Ten Tenths – October 2026

As the evenings draw in and some will start to think about laying-up their cars, I invite you to settle down to the latest edition of Ten Tenths, including "Who has done what?", a quick look at "Future Events", the usual House Keeping notices, a look in the "Rear View Mirror" and part 6 of "tales from the Man Cave" - my thanks to Adrian Mingay for continuing to contribute – will his re-build project ever be finished?

Who has done what?

Southern Counties AGM 9th September 2026



We try to move the event about and this year piggy-backed the evening of the East Sussex Noggin but with the slightly more central location of the Bent Arms, Lindfield. Some 23 were present (10% of our Membership) with the Committee comfortably outnumbered by General Members. We started with a subsidised meal before moving on to the business and prize giving, all of which was over and done within 40 minutes. Some lingered for a social drink and natter afterwards.



Flying the flag at The Bent Arms



Geri Barnden - Drive-it Day Trophy

The full AGM Report and results of the Park Langley Trophy competition will be available (to those who have signed up) in the Member's Area of our website SC Member's Area but the new Committee and Award winners are set out below.

Our new Committee is as follows:

NEC Director: Stuart Guy
Chairman: Jonathan Woodrow
Hon. Sec.: Carolyn Woodrow
Treasurer: Peter Bennett
LMLO: Catherine Keys
Tech Sec.: Vacant
Healey Help: Bob Beaumont
Web Master: Nick Varlow
General Members: Geri Barnden, Mark Bethel, Robert Keys, Michelle McDonough

Presentation of Awards:
Drive It Day Cup - Awarded to Jon and Geri Barnden
Park Langley Cup - Richard and Barbara Long
Raymond Baxter 10/10ths Rosebowl - Margaret Lamb & Angela Holroyd (acknowledged - presented at Ladies DID)
Vice Presidents Trophy - Awarded to Steve Barber for his contributions to the Centre.



Richard & Barbara – Park Langley Trophy



Steve Barber – Vice-President's Trophy

Park Langley Noggin Awards:
East Kent Noggin: David & Alison Carter
North West Kent Noggin – James Barton
Surrey South Noggin - Tim and Helen Ward (pictured)
Surrey North Noggin – Bill McDonough
East Sussex Noggin – Richard & Barbara Long
West Sussex Noggin – Louise Goacher



Tim & Helen Ward - Noggin Award

Castle Coombe Autumn Classic 12-13 September 2026 – a weekend of note in the Healey world with a number of familiar faces (including Peter Healey, Joe Cox, the Rawles and McDonough families) present to watch both the Austin Healey 3000 & Sprite Ian Cox Memorial Trophy and the GT & Sports Car Cup. Bill Rawles of Bill Rawles Classic Cars was competing in both of these races (246 - white with blue stripes) and his son Jack in the later race. Healey Sport will no doubt be reporting on the event so I will limit myself to a couple of photos and congratulate the Rawles family on racing as strongly as ever.



Work to do…



Pre-race tactics



Supporters



Three places made up from top right photo



Familiar faces

Angouleme Circuit des Ramparts 19-20 September 2026 – not on the Southern Counties Calendar but worth considering if you enjoy taking your car abroad. There have been articles in Revcounter in the past so I will limit myself to saying: Carolyn and I visited for a long weekend - out Thursday morning and home Tuesday evening with a night stop in both

directions and three nights in an Airbnb in Angouleme. We watched the Concours d'Elegance on the Friday evening, participated in the road rally on Saturday (with sumptuous lunch stop and presentation on the podium upon return to Angouleme), and on Sunday we watched some good racing around the ramparts of the town. We kept meeting people we knew and thoroughly enjoyed what was, in hindsight, a too brief trip to France. There was, for example, the vintage English Car Rallye at Les Sables-d'Olonne the following weekend, only 200 Km North West of Angouleme and not too far off our return route…



Concours d'Elegance podium with judging panel – Angouleme





Rally early departure from Angouleme & chateau lunch stop

Goodwood Revival 18-20 September 2026 - the theme this year was La Dolce Vita. Due to the date clash with Angouleme, I could not be there, but was sent this photo reflecting the theme.



Autumn Leaves Run 27th September 2026 – the Autumn Leaves run is back! Some may remember Derek Edwards organising this event in the past as a run, finishing at a pub (see Rear View Mirror). This year Bob and Jaimie Beaumont ran it as a Treasure Hunt based on the Well Diggers Arms, Petworth. Geri Barnden supported by taking the bookings and interfacing with the pub. The "treasure" was quiz clue answers in the pretty nearby villages of Graffham and Lodsworth. Breakfast before and lunch after were popular options and made it into a fun day out for the 12 crews who participated. The winners (decided only by their quiz sheet being submitted first) were Peter Bennett & his friend Morton Woodburn. Congratulations to Robert & Catherine Keys who were a very close second and to all the other participants, particularly Stephen & Angela Holroyd who were the winners of the Wooden Spoon – whilst the lowest score, they were only 10 points behind the winners. Thank you to Bob, Jaimie and Geri for their hard work.





Prize giving at The Welldiggers and the two winners (Morton + Peter with Bob centre)

Rawles Motorsport Open Day – 10th October 2026 – Billed as a customer thank you event, it is open to all who are interested to attend and features not just Healeys but also other 'interesting' cars and of course tea/coffee, beef burgers etc to consume whilst you chat to fellow members and explore the workshops. For Southern Counties and New Forest Centres,

it is also a marketing opportunity when we can fly our feather flags and attract new members to the Club. An article will appear in Revcounter. Our thanks to the Cluett's for the invitation.



J40 pedal car (right)





Marketing



Daffodil Recce October 2026 – Carolyn and I have recently returned from Norfolk where we were working on next year's event (hotel, routes, locations and quiz). The Daffodil is a popular event held in Springtime in Norfolk. So popular that places, limited to about 25 cars / 50 people, sell out within days. At the time of writing, the 2027 event is sold out with a waitlist. We are however pleased to accept expressions of interest for the future – if you are interested, please email me: jonathan@woodrow.eu.com.



Future Events

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. 23 enthusiastic members have signed-up for lunch at The Victory Inn on the Warninglid Road,

RH17 6EU. Whilst it will now almost certainly be too late to join the lunch, if you are interested in coming to watch the Veteran cars, or check for cancellations, please email geri.barnden@gmail.com.

I would also draw your attention to **The St James's Motoring Spectacle** which takes place outside the RAC on Pall Mall in London the day before i.e. Saturday 31st October 10am-3pm. That's THIS Saturday. The event is free and open to everyone. I am certainly hoping to get there!

Classic Motor Show at the NEC Birmingham 13-15 November 2026: There is a full-page advert in the current edition of Revcounter including the Club's Discount Code: **CCAHEALN6** I gather quite a few will make the journey. So, ask around and perhaps share a lift.

National AGM 6th December 2026 – if you are curious about what goes on at National level, or (for example) want to ask questions about where National spends your Subscriptions, 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 Nick Varlow (our retiring NEC Director), plus Stuart Guy (our new NEC Director), and our Secretary Carolyn Woodrow. Please also let carolyn@woodrow.eu.com know if you plan to attend.

House keeping

- Car Badge: A big "thank you" to all who have ordered a badge. It was a great response and confirms the design met with your approval. We have marginally over-ordered to achieve a breakpoint discount and currently have a stock of three available for sale. There are no immediate plans to order a further batch so, once the last three are sold, it will (effectively) be too late… We expect hand-delivery will be via the November Noggin meets and will post in early November to those who paid for postage. If you miss your November Noggin, you will need to negotiate with your local Noggin Organiser.

- Don't forget: Healey Help. Enquiries may be made via the Southern Counties website HealeyTech tab where you will find an enquiry form.

- 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.

- The South Surrey Noggin is taking a break until January and the North Surrey Noggin will take a break in December. For news on the other Noggins, please keep in touch with the Noggin Organiser and/or watch the local WhatsApp group chats.

- Our thanks to Tom and Catherine Taylor, who have very kindly volunteered to take over running the East Sussex Noggin at The Blackboys with effect from January. An equally big thank you to Nick Varlow who has run this Noggin since, I think, April 2022.

- The latest Revcounter carries an advert titled Healey Tours 2027: the Pyrenees (departing 23 May) and Corsica (departing 25th September). Nick Varlow travelled to the Pyrenees earlier this year with this company in his Mini and recommends them. I hear a number of members are showing interest in both proposed tours.

- Your Committee Needs You! I am still looking for someone to take on the job of 'Social Secretary'. Most of our events already have organisers associated with them but we need an overall co-ordinator. If you feel this is something you can help with, please get in touch with me, either by email or telephone.

Rear View Mirror

October 1996: The AGM was set for 24th October at The Bell, Kemsing, near Sevenoaks, OS Map 188 55.5/58.7 – do you remember those days before Google Maps and what3words? The Frogeye Car Company on the Isle of Wight had commenced the sale of fiberglass kits for around £2000. The then editor preferred the idea of an "all-metal Frogeye" for £2,500. The MG Car Club were running seminars on how to rebuild MGB-Sprite & Midgets. The For Sale section offered a July 1967 3000, completely restored by Fernhurst Motor Co. Midhurst and still under warranty, MOT & Tax for £10,000 and a 1969 Mk IV Sprite re-spayed, VGC, MOT & Tax £1,100. Are today's prices on their way back down to pre-Millenium levels?

September 1996: A picnic was planned at The Hollycombe Steam Collection; entry just £5.50. Classic Car Tours (yes, they have been around a long time) were offering a day trip to France with a Treasure Hunt - £15 for the car + £1 per person – do you remember those day trip fares? We were planning to watch The Veteran Car Run at Staplefield and retire to The Victory Inn for lunch (no change other than the menu!); the advert noted 25 Healeys had attended in 1995. A Christmas meal and a Christmas Party were also being mentioned.

October 2006: Derek Edwards was organising an Autumn Leaves run from the Wray Lane carpark at the top of Reigate Hill to The Plough at Leigh for lunch. The Veteran Car Run and The Victory Inn were being advertised, as was our AGM at The Coach House Inn, Cowfold. Liz Law was taking bookings for the Christmas party at The Ravenswood Hotel, Sharpthorne at a

subsidised price of £20 per member (£32.50 for non-members). Six cars supported the GUTS (=Guildford Undetected Tumour Scanning) Rally and helped raise £2000 for the charity.

October 2016: There was a report from Katie Bignall coming 2nd in The Hooe Classic Car Show's Lady & Vehicle Competition. She was the 'flapper' in a bull Nose Morris driven by Harry Healey (yes, there was a Healey in the story!). Dave Colwell reported on the Regis Tap (Tour & Picnic), organised by the Bognor Regis Motor Club. 10 Southern Counties cars participated. They were flagged away from Great Ballard School, Arundel by none other than local racing driver Derek Bell and used Tulip instructions to visit Porchester Castle (lunch), Jim Stokes Workshops (preparing cars for Goodwood), Merchistoun Hall (cream tea) and Duncton village hall (Hogg Roast) – quite a day! And Steve Everest (the Editor), reported on his acquisition of a scissor lift

Final Thoughts

I will finish by re-iterating two very important requests, providing the result of the 'caption competition', and then leading you on to the next Tale from the Mancave:

1. 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- my address is below and you can contact Nick via webmaster@ahc-sc.org.uk.

2. I asked for a caption for this photo:



My favourite suggestion was: ***"Where you bin this summer?"*** Well done, Nick!

3. 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 6 of tales from the ManCave – by Adrian Mingay

Horn and Indicator Switch

If my memory serves me correctly, I started this series with “it seemed a good idea at the time”. On that basis, this is probably ‘good idea 1001’ and certainly not for the faint hearted!

Background information:

- the boss / switch unit that sits in the middle of the steering wheel is fed by four wires that run through the centre of the steering column in a tube known as the ‘Stator Tube’. These wires connect to the main wiring harness adjacent to the Radiator.

- The wires are: one for the horn, one to feed the indicator switch, one output feed to the left-hand indicator bulb, and one output feed to right-hand indicator bulb. The tails of these wires are all off different lengths to allow the wires, complete with connectors, to be inserted and withdrawn through the stator tube.

- The switch unit is held in place within the boss by three grub screws.

Being in the middle of a complete rebuild, my whole steering wheel, column and box are out of the car making access considerably easier. There is also a difference between the adjustable and non-adjustable column. I have an adjustable column and am unable to comment on the difference in the Stator tube / boss arrangement between the fixed and adjustable columns.

In theory, you can release the grub screws, pull the switch unit out and disconnect the wires. The horn feed terminal extends from the front of the unit. The indicator supply is on a captive stud. The two indicator outputs are on short studs that form the contact for the indicator switch, and are semi captive but not retained within the backplate. In plain English, undo the nut and the stud can fall out. A lot safer to do on the bench as opposed to in the car.

If still in situ in the car, my preference would be to disconnect the wires at the main harness and withdraw the switch unit complete with wires. You can cheat here and tie a length of string, wire or something similar to the end of the wires before withdrawing them. This means that once you have withdrawn them, you have a pull cord to help getting the wires back down the tube.



The switch unit withdraws complete with a short length of tube. You are quite entitled to be totally perplexed as to how to delve further into the unit. Look carefully between the Bakelite housing and the indicator cancellation unit and there is a very small steel tab angled down over the switch housing. Carefully lift the tab and rotate clockwise and that will reveal three holes that align with three screws. Undoing the three screws separates the metal work from the switch housing and exposes the electrical connections.

The magic tab

The switch unit is in two halves, held together by three long 5BA set screws. Two hold the horn back plate in place and the third is stand alone and hidden behind the horn backplate. Therefore, you have to remove the horn backplate. Removing the screws will free the horn feed and the brass earth ring. Then remove the third screw and be ready to catch all the components that can spring out!

I did say that this is not for the faint hearted!!

Going by the particulate contamination within the switch, I think there is a very strong possibility that this has not been opened from the date of the initial assembly. Luckily the muck meant nothing sprung out when I opened mine.



Luckily all the parts stayed in place

The central lever / switch utilises four springs: two large ones situated one either side of the lever forming a semi-circle around the switch - these can be seen as soon as the unit is removed from the boss. The third is at the back of the lever and pushes the indicator contact plate against the feed and either output terminal. The fourth is vertical within the lever and pushes a carrier and wheel down against the toggles that cancel the indicator as the steering wheel returns to central.

I, very stupidly, lost the very little wheel in the bottom of the carrier. I was working on the bench at the back of my Man Cave when I had an unexpected visitor, who shouted from the

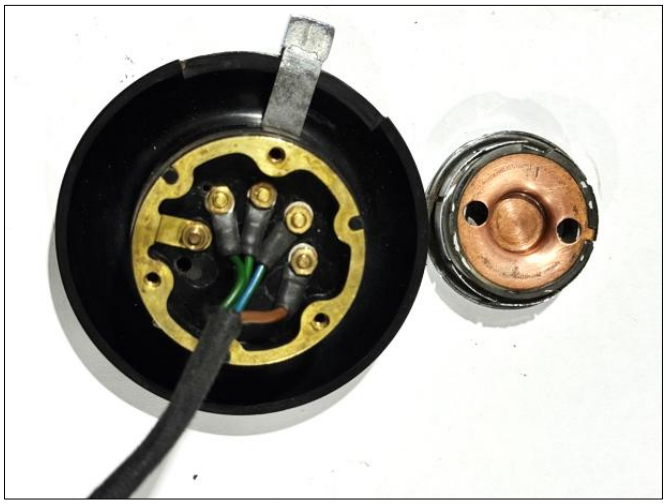
door and then disappeared. I shot up to investigate and somewhere between bench, door and back to the bench I lost the wheel.

Thankfully, Keith from A-Head 4 Healeys Ltd. came to the rescue and, after pressing silver into his palm (well, it went into the company account!), I secured a replacement wheel. A big thank you to Keith!



All cleaned – indicator wires in – ready for re-assembly

Re-assembly is one of those jobs where you need a third hand but there is not enough space for it anyway. I found it easier to connect the indicator wires before assembling the switch. Whilst the output contacts are semi-captive, they can fall out. Connecting the wires holds them in place. The lever locates and pivots around a recess in the back half of the switch housing. It therefore needs to go in at an angle so that you can push the wheel and carrier up into the lever whilst holding the indicator contactor in place against the spring pushing it out, not forgetting to include the support wire for the two outer springs. Once the lever is located, it's relatively easy to install the two outer springs within the casing.



To assist in pulling the switch harness back through the stator tube, tape the end of the wires/connectors as tight as possible. If you have a pull cord, incorporate that, but keep the bundle as thin as possible.

It's a little bit of a conundrum. If you rebuild the switch dry, the friction will wear the components. Reassemble with grease and any particulate material will stick to the grease. I've reassembled dry and then sprayed with GT85; a silicone lubricant that, in theory, is not sticky.

Back of the switch re-assembled and horn button.

Stating what might be the obvious (and probably caused the stator tube on mine to crack), the stator tube and switch unit remain stationary whilst the steering wheel and inner column rotate within the outer column and around the stator tube. The latter is held static by the compression on the olive at the base of the steering box.

Brilliant design concept, but the execution is debatable! If the switch housing sticks against the wheel boss, the twisting motion down the Stator Tube is enormous, potentially causing all sorts of problems.

Saving the best to last, in truly the best of quite essential British idiosyncrasy and if you didn't notice when disconnecting the wires from the main harness (no, you haven't gone mad!), the colour coding on the wires changes between switch and harness. Supply goes from Green / Brown to Green, Right feed goes from Green / White to Green / Yellow and Left indicator from Green / Red to Green / Blue (all harness to switch wires). No, I don't know why, the best I can offer is that the switch wiring was used on another car within the BMC group and was used on the Healey's to save on production costs. If anyone does know the actual reason please reveal.

To be continued…