

Ten Tenths – August 2026

Welcome to the latest edition of Ten Tenths. The summer driving and events season is coming towards its conclusion, but we have more planned for you as Autumn approaches. So, keep your car keys handy and read on! I will, as usual, start with “Who has done what?” but please do read through to “Future Events” and sign up to join your fellow Club Members for what is still to come, hopefully driving your Healey. As previously highlighted, all Events marked “Southern” (in yellow) in the Events Diary on our website, and attendance at any of our six Noggins, have been counting for points towards The Park Langley Trophy. This competition has just concluded and the winners will be announced (and prizes and cup awarded) at the AGM. The final results will also be available (to those who have signed up) in the Member’s Area of our website [SC Member's Area](#).

Who has done what?

Orchard Restorations Day 18th July 2026 – this year marks 50 years since Kevin Law started trading. It was therefore a special Open Day. Including the cars in the workshop, I reckon we had 50 cars there. The sun shone, son Rob was on hand to offer help and advice, the barbeque was excellent, and we had cake!





50 years of trading



Summer Picnic 26th July 2026 – Once again, Jeff Snell, ably assisted by Caroline, kindly opened his large garden to both The Austin Healey Club and Midget and Sprite Club. Pimm's was served on arrival, then everyone arranged their seats and tables and settled down to the picnics they had carefully packed into their cars. The local waterboard tried to upset the proceedings by cutting the water supply to Jeff's property but fortunately the pub next door was on a separate supply and was available to those who needed to use their facilities. Our thanks to Jeff for being such a good host.



Picnic and Fly-in Tony Palmer's Farm 1st August 2026 - Tony Palmer is an avid aviation and classic car & bike enthusiast. His farm, near Eastbourne, has a grass air strip and each year he has an open day. Invited car clubs, including Southern Counties via Richard Long, enjoyed a dedicated display area and mixed bringing our own picnic with a large spread put

on by Mrs Palmer. Donations were invited to the RAF Benevolent Fund. Our thanks to the Palmers and Longs for allowing us to join in.



Ladies Drive It Day 2nd August 2026 –Now in its second year, this unique event is a very special one on our Calendar. Commencing at Hardy Engineering in Leatherhead, where light refreshments were served, our lady crews followed Tulip maps for a planned drive through the Surrey Hills to The RAC Club in Epsom. Once the cars were aligned on the South lawn for a photo opportunity, the participants were able to visit the Motor House Museum and then enjoy a cream tea before awarding the prize for the best turned out crew and car. The silver rosebowl, The Raymond Baxter Trophy, was convincingly won by Maggie Lamb and Angela Holroyd – congratulations to the crew. And, “thank you” to Michelle for organizing.



Acknowledgement: the following photos taken by Harriet Media



Marshalling the cars



The prize winners



The participants

Cranleigh Lions Show 8th August 2025 –If you attended independently, do please let nickvarlow@gmail.com know how you got on (for next year).

Capel Classic Car Show 15th August 2026 – a 700+ car event. Southern Counties had a packed stand of 12 cars. Our thanks to Nick Varlow, both for co-ordinating the booking and for bringing the gazebo to shelter under – it was hot. We need a volunteer to take-over the co-ordination from Nick in 2027 – if you wish to go again, please get in touch with nickvarlow@gmail.com, who will lead you through what needs to be done (it's not much).



Classics at Penshurst 16th August 2026 – We decided not to apply for a Club Stand, but Carolyn and I made an individual entry and put up a Southern Counties Feather Flag. We are pleased to report we recognized a couple of Southern Counties Members and/or their cars. We can report it as a nice event to attend. A good mix of cars, some trade stands, food stalls and Castle Café, and the opportunity to pay extra to visit the Castle and Gardens. We enjoyed our day.



Nick Wood at the Lavant Fete 20th June 2026 – a ‘stop press’ notification from one of our new West Sussex members: Nick reports his BJ8 beat off stiff competition to win “the best car in show” at the recent Lavant fete. Congratulations Nick and thank you for letting us know. If you have similar news, please let me know, Jonathan@woodrow.eu.com



Recent Noggin photos (Clockwise top left: N Surrey in June, E Kent in July, and E Sussex in July)



where Rob Law gave training in packing a hood and changing a wheel – well done to Nick for volunteering to be the apprentice! Check out our website for two [videos](#)



If you have photos to share, please send them to me jonathan@woodrow.eu.com

Future Events

Southern Counties AGM 9th September 2026 – It's been suggested this is an acronym for **Advise Give** (it a) **Miss** – WRONG! Our AGM last year was a social event with a subsidised meal, an insight into what your Committee organises for YOU and prize giving. The business part was done and dusted in 45 minutes and we aim to be quicker this year. What's not to like? We would be delighted to see you at The Bent Arms, Lindfield, Haywards Heath, RH16 2HP at 6pm to eat and the meeting at 7:15pm. Our Secretary has recently sent you an invite and you will have read there is a £15 per person meal subsidy. Please respond to her to confirm your attendance (the pub needs to know for numbers). I am also trying to obtain a copy of a short film about the 1960 Liege-Rome-Liege rally, won by Pat Moss and Ann Wisdom. If I have success, we will try to show it at the end of the evening, for those who would like to stay.

Autumn Leaves Run 27th September 2026 – the Autumn Leaves run is back with a quiz (Treasure Hunt) organised by Bob Beaumont. Meet for buffet breakfast at The Welldiggers near Petworth, GU28 0HG, visit two villages to answer cryptic clues and return for prize giving and lunch. For more information, and to book your place, please respond to the Flyer recently circulated by geri.barnden@gmail.com You will be asked for a £10 entry fee (going to charity) to secure your booking.

London to Brighton Veteran Run 1st November 2026 – we are repeating the successful formula of watching the Veteran cars pass through, and sometimes make a stop, at Staplefield. We have reserved spaces for lunch at around 1pm at The Victory Inn on the Warninglid Road, RH17 6EU. The pub is under new management and we currently have priority to book places on a 'book it or lose it basis'. To book your seats, please email geri.barnden@gmail.com

National AGM 6th December 2026 – if you are curious about what goes on at National level, this meeting is open to all AHC Members and you are welcome to attend. Please book your space by contacting secretary@austinhealeyclub.com (Mell Ward needs to know for catering). I plan to attend with our new NEC Director Stuart Guy and our Secretary Carolyn Woodrow. Please let carolyn@woodrow.eu.com know if you plan to attend.

House keeping

- 'Stop Press': we are going which can either be using an adaptor plate, to have a sample badge available (another great reason to attend) and will thereafter do our best to circulate it to the Noggin meetings. The hope is to take sufficient pre-orders to have badges available in time for Christmas (what a great stocking filler!). Provisional price £20 per badge + cost of badge bar adaptor if required and postage if not collected from a Noggin.
- Don't forget: [Healey Help](#). Enquiries may be made via the Southern Counties website HealeyTech tab. Just send your question using the enquiry form on the Healey Help tab.
- A reminder that the Southern Counties website now includes a Member's Area for Southern Counties Documents and the results of the Park Langley Trophy. If you do not yet have a log-in, just click on the Access Request button on the Member's Tab.
- We understand someone at the Orchard Restorations Open Day picked up a copy of David Matthews' Coupe book but so far has not been in touch to settle up. In case you do not have David's email address, it is: info@worldwideaustinhealeys.com



- Don't be shy, please send us photos and stories of your car and Healey activities! jonathan@woodrow.eu.com
- Your Committee Needs You! We are still looking for volunteers to join our current group of Committee Members. No task too small (or too big!). Please contact any Committee Member to discuss.

Rear View Mirror

September 1996: Two events were offered on the same date! A picnic at the Hollycombe Steam Collection or a French Treasure Hunt Day Trip. How much fun would that have been?! And only £15 per car + £1 per person! We were planning our annual attendance at the London to Brighton Veteran Run with lunch at The Victory Inn. Little changes when you find a winning formula (see Future Events above). Planning had also started for a Christmas party at the Fox on the Hill – would you be interested to do something like that again? – let me know jonathan@woodrow.eu.com

August 2006: The Newsletter contained a report written by Kevin Law about a Midsummer Meander, organised by Stuart and Jenny Ellis. 26 adults and 10 children crammed into 13 Healeys and an MG to follow a route created by Jenny's father, taking about 1.5 hours in the Goodwood, Midhurst and Chichester area. At the destination there was a barbeque, raffle and quiz. There was also a report by Ken Jarrett on a visit to Wings, Wheels & Steam at Groombridge Place. One member arrived after the time the gates were opened to the public, only to find the access for classic cars had closed. It appears 'health & safety' has been with us for a while... Croquet was played at Reigate (the 8th consecutive year) and the GUTS (Guildford Undetected Tumour Scanning) Rally was soon to run.

August 2016: The North West Kent Noggin had just moved to its new location of The Kings Head, Bessels Green, under the organisation of Ed Friend, and some of us had recently returned from a trip to the Black Forest. Applications were invited to attend the Bluebell Railway Vintage Transport Weekend and there was a report by Steve Everest (the then 10/10th Editor) on the Orchard Restorations' Technical Day. Mention was made of Mark Bethel's 100/6 arriving with 'smoking' brake drums, cooled by a hose by Nick Law. I'm not sure I would have wanted to have my brake drums quenched in this way, unless to save the rest of the ship. And if you think Nick Varlow's recent Revcounter report on his trip to the Lakes was his first article, think again. He wrote an article about his 'First time at the Classic Le Mans', very much in the same writing-style! At this time, we had just three Noggin locations (The Kings Head in Kent, The Cock Inn in Surrey and The Lamb Inn in Sussex). We now have six!

Final Thoughts

I will finish by re-iterating two very important requests, offering you a 'caption competition' and the next Tale from the Mancave:

1. Please give the AGM a try.
2. If you have photos or (short) articles you would like to see in Ten Tenths, I will be happy to include them in the next edition. Nick Varlow is also seeking photos for our website.
3. I am looking for a caption for this photo:



4. Please see below for the latest instalment from Adrian Mingay regarding his rebuild project.

Jonathan Woodrow

Chairman – Southern Counties Centre

Jonathan@woodrow.eu.com – 07860 388077

BT7 L 6364 – part 5 of tales from the Man Cave – by Adiran Mingay

Having got the chassis and inner panels back from the paint shop, and after cogitating a while and contemplating even longer whether to or not to, I finally decided to have a change of direction and fit a rear roll cage. A job that I most definitely should have done before going to the paint shop.

Now, I can totally understand if your thought path is 'that can't be difficult, it's only four legs and a handful of nuts and bolts'.

On looking around I could only find one manufacturer, Safety Devices, that offers an off the shelf, standard rear roll cage. On contacting them, I was informed that they did not sell direct and I had to go through their distributors. I located a said distributor, ordered, paid for and duly delivered. This was the end of last year (2025).

I formed the neatest possible cutouts in the bodywork behind the 'B' posts and offered the cage into the car, only to find that the cutouts needed to be considerably larger than I had hoped for. Once enlarged, the cage would go into the car but the fit was horrendous. Of the four mounting points, at the best I could get three in the correct region but not nicely. I then got side tracked and spent some time procrastinating over the best way to proceed, when a colleague (who has fitted several different cages) dropped by, took one look at it and stated that it was the worst he had ever seen and he would send it back.

With that in mind, I took a number of measurements and photos and emailed them to the distributor and asked for their thoughts. I will not include the full reply here but in summary 'nothing wrong with the cage, I had to remember that my car is seventy years old and past repairs not 100%'. My reply was equally as curt and I copied in the manufacturer, at which point I received a phone call from Safety Devices asking if I minded dealing with them directly.

They quickly accepted that the cage was incorrect and have supplied a replacement. The downside was the best part of 14 weeks to wait for it to arrive.

Now you are quite correct in thinking that four feet, two on the floor by the 'B' posts and two on the wheel arches, located by a maximum of 20 bolts, can't be that difficult. In a word 'Wrong'!!

In all Roll Cage installations, the existing bodywork needs to be strengthened with a minimum of 3mm thick sheet steel. The area of the strengthening is dependent upon whose regulations you are complying to. My understanding is that the worst case scenario is currently 120 square centimetres for the main floor feet and 80 square centimetres for the wheel arches. If you are bolting through the feet, reinforcement and existing bodywork, there must be solid contact between the three surfaces. It's not allowed to 'pinch' any gaps.

Here's where it gets interesting and very time consuming. The feet on the main legs are not at the same angle as the floor, and the wheel arches are circular, and the feet angled but straight.



First fitting



Gaps between feet and Wheel Arch



Packed and clamped.

With varying gaps between the body and the feet, stage one was to pack up each foot so that the cage was as square and level as possible whilst being at the correct height. The latter not being easy when there is no bodywork, windscreen or hard top. Once the best fit possible had been achieved all four feet were clamped and everything re-measured.

As none of the feet sat flat on the existing bodywork, it was an easy decision to make. Go for the alternative, to bolt through and design and fabricate the strengthening plates to accommodate captive nuts.



Fist folds, main foot.



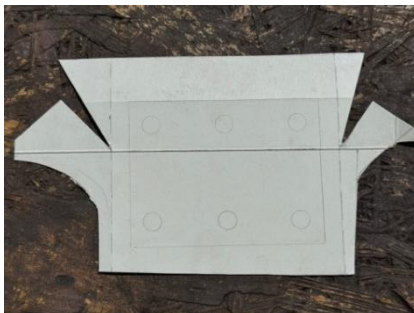
First of many fittings!



*Locating bolt and located
with Cleco Pins*

The first of the main feet was unclamped and the strengthening plate formed. Bending 3mm sheet can be challenging unless you have access to some very heavy machinery (which I don't). The easy solution is to cut approximately halfway through the 3mm plate, fold to the desired angle and then weld the cut back together. Main feet, not difficult. Angled sides are stronger and neater than square formed. Plate formed and clamped in place, the same was undertaken with the second, main support.

Marking where the feet mounting bolts should locate, the plates were removed from the car. A single hole was drilled and tapped in each plate. Then a short locating bolt was inserted from the underside of the strengthening plate (effectively the wrong way up) so as to ensure that we could hold the cage/mounting feet in the same position. This combination was then temporarily located on the body with 'Cleco Pins'.



Cardboard template.



*Transferred to steel sheet and
cut out.*



*Folded and cut into profile
of wheel arch.*

Rear legs are more challenging. Here's where you recycle that cereal cardboard box and, with the aid of a pair of scissors and a scalpel, shape a cardboard template. Works better for thinner sheet but certainly helps with 3mm thick material.



Folds welded.



Surplus weld removed.



*Finished plates, complete
with captive nuts.*

With all four strengthening plates formed, folds re welded and cleaned, they could be marked, drilled and prepped for captive nuts to be welded to the underside. Countersunk set screws were used to locate the nuts as accurately as possible on the strengthening plate. The finished assemblies were then cleaned and painted on the inside (as that should never be seen again).

Having spent time and money priming and painting the floor and inner panels, you could be forgiven for getting upset with the prospect of having to remove all the paint and primer to get back to clean steel for welding. And even more so when having to drill holes and spread the bodywork to make space for the nuts that were not completely concealed within the strengthening plates.

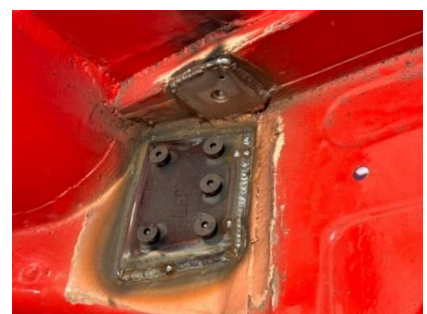
Additionally, holes need to be cut into the inner sills and central tunnel to accommodate the captive nuts on the back of the lap belt mounting points. The angle of the lap belt from the seat is again regulated, not standardised and even more difficult as I have not finalised what seats are going to be fitted. I fitted a temporary set of seat rails and a random spare seat to predict a pretty good idea of where the lap belts need to be mounted.



Corners tacked



Tom at work.



Floor and lap belt in.

Luckily, I have access to Tom, who is an expert at using a hot gun to stick metal together. TIG, MIG, Stick, Gas, Cast, Steel, Ali and any combination you can think off that is physically possible, Tom makes it look easy. That's what I call a priceless friend!!

With the corners of all four feet tacked into place, the roll cage was unbolted from the plates and the set screws re-inserted to protect the treads while welding. Tom then welded all the way round all the feet (in sections, working on all areas in succession to reduce the heat buildup and resultant distortion) and the lap belt mounting points.



Rear support in



Damage to the underseal



Prepared to start again!

It was a conscious decision to leave the underside paintwork, not knowing exactly where and how much would be burnt during the welding process. With the car still on the rotisserie, it was easy to flip it over and rectify the damage.

All burnt / bubbled paint and underseal was removed and cleaned back to bare metal. Where holes had been formed to accommodate the captive nuts, the flaring was closed down as tight as possible to the nut. Then the nut to metal was filled with seam sealer and left for 24 hours to set before finishing.



Masked for Raptor.



Raptor with feathered edges.



Back in colour.

Primed with an etch primer, raptured – with a 2K rattle can and then 2K colour via a LPHV spray gun. Here is the finished job from front and rear



To be continued...