel.

That evening after dinner another of our group approached me and asked to look at the car in the underground garage. I jacked it up and removed the wheel. He looked around the garage and spotted some strong nylon cord (which was tying up a roll of carpet) and asked me to go and get it.

With this, he lashed up the joint to avoid it popping apart - but leaving the steering still functioning. This guy had owned his own Volkswagen garage for many years, before he had retired so I had every faith in what he was doing.



He said that he would follow me the next day to keep an eye on it. That evening in the hotel we examined it again and all was in order. He commented that, on following me the day before, he noticed how little the wheels actually turn under normal driving. We checked this bodge again, every single night - and I think he tightened it only once.

There are no doubt people who will think I am a nut case, (the most important nut on the car is the one behind the wheel), but I drove this car back from Plymouth at 70mph with absolutely no problem. The joint was about the only part Chatham's had not replaced - but you can guess my first task on returning home.

David Roberts

Photo at top – Lydia Roberts, with the Car in Spain, in 2000

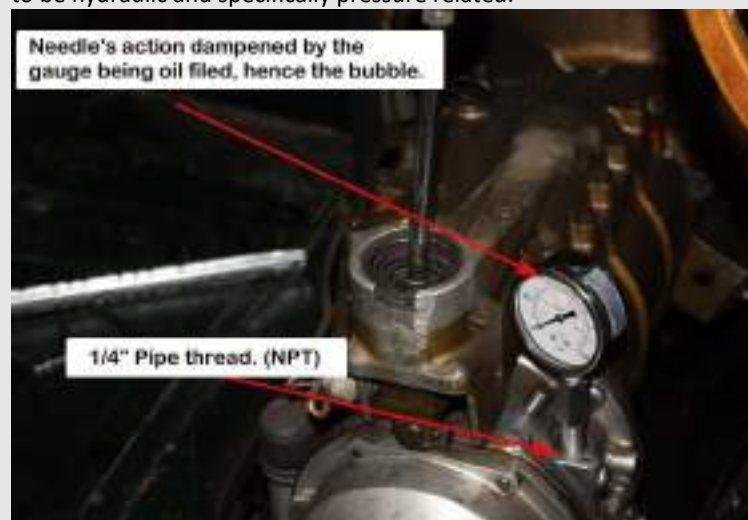
OD Pressure Issues and Consequent Clutch Problem(s)

Usual disclaimer first:- I don't think that any Sprites have overdrives (ODs) so I'll say that this article applies, in general terms, to all Big Healey ODs and to 3000s specifically.

I wrote an article back in 2004 on fault-finding the OD's electrics. It's quite hard to describe succinctly how one might make a quick and accurate diagnosis when trying to decide between a fault being electrical or hydraulic/mechanical. Leaving aside the specifics in that article, I'd say that, if the fault is discernible when the engine is off, then it's *very probably* electric. If it occurs when the engine is running whether the gearbox oil is warm or not then it's *probably* electric. Likewise, if the problem only occurs once the transmission oil has warmed up and particularly if the OD drops in and out as one goes from accelerating to coasting then it's *very probably* hydraulic. But, as they say, "you have to be there". If it happens to you, you'll probably get a feel for what's going on once you've read this and similar articles.

I've developed a degree of familiarity with OD electrics but I've hitherto kept my head firmly in the sand when it came their hydraulics. Let's say that the OD's heart is basically an electrically switched, not powered, pump the pressure from which pushes the OD **in** to action and the relief of which pressure, by valves, takes it **out**. No pressure means no OD. Intermittent or low pressure means intermittent OD at best. Reading articles and looking at the BMC publications kept me out of trouble by convincing me to leave well alone. However, there came a time, this summer, when my OD began to misbehave. Briefly, it passed all the electrical tests but would ease itself in and out depending whether one was coasting or keeping the revs up. Once the oil was warmed up, these symptoms became much more noticeable.

Once the electrics pass muster and I include the solenoid there, one is advised by the actual experts that the problem is very likely to be hydraulic and specifically pressure related.

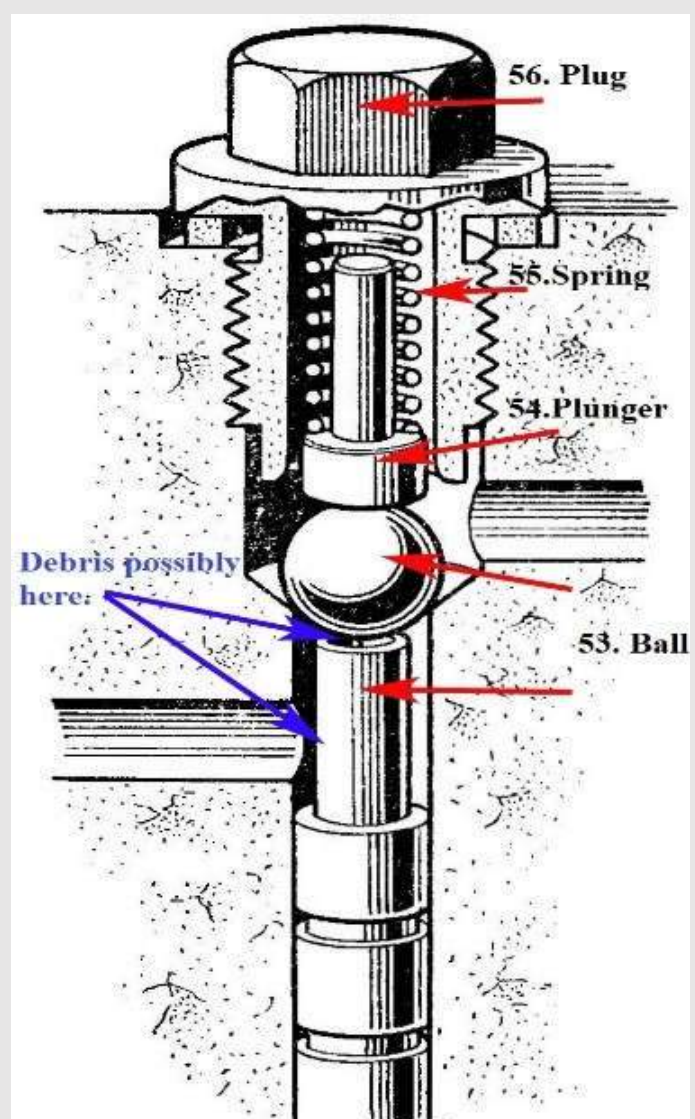


Looking at the parts diagrams will show that there are some very hefty springs inside an OD and so one should not be surprised to hear that an OD needs a working pressure of between 470 and 490 psi. It may kick in at 100 psi, but it will drop out almost at once. 480psi is a good target. Working hard to fix an OD and stopping after attaining, say, 470 psi is just laying up trouble for the future and, as such, is a waste of time and, almost certainly, money. So, once I'd researched this much, I determined the obvious.... I had to buy a pressure gauge. eBay would yield a gauge and the parts (pipe and adaptors) by which the gauge can be mated to the OD but, for roughly the same money, one can buy the whole thing from Dave Twigger at OD Spares.

See the picture above. Once the carpet and tunnel cover are removed, the gauge is simple to fit. Remove the plug (item 56) and washer and replace with gauge and washer. One caveat here:- **before undoing the plug, put on the appropriate socket, with extension if necessary, and give it a good hard whack. This compresses the copper washer and helps to loosen the plug which will probably be on very tight. You do not want to strip that nut. (per OD Spares 19/07/21)**

I think the best test is to take the car out for a spin...to get the transmission oil up to working temperature and see what the psi does as one switches in/out of OD, goes faster, cruises etcetc. BE **VERY** CAREFUL IN RESPECT OF THAT SPINNING PROP SHAFT.

Mine was alright when cold but, tellingly, pressure dropped significantly when the oil warmed up. Thus pressure issues were confirmed. There are a number of things that can cause the pressure to drop. I choose not to explore any avenue that leads



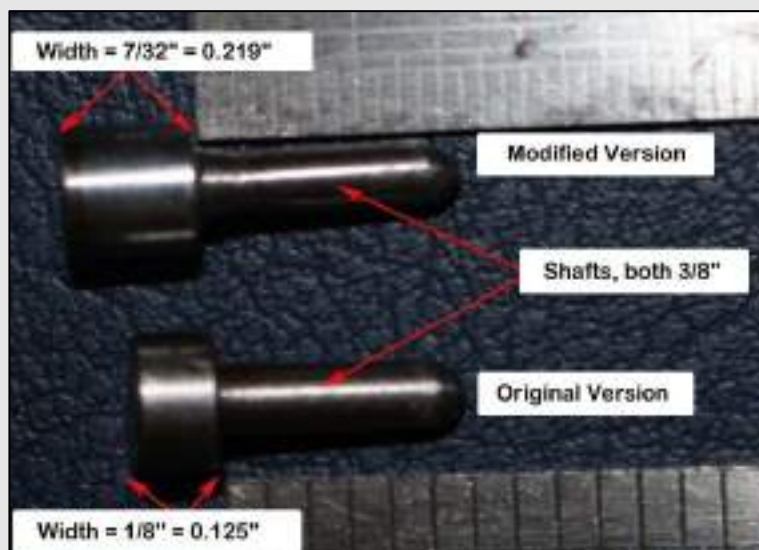
me to totally strip the unit. One has to remove the gearbox and detach the OD. The former is heavy work and the latter can be tricky, particularly if one is under the very wrong impression that "assembly is the reverse of disassembly". A) It never is and B) in this instance, reassembly is particularly different and difficult. But that still left quite a number of areas within my remit.....

There are a number of possible pressure problem areas. If you are lucky, there will be a minute piece of debris in the region of items 53, 52 and the top of the "valve operating" 52. It will, very likely, be partially blocking the tiny hole going from the valve to the main body of the OD. Clean it out, test pressure and rejoice. *While you're in the area, replace the ball and spring.* I was unlucky, so had to proceed to the next stage which is the usual culprit ie the accumulator, items 44 to 48. This item is, per the pictures, a fairly fiddly item.....all those sprung metal bands which snap if you so much as look at them and, I'm told, seemingly snap for no good reason whilst still ensconced and untouched. Although the old-style parts are available, one can upgrade the area and, at the same time, make it less likely to give trouble in the future. One does this by discarding the original and putting in an upgraded substitute obtainable from AH Spares or OD Spares (cheaper). This replaces items 44 to 47. Don't worry. It's all immediately obvious once you have the parts on the bench. The bigger piston bore, better rubber seals and absence of the metal bands makes for a big improvement in pressure. One other improvement whilst in the area is the addition of a flat 1/8" washer inside the piston to be held down by the large spring, 48. This effectively preloads that spring and increases the pressure. BMC started this quite late so, if you don't have one, it's OK to put one in. You should do so.



But, first you have to reach the accumulator. Per the diagram, it is in behind the "Bracket, solenoid" 26. You must follow the manual here. Remove the two "Nuts, bracket to casing", 29, before touching the two "screws (bolts), bracket to casing", 31. If you deviate from that order, the spring will tilt the bracket at an angle and bind everything up into a frightful mess. Don't ask!

Extracting the accumulator is one of those things that usually requires the use of a "Special Tool", which is unobtainable at any price. Or, one of one's own invention. My accumulator wouldn't come out and I felt that most people's suggestions were way too complex. In the end I took a short length of broom handle and shaved it down until it would just squeeze into the accumulator housing. Then I cut it in two longitudinally. Finally, I shaved the last 2 or 3 inches quite considerably back on the two inside faces of the end that would protrude. Rather like an old-fashioned



clothes peg. The idea being that squeezing those ends together would force the other ends apart. They would thus grab onto the bore and allow one to pull it out. The best way to achieve maximum squeeze is with a Jubilee Clip. Insert tapered end, tighten Jubilee Clip and pull. It works and it can all be made from scrap!

So, now the old accumulator is out, one could simply slide in the new version and reassemble for testing. But there are other things that can be looked at while one has stripped it back thus far. Ridiculous pressures can be obtained by meddling with the spring pressure ie with different combinations of springs derived from the competing accumulator rebuild kits. I was advised not to try this as the pressures obtained made the OD action too harsh and, I'd surmise, subject to early failure. Another fix, which I include for interest's sake is to put in a modified "plunger - ball", 66. The extra 3/32" additional preload on the "spring for plunger", 67, is apparently good for an additional 10 psi. I made one out of scrap and was all set to give it a try but, per below, I was thwarted. So, that little plunger will get lost in a "box of bits". One would be advised to put in a new spring and ball at this stage; the old spring *may* be the same apparent length as the new, but it won't be as strong. The ball, plunger and spring that I've referred to here are normally collectively referred to as the "pressure relief valve". (Read your manual).

Fatally, it seemed prudent at this stage to inspect the pump. I knew one thing:- **Remove the ball, spring and plunger, 65, 66 & 67, before attempting this. Failure to do so will allow the ball to drop into the shaft, jam the pump and wreck the housing.** This is where everything went horribly wrong. Not, as it happened, my fault but I presumed that it was and the subsequent battles with said pump were thus made doubly frustrating. You will have removed the drain plug and drained the oil. (Your choice of oil is a whole new chapter but *most* of the clever alternatives to the

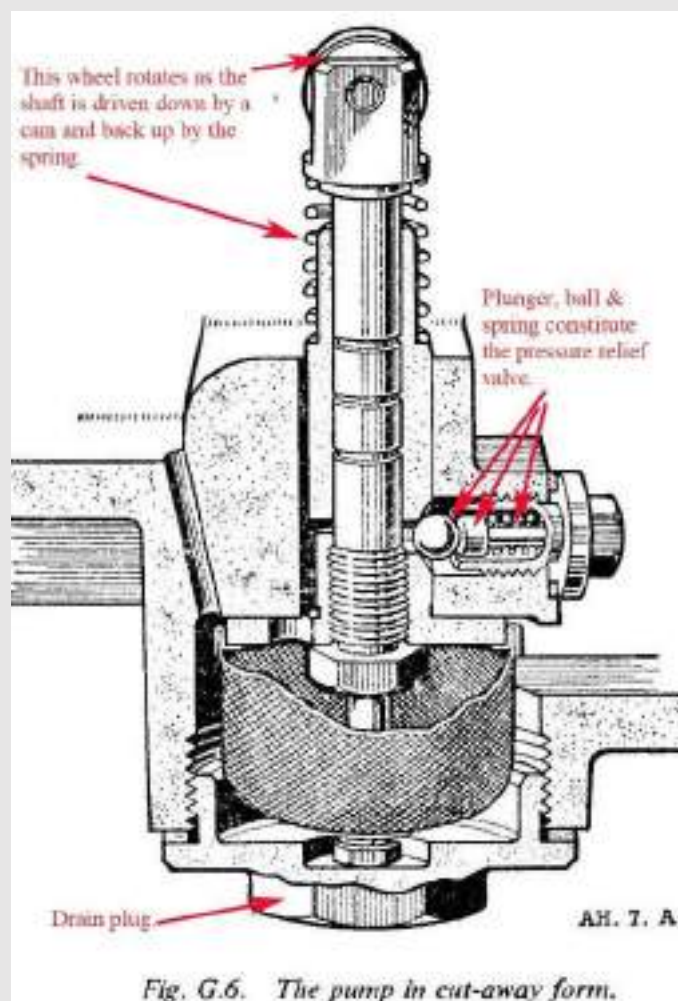


Fig. G.6. The pump in cut-away form.

BMC recommended 20/50 are too light and they will probably leak. Detergent based oils are prone to frothing up in gearboxes and are not recommended. 30 or 40 weight non-detergent is definitely a viable, even preferable, alternative to 20/50). I made a crude extractor to pull the pump out and two long locating pins for getting it back in straight.

Well, I got the pump out after working out how to make the extractor but it did look a bit strange. There was "Chemical Metal", or similar gloop, plastered all over the top. Apart from that, the pump itself was alright. The fatal problem arose when trying to put the pump back in. Again, "you have to be there", but it's perfectly obvious how it goes back in, how it must be very precisely lined up and how you must be very careful not to try and force it in whilst 180° out. All of this is done lying on one's back peering up into the shaft which, you'll recall, is immediately above the OD drain plug. So, it will wait until you're just poised, then drip in your eye. Anyhow, I could not get the pump back in.....no pump, no pressure, no OD. To cut a long story short, whatever the Chemical Metal was up there for prevented me from getting the pump up the last few millimetres.

At this stage, I decided that I was either out of my depth or too lazy to go any further into the OD's innards. Or both. I rang up Dave at ODSpares and asked him, "If I get my OD up to you by 08:00, can you sort it out while I hang around for however long it takes with a view to driving back to Devon later on the same day?" He agreed so I whipped the gearbox out and popped it into the boot of my car. Just like that!

If you take your gearbox out and if you haven't touched the clutch in approximately 25 years and you don't even know how long that clutch has been in the car....then you feel that it's time to replace that clutch because it's right there and you might as well do it while you can?? I took the clutch cover and plate out and put them in with the OD. After dropping off the OD, I picked up a clutch kit and, the OD job done, drove home. Apparently, the Chemical Metal is a fix for a worn housing, probably per above ie with the ball falling in and being ground into the housing's shaft's wall. Dave replaced my housing with a brand new one, so the OD was basically good as new. Sadly, he didn't or wouldn't try the modified plunger, per above. But pressure is way up and all is well there.

But not all was well with the clutch. I took out the flywheel to have it lightened. Getting the bolts out requires a herculean effort. I



used a 1" drive bar and adaptor which gave enough oomph to loosen the bolts provided one could stop the engine turning as well. Google and eBay got me to the answer, on the left. A surprisingly simple little device that bolts into the flywheel via one of the bolts that hold the gearbox to the engine. It cost about £10:00 and is worth every penny. Of course, the flywheel itself had been in situ for decades and wouldn't budge. Initial panic over, I took my trusty copper-headed Thor hammer and clouted the fly wheel through the starter-motor opening. Whack, rotate 90°, whack etcetc until it drops off. Put something soft underneath for it to land on.

One is advised by the gurus that one should have the flywheel refaced with every clutch change. My flywheel looked fine but the workshop gave it a slight skim. The flywheel weighed 12.80kg (28lb 3½oz) before and 10.94kg (24lb 2oz) after lightening ie they removed 1.86kg (4lb 1½oz) or 14½%. That's not a lot but my car has no pretensions to being a racer, not with it's 3:54 diff and 28%OD so that % was, we'd agreed, approximately as far as one



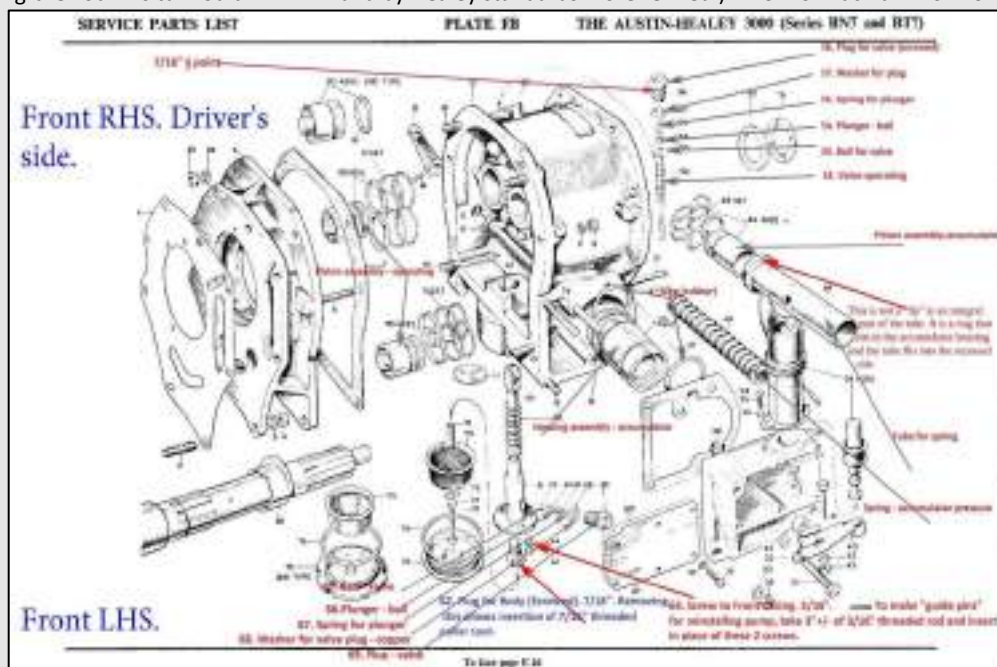
might go without changing the car's characteristics too much. Yes, the car revs up faster and is more responsive and I'm glad I had the work done.

This is where the clutch horrors started. I popped the clutch in, then the gearbox(!?!) and thought that I was back in business. But all I got out of my gearbox was expensive grinding noises. Awful. I presumed that I'd made some amateur howler, maybe not aligned the clutch properly?.....But, I'd used the usual plastic alignment tool, sloppy sort of thing, and also a spare shaft, much more precise, and was quite confident that it was all straight. I had that gearbox and clutch in and out **four** times. That's, for me at least, a huge amount of work....*popping* that vast lump of iron in and out. Eventually, I put down the spanners and tried to think it all through. See the picture of the clutch covers on the left which shows that the cases are virtually identical in depth so probably a good enough swap. But, see the next picture, below, where one can see that the central so-called "plate-release lever" stands

10.03mm higher on the new one than on the old. Apparently, one can put some of that down to the old springs losing a bit of their tensile strength but 10+mm? - an awful lot in clutch terms. I was reassured that it would make no difference. I was also reassured that one of the three clips holding this bearing in place falling off was entirely my fault. It might have been, but – by this stage – I was taking quite extraordinary care. To be 100% sure that it was not a hydraulic issue, I replaced both master and slave cylinders. I even converted the master cylinder by swapping an adjustable push-rod into it. (Luckily, I didn't need the latter in the end as adjusting the rod in situ would have been a nightmare). Of course, I bled the system time after time.

If you replace a clutch, test it before putting everything back together...tunnel cover, seats, carpets etc. Assuming the prop-shaft is still disconnected, one can:- put the box in gear, fully depress the clutch pedal and turn the "flange - coupling" (to the prop-shaft) by hand. If the flange turns when the car's in gear with the pedal depressed, then the clutch has disengaged ie it works. Well, it never worked for me. So, contrary to advice, I put the old clutch cover back in and, voilà, it worked. By now, I felt that I'd been somewhat taken for a mug and I did complain. Long and loud. To be fair, which I hate doing, the supplier did not argue. They gave me all my money back and allowed me to keep the new clutch plate and bearing. I've gone into some detail concerning this and really only did so as a

warning...people in the US have had similar experiences with Borg and Beck clutch covers. Yes, a mm here and there is all it takes to render a clutch useless but I'd suggest that something, somewhere, is out of whack. If you buy a new clutch kit and particularly if it's from Borg & Beck, then have a very close look before fitting it. To conclude, my car is a MkII BT7 so you BJ8 guys will have a different clutch and thus will have wasted the last month reading this! (All pre-BJ8 people.....if you remove your flywheel and have the dowel pins moved, you can fit the BJ8 clutch which is, they boast, smaller, lighter and by Healey standards more refined.) Simon Lachlan. Nov 2021



OUR TOP 10 MADE POLICIES INCLUDE:

- Agreed Value Made Simple
- HDC Club Member Discount
- Free EU & UK Breakdown Recovery
- Free Legal Cover
- Free Club Organised Non-competitive Hill Climb, Sprint, and Track Day Cover
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THE HDC STEP OUT

and SKIDS, SLIDES AND GETS WET – to support “LE JOG”

Towards the end of November, some of “us” Devon boys began to look at the weather forecast - a bit more studiously than usual. No, it's not a late harvest but that LE JOG takes place on the first weekend in December and is often accompanied by the first bad weather. This year, we were fairly lucky down here in the Southwest.

In December 2021, an eclectic mix of 70 cars had entered for this year's event, including a 1949 Bentley Mk6 Special, an Austin 1800 Landcrab, a BMW 2002, a Lancia Fulvia plus Porsches, Volvos – but, sadly, no Healeys.

On Saturday December 4th, starting at 07:30, 70 cars set off at intervals, in high winds and hail, from Lands End - which almost formed a skating rink for the start. (Legs 1 and 2 - Lands End to Chester - would see them arriving at their destination, close in Chester at about 4:10am on the Sunday.)

Further up the road in Devon, 10 HDC members had gathered at 10:30am at a great little Café near **Winkleigh** for the usual hearty breakfast, in preparation for manning two Controls on the Rally. Like the Rally cars, we also had to battle across the car park in hail, sleet and rain - just to get into the Café!

After the superb breakfast we all set off to find our respective Controls, one of which was a Regularity Start and the other, a Time Control after the Regularity start.

They were on the usual types of LE JOG road - narrow and bumpy. In fact, the Le Jog Report mentioned that the “narrow and sometimes potholed roads of the third Regularity at **Winkleigh** were awash with rain and subsequent floods which meant teams were either surfing or skating”. So were we!

After the Clock and Course cars went through, the first competitor, an MGA Coupe, arrived at 12:28 with the



Photo - John Vosper



remaining 60 cars passing through, over the following hour and a half. All went well despite some occasional “local traffic”, but this did not cause any disruption.

Cars taking part included a Citroen 2CV with heated seats, an Austin A35, an MG Maestro and a Sunbeam Tiger.

The Rally Crews were due to stop, on our stages, at the Thelbridge Cross Inn near Crediton. We had all decided that we would head there after our Controls had finished, to check the beer quality or have a coffee as well as a quick look at some of the cars.

Some of the Crews were also dining there and our Social Secretary was almost persuaded to stay on, to sample a very

tempting half price 2 course lunch. Research for a possible Club event of course?

Meanwhile, the Rally Teams had to head up to Wales (as it was becoming darker) to face the Epynt Military roads and even passing the Dixies (one of the most famous areas in UK rallying). Apparently, there was so much water on the roads, that some cars were misfiring. 1960's cars could not cope with that amount of water. Only 32 cars survived as far as Chester, with some retiring, some lost, some having to be pulled out of ditches and some who had just gone home.

Even more extreme weather conditions, in Scotland, caused more problems but eventually on 7th December, Tuesday morning, 54 jubilant crews from 8 countries crossed the Finishing Line at John O'Groats.

1300 Miles on old rally roads, 20 Tests, 26 Regularities - this was the first LE JOG for two years due to Covid.

HDC Members involved: David Clarkson, Roger Ball, Mike George, Chris White, Mike Huish, Chris Selley, Mike Shaw, John Vosper, Mike Bennett and Martyn Partridge.

Words by David Clarkson. Photos at the Regularity Start by Martyn Partridge.

FOLLOW UP

Land's End Trial 1929
March 29/30

HDC Member, Colin Lennox-Jones, has a connection with the 1929 Land's End Trial – and he also has a Trophy Tankard, as he explains.

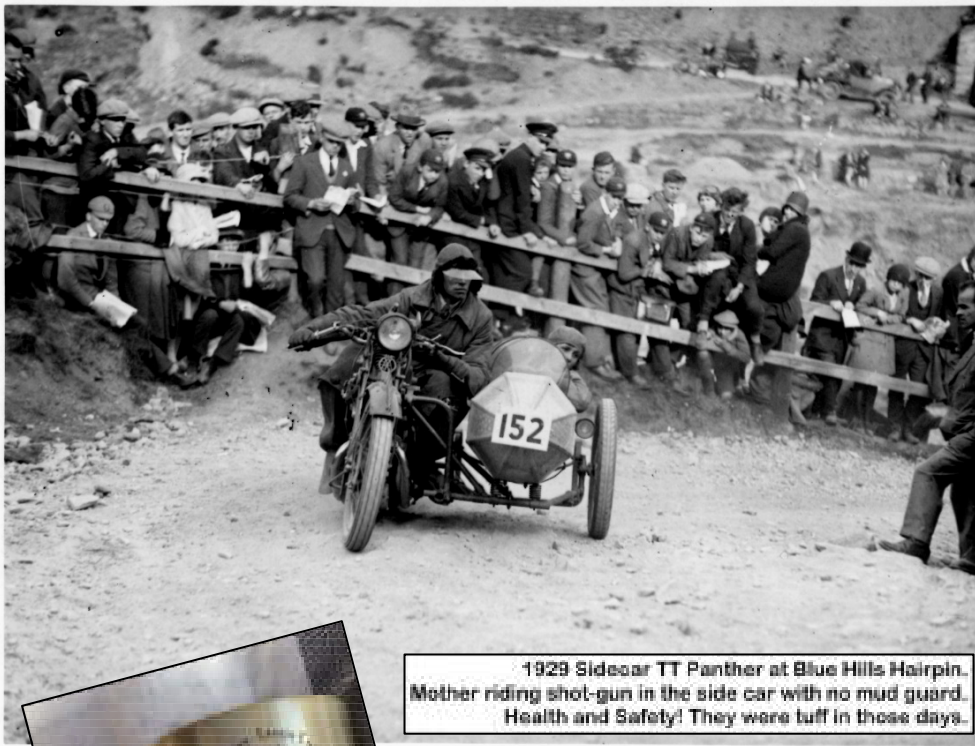
"On reading the Winter issue of "Headlines from Healey", page 23, I saw a Trophy I recognised, the 1929 MCC Land's End Winners Gold Tankard — I have one of those on my Trophies shelf, not mine but one that my parents won with a motor

bike and sidecar— as No. 152 R.J.L.Jones TT Panther & sidecar, Mother riding shot gun in the side car as No. 152 starting from Slough (which was the start point for all entries)".

Colin is also the custodian of Programme of the 1929 event. "Turning to page 21 of the programme of entries there was a certain D.M.Healey as No.210 with a Triumph 832cc".

Cheers for now, Colin.

Ed – Great Stuff, Colin and well done for unearthing this important document. See (also in this issue), Colin's piece on his family's involvement in the 1926 / 1966 events



1929 Sidecar TT Panther at Blue Hills Hairpin. Mother riding shot-gun in the side car with no mud guard. Health and Safety! They were buff in those days.



OUTLINE OF ROUTE

Class II, SIDECARS (68)

II (A). (Machines not exceeding 500 cc. capacity) (11)

152	R.J.L.Jones	TT Panther	500
153	Mother	shot-gun	500
154	W. J. L. Jones	TT Panther	500
155	Mother	shot-gun	500
156	W. J. L. Jones	TT Panther	500
157	Mother	shot-gun	500
158	W. J. L. Jones	TT Panther	500
159	Mother	shot-gun	500
160	W. J. L. Jones	TT Panther	500
161	Mother	shot-gun	500

II (B). (Machines exceeding 500 cc. capacity) (57)

162	W. J. L. Jones	TT Panther	500
163	Mother	shot-gun	500
164	W. J. L. Jones	TT Panther	500
165	Mother	shot-gun	500
166	W. J. L. Jones	TT Panther	500
167	Mother	shot-gun	500
168	W. J. L. Jones	TT Panther	500
169	Mother	shot-gun	500
170	W. J. L. Jones	TT Panther	500
171	Mother	shot-gun	500

Starting Time (approx.)	No.	Name of Driver	Name of Machine	Notes
-------------------------	-----	----------------	-----------------	-------

Class III.

THREE-WHEELED CYCLECARS (12)

172	W. J. L. Jones	TT Panther	500
173	Mother	shot-gun	500
174	W. J. L. Jones	TT Panther	500
175	Mother	shot-gun	500
176	W. J. L. Jones	TT Panther	500
177	Mother	shot-gun	500
178	W. J. L. Jones	TT Panther	500
179	Mother	shot-gun	500
180	W. J. L. Jones	TT Panther	500
181	Mother	shot-gun	500
182	W. J. L. Jones	TT Panther	500

Class IV. CARS (228)

IV (A). (Cars not exceeding 800 cc. capacity) (60)

183	W. J. L. Jones	TT Panther	500
184	Mother	shot-gun	500
185	W. J. L. Jones	TT Panther	500
186	Mother	shot-gun	500
187	W. J. L. Jones	TT Panther	500
188	Mother	shot-gun	500
189	W. J. L. Jones	TT Panther	500
190	Mother	shot-gun	500
191	W. J. L. Jones	TT Panther	500
192	Mother	shot-gun	500
193	W. J. L. Jones	TT Panther	500



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Size												

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H475 Henbury
Coolplus® Wicking Pique Polo Shirt
100% polyester. Coolplus® wicking technology. Moisture-wicking and quick-drying. Soft touch. Machine washable. Imported from Italy. 100% polyester. Cut and sewn. Please see description.

Size	Chest (to fit)	30	32	34	36	38	40	42	44	46	48	50
Size												

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RG128 Regatta
Sigma Heavyweight Fleece Jacket
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Size	Chest (to fit)	30	32	34	36	38	40	42	44	46	48	50
Size												

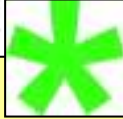
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ALIA

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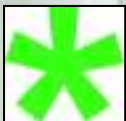
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Woolmark® approved lambwool.
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Machine washable.

Size:
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**262M Russell
Authentic Sweatshirt**
With contrast kangaroo collar and cuffs.
Drop shoulder style. Spaced ribs.
Sleeveless and with deep cuffs and
hem. Contrasting kangaroo, kangaroo,
patches, cuffs and hem.
100% Cotton Production.

Weight: 280 gsm

Size:
Chest (inches) 36 38 40 42 44 46 48 50 52 54 56 58 60



£18.75 plus postage



**H480 Henbury
Heavy Poly/Cotton Pique Polo Shirt**
100% polyester/cotton pique.
Knit up collar.
Tapered neck.
Three off collar button placket.
Embroidered kangaroo neck.
Big collar placket.
Full length stitching.
WRAP Lined Production.

Weight: 120 gsm

Size:
Chest (inches) 36 38 40 42 44 46 48 50 52 54 56 58 60

Weight: 120 gsm



£13.80 plus postage

Austin Healeys at Le Mans

By: ROGER MENADUE

1953

The 24 Hour's Le Mans, without doubt the Greatest and the Fastest Motor Race in the World, down the famous Mulsanne Straight cars exceeded 240 mph and at the time I am relating, all the top drivers of the World, be they Grand Prix or Sports Car, drove in this prestigious event as a must.

The Le Mans cars were virtually all Works Entries with nearly all the World's sports car manufacturers taking part, and to be in the small group of finishers at the end of the 24 hour gruelling race is considered a great honour, in so much if you do happen to finish then you have an automatic entry to the following year, and this is something indeed as the entry for the Le Mans is always oversubscribed.

Now we will get back to the Austin Healey part of the story a few weeks previous. The Experimental Department of the Healey Motor Co comprised of two persons, "Jock" Reid, who had been with me ever since he came out of the Forces after the war, and myself. Jock and I built the first, what is now known as the Austin Healey.

In early 1953, I was given a list by Geoff of certain cars that Geoff, his father - Donald, and Leonard Lord - the head of B.M.C. had decided that they would require. Amongst these were four "Specials" [see Geoff's book "The Specials" page 61], one of these was for record breaking so we were not interested in that one yet, but the other three became known as the famous NOJ's. They were also the first "M" types or Le Mans Kit specification.

We decided to concentrate on two to get them in the Mille Miglia where they would have a good work-out so that we could iron out the "bugs" before we got to into the Le Mans in June, as that was our intention.

It was now March, and the Mille Miglia was in April, so we had to get a move on and we also had to prepare a Nash Healey for Le Mans. So that meant three cars for Le Mans. We had never entered three before, so we took on two more lads in the Experimental, now we were full.

Needless to say we did the Mille and we found out, I think about three weak points in the cars, and these were soon rectified - such as stronger throttle cables, extra rivets in the clutch plates, oil throw-off discs on the gearbox input shafts to stop oil getting onto the clutch plates.

Now it is just about June and we have the two Austin Healeys and the Nash Healey just about ready for Le Mans. We are also taking NOJ 391 as our spare car and racing NOJ 392 and 393, so four cars in all, that is something quite unknown in our stable.

Now, after checking, double checking and treble checking and all the burning of the midnight oil, we are off to Le Mans and to a new name on one of our two Pits - "Austin Healey".

We go through the scrutineering and the stamping of components etc without trouble. We are getting used to this now (quite old hands so to speak) and about six o'clock we set off back to our Chateaux in high spirits as we have got through scrutineering. And then disaster strikes!

Austin Healey NOJ 393, driven by Gordon Wilkins of the Autocar, one of our drivers, has been involved in an accident with a Citroen. Geoff and I go back, and hardly daring to look, it is even worse than we imagined. It cannot be repaired, Geoff contacts the Le Mans Officials to see if they will accept the spare car whilst we get the wrecked car back to the Chateaux. The officials are adamant, they will not re-stamp, so there is only one way out - rebuild and NOJ 391 with NOJ 393's stamped components!

Then disaster hits us again, Geoff has enlisted five of his friends to help us at Le Mans and everyone goes down with "gippo tummy" lasting three days, this leaves Jock, Geoff and myself to strip down and rebuild two cars, drain oils from gearboxes, engines, adjust tappets, change filters and all the jobs one has to do before a race on three cars, besides handling the Practise on two days and nights.

Donald came over on the second night and said to me "I order you now to go to bed", and I said to him "If I go to bed you get no cars", he gave up!. He has said to me on numerous occasions "You are the most frustrating man I have ever known", then he would add "What makes it worse you are often right".

I reckon that during those four days we got, in all, about six hours sleep, but it was well worth it as the final results show:

4 litre Nash Healey - 11th overall

NOJ 392 - 2 1/2 litre Austin Healey - 12th overall

NOJ 393 - 2 1/2 litre Austin Healey - 14th overall

3 Cars Started - 3 cars finished!

None of our cars gave us any trouble whatsoever. But we will always remember the 1953 Le Mans, and those first Healeys.

ED

Leslie Johnson / Bert Hadley drove the Nash-Healey 4-Litre Sport
Maurice Gatsonides / Johnny Lockett drove the Austin-Healey 100 - NOJ 392

Marcel Bequart / Gordon Wilkins drove the Austin-Healey 100 - NOJ 393

DON'T BE TOO QUICK - TO BLAME THE ETHANOL IN YOUR PETROL!



Iain Grafton's cautionary tale

The subject of E5 and E10 petrol seems to be drawing a great deal of interest at the moment, and I don't believe I'm alone in being a Big Healey owner who's experienced component failure in the fuel system, where the question of the ethanol content of modern petrol is either to blame, or strongly suspected of being a cause of the problem.

With this in mind, I spent a weekend in Lockdown 2 stripping down the carburettors and fuel system on my 100/6 and replacing the rubber hoses and seals at each point in order to tackle any problems the ethanol might have caused.

In the event I found little evidence of anything catastrophic, apart from a short section of flexible rubber hose between the copper fuel line and the front carburettor that was showing signs of turning sticky at either end where it was clamped by Jubilee clips. This was easily replaced with a section of hose that was marketed and branded as resistant to the effects of ethanol in E5 and E10 petrol. I suspect the piece of hose that it replaced was not of this specification.

As part of the overall health check of the fuel system, I also replaced the in-line fuel filter, a simple job with the rear seat pan removed. The old filter looked in pretty good condition, but a new one was fitted anyway and the seat pan replaced.

With all checked and replaced as necessary, subsequent use of the Healey gave no cause for concern for several weeks – until heading home from one of the summer 2020 Club nights at

The Star Inn at Liverton. My route there and back from home gives me the choice of some wonderfully quiet single carriageway "A" and "B" roads that make Healey driving such a pleasure, or there's the option of a fast run along the A38 dual carriageway known as the Devon Expressway.

The evening in question was a lovely summer one, and so, on the way to the Club night, I opted for the quieter "A" and "B" roads from Ermington, through South Brent, Buckfastleigh, Ashburton, Bickington and finally to Liverton. This was an uneventful but thoroughly enjoyable drive with little traffic and lots of flicking in and out of overdrive top to smooth out gradients and power through sweeping bends.

For the journey home, however, I decided to take a quicker route by joining the A38 at Ashburton for a quick blast for the ten miles to Wrangaton. It was as I accelerated hard to join the traffic flow at Ashburton that I realised I might have a fuel problem. Initially my 100/6 was willing to rev, but it began to stutter once I was accelerating to join the traffic. As soon as I eased off the throttle, the problem disappeared, and by sitting at around 60mph (according to my typically "wafting" and non-committal speedo needle!) the Healey otherwise ran well.

At South Brent I decided to duck off the A38 and follow the road through South Brent itself before then re-joining the A38 for a second time at Wrangaton.

The run through South Brent was without incident, and by this point I was pretty sure that the earlier stuttering was caused by dirt in the fuel or similar. When I then re-joined the A38, however, back came the problem, just as before. At the on slip I needed to accelerate hard to join the traffic flow, and again the 100/6 objected, but this time it added an almighty 'cough' to proceedings, accompanied by a significant blast of muck from the exhaust.

With that out of the way though, I was quickly keeping up with the rest of the traffic and running well. The remainder of the journey home was uneventful and the Healey was safely back in the garage with my diagnosis that dirty fuel was the only thing that spoiled an otherwise enjoyable Club night.

In the weeks that followed, however, I discovered that nothing had changed and that at a particular point in the rev range/accelerator use, I could make the 100/6 repeat the stuttering. Similarly, I found that I could also drive the car in such a way as to avoid the problem and almost 'pretend' that it didn't even exist. This was clearly unsatisfactory, and was merely a way of masking what was wrong.

Remembering that many years ago when I first became a Healey owner, a much wiser Mk1 3000 expert told me that 90% of fuel problems are electrical, and not to be too quick to fiddle with the carbs. With that clearly in mind, I set about a component by component check of plugs, points, condenser, HT leads, inlet manifold, vacuum advance leaks etc etc.

None of this made a difference and as described earlier, I could drive the car and mask the problem altogether, or drive it in a very specific way (rapid, hard acceleration) and reveal the stuttering. Figuring that if 90% of fuel problems are electrical, I deduced that I was dealing with the 10% that aren't – and specifically fuel starvation under hard acceleration.

My Longbridge 100/6 is running with its original gallery head engine and H4 SU carbs and standard ignition system. The fuel pump is also factory standard. The more thought I gave the problem, the more I kept being reminded of the advice about not blaming poor performance on fuel before being sure that everything electrical was in

good order. With that all checked, however, I took the plunge and decided it was time to turn my attention back to the fuel and carburation system, which I'd only recently checked over for any ethanol related problems.



The Healey had been standing unused for about a week before the appointed time came to re-check the fuel system, and as always, it started beautifully first time. I moved it outside and onto the drive to allow it to warm through, only to become very quickly aware of that distinctive smell of fresh petrol. A couple of swears later and I was on hands and knees watching a constant drip, drip of petrol from the area of the fuel pump.

So. Back into the garage. Rear seat pan out. Ignition on and watch. There in plain view was the finest aerosol jet of petrol spraying from the point at which the recently fitted in line fuel filter was Jubilee clipped

into the (E5/E10 friendly) rubber hose and fuel line to the carbs. Rather than just tighten up everything in sight, I opted to remove the filter and check it for any leaks, as it seemed to be allowing fuel to escape from the joint in its plastic housing.

What I discovered is best illustrated by the accompanying photo, but in simple terms, I found that the filter's inlet spout had crushed and deformed under the pressure of the rubber hose and Jubilee clip that I'd fitted during my 'Lockdown 2' overhaul of the fuel system. It was impossible to have known this at the time, as the inlet spout was completely concealed by the rubber hose surrounding it.

Whilst I accept this deformation of the inlet spout was my fault, the story is shared in case anyone else has fitted this type of in line fuel filter, or intends so to do. With such crushing, the free flow of fuel was clearly impeded, and the end of this story

you will have already reached by now.....



New fuel filter – of a different design – fitted, and that annoying stutter/fuel starvation problem has gone, and so my deduction is that the deformed inlet was fine until there was a sudden demand made for fuel for acceleration, and the flow through the restriction wasn't capable of meeting that demand.

On this occasion, I can't demonise the ethanol in petrol – this was a user error!

THE AUSTIN HEALEY CLUB UK LAUNCH OF THE REVISED MARQUE REGISTERS

by Peter Dulieu (100)
Rob & Linda Kemp (Sprite)
Mell Ward (100/6&3000)
Jim Palmer (Jensen Healey)



Following many years of paper then computer entries onto the Austin Healey Club Marque Registers, we have now managed to bring these Registers firmly into the 21st century.

The background to these Registers-by the mid Seventies the question was starting to be asked 'how many cars do you think still exist?' From this early remark some keen enthusiasts starting collecting numbers. Before long this developed into each Marque having its own Register Secretary who was a Working Officer of the Austin Healey Club. Forms were issued to members to record their car details both in the UK and worldwide along with publicity in the motoring world in general.

Not surprisingly each Register Secretary has become quite knowledgeable in their field, as well as collecting vast amounts of paperwork and documents, each using whatever tools were to hand to organise and retrieve information. In recent years it became obvious that if this acquired knowledge and information was going to be secured for the future, a structured approach was needed.

From this the REGISTER PROJECT was born in 2019 and with the expertise of the Austin Healey Club's webmaster Robert Thornburrow, along with the knowledge and requirements of each Register Secretary, a database structure was established. Suddenly all the collected data, forms, photographs, articles, certificates and more, had a home. The first to be launched was the Sprite Register in March 2020, followed by the 100 Register in July 2021, the 3000 100/6 Register is ready for entries in March 2022 and will be followed by the Jensen Healey Register in the summer of 2022.

The aim- of these Registers is to record and maintain details of all the Marques still in existence, not just in the UK but Worldwide. Over the years the original question has evolved from 'how many cars are left' to 'what is the history of each car' - how long did it survive, how was it modified, how many owners did it have, where did it move around the country and even the world. It is obvious from enquiries that many of these cars have been loved and cherished – much as today – and have many special events and memories attached to them. We now have the ability to store the historic information as well as the current and stand much more chance of linking past and present owners. Several people have wanted to pass on historic documents and photographs to current owners rather than destroy them. Maybe your car is one of them?

The Registers allow each entrant to include body and trim colours both current and original, registration number, history notes on previous known owners, photos, Heritage Certificates and any notes of interest. This will enable the Registers to build up a unique current and past history of each car, allowing secure and searchable preservation of this information for the future.

We ask all owners, past and present, to access the Register of their Marque on the Austin Healey Club public website home page.

You do not need to be a member of any car Club to enable you to make an entry.

HOW DO I REGISTER MY CAR? - To make a start, go to the Austin Healey Club website and you will see the logos for the various Registers, click on the relevant one for your car. (This is on the Public side of the website - you do not need to sign in as a member). This will bring you to an opening page for that Register with information and pictures about the Registrar – always good to put a face to the name! At the top and bottom of the page is the option to Register Your Car. The form then proceeds through various pages asking for different information along with photographs and diagrams to help you to find it. At the end you have the option to upload any photos or documents but please make sure they are no more than 2MB each.

It is a good idea to gather documentation together before you start but it's possible at any stage to save the form and return to it later.

Each screen within the entry form covers different pieces of information. Should you want to save the information prior to completing your entry then simply click on the bottom left 'SAVE DRAFT' on any page. This will allow you to return to your entry in the future and complete without losing any previous information entered. Photographs, documents etc. can be scanned or cut and pasted and added on the final entry form.

Even if you've already previously entered your car's details on to older versions of the Register, inaccuracies can creep in and certain details can be missing. By re-entering your details, this will enable the Registers to contain the most up to date information.

This would really be appreciated as our aim is to allow all Owners, be they Club Members or Non Members, to access the Register on line. That said, information will be limited to the chassis and body numbers of the model concerned – no other details or personal data will be accessible from this public domain, but it will allow owners past and present to search for any car to see if it's on the Register.

SECURITY - Obviously security of data is a big concern in all areas of life and we can assure you that all the data held by the Registers is stored securely on the Austin Healey Club servers which are securely backed up and monitored by our Webmaster. We also adhere to all Data Protection legislation and will never release any information without permission. If past and present owners want to get in touch this will only happen with the permission of both parties.

We hope you do make the decision to contribute towards the Registers. They will only be successful in their aims if we can increase the amount of data we hold. The Register Secretaries are obviously committed to their roles as custodians of this information but however much we think we know, there is still information out there that comes as a surprise to us. Please join us and although we may never have an answer to that original question – how many cars still exist – by continuing to add new entries and see photos, it all adds to the 'bigger picture' - the history of Austin-Healey and Jensen Healey Cars.

Peter Dulieu
Austin Healey Club UK

THE RIDGWAY SPRITE

Steve Ridgway



Dear Rod,

I wondered if the attached would be of interest? Taken in I think '75 I can see that some early work is already done (in the holidays from Lancaster Uni - spot the car parking disc LH corner of screen).

The old wing mirrors (round ones on stalks mounted at about the top the wheel arch - too far forward to be of much use) have been replaced.

New sills (the inner ones were fabricated from sheet as none were available at the time) and spot-welded to the outers in the Engineering department at Lancaster to form a sub-assembly. The jacking points were rebuilt and the bottoms of the A Posts also repaired. Also, home-made top hat longitudinal floor reinforcements fitted.

At the same time, the rear spring reinforcing top-hat sections behind the seats were reinforced. Jacking up the car under the rear spring mounts until the door gap was correct was the method to ensure correct alignment!

The floorpans were probably replaced by then, but only with 16G flat sheet. As acquired I found that there were 3 floors - a sandwich of aluminium sheet and thin steel with a rusty share filing.

The later flat-arch rear wheel arches were still there - -a pop-rivet and filer concoction - but the rear wheel spacers had been removed.

This was all done in the first two years of ownership and using the car in the term times.

Steve

ED – Cheers Steve, you haven't changed a bit





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Since our doors opened in 1972, our focus has always been on the enjoyment and pride of Austin Healey motoring.

A H Spares will continue to deliver the best possible service to our customers and promote the classic car industry for generations to come.

We are excited to celebrate this milestone with you!



AH Spares Ltd. Units 7/8, Westfield Road, Kineton Industrial Estate,
Southam, Warwickshire, CV47 0JH. UK.

T: 01926 817181 F: 01926 817868 E: sales@ahspares.co.uk ahspares.co.uk

