



Golden Gate

HEALEY HAPPENINGS



Golden Gate Austin Healey Club, Inc. Sunnyvale, CA Vol 10, No. 10 October 2008

In this issue

Mendocino Run 1

Editor's Column 2

Promo: California Autumn Classic 3

Calendar 5

Brisbane British Car Meet 6

Chico Concours d'Elegance..... 8

Healey Hints.... 9



Mendocino Run: August 2008 *by John Trifari*

Eight Healeys made the 2008 Mendocino Run on August 16-17. Karen and I hosted this trip on an annual basis for several years, and it had become a routine summer Golden Gate event until two years ago when other obligations got in the way.

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Publication Schedule
Nov/Dec around Nov 15
Jan/Feb around Jan 15

The idea behind the run is simple—everyone meets at a certain place, and we head up to Mendocino along a preset route. Karen and I set up the motel rooms (in Ft Bragg, since it is difficult to get one-night stays in the Mendocino area), picked the stops along the way and set up a group dinner at the Little River Inn south of Mendocino. How and when to return to the Bay Area is left up to the individual participants.

Continued on page 4

Editor's Column

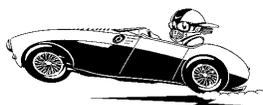
Loren Parks
Chico, CA



The Healey Hints topic this issue—*determining the age of a tire*—was inspired by the discovery that my tires were manufactured in 1994. Dave Nock read my tire codes at Conclave. The tires were on the car when I acquired it and, since they looked new, I assumed that they were new in age. Tire manufacturers recommend replacement after about seven years, so I'm using the need for new tires as an excuse to get chrome wire wheels at the same time.

Contributions by our Club members continue to be critical for newsletter sustenance. This issue includes articles by Bill Meade and John Trifari; the previous issue included articles by Kim Korbay, Len Hartnett, and John Soderling. Keep those contributions coming!

Due to the lack of automotive events during the winter, November/December will be combined into one newsletter issue. January/February will also be combined. The publication schedule appears on Page 1.



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For the latest Golden Gate news
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The 16th Annual California Autumn Classic

New, Bigger and Better Location!

- **British Sports Car Concours and Tour with Welcoming Saturday Dinner**
- **Saturday and Sunday, October 18th and 19th in Morgan Hill, CA**
- **For *regularly driven* (non-trailerred) classic two-seater British sports cars**

The California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950's and 60's. All Classic British sports cars (2-seaters and jumpseat derivatives) are invited to participate. There will be 26 silver trophies for all marques. The event is held on the main street of Morgan Hill. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

Saturday October 18th

2-4 PM Afternoon group coastal and backroads tour (included). Meet at CalTrain Station Parking on Butterfield Blvd off E. Dunne Ave.

6:30 PM Group dinner for Saturday arrivals (optional) held in Morgan Hill (to be announced)



Sunday October 19th

- 9:00AM — 10:00AM** Cars arrive and park in assigned spaces
- 10:00AM — 3:00PM** Public viewing of cars and vendor sales
- 11:00AM — 1:00PM** Lunch on your own at one of several nearby restaurants
- 1:30PM — 2:30PM** Drive-up presentation of 26 silver trophies

Four new classes are created for 2008:

- **"Preservation Class"** for unrestored classic British classic sports cars.
- **"Race Car & Race Car Replicas Class"** for all classic British sport cars. If your car is not licensed for the road, it may be trailerred. (contact organizer)
- **"Contemporary British Sports Car Classes"** for newer model cars such as Lotus, Morgan, Jaguar, TVR, Marcos, Genetta, and Mini.
- **"Classic British Bikes Class"** for restored Classic British Bikes. Bikes will have their own special display area and trophy. Registration for bikes is just \$15 for the Sunday show.

Additionally, there are now opportunities for more vendors, sponsors, booths, club booths, etc. (contact organizer)

Event coordinator: Bill Meade (831)-722-3253 billmeade@charter.net

Advance registration required: www.autumnclassic.100mregistry.com/

Mendocino Run (continued)

The tour started at the McDonald's in Vallejo, a convenient spot on Route 29 just north of Marine Work Parkway. Joining us at the starting point were Dave and Cindy Cross (Morgan Hill), Lee and Susan Bardellini (Castro Valley), Richard and Lynn Kahn (South Lake Tahoe), Dan and Linda Sekella (Concord), and Arturo and Ari Cortes (Sacramento). Rob and Marie-Louise Sardeman joined us along the route in Napa, and Roger and Donna Hawk met us in Ft. Bragg.



First stop at Calistoga, next to the railroad station. BJ8 in the foreground belongs to Lee and Susan Bardellini. BT7 belongs to Marie-Louise and Robert Sardeman of Napa. White BJ8 was driven by David and Cindy Cross.

From McDonald's we ambled north through Napa and onto the Silverado Trail for a 25-mile run up to Calistoga. This is a beautiful, unhurried road through the vineyards that sees surprisingly little traffic compared to the parallel route 29/128 through Yountville, Rutherford and St. Helena. We stopped briefly at Calistoga to catch our breath and then headed north on 128 through the Anderson valley to Jimtown where we stopped for lunch. This stretch of road north of Calistoga is also a joy to drive—rolling hills, well-paved



Lunch at the Jimtown General store just west of Geyserville. In the foreground Dan & Linda Sekella. At left, John & Karen Trifari; to the right Marie-Louise & Robert Sardeman. Zubba no está.

highway, gentle curves and little or no traffic in either direction.

After lunch we drove through Geyserville and got onto 101 north for a brief run to Cloverdale where we picked up 128 again and headed northwest towards the coast. This piece if highway is also a great Healey road although there are quite a



Dinner at the Little River Inn some three miles south of Mendocino on Route 1 has become part of the tradition of the Mendocino Run. Left to right: Roger Hawk, Richard and Lynne Kahn, Linda and Dan Sekella and Cindy Cross

Continued on page 7

Calendar of Events

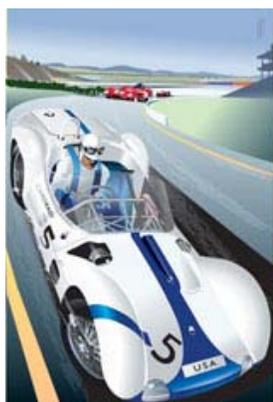
To list an event, contact Loren Parks
(530) 893-8643 LorParks@gmail.com.

For a more complete list see the
GGAHC web site:

www.GoldenGateHealeys.com

Saturday, September 27. Ironstone
Concours d'Elegance, Murphys, CA. See
www.ironstonefoundation.org.

October 10-12.
Infineon Raceway
Sears Point. CSRG
5th Charity Chal-
lenge featuring his-
toric grand prix and
NASCAR.



www.csrgracing.org/

October 18-19. Autumn British Car
Classic at Morgan Hill. Saturday tour
and dinner followed by Sunday Show.
Bill Meade: 831-722-3253. See page 3.
www.autumnclassic.100mregistry.com/

October 31- November 2. Thunderhill
Raceway Park, Willows. CSRG Western
Fall Finale. www.csrgracing.org/

Sunday, December 7. GGAHC annual
meeting and holiday party. Details
forthcoming.

For Healey Events Nationwide, go to
the Austin Healey Club of America
web site: [www.serve.com/AHCA/
events.htm](http://www.serve.com/AHCA/events.htm)

Rendezvous 2009

We still need a logo for Rendezvous
2009. Now is the time to submit your
ideas and designs because the organiz-
ing committee will soon meet to select a
logo and plan the marketing campaign.
Please send your ideas and/or designs to
Dave Nock:

Healeydoc@sbcglobal.net

Here are a couple of simple logos to
stimulate your creativity.



The 2008 British Car Show "Launches" a New Location

by *Bill Meade*

Hundreds of British cars and their owners motored in from around the Bay area for the 2008 British Car Meet held on September 7. The new venue was the Sierra Point Marina in Brisbane just above the San Francisco Airport. Weather was warm and breezy



for the drive, and views at the Marina and Bay were a perfect backdrop for the classic cars. This is the new location of the Palo Alto event that was held near the Stanford Shopping Center for 30 years.



Cars were displayed in several parking lots with some cars in the grass along the water's edge. Several hundred cars were present. A jazz orchestra played during the day and drinks were served at the Yacht Club in addition to a breakfast for early arrivals.

Silver picture frame awards were presented to several marque classes at 2 pm. Winners in the Healey class were Mitch Gonzales in his dark red 3000 and Nancy McCrosky in her baby blue Sprite.

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Members of the Golden Gate Austin Healey Club were well represented, and had the prime parking spots in the grass along the water front.

Rick Feibusch has organized this great event over the years and deserves sincere thanks for the effort required to make these shows happen.

Continued on page 7

Brisbane British Show (continued)

We all recognize that it is a challenge to find an outstanding new location—especially after so long at the visible Palo Alto location.



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Mendocino Run (continued)

few sharp curves as the road climbs up to a high plateau. We stopped briefly in Boonville for gas, and then at the Roderer Vineyard about 10 miles farther west. By now it was getting close to three PM and temperatures had been rising. Just west of the Roderer Vineyards the road enters the Navarro State Redwoods Park, and we could begin to feel the cooling influence of the sea. By the time we reached Route 1 on the coast just below Albion, it got cold enough to require a fast stop to get out jackets and blankets. From there it was a pleasant run up to Ft. Bragg.

The next day we all split up and went out separate ways, with Karen and I joining with Arturo and Ari Cortes and Robert and Marie-Louise Sardemen to head back down 128 through Boonville. We



helped Arturo make a fast fuel-pump replacement on his and Ari's BT7 under the redwoods in Navarro Park (Symptoms: car loses power and feels like it's firing on two pistons. Lessons learned: Make sure you have the right mounting bolts on your spare pump), and arrived home in Sunnyvale around four p.m. Thanks to all who attended. It was a great pleasure setting this up and seeing you all, and Karen and I hope to do it again next year.

The British Contingent: Chico Concours d'Elegance

The 30th annual C d'E on September 7

Clockwise: Sunbeam Tiger, XKE's, MGTDs and Healey BT7, Marianne Giordanengo in her 1949 MGTC, Gary Marquis with 1932 Alvis Speed 20 Sports Tourer, Aston Martin DB5, Gary Marquis with 1958 Morgan +4.



Healey Hints

Determining the Age of a Tire

[Reprinted from TireRack.com]

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), Tire Identification Numbers are really batch codes that identify the week and year the tire was produced. The U.S. Department of Transportation (DOT) Na-

tional Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters DOT, followed by ten, eleven or twelve letters and/or numbers that identify the manufacturing location, tire size and manufacturer's code, along with the week and year the tire was manufactured.

Tires Manufactured Since 2000

Since 2000, the week and year the tire was produced has been provided by the **last four digits** of the Tire Identification Number with the **2 digits** being used to identify the week immediately preceding the **2 digits** used to identify the year.

Continued on page 10

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Healey Hints (continued)

Example of a tire manufactured since 2000 with the current Tire Identification Number format:

In the example at right,
DOT U2LL LMLR 5107

51 = Manufactured during the
51st week of the year

07 = Manufactured during 2007



While the entire Tire Identification Number is required to be branded onto one sidewall of every tire, current regulations also require that DOT and the first digits of the Tire Identification Number must also be branded onto the opposite sidewall. Therefore, it is possible to see a Tire Identification Number that appears incomplete and requires looking at the tire's other sidewall to find the entire Tire Identification Number.

The use of a partial Tire Identification Number on the one sidewall (**shown at right**) reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold.



Tires Manufactured Before 2000

The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the **last three digits**. The **2 digits** used to identify the week a tire was manufactured immediately preceded a **single digit** used to identify the year.

Example of a tire manufactured before 2000 with the earlier Tire Identification Number format (**at right**):

In the example at right:

DOT EJ8J DFM 408

40 = Manufactured during the 40th week of the year

8 = Manufactured during the 8th year of the decade



Continued on page 11

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