

January 2019

Mutterings

THE NEWSLETTER of the EASTERN CENTRE
of the AUSTIN HEALEY CLUB



2019: The year of the 3000

<http://new.ahc-eastern.co.uk/>

ROB'S RAMBLINGS

Well, that's it for another year! I must say that I am one of the daft souls that loves Christmas. It is a hangover from the working years when the Christmas break was a welcome and much-needed couple of weeks away from the hurly burly of the office. After the frantic excitement of family over the Christmas period however, watching an old film on telly with a glass of something is the next best thing to Heaven!

I got my regular couple of books on Healeys and the DVD that Pete Taylor features in about Spridgets, not that I have had much time to read as we have had plumbing problems that await specialist attention - my efforts were unsuccessful. The downstairs loo spewed out effluent of varying degrees of unpleasantness and the macerator system upstairs was jammed by a foreign body as yet unidentified. Tidings of Joy!

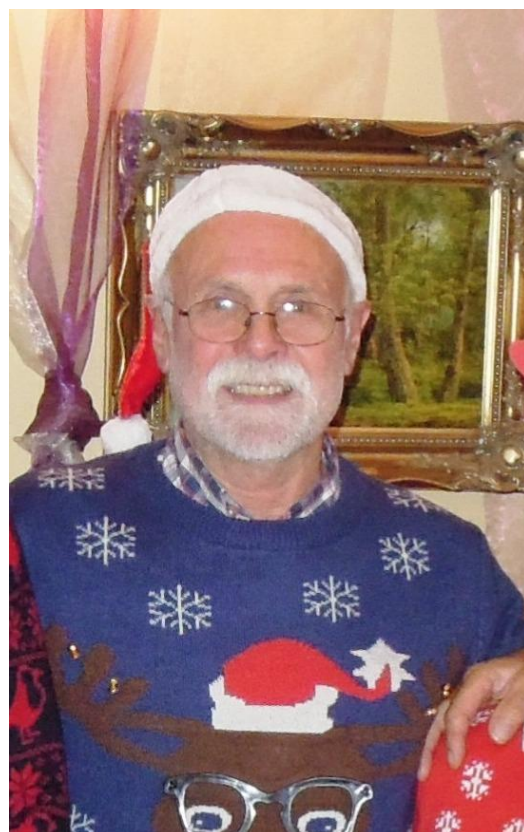
I enjoyed the Norfolk Christmas Noggin that I feature in the magazine, lots of local friends and a few from further afield that I hadn't met up with for a while. This was a great start to the festive season made all the better by Angela Bonner doing the driving!

I hope to be at Barrington on New Year's Day, sadly Maggi and Roger Byford have had to cancel their planned get-together due to sickness but I am sure there will be many familiar faces to chat to on the Green.

We wish them both a speedy recovery.

Here's to a Happy and healthy New Year with many enjoyable motoring days out.

Rob



TOURING TROPHY - 2019

The Touring Trophy runs from AGM to AGM (October to October).

If you want to be in with a chance of winning the Trophy let the Editor mutterings@ahc-eastern.co.uk know your mileage in the following format.

Entrant	Date	Trip description	Trip	Total
Angela Bonner	22 Dec 2018	Carried forward		330

2019 HIGHAM FERRERS CHICHELE CLASSIC CAR SHOW

Sunday 4th August 2019. The Castle Fields, Kimbolton Road, Higham Ferrers, Northamptonshire, NN10 8DU

This is the sixth year of the event and due to the limitations on the number of entries that can be accommodated at The Castle Fields I would encourage you to book your place as soon as you can.

This year (2018) all places were again reserved before the stated cut-off date, and whilst a waiting list will be made available, we allocate places as entries are received.

If you require any further details please email me otherwise I hope you will bring your Classic Car to the 2019 Show and submit your Pre-Registration Form with the details requested.

Email highamclassic@btinternet.com Telephone -07831 898138

Roy Murphy

CHAIRMAN'S CHAT *from Dave*

Another Year starts and as always I am not really ready for it. Some work on the house is taking priority for most of this month so the Hundred is staying on blocks waiting for its turn. I haven't got quite as far with the Sprite as I had hoped, I still have the final fit of the front panel, wings and bonnet to sort out, but there has been a little progress in other areas so I just have to accept that these things take longer than I thought they should! I suppose I also should think about recommissioning the 3000 as 2019 is an Anniversary year and at least we could get the dog in the back for outings.

The next committee meeting will be the middle of the month so hopefully we will be able to decide on which events to put forward for your entertainment so they can be put into the calendar. I haven't had any response to the idea of including other local classic car clubs on our website links, any comments, good or bad, would be welcome so we can gauge the feelings of the membership. As mentioned before Eastern Centre is large so there is not much chance to visit all areas and it is easy to slip into a rut if our own areas are reasonably active.

I know our new membership secretary has been getting to grips with the system and has sent out new member welcome emails and I look forward to his update on progress at the next meeting. As mentioned last month the Noggin meetings are to the fore over the winter. If you haven't got one near you why not start one? If you contact the Membership Secretary in the first instance he can try and put you in touch with nearby Healey owners [observing due diligence on the Data Protection front], every Noggin had to start somewhere! And if you would like to be a co-ordinator for an event near you please contact the committee, there is a gazebo and some flags for use to provide a focus for the group and there is funding available for hospitality to encourage members to attend so don't be afraid to ask for assistance, we all had to make the first step into organising at one time.

Don't forget to keep an eye out for emails from the club and keep a check on the website as the events calendar will be the first place any changes or new events appear.

I wish you a Happy Healeying New Year, one and all.

EASTERN CENTRE NOGGIN 'N' NATTERS

The world of Noggins has changed over the years and more areas are having flexible meetings, changing the dates and venue to suit those available to attend.

They now tend to be lunches and/or drives out rather than the evening meet of old so get in touch with your nearest contact to find out what happens in your area. We list the point of contact for each area on the back page and suggest that you contact your nearest one and ask to be put on their emailing list so you can be told of impending local happenings.

If you would like to start a "Noggin" in your area please contact the social secretary [social@ahc-eastern.co.uk] so your details can be added to the contact list.

Happy Healeying.

Dave



Dave with Pamela Longmate at the recent EC Norfolk Christmas Noggin'

CAMBRIDGE CLASSIC RUN 2019

The Cambridge Classic Car Run organised by the Cambridge Car Club is now a well established event held each spring. The 2019 Run will take place on **April 14th**. It is again a round of the Historic Rally Car Register's Scenic Tour series.

The road book gives a circular route, defined by easy to use tulip diagrams, of 80 to 100 miles, starting and finishing at Duxford.

There is usually a theme to the event to provide additional interest often focusing on the old airfield heritage in our area.

Some photos of cars taking part in previous years' can be found on:

<https://www.cambridgecarclub.co.uk/event-calendar/cambridge-classic-run/>

Other events in the Cambridge area attended by EC members:

- 3rd August: CAMBRIDGE AND DISTRICT CAR CLUB ELY CLASSIC
- 31st August: A CLASSIC AFFAIR at Hemingford Grey near St Ives, Cambs.

DAVE'S NASTY BOY HITS THE HIGH SPOTS

Dave Haslam has been abroad again in his modified 3000 and sends this fabulous picture of AGU, the Rover V8-powered car, somewhere in the Alps. Don't let Dave take all the glory - let me have photos of your trips in 2019, even if they are rather more mundane!



A Healey is for using and, as it is much narrower than modern cars, can slip into narrow parking bays - ideal for the weekly shop!

NEW MEMBERS

Please let me have details of your car(s) and its history and I will forward them to Rob for featuring in *Mutterings*.

Tony Withrington
Membership Secretary

FROM NEW MEMBER MIKE SHEPHERD

Dear Rob

*I have been welcomed as a member of the Eastern Centre and it was suggested that I send you photos and a short description of my Healey for possible inclusion in *Mutterings*. My car was repatriated from Arizona in 2000, having been last used for "shale racing" with the dif welded solid and the photo shows how she looked on arrival. Full restoration took place up to 2010 and I bought her in November this year and the second photo shows me with her in West Mersea where I live. I understand repatriation from Arizona has been popular due to the dry climate reducing corrosion.*

I have all invoices and the amount spent, with no allowance for labour, far exceeded the price I paid.



Best regards

Mike Shepherd

NORFOLK NOGGIN CHRISTMAS LUNCH

There was a very good turnout at the Three Horseshoes at Roydon with some less-familiar faces visiting from afar. I was especially pleased to meet up with Tony Walden, formerly a long-serving EC committee member prior to his move to Derbyshire some years ago, ditto Sandra Leyland who lost her husband John just a couple of years ago. Bob Kemp and his wife visited from the Midlands and the Old Pipemajor, John Raybould motored across from the Far East (Suffolk that is!) and it's always good to meet up with John and Janet Harper, our 'tame' 100 guru.

Here are some photos of the event:



Above: Bob and Linda Kemp with Sandra Leyland and right, Tony Walden and Sheila Allen





*Left: Pipemajor,
John Raybould
and wife Janine*



*Mid right: John and
Janet Harper;
Right: Angela
Bonner, Sandra
Leyland, Bob Kemp
and Brian Page.
Above: Setting the
standards, John
Wilson*



SOCIAL WHEELS, JANUARY, 2019

To look at the delights already in store for 2019 please check the calendar in this issue, a few dates are set this early, although exact details of the event may not be confirmed yet. **Drive it Day, 28th April** this year, will be a road run for us organized by Pat and Zara Kimber, which will be based around Ware, Herts. Good to have an Eastern event this year, we have had to join other groups sometimes in the past, and Pat and Zara have 'previous form' so this is bound to be very enjoyable.

Please read Revcounter - December 'Your Letters' from Neil Rudolf, he raises several points which have been bothering your committee for a long time, principally how do we attract more attendees at events? His first paragraph answers one of the problems - kids! Where in an Austin Healey can you put them once they grow too big for the tiny occasional seats in a very few of the models? Unless fortunate enough to own two, with two of you driving one each and a child each, the answer can only be an older 'Warwick' Healey or wait till the children do their own thing. He goes on to cite Carfest as being very family friendly, but the same problem arises, how does a Healey family get to an event in a two-seater car? Last summer Eastern suggested at least two events which I would have thought 'family friendly', but from 230 odd Eastern members, the uptake on each (Kimbolton and Euston park) was precisely four! He asks for feedback, so do we, if you reply to his last paragraph, please copy me in, we cannot help if we don't know what you want! Our weekend event at Ufford Park was well attended, but not by members with young families, and I have not yet checked the age group of Eastern Healey owners, I honestly suspect most are in the older age range?

Make sure we have your current email address, remember to let us know if you change it, so we can keep you abreast of what's on in our area, and especially Healey club events which may not be advertised nationally. Mutterings went electronic in 2018, please contact one of the committee members if you need information. All our numbers and email addresses are on the Mutterings last page, plus other contact details throughout the magazine where non-committee club members are organizing events through the year.

Hope the winter maintenance is well under way and hope to see you all very soon.

Angela

EASTERN CENTRE CALENDAR 2019

- **1st January: NEW YEARS DAY** several events available, including Barrington village green and Stony Stratford market square, details on their website. The historic Brooklands old track is also hosting classics
- **12th/13th Jan.** AUTOSPORT International at the NEC, starts 12 noon.
- **14th/17th Feb.** LONDON Classic Car Show at the ExCel, details on line.
- **22nd/24th Mar.** CLASSIC CAR AND RESTORATION show, NEC, Birmingham.
- **28th April DRIVE IT DAY** slightly later this year as Easter is on the usual date for this event around St Georges Day. Pat and Zara Kimber have offered to organize a drive based around their home near Ware, Herts. If their previous offerings are anything to go by, **DO NOT MISS** this, it will be a lovely drive.
- **7th May.** ROYSTON HISTORIC and CLASSIC CAR SHOW, Bank holiday.
- **26th May.** CARS ON THE GREEN, Bardwell, Bury St. Edmunds. IP31 1AW. Contact 01359 253525 for info on this one.
- **1st June LETCHWORTH CLASSIC VEHICLE PICNIC** Saturday afternoon, a super chance of a relaxing picnic with friends,
- **9th June. EUSTON RURAL PASTIMES.** A family day out with all manner of amusements for every age group, including a wide selection of classics. More details as they become available.
- **3rd/4th Aug.** FESTIVAL OF WHEELS, Trinity Park, Ipswich. This is a huge event, lots going on apart from the classic vehicles. See the website.
- Battlesbridge is unfortunately cancelled as far as the May Classic Car show is concerned. There will be smaller scale events though and I will give details as soon as they are available.

Plenty more to follow when the details are confirmed, keep an eye on Mutterings. If you set an automatic reminder to yourself - when Revcounter drops on your doormat go as soon as possible to the web pages to read the latest issue of Mutterings, or it may get forgotten and you might miss out.

Please note my contact number will only be 07710 267356 or email for the present, angelabonneruk@yahoo.co.uk I am moving house and the address/landline is not known yet.

THE AUSTIN HEALEY 3000

The Austin Healey 3000 went into production in July 1959. It was not a new model, but a more highly developed version of the 100 Six, the major development being an increase in engine capacity. There had been a constant demand, particularly from the USA, for increased top-gear performance in the 2,639-cc 100 Six. This had always had poor low-speed torque in contrast to the old 4-cylinder, and the easiest way to increase torque is to increase engine capacity.

Eddie Maher, ably assisted by Jack Goffin, Derek Frost, Brian Reece and Bill Clarke, had continued to develop the engine at the Coventry branch of Morris Engines. It was first increased from 2,639 cc to 2,856, and then to 2,912 cc. This size brought it nearer to the 3-litre class limit-it could also be rebored to 2,993 cc. A new cylinder block casting had to be made for the 2,912 cc unit; this was strengthened at the same time. The increase was obtained by using a larger bore and pistons, the stroke remaining unchanged. The ports and valves on the 6-cylinder engines had always been too large for its 2,639-cc capacity and the gas velocity through the large ports too low. The larger capacity increased the gas velocity and enabled a weaker mixture to be used with consequent improvement in fuel consumption.



The Austin Healey 3000 at the 1959 Earls Court Motor Show. Note the illuminated chassis on the plinth: Not many cars of this era had separate chassis

The 3000 continued...

Champion UN12Y plugs were used, which have inbuilt radio interference suppression. These were not the best plugs for the engine-the N9Y gives greater freedom from misfiring, but does cause a measure of television interference.

The 2,912-cc engine gave 124 bhp at 4,600 rpm with 167 lb-ft of torque at 2,700 rpm. The increase in torque had much to do with the livelier performance. One could engage top gear with engine off, put the throttle to the floor and start the engine without using the clutch. The big six would, apart from a little roughness, accelerate from zero rpm to maximum without any hesitation.

The introduction of disc brakes added new problems. The previous drum-braked models gave lining life in the region of 50,000 miles under conditions prevailing in the USA. The disc brakes, despite many years of development on a variety of cars, showed a high rate of pad wear under conditions of light use. A crash programme of testing and investigation with Girling brought a solution. Splash shields were fitted inboard of the discs with minimum interference to disc cooling and these put pad life up to acceptable levels. BMC Service, a most excellent organisation, provided at that time a spares backing that was without equal anywhere. With the use of a computer they had forecast a very high usage and a 'pad mountain' resulted due to the shield modification cutting pad consumption to low proportions.

The first 3000s had two SU $1\frac{3}{4}$ -inch HD 6s with automatic choke. The SU device, known as a thermostatic carburettor, is brought into action on a cold engine by a thermostatic switch, located in contact with cooling water near the outlet at the front end of the cylinder head. The cold startability of the device was always good. However, due to some error of specification or supply, the spring controlling the needle was of incorrect strength and the throttle response was erratic when cold. We called SU in and they quickly rectified the settings. However, because of the long time the cars took to travel from assembly line to overseas customers, there was considerable criticism of the device and we decided to change to the more normal type of enrichment control, lowering the jets by means of levers and a pull cable.

Taken from Geoffrey Healey's 1977 book 'The story of the Big Healeys' - an excellent reference for all interested owners.

THE HEALEY/JENSEN MOTORS CONNECTION

Nick Maltby edits the Warwick Healey Archive Bulletin and in his Bulletin IX that was forwarded to me by John Bolden, he wrote an interesting piece on the relationship between the Donald Healey Motor Co. And Jensen Motors. He has given permission to use it in Mutterings and I reproduce excerpts below. The Warwick Healey Archive is separate from other archives that are available, including the one held by the Healey Museum in the Netherlands. It covers all the cars made and or conceived by Donald and Geoff Healey right from the start of the company and it is the only one that has been catalogued and its catalogue able to be viewed via the internet. A link to the website follows:

<https://apps.warwickshire.gov.uk/api/documents/WCCC-863-672>

The Healey Jensen connection

*There are quite a number of documents and drawings in the **Warwick Healey Archive** which reflect the close relationship that the Donald Healey Motor Company had with Jensen Motors Ltd. By using the word close I do not wish to imply 'buddy - buddy', I don't think that it was that type of relationship; it was mostly about business and getting the job done.*

The first connection came about as a result of Leonard Lord awarding the body building contract for the Austin Healey 100 to Jensen. The second connection resulted from Californian Kjell Qvale, who in 1970 had become the majority shareholder of Jensen Motors, contacting Donald with a view to designing and producing a car that would fill the gap left by the demise of the 'Big' Healey

Donald and son Geoffrey (mostly the latter) had already been working on this idea and had some designs and a prototype to show Mr. Qvale, the X500. As we now know that car became the ill fated Jensen-Healey. I had left the company well before then as had the Jensen brothers, Alan and Richard and their long serving Chief designer, Eric Neale. They had all resigned within months of each other in 1966, before the launch of the Italian designed Interceptor model.

The Healey X500 project prototype

The X500 pictured below was pre Jensen and Kjell Qvale. Archive reference CR4804/2/199.



Jensen-Healey on the forecourt of the Donald Healey Motor Company Showroom and works at Coten End, Warwick. Archive Reference: CR4804/2/205

Thanks to Nick for this interesting piece. I will try and paraphrase other pieces in future *Mutterings* that members may like to read online.

NOGGIN `N` NATTERS

Colchester area	Varies	Chris and Angie Davis	canda3000@hotmail.com	
St. Albans area	First Tuesday	Contact John Keener		01494 728360
<i>Crown and Sceptre at Bridens Camp, Water End, HP2 6EY</i>				
Suffolk area	Varies	Contact Garrow Shand		01394 389013
<i>Regular road runs and pub meets - contact Garrow for details</i>				
Cambridge Area	2nd Wednesday	Contact Rob Ransom		01223 524821
<i>St Ives Golf Club, Joint meetings with Cambridge and District Car Club</i>				
Herts and Beds	Varies	Contact Clive Cocks		01933 551885
<i>Contact Clive for venue and timing</i>				
W Norfolk area	2 nd Thursday	Contact Dave Holman		01366 347412
<i>Varies: Contact Dave for the latest information</i>				
Bury St Edmunds	Varies	Contact John Bolden		01359 240153
<i>Joint meetings with Woolpit Area Classics</i>				

EASTERN CENTRE COMMITTEE 2017/18

CHAIRMAN and MSA Liaison	DAVE HOLMAN	chairman@ahc-eastern.co.uk		01366 347412
NEC DIRECTOR & TREASURER	MAGGI BYFORD	treasurer@ahc-eastern.co.uk		01763 242910
WEBMASTER	MIKE QUINN	webmaster@ahc-eastern.co.uk		
COMPETITION	Vacant			
EDITOR	ROB RANSOM	mutterings@ahc-eastern.co.uk		01223 524821
MEMBERSHIP	TONY WITHRINGTON	membership@ahc-eastern.co.uk		07903 542903
SOCIAL & INT.	ANGELA BONNER	social@ahc-eastern.co.uk		07710 267356
SECRETARY				
TROPHY MASTER	ANDY HOLLICK	andrewhollick48@tiscali.co.uk		01223 263089

GENERAL MEMBERS

JOHN KEENER	healeynutjk@yahoo.co.uk		01494 728360
PATRICK LOUSADA	p.lousada@skikitz.co.uk		01908 582851
BRETT STEAD	brettoliverstead@gmail.com		07538 495324

TECHNICAL SECRETARIES

100, 100/6 & 3000	DAVE HOLMAN		01366 347412
SPRITES (All Marques)	PAT KIMBER		01920 420642
WARWICK HEALEY	JOHN KEENER		01494 728360

VALUATION OFFICER FOR INSURANCE PURPOSES

DAVID SINGER	david@classicresearch.co.uk		01787 476264
--------------	--	--	--------------

Produced by the Eastern Centre of the Austin Healey Club. Comments and opinions expressed are those of the contributors and not necessarily those of the Club or the Committee.