



Golden Gate

HEALEY HAPPENINGS



Golden Gate Austin Healey Club, Inc. Sunnyvale, CA Vol 11, No. 8 September 2009

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Our Invitation to The Quail

by Bruce Wagner

Well, let me tell you that my wife, Juana, and I were just thrilled to have our automobile accepted to "The Quail – A Motorsports Gathering". As some of you folks know this is more than likely the most prestigious automobile showcase to which one can be invited. Of course this is only one of the many great events happening over 10 days of the world's biggest, famous and most varied motor-related event week. There are auctions, historic sports car racing, Concours d'Elegance shows and other automobile related things to do and see, and they are all on our world famous Monterey Peninsula.



Bruce (sitting) and Juana (standing) with their Maserati Merak SS at the Palo Alto Concours

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Fall Colors Tour
Fall Colors Tour
Fall Colors Tour
See page 10



Ice Cream Social
Sunday August 23
See page 5

DAY TOUR OF THE SANTA CRUZ MOUNTAINS

Saturday August 29

See page 5



The Quail (continued)

Before I go any further, let me say that I have been with the Austin Healey Club since 1972 and although Juana and I are the owners of a 1967 Austin Healey 3000 that was originally a special-order purchase by me, this was not the car we displayed. What we displayed was a 1980 Maserati Merak SS which was a factory special-ordered car (paint/interior, European engine/drive train specs) which has never been restored and is an original, authentic vehicle. Just over 200 of the SS derived Meraks were imported into the US between 1975 and 1980. It really is an absolutely stunning vehicle. Now let me limit that to enough writing about a Maserati, especially in an Austin Healey inspired publication.



Best of Show: 1938 Alfa Romeo 8C 2900B



Stanley Bauer's AH 100S

"The Quail" is billed, as stated in the website, as an "Intimate gathering of knowledgeable individuals that seek to enjoy their passion in an elegant, relaxed setting." This being said, it certainly is a unique occasion to share the image and awareness of luxury branding with an exclusive audience. This was the 7th Annual Event and was held on August 14th at the Quail Lodge Resort & Country Club in Carmel, California.

The Quail classes for 2009 represented the 50th anniversary of the Daytona Speedway, the 30th anniversary of BMW Motorsports, Audi Racing Legends, Hans Stuck Jr. Tribute, The Great Fer-

ris, Pre-War Era Cars, Post-War Race Cars, Sport and Racing Motorcycles and Supercars (our entrant class). There were approximately 150 unique vehicles shown whose owners were fortunate enough to have had them chosen for presentation. By the way, our own Club marque was beautifully represented with a 1955 Austin Healey 100S owned by Stanley Bauer of California.



Tickets were offered for \$350 for previous attendees or others who were presented with a unique internet log-in code. Any remaining tickets were offered for \$400 per person to the general public on a first-come, first-served basis. Now here's something to pay attention to: Three thousand tickets were

Continued on page 3

Ready for lunch

The Quail (continued)

sold out on the internet in the first 7 minutes. The cost to display an accepted vehicle as an entrant is \$400, which includes entrance for 2 people. As per "The Quail" promo, "The Quail is a unique experience that combines landmark automobiles, catered culinary delights, and exquisite landscape of rolling lawns and mountain peaks in a combined atmosphere of serenity, luxury and exclusivity". Well, gang, it is true! As an entrant we were catered to by any and all of the staff to assist us in any way they could with any questions or requests we had.



**The Octane award: 1937
Delahaye 135M**



**Bruce & Juana next to an Aston
Martin DB4 Zagato**

For just about 20 years Juana and I have shown our automobiles at numerous Concours d'Elegance shows and other car shows billed as "superior." We have also judged autos at the same numerous shows in various classes and never have we been extended treatment so special as "The Quail – A Motorsports Gathering."

We dined on wonderfully catered foods prepared by world-class culinary teams at varied restaurant areas set up on The Quail greens. As an example, the restaurants represented foods from Germany, France, Italy, the Mediterranean, even to include beach cabana fare. The menu selection was superb and there were no waiting lines!

What to drink? Not only did the best Champagne flow, but top quality beers were also poured. When it comes to sipping wine, I enjoy it and I know my wine; the wines served were sensational. With regard to stronger beverages, only the best spirits were used in the martini's served. Everything was the best. Needless to say, non-alcoholic drinks were also served.

Now the question is – was it all worth it? You bet! If some of you folks should have the opportunity to attend a future "The Quail – A Motorsports Gathering," whether as an exhibitor or spectator – do it! It is to be experienced. It really is something else again.

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Editor's Column

Loren Parks
Chico, CA



I just returned from Monterey Madness where I attended the Pebble Beach Tour d'Elegance passing through Carmel, Concorso Italiano, Laguna Seca Historic Races, and the Pebble Beach Concours. I have so much newsletter material that it will have to wait until a future issue because I give priority to other newsletter contributors. This issue we have the first article by GGAHC members Bruce and Juana Wagner who were invited to show their Maserati Merak SS at The Quail. Dan Sekella contributed our first article about the Carmel-by-the-Sea Concours d'Elegance.

I will be out-of-country (but picking up email) for over a month beginning the last week of August, and need help covering some September events for the newsletter. Please let me know if you can help with one of the events listed in the Calendar. Meanwhile, I'll cover the automotive scene in Moldova. I would tell you where it is but it's a secret. My job (volunteer in a program funded by the US Agency for International Development) is to help an agricultural producers' cooperative generate a marketing plan for fresh vegetables and grapes. Following that my wife Diana and I will spend two weeks touring Austria and the Czech Republic. I'll report on this experience in a subsequent newsletter.



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Calendar of Events

Contact Loren Parks to list an event
LorParks@gmail.com. For a more complete list see: www.GoldenGateHealeys.com

Sunday, August 23: GGAHC

National Healey Ice Cream Social, held locally at Foster's Freeze, 653 Merchant St., Vacaville, CA, 95688. Club members who RSVP and arrive in a Healey get free ice cream up to \$5 value courtesy of the GGAHC. RSVP Len Hartnett (707) 448-3027 or thehartnetts@earthlink.net.



Sunday, August 23. Redwood Empire Mini Enthusiasts' British and European Car Show at the Fred Stoke Ranch in Sonoma County near Windsor. Live jazz music, vendors, BBQ food and wine tasting. Tel: (415) 897-9651
Web site: <http://redwoodempiremini.com>.

Saturday, August 29. GGAHC leisurely tour of the Santa Cruz mountains (about 100 miles). Depart 10:00am sharp from Starbucks, 6477 Almaden Rd, San Jose, CA 95120. Arrive fully fueled. We travel south to Hwy 152 then over the summit into Watsonville for a rest stop. Proceed north to lunch at the Britannia Arms pub in Aptos. Visit Loma Prieta Winery after lunch and finish in San Jose around 4:00pm. RSVP David Cross (408) 893-4912 or dcross95020@yahoo.com. See detailed directions and route on the events page of the Club web site.

September 4-7. All British Field Meet, Portland, OR. "Celebrating the Accomplishments of Donald Healey." Concours, swap meet, vintage racing. See www.abfm-pdx.com.

Sunday, September 13. Chico Concours d'Elegance www.chicoconcours.com.

Sat/Sun, September 12/13. British Car Meet, Sierra Point Marina, Brisbane, CA. Saturday tour and Sunday show. Call (310) 392-6605, or Website: www.allcarcentral.com/thebritishcarnetwork.html

September 25 - 27. CSRG Historic Car Races (Charity Challenge), Infineon Raceway.
www.csrgracing.org/

Saturday, September 26. Ironstone Concours d'Elegance, Murphys, CA. **To assure a Healey Class at least 7 entries are needed.** Register by Sept 1. www.ironstonefoundation.org.

Sunday, October 4. Niello Concours at Serrano, El Dorado Hills (near Sacramento).
www.nielloconcoursatserrano.com.

October 17-18. The California Autumn Classic British Car Show, tour & dinner, Morgan Hill. Bill Meade: billmeade@charter.net, (831) 722-3253. See page 9.
www.autumnclassic.100mregistry.com

October 31 - Nov 1. CSRG Fall Finale Historic Races, Thunderhill Raceway.
www.csrgracing.org/

November 7-8. GGAHC Fall Colors Tour. Overnight tour from Nevada City to Truckee and back. See page 10.

Sunday, December 6. GGAHC Annual Holiday Dinner. Information forthcoming.



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THE CARMEL-BY-THE-SEA CONCOURS D'ELEGANCE

by Dan Sekella

The "Monterey Car Week" for lack of a better term has its origins in the 1950's with the original sports car race around 17 Mile Drive, plus the Pebble Beach Concours. In 1957 the race was moved to the newly built Laguna Seca race track in Fort Ord because the folks with homes along 17 Mile Drive couldn't tolerate the chaos any longer. Fast forward a few years and Monterey and the surrounding locales have become a weeklong festival of vintage car madness. There are the historic races at Laguna Seca, multiple car auctions, individual marque gatherings, and the crown jewel--the Pebble Beach Concours d'Elegance. The city of Carmel-by-the-Sea decided to get into the "Monterey Car Week" in 2007 by hosting a free (to visitors) concours on the main street, Ocean Avenue, and several blocks of side streets. This year approximately 200 cars from 1940 to 1973 were on display. Since the *minimum* entry fee is \$400, entrants must be serious about this show.

The selection of cars for the "multi-marque" categories were truly eclectic: European sports cars, American muscle cars, luxury sedans, hot rods, historic race cars, 1940-50's sedans, and some just plain odd. Porsche and Ferrari were the featured marques (17 Porsche classes and 14 Ferrari classes). There was a modest collection of British cars on display: two Nash-Healeys, two local (Carmel) Austin-Healey BJ8s, two MGAs, one Triumph TR6, one AC Bristol



a few Jaguars, two Aston Martins, and a bunch of Morgans. There were early Volkswagens (including an extremely rare 1943 wartime model), Mustangs, Corvettes, a Cadillac Eldorado and many more. In the "odd" category were BMW Isetta, Amphicar, Muntz, and Crosley. Every car I saw was in excellent condition but the Carmel Concours is not in competition with the Pebble Beach Concours d'Elegance, which is in a league by itself.

Continued on page 7



Carmel-by-the-Sea Concours (continued)

Linda and I arrived on Monday afternoon, and we saw the numbers on the curbs and the chalk marks on the streets where the cars would be positioned the next morning. The streets of Carmel were blocked off at midnight on Monday August 10th and all the communication equipment, the presentation stage, and various tents were in place by early morning. After breakfast at the Pine Inn, we wandered around Carmel watching the cars being positioned. Each car was led from the staging road by a golf cart driven by one of the "uniformed" officials (blue blazer, gray slacks, white shirt and tie, and a formal straw hat) to its proper location and then carefully aligned on the chalk mark diagonally on the street. The cars were separated by enough space so the viewers could walk around each car. All of the staging took two hours, but was part of the show. There were probably two or three thousand people milling about as the cars were positioned between 9AM and 11AM.



The sun never came out on Tuesday; high fog blanketed the area all day but there was no wind and the temperature was ideal for car viewing--unlike some of the Sundays at the old Palo Alto All British shows. There must be something about locale that brings out the best in people; the Concours was well attended by generally well-dressed folks, especially many of the ladies. The few children in attendance were well behaved, and there were probably more dogs than children. What would one expect in a city that doesn't have numbered street addresses, neon signs, McDonalds, stoplights, or graffiti?



Linda and I spent the morning viewing the cars then had lunch at The Grill on Ocean Avenue (between Dolores and Lincoln--that is an "address" in Carmel-by-the-Sea). After more car viewing Linda retired to our room at the Pine Inn and I spent time wandering about until I found the Hogs Breath Inn, which Clint Eastwood and partners used to own. After a refreshing gin and tonic I proceeded to the presentation area at about 4PM to watch the awards. The Best of Show award went to a Ferrari Testarossa.

That night we had dinner at The Grill, and at the table next to us a couple remarked about all the exotic cars parked on Ocean Avenue. The barricades, tents, and communication equipment had been removed and there was no indication of the day's car show, but many of cars that had been on display were now parked along the curbs. The folks had no idea that there had been a concours on Ocean Avenue that day; they had just arrived from Seattle for a short stay.



Pebble Beach Concours Hood Ornament Quiz

Match the hood ornament with the car. Answers on page 11



- A. 1932 Bugatti Type 41 Royale Binder Coupe de Ville
- B. 1932 Audi Front Roadster
- C. 1931 Packard 840 Eight De Luxe Sport Phaeton
- D. 1930 Ruxton Model C Rauch & Lang Phaeton
- E. 1932 Auburn V-12 Convertible Phaeton
- F. 1932 Packard Eight De Luxe Dietrich Convertible Roadster
- G. 1932 Delahaye 135 MS Chapron Cabriolet
- H. 1952 Pegaso Tipo Z-102 Soutchik Coupe
- I. 1930 Cord L29 Limousine Body Company Speedster
- J. 1963 ATS 2500 GTS Alemano Coupe
- K. 1938 Packard 1605 Sedan de Ville
- L. 1930 Cadillac 452 V-16 Fleetwood Sport Phaeton
- M. 1937 Horch 853 Voll & Ruhrbeck Sport Cabriolet
- N. 1930 Isotta Fraschini Tipo 8A SS Castagna Cabriolet
- O. 1928 Bentley 4.5 litre Harrison Flexible Coupe
- P. Jaguar after acquisition by India's Tata Motors
- Q. 1935 Hispano Suiza J12 Pillarless Sedan
- R. 1930 Pierce-Arrow B Waterhouse Convertible Victoria
- S. 1934 Buick 96-C Convertible Coupe
- T. 1930 Cadillac 452 V-16 Fleetwood Roadster

Preview

The California Autumn Classic Celebrates its Seventeenth Year

Early on the fall morning of **Saturday and Sunday October 17 and 18**, dozens of beautifully restored classic British sports cars will be heard rumbling into the friendly little downtown of Morgan Hill, California. This will be the long awaited beginning of the Seventeenth Annual California Autumn Classic British Sports Car Concours and Tour.

The goal of the California Autumn Classic is to welcome all British car clubs and all marques of two-seater sports cars to a weekend of touring, showing, dining and fun. The Golden Gate Austin-Healey Club is a prime sponsor of this event. The gathering is planned to bring back the nostalgia good times of those relaxed club meets of the 50's and 60's.

Attendees say this concours weekends is one of the friendliest of the multi-marque British car events in Northern California. "We always greatly enjoy this show in Morgan Hill. Car display parking is generous down the double-sided main street and mostly shady. Our wives love the many restaurants and small shops to visit." These and similar praises are heard repeatedly from attendees.

British classic car owner Bill Meade of Santa Cruz County is the organizer of the event. The event is sponsored by the Golden Gate Austin-Healey Club, Santa Cruz British Motorcar Club, Triumph Travelers Sports Car Club, Cypress MG Club, MG Owner's Club, Jag Associate Group and the Northern California Morgan Club.

Trophies will be presented as winners drive up to receive their silver plates to cheering spectators. Twenty-six sparkling, engraved silver trophies will be presented to first place class winners and a special tall silver cup to the Grand Winner.



The California Autumn Classic has doubled in size over past years. With the move to the larger Morgan Hill venue, over 200 cars registered for the Sunday show. Saturday saw 70 cars driving the mountain tour and 120 people for the Welcome Dinner. Over 400 participants and thousands of spectators attended this weekend of classic car touring, get acquainted dinner and Sunday car show.

Additionally, this event is held to benefit children and animal charities with over \$16,000 having been donated in past years. Meade said "The clubs members are pleased to see their car hobby provide meaningful help to charities."

If you would like to know more about the California Autumn Classic and register on-line, visit the web-site at: www.autumnclassic.100mregistry.com You can also call Bill Meade at 831-722-3253 to register, or e-mail at billmeade@charter.net

530-265-9366

Fall Colors Tour

The GGAHC will hold a Fall Colors Tour hosted by Bob Altieri and Rich Buckley on November 7-8. Departure is 9:00am on Saturday, Nov 7 from Marie Callender's restaurant in Auburn, corner of Hwy 49 and Interstate 80. The tour proceeds north on Hwy 49 through Grass Valley and Nevada City where take-out lunches can be purchased, then to Downieville for lunch on the river. Proceed to Truckee via Quincy with a rest stop at Donner Park enroute. Return to Nevada City via the old back road (Hwy 40). A block of rooms has been reserved at The Northern Queen Hotel in Nevada City (\$70 + tax). For reservations call (530) 265-5824 and mention GGAHC. Also, sign up for breakfast. Saturday night dinner will be at the lake view home of Richard and Carol Buckley on Banner Mountain (just outside Nevada City), paid for by the GGAHC.

After Sunday breakfast there will be an optional short trip to the Yuba River to see some fabulous scenery, plus a walk to the beach where you can enjoy a superb swimmin' hole.

If you want to stay Friday night in Auburn to be near the departure point Saturday morning, notify Bob Altieri who is working out a deal with the Holiday Inn Express (next to Marie Callender's). In any case, please RSVP Bob:

bob@leapfrogsoftware.com

Or call (530) 265-9366

Whatizzit?



Norman Nock was the only respondent to the *Whatizzit?* feature last month which featured this car I photographed in Cairo, Egypt in 1989. His father had one—a **1938 Ford Perfect** built in Essex, England. All spare parts were manufactured in India. It was designed specifically for the British market. It had a 1200cc side valve engine with thermocirculation radiator (no pump) and the ability to be started by a crank handle should the battery not have sufficient power to turn the starter motor running from the 6 Volt charging system. Nearly 42,000 were built with different body variations through 1941, then another 158,000 between 1945 and 1948.



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Quiz answers (from page 8)

The quiz is obviously very difficult; some of the cars and hood ornaments are unique. Except for the Jaguar badge with the red dot on the cat's forehead (a joke), you can be proud if you got more than three correct.

1-N	5-E	9-M	13-A	17-B
2-O	6-H	10-J	14-F	18-T
3-C	7-K	11-S	15-D	19-P
4-R	8-Q	12-G	16-L	20-I



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