



Golden Gate

# HEALEY HAPPENINGS



Golden Gate Austin Healey Club, Inc. Sunnyvale, CA Vol 11, No. 2 March 2009

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## Chico Tour: April 25-26

*by Loren Parks*

The Golden Gate Austin Healey Club will sponsor a weekend tour to Chico on April 25-26 to coincide with the annual Chico British Car Show on Sunday, April 26. The tour will begin on Saturday, April 25 at 9:00am at MacDonald's in Vallejo (5200 Sonoma Boulevard Vallejo, CA 94589, on Hwy 29 just north of the intersection with Hwy 37). David Nock will lead the tour through the Napa Valley to Clear Lake, then east on State Highway 20 towards Williams. About five miles west of Williams I will meet the group at the intersection with Leesville Road. We will proceed north through one of the most beautiful and remote roads in northern California. Wildflowers should be at their peak. The tour passes through Stonyford and continues north until required to turn east to stay on pavement, continuing on to Orland and then Chico. Bring your lunch.

*Continued on page 2*



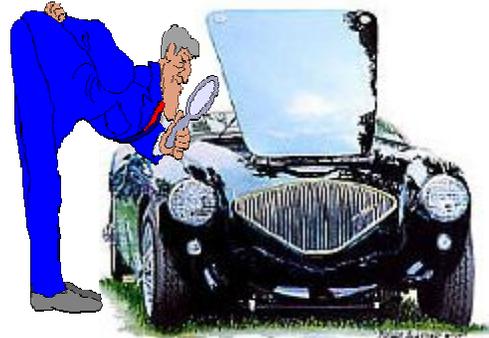
*Lunch at Wente Vineyards  
Saturday, March 14  
(See page 8)*



## Annual Tech Session

**British Car Specialists**  
in Stockton at 10:00am on  
Saturday, February 21.

**(See page 3)**



### **Chico Tour (continued)**

Club members coming from Sacramento and other locations inconvenient for a Vallejo start can meet us at the junction of Highway 20 and Leesville Road just west of Williams for the latter part of the drive. A meeting time will be specified.

Saturday evening there will be a barbeque dinner for Club members at my house at no cost to attendees. During the car show on Sunday members can frequent my house for lunch or rest since it is just a 10-minute walk from the show.

If you intend to participate in the Saturday tour or barbecue, **please let me know**. If you want to reserve a hotel room in Chico contact **Oxford Suites** where 15 rooms have been reserved at the discount price of \$109. A full breakfast is included. That will be a busy night in Chico because of a major bicycling event the same weekend, and hotels will be full. Rooms will be held for Club members **until March 25**, after which they will be released for general sale. Call the Oxford Suites to make your reservation, being sure to say that you are with the *Golden Gate Austin Healey Club*.

**Oxford Suites (530) 899-9090**  
**2035 Business Lane**  
**Chico, CA 95928**

More information will be forthcoming about the tour. Meanwhile, please call or e-mail me if you have any questions.

Loren Parks  
(530) 893-8643  
[LorParks@gmail.com](mailto:LorParks@gmail.com)



## **Chico British Car Show**

### **Sunday, April 26**

The Chico British Car Show featuring the **Austin Healey** marquee will take place Sunday on the first fairway at the Canyon Oaks Country Club (999 Yosemite Drive, Chico, CA 95928). This is *not* a concours d'Elegance; awards are determined by a "people's choice vote." The entry fee is \$25; the registration form can be downloaded at

[www.chicobritishcarshow.com](http://www.chicobritishcarshow.com)

Last year's event included about 110 cars, and more are expected this year. There will be vendors for food, crafts, and auto accessories, plus a silent auction. Loren Parks' **Chico Saxophone Quartet** will perform for two hours mid-day, and a bag-piper will roam the grounds looking for victims. Registration begins at 8:00am and the show runs from 10:00am to 3:00pm. Numerous awards will be presented, and entrants will receive a dash plaque.



## Editor's Column

Loren Parks  
Chico, CA



In December/January my wife and I took a three-week, 3,000-mile trip to southern Arizona and northern Mexico with our 27-foot fifth-wheel, pulled by a 2008 GMC gasoline-engine truck. It averages 8.5 mpg when towing. We consumed \$681 of fuel, which must have pleased the many vendors dependent upon travel—as well as OPEC. During the trip we saw hundreds of RVs with license plates indicating origins throughout the USA and Canada. The price of fuel has wounded the RV industry but has obviously not killed it. The experience inspired my economist brain to guess what gasoline price would stop us from participating in RV activity as we know it. I think the price that already exists in some European countries—\$9/gallon—would surely do it. This doesn't mean that we would stay home; we would substitute more economically viable alternatives. Our economic behavior is driven by prices, and political tinkering with a multitude of requirements and incentives will not have the same effect as the price of fuel. The article by Pete Geddes (in this issue) coincides with my opinion; the most efficient and effective policy to help solve the energy crisis and related problems is to increase the price of fossil fuel by taxation and use the tax revenues at home. While our government continues to play fools' games, I'll keep my RV rollin.'



## Calendar of Events

Contact Loren Parks to list an event  
(530) 893-8643 [LorParks@gmail.com](mailto:LorParks@gmail.com).

For a more complete list see:  
[www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com)

**Saturday, February 21, 10:00am.** Tech Session at British Car Specialists, 2060 N Wilson Way, Stockton CA, 95205. Let Dave Nock know if you will attend. (209) 824-1562  
[Healeydoc@sbcglobal.net](mailto:Healeydoc@sbcglobal.net)

**Saturday, March 14.** **GGAHC** Lunch at Wente Vineyards in Livermore. See page 8.

**March ?? (to be determined)** Rendezvous planning session at the office of Lee Bardellini, 2000 Crow Canyon Place, San Ramon 94583.

**Saturday, April 4.** **GGAHC** Tour to Mt. Hamilton. Information forthcoming.

**April 3—5.** CSRG Historic Car Races at Infineon Raceway, Sears Point.  
[www.csgracing.org/](http://www.csgracing.org/)

**Sat/Sun April 25/26.** **GGAHC** Tour to Chico (Saturday) & Chico British Car Show (Sunday). See page 1. [www.chicobritishcarshow.com](http://www.chicobritishcarshow.com).

**Sunday, April 26.** Pacific Coast Dream Machines, Half Moon Bay, CA. See Jan/Feb issue for details. [www.miramarevents.com/dreammachines/lead.html](http://www.miramarevents.com/dreammachines/lead.html)

**Saturday, May 16.** **GGAHC** Napa Valley wine tour. George Henke. (707) 224-0818.

**REMINDER:** If you have not sent your 2009 dues for the Golden Gate Austin Healey Club, please do so promptly. April will be your last newsletter if you have not renewed. Remember that AHCA dues do not cover your GGAHC dues. Review the renewal form mailed to you late last year & make corrections as necessary. Please mail the renewal form (with any changes) along with your check for \$25 to John Trifari, 1160B La Rochelle Terrace, Sunnyvale CA 94089.

# Motorcycle Metamorphosis

by Jim Chapman

While reading John Trifari's story of the recent tour to Mendocino (*Healey Happenings*, October 2008) I was reminded of the day I decided that I wanted to become an Austin Healey owner.

Until a few years ago, I was an ardent motorcyclist. I rode my bike mostly for fun and yes, I have to admit that I was one of those louts that you see loudly screaming up behind you, passing on the double yellow, and doing other dimwitted things. I now refer to them as "organ donors." Actually, in my later years of riding I slowed down a lot and respected the law and other motorists' rights (mostly). But, in spite of that, I was fast coming to terms with the fact that while after some forty years of riding a motorcycle I had never been in a motorcycle accident, the reflexes were not quite what they once were. Perhaps it might be time to retire from doing brainless things—quitting while ahead without having fallen on my head, as it were.

The problem was to find a replacement activity equally stimulating and enjoyable. I thought of buying something exotic—perhaps a Porsche. But after the thrills of bike riding, modern sports cars with their electronic driving control systems, air conditioners, etc, are simply just not the same. Let's face it, modern cars (including the allegedly more exotic ones) are

entirely too robotic and computerized to really create very much automotive excitement and riding enjoyment.

One day, during one of my last rides, I stopped at the Jimtown store in the Anderson Valley and there they were, a dozen or so gorgeous Healeys, all belonging to members of the Golden Gate Austin Healey Club. There, neatly lined up under some oak trees, was the answer to my dilemma—an open-air sports car without complex electronic systems, GPS, stereo, or air conditioner—about as close to riding a bike as possible. It has an engine that you can actually feel humming, combined with

a suspension that makes you aware of being alive, and best of all, practically no brakes to generate that necessary thrill to make you feel alive again. This



was the answer! I was instantly in love, and that night went on eBay to start the search. Two weeks later I gave way the bike. That was in 2002. After several failed bids and disappointments, I fortuitously stumbled on Lynn Martin at *Forever Healeys* in Idaho who agreed to restore a Big Healey that he had in storage. Lynn and his wife Mary are magicians at restoration and, after a year and half of work and careful planning, they shipped me a beautiful 1960 BT7 colorfully adorned in yellow and white. I'd seen pictures of my Healey while it was being rebuilt, but finally seeing it in the "metal flesh" made me feel like a kid again.

Since then, as the license plate reads, "SOOOQTE" has been a fixture in West Marin; she even won second prize at the 2007 Healey Rendezvous in Richland. And I owe it all to those fine folks who one fine summer day stopped in Jimtown.



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## The Inconvenient Truth About Cars

by Pete Geddes

From Tech Central Station, January 7, 2009  
[www.techcentralstation.com](http://www.techcentralstation.com)

I have a hockey-playing buddy who is converting an old Honda Civic into an electric car. His goals are modest; he'd like it to be able to make the round trip from Bozeman to Bridger Bowl. I wish him well with this fun and constructive project, but I expect it will be some time before we see electric cars on the road. Here's why.

U.S. energy policy is best described as "keep it cheap." It's ironic that our political class is berating the Big Three for building the vehicles Americans bought in response. Congress is now poised to mandate that Detroit manu-



facture electric and hybrid vehicles. This approach is bound to fail, for these are cars consumers (a) don't want and (b) even if they did, can't afford. The recent plunge in the price of gas at the pump has not helped. November sales of hybrid cars fell 50 percent. U.S. hybrid sales are now back where they were in 2005. (Ford's best selling product in November was the F-150 pickup.) Only when electric and hybrid vehicles really do provide more value to consumers than the alternatives will they succeed.

There is a straightforward way to transition the

U.S. auto fleet to a greener future. Place a gradual tax on gasoline such that in five years it reaches a floor of \$5 per gallon. Nothing else will work, certainly not the Rube Goldberg approach Congress has taken since the 1970s, best exemplified by the Corporate Average Fleet Economy (CAFÉ) standards.

In a masterstroke of special-interest politics, the UAW used CAFÉ's "two fleet" rule to forbid Detroit from importing smaller cars from its foreign operations. Forced to build small cars in domestic plants, with above market labor costs, Detroit could not make a profit. (In 2007, Toyota made 9.37 million vehicles and GM about the same. Toyota made a profit of about \$1,874 per car, while GM lost \$4,055.) Even Japanese and European carmakers rely on sedans with moderate fuel economy for profits. Small, super-efficient cars remain a niche product. Here's an inconvenient truth: forcing Detroit to build fuel-efficient cars in UAW factories is inconsistent with viable, sustainable manufacturing.

Critics often portray the Detroit automakers as "greedy, short-sighted profit seekers." To claim Detroit is refusing to sell cars consumers "really" want, compared with the cars they actually purchase, is a stretch. Is there a simpler explanation? Perhaps alternative cars are simply not ready for prime time?

The Financial Times reports on a French government study that analyzed the options for building cleaner, more fuel-efficient cars by

*Continued on page 6*

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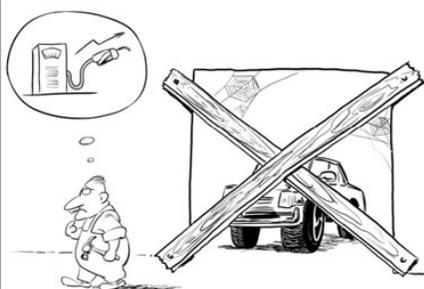
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***The Inconvenient Truth About Cars  
(continued)***

2030. After reviewing a leaked copy, the FT notes: "It [the report] concludes...there is not much future in...all electric-powered cars. Instead, ...the traditional combustion engine powered by petrol, diesel, ethanol or new bio-fuels...offers the most realistic prospect of developing cleaner vehicles. ... the overall cost of an all-electric car is unviable at around double that of a conventional vehicle. Battery technology...still...severely limits performance both in terms of range and speed."

The Wall Street Journal's Holman Jenkins' coverage of this issue nails it: "Ford and GM in Europe successfully sell cars that are small, but not cheap. Europeans are willing to pay top dollar for a refined small car that gets excellent mileage, because they face gasoline prices as high as \$9. ... In the U.S., except during bouts of high gas prices or in the grip of a Prius fad, the small cars that American consumers buy aren't bought for high mileage, but for low sticker prices. And the Big Three, with their high labor costs, cannot deliver as much value in a cheap car.... [Legislators] won't repeal CAFE because they fear the greens. They won't repeal CAFÉ's "two fleet" rule...because they fear the UAW. They won't hike gas prices because they fear voters."

Shouldn't our energy policies be crafted to meet their stated objectives? Because policy-makers avoid imposing obvious costs, they favor fuel economy standards. Then they can duck blame by hiding the costs in higher car prices. The honest and effective approach to fuel economy is a floor on the price of gasoline.



**by Dan Sekella**

If you have ever wondered if there is a better way to spend New Year's Day than watching endless football games on television, well there is. Why not join the hearty souls who annually participate in the New Year's Day Anti-Football run? For the last 19 years Martin Swig has organized the auto tour of west Marin and southern Sonoma back roads on New Year's day. The only requirements are that your car be at least 25 years old and be somewhat interesting. This year the assembly point was Poggio restaurant on Bridgeway in



Sausalito at 8AM. In October I had mailed in my registration fee, good for a well-made sweatshirt with the "01/01/09 Anti-Football Run" logo.

***Continued on page 7***

## ***Anti-Football Run (continued)***

On New Year's day I left Concord at 6:50AM in my Austin-Healey (top down, of course) and drove to Sausalito via San Francisco. The weather was borderline miserable. After checking in at Poggio and collecting my sweatshirt and tour notes I walked around the parking lots taking inventory of the mostly rare cars. The assembled cars were truly an eclectic mix of Italian (Lancia, Alfa Romeo, Fiat), British (Aston-Martin, Jaguar, MG, three Austin-Healeys), German (Porsche, MBZ) and several old black plate American sedans. This is a short list. Most of the cars were well older than the suggested 25 year-old age.



At 9AM we began the run by heading north on Bridgeway to HWY 101 and then exited onto HWY 1, past the Dipsea Café and onto the circuitous route towards the Pacific Ocean. On this leg of the run I followed an open 1930 Alfa Romeo Zagato for about 20 miles through Stinson beach, Olema, and into Point Reyes Station.

Most of the cars were enclosed sedans or touring cars or roadsters with the tops up. Just a few of us were dumb enough to tackle the winter fog of

Marin County in open cars. By the time I reached Point Reyes Station I decided to abandon the northern loop into Sonoma County and beat a hasty retreat back to Sausalito and the comfort of Poggio where we were all supposed to assemble for lunch about 1:30PM. The weather was cold and foggy. The temperature was probably about 45 degrees. My Austin-Healey was running at about 140 degrees; where was all that engine heat we always complain about? I left Point Reyes Station and drove to Pentaluma and then south on HWY 101 to Sausalito; thereby lopping off one half of the 130 mile run I was supposed to traverse. I arrived at Poggio at noon and found a comfortable stool at the bar.



I'm not sure how many folks made the 19<sup>th</sup> annual Anti-Football run but I was told there were approximately 50 cars. If you are interested in viewing some of the cars go to [www.californiamille.com](http://www.californiamille.com); in the upper right corner click on Anti-Football Run, page down through the text and photos and then click on "click here for more great photos". There are many very good photos of the cars (even mine!). In spite of the miserable cold foggy weather I had a good time and met many interesting like-minded folks, and put 175 miles on my Austin-Healey on 01/01/09.



**GGAHC Season Opener**

*Lunch at Wente Vineyards*  
*Saturday, March 14*

The GGAHC will hold a luncheon at the beautiful Wente Vineyards restaurant in Livermore. This is a four-course gourmet lunch with four choices of main dish, one of which is vegetarian. The price to participants is \$22 each, which is about half the list price (the balance will be paid by the Club). Pay when you arrive, but please let **Lee Bardellini** know in advance **by e-mail** if you will attend so that he can coordinate with the restaurant.

[HeLeeEsq@aol.com](mailto:HeLeeEsq@aol.com)

In the event of a last-minute problem or question, call him at (510) 582-6246.

Your arrival time should be at about 11:00am; doors open at 11:30am.

For driving directions see:

[www.wentevineyards.com/site/directions/](http://www.wentevineyards.com/site/directions/)

*Enjoy!*



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## Rendezvous 2009 Planning

by David Nock

Planning for Rendezvous 2009 (June 14-18) is well underway, with volunteers identified for the following tasks.

Chairman	David Nock
Treasurer	John Trifari
Registration	Nick & Sandy Klein
Funkhana	Jim & Ida Morton
Logo	Nick & Sandy Klein
Rally	Len Hartnett
Women's events	Roger & Donna Hawk
Local restaurants	Norman & Shona Nock
Car show	David & Jerri Nock
Program	John Trifari
Regalia	Loren Parks
Concours	Tracy Drummond
Arts & crafts	John & Bev Soderling
Hotel	David Nock
Advertising/Sponsors	Loren Parks
Ironstone Vineyards	Marty & Charmaine Allen
Consul	Lee Bardellini
Tour after show	David Nock
Winery tours	George Henke

The following tasks need volunteers; please let me know if you have time to help. Most of these tasks require very little time.

**Awards banquet.** Arrange the event, get meal tickets ready. (The meals and contract are already set.) Collect tickets, set up decorations.

**Social hours host.** Coordinate with the hotel to make sure the social hour area is set up.

**Tech sessions.** Help find people to handle tech sessions and facilitate their logistics.

**Auction.** Collect and sell auction items.

**Event photography and show.** Take photos of cars as they enter the car show and during the event for presentation at the banquet.



**Parking.** Arrange parking at the hotel.

**Hospitality.** Greet travelers as they arrive and have refreshments ready for them.

**Awards.** Obtain the awards that are needed for each event and have them ready for presentation at the banquet.

**Gold Country Trivia Tour.** Prepare a walking tour of some towns in the area.

**Jackson Rancheria trivia tour.** Prepare a walking "trivia tour" of the hotel and area.

**Gold Country Tour.** Organize a tour of the lower Sierra Gold Country.

### *Arts/Crafts & Photography*

Attendees are invited to display their Healey-related arts, crafts and photography at Rendezvous. This is a "people's choice" competition with awards for each category; it is not a sales event. Please contact John & Bev Soderling and let them know what you will exhibit. E-mail [jsoderling@astound.net](mailto:jsoderling@astound.net), or call (925) 934-0925. Judging categories include

Arts & crafts:

- (1) Healey quilting/needlework
- (2) Healey crafts & memorabilia

Photography

- (1) Pride & joy
- (2) Action
- (3) Humor



## ADVERTISING RATES

Rates effective in 2009 for 10 issues.

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Art work must be in JPEG format. The printed version is distributed only in black-and-white.

**For advertising information contact the editor.**

## Newsletter & Web Site Management

**Editor:** Loren Parks  
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The Golden Gate Austin Healey Club  
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## Healey Classifieds

(no submittals)

### Recent Healey Auction Prices

#### **Russo and Steele Scottsdale Sale, Jan 14-18**

##### **Year Make Model \*Sold Price**

1967 AH 3000 BJ8 Mk III \$50,600

1963 AH 3000 Mk II \$77,000

1967 AH 3000 Mk III BJ8 \$63,800

#### **Gooding & Company Scottsdale Auction, Jan 17**

##### **Year Make Model Sold Price**

1960 AH 3000 Mk I BN7 \$99,000

1965 AH 3000 Mk III BJ8 \$55,000

#### **Barrett-Jackson Scottsdale Auction, Jan 13-18**

##### **Year Make Model Sold Price**

1961 AH 3000 BT7 \$30,800

1961 AH 3000 BT7 \$62,700

1962 AH 3000 Resto-Rod \$20,350

1963 AH 3000 Mk II BJ7 \$71,500

1964 AH 3000 Mk III BJ8 \$101,200

1965 AH 3000 Mk III BJ8 \$90,200

1967 AH 3000 Mk III BJ8 \$41,800

1967 AH 3000 Mk III BJ8 \$67,100

1967 AH 3000 Mk III BJ8 \$66,000

### **Golden Gate Austin Healey Club Officers**

**President:** David Nock. 209-824-1562

[Healeydoc@sbcglobal.net](mailto:Healeydoc@sbcglobal.net)

**VP Membership:** John Trifari. 408-373-6479

[jtrifari@comcast.net](mailto:jtrifari@comcast.net)

**VP/Counsel and Secretary:** Lee Bardellini.

510-582-6246 [HeLeeEsg@aol.com](mailto:HeLeeEsg@aol.com)

**VP Treasurer:** Dan Sekella. 925-825-8966

[Sekella@pacbell.net](mailto:Sekella@pacbell.net)

**VP/Events:** Position vacant

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