



Golden Gate

HEALEY HAPPENINGS



Golden Gate Austin Healey Club, Inc. Sunnyvale, CA Vol 11, No. 9 October 2009

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Event Report

Santa Cruz Mountain Tour

by David Cross

The morning started off warm, and the temperature continued to climb, but that didn't deter a group of adventurous Healey enthusiasts from showing off their cars while touring through the Santa Cruz Mountains on Saturday, August 29th. The diverse group had a num-

ber of "Big Healey's," but also three Sprites, a Nash-Healey and several BJ9's (a mini, an MG and a Corvette). The Nash-Healey, owned by Jim & Maurita Walton, drew attention at every stop and rightly so, as it has maintained the look that won it the Best of Show at the 2002 Open Roads event. Other Healey drivers who participated were Nick & Sandy Klein, Rod Hill, Nigel & Linda Rhodes (they brought their Mini due to Healey problems), Jim & Ida Morton,



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*GGAHC Holiday Dinner & Meeting
December 6
See page 9*

Let's go on the

Fall Colors Tour

November 7-8

See page 9



Santa Cruz Mountain Tour (continued)

Robert Blair, Tracy Drummond, Brian Blevin and daughter Britney, John Carey, and Loren & David Cross. Non-Healey drivers who joined us were Bob & Theresa Sherwood in their sharp looking MG and Dave Carnahan in his bright yellow (and new) Corvette!



After fueling up with coffee at the local Starbuck's, the group headed South out of San Jose, roaring through the golden hills and big oak trees. The first few miles had a little added confusion, as a local motorcycle group seemed intent on joining our tour. Fortunately they turned off near Uvas Dam. After passing near the edges of Morgan Hill and Gilroy, we stopped at the Summit of Highway 152 at the now closed Mt. Madonna Restaurant. As we stretched our legs, we slowly gathered into groups to talk shop and admire the gorgeous view out over Watsonville to the Pacific. Fortunately the weather had helped us out since no fog was in sight and the clouds were all high and wispy in the bright blue sky.

Shortly after heading down the winding road leading to Watsonville, we stopped at Gizdich Ranch, a local farm renowned for it's excellent fresh fruit pies and berries. Of course the stop had to include some pie and ice cream tasting as well as the purchase of several pies to take home for the family. We then followed some well-used farming roads as we headed off to our lunch destination, Britannia Arms in Aptos. Along the way we spotted a British Racing Green 3000 heading in the opposite direction. We all honked and waved as we passed by, then realized it was another club member (Terry & Linda Parsons) trying to meet up with us and join the tour!

Lunch was authentic, as attested to by several of our English born club members, as was the beer, which met the general consensus of the rest of the crowd. While eating, we continued to notice a number of people stopping and looking at the cars, and even met a Healey owner who was looking for a club to join. The group then took aim at our final destination, Loma Prieta Winery high in the Santa Cruz Mountains, but fortunately accessible by decent roads. After making a false turn (I think this is becoming a habit with me!) and getting set straight by



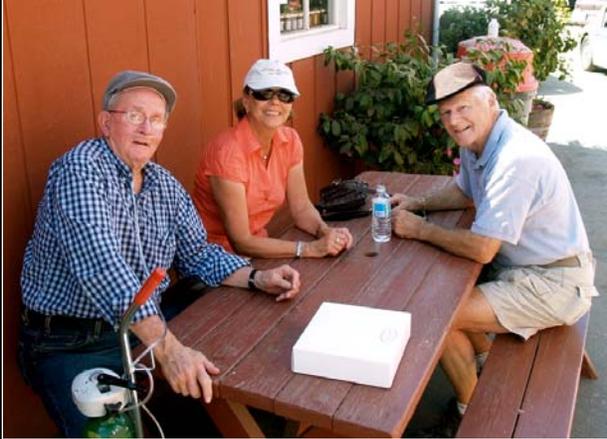
Back row L to R: Jim & Ida Morton, Loren Cross, Rod Hill, John Carey, Linda & Nigel Rhodes, Theresa & Bob Stirling, Jim & Maurita Walton.

Front row L to R: Linda & Terry Parsons, Nick & Sandy Klein, David Cross

Continued on page 3

Santa Cruz Mountain Tour (continued)

some bicyclists, we arrived at the winery and then had to drive straight up the long driveway



L to R: Loren Cross, Sandy Klein, Nick Klein

to the tasting room. Although we felt like we were heading to the moon, my thought kept hoping that no one would take that opportunity to head down! The wine tasting was fantastic,



and the view out over Santa Cruz and the Monterey Bay was extraordinary! Once cooled, we hopped back into our cars and made the short trip back down into the San Jose area. We are now looking forward to more opportunities to drive our wonderful cars, as well as to see and taste the sights and treats that driving them will provide.



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National Healey Ice Cream Social

by Rich Kahn

National Ice Cream Social Day was celebrated in Vacaville on August 23rd at Foster Freeze. Our participation in this event was more off than on during the weeks leading up to it. However, I finally got my 64 3000 MKIII BJ8 running when Sunday arrived. We were up early to make the drive down the mountain only to open the garage door to rain! We tried to wait it out but it just wasn't going to stop. Finally, we put the top up and headed out. About half way down the mountain the skies cleared, sun came out and everything was dry. Six Healeys showed up to mingle and look pretty while their 13 riders swapped stories and enjoyed the ice cream! Those in attendance were Len Hartnett, Vacaville, 67 3000 MK III BJ8; Roger and Donna Hawk, Arbuckle, 54 100M (they brought daughter-in-law Melessa and grandkids Cody, Abby and Julian); William Berg and Jim Hoff, Benecia, 54 BN1, Jorge Quintero, Concord, 62 3000 MKII BT7, and Kirk Hargreaves, Vacaville, 59 Sprite. Participants drove distances from 2 miles up to 125 miles to enjoy the day. The cars enjoyed strutting their stuff as they were *oohed* and *aaahed* by passers-by. Roger let two young boys from Germany who were visiting their grandmother sit in his car. They had ear-to-ear grins on their faces thereafter.



Healeys, Hot Rods, Hot Ladies & Detroit Iron

by John Soderling

What do you get when you mix Healeys, hot rods, hot ladies & Detroit iron? You get Danville's Hot Summer Nights car show on August 20th.

This was the last of Danville's several Hot Summer Nights and eight gorgeous Austin Healeys and one Nash-Healey were there strutting their stuff along side lots of hot rods and Detroit iron. A crowd of over 1,500 mingled among the 400 pre-1970 classic cars parked along a 15 blocks of downtown Danville.



Golden Gate member cars included:

Cully Anderson's Blue/white 100-6
Steve Cloyes' Yellow/white 100-6
Roger Conte's Blue/white 3000 MKII
Bill Putnam's Colorado Red 100M
John Soderling's Colorado Red 100-6
Jim Rose' red Bugeye Sprite
Nigel & Linda Rhodes' Mini

As always the Healeys attracted large admiring crowds, including hot ladies, sharing stories of Healeys they owned or their

dads or boy friends owned. Listening to these conversations and stories is the real fun of showing an Austin Healey. It's also



gives one a kind of smug feeling to hear so many present and former British car owners saying, "I owned a _____ (fill in the blank with MG, Triumph, Sunbeam, etc.) but I always wanted an Austin Healey like yours."

So get your Healey out to a local classic car show in your area and bask in the envy, compliments and stories from admiring car enthusiast and hot ladies!



▲ **Bill Putnam's Healey, and Nigel & Linda Rhodes' Mini**



Road Test

MOLDOVAN CARUTSA

by Loren Parks

I recently spent 8 days in the village of Balauresti, Moldova, which is on the border with Romania west of the capital Chisinau. Moldova used to be part of Romania, and the language is Romanian—a latin-based language. The correct spelling of *carutsa* in the Romanian language is *caruța*, whereby the comma under the T turns the pronunciation to TS. In English it's just a horse cart.

The *caruța* is prevalent in rural areas where loads have to be hauled and horses are cheaper than motor vehicles. It's a multipurpose vehicle often used to transport people in spite of the absence of passenger comfort. The seat is usually a plank spanning the side rails of the cargo area, or at best an old car seat. There are no frills; these are working vehicles.

The front and rear axles with sub-frames are connected by a sleeved pipe whereby the pipe from the rear frame slides inside the pipe from the front frame; a pin through both pipes secures the position. The length of the frame is therefore adjustable. Once the wood body is secured to the frame, however, the length cannot be adjusted.



I took the *caruța* for test drives with owner Dumitra Negru and horse Dan



Front turning mechanism



Pin ▶

The front wheels turn with the horse. This is accomplished by means of a steel ring that turns with the wheels. A fixed steel frame piece above—on each side—rides on the wheel and supports weight. A king pin in the center maintains alignment.

The only "suspension" is the air in the tires. Tires are always too worn for a car when they are relegated to a *caruța*.

Continued next 2 pages

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8

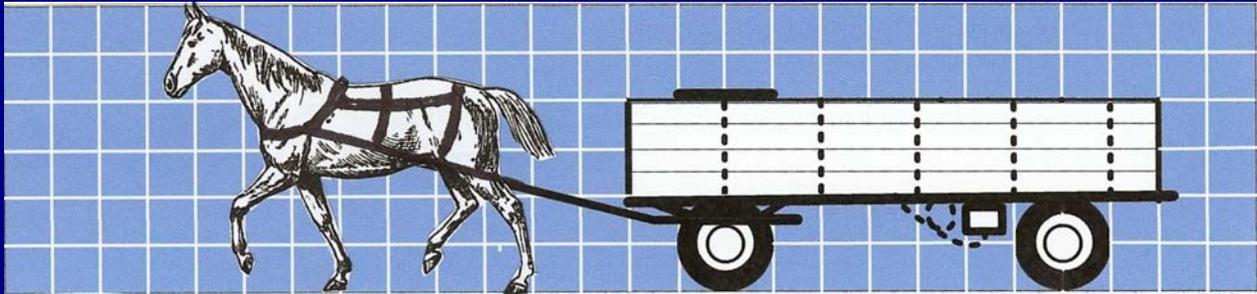
Moldovan

Caruța

Caruța of Balauresti, Moldova

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Specifications

Pricing	Engine
\$200—\$300 new, depending on options	One or two horses
Horse: \$500—\$600 Harness: \$100	Drive Train
	Direct drive with harness and harness poles
General Data	Chassis & Body
Curb weight 460 lbs	Layout: front horse drive
Test weight 780 lbs	Frame: steel adjustable length Body: wood & wire
Weight distributin (with driver (f/r%)) 230 lb 160 lb	Brakes: Voice command "SHHH SHHH" to slow down. Trill tongue "TRRR" to stop. Also pull evenly on both reins in emergency.
	Wheels: 13" steel from Russian car Zaporozetz.
Wheelbase: 70 in.	Tires: Used car tires Size: 165 70R13
Track, f/r 45 in.	Spare tire: none
Length 95 in. Harness poles 75 in.	Steering: Voice command "CHAW" for right and "HAYCE" for left, augmented by pull on right or left rein if horse fails to respond to voice command.
Width 45 in.	Turning circle: 32 ft.
Height 38 in.	Suspension: none
Ground clearance 12"	
Cargo area 15 cu.ft.	
Accommodations	Safety
2 on bench board More in cargo area	Trust the horse
Instrumentation	Warranty
None	None
Noise	
Rattles, clip clops	

Performance

Acceleration	
Time to distance Seconds	
0—100 ft 8.4 sec	
0—1/4 mile 106 sec	
MPH	0-9mph 2.4
	0-7mph 2.1
	0-5mph 1.8
	0-3mph 1.2
	0-1mph 0.5
	0 SEC 1.2 2.5
Braking	
Minimum stopping distance	
From 9 mph 32 ft.	
From 5 mph 19 ft.	
Downhill braking can be achieved using the Downhill Velocity Inhibitor (DVI)	
Handling	
Slalom speed 6.4 mph	
Balance: mild understeer	
Lateral seat support: None	
Fuel Economy	
Unknown. Horse eats whether pulling or not.	
Test Conditions	
Temperature 74 F	
Humidity 36%	
Elevation 407 ft.	
Wind light	
Location Balauresti, Moldova	

0—9 mph
2.4 sec

0—1/4 mile
1 min 46 sec

Top Speed
9 mph

Slalom
6.4 mph

At a glance

Test Notes: ACCELERATION

For quickest acceleration whip the horse on the rump in addition to voice command "DEE."

Test Notes: BRAKING

The test horse was very responsive to voice commands. He could also sense impending collision and stop on his own volition.

Test Notes: HANDLING

Absence of suspension & lateral support requires bracing with feet and leaning into turns. Spinal damage could occur on rough roads.

Road Test (continued)

Wheels are from junk cars. In the old days wooden-spoke or steel-spoke wheels were used.

As I drove the rig through the road test events I was impressed at how well Dan the horse is trained. He doesn't have another job, so he is entirely focused.

When transitioned into trotting speed he made the change with aplomb. But speed is the passenger's undoing if the road is rough. A few



The hardbody model with two horses is good for heavy loads.

The Downhill Velocity Inhibitor (DVI). There is danger that the horse cannot hold back a heavy load downhill. Confronted with this situation the driver stops, unhooks the wheel cradle, and wedges it under the left rear wheel. The *caruța* is moved forward and the cradle stops under the wheel because it is restrained by a chain connected to the frame. The rear wheel cannot turn; it rests on the cradle. Friction between the cradle and ground slows the *caruța*.



bounces with no suspension and nothing but a loose plank under butt and I wondered how to hold on in case of a more severe jolt. On a long trip the absence of a seat back and the need to use every body muscle to



A *caruța* is good for hauling a *babushka*

keep balance would be tiring. My recommendation is to drive slowly on rough roads and avoid drama.

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Several days after my test drive everybody in the village knew about it. Curiosity ran high. Among other things, they wanted to know why I had chosen Dumitra Negru's beat-up rig when there were much better ones in town. My answer is "because it was there" as my host and interpreter Andrei walked along the road. And now you know more than before about the *caruța*.





The GGAHC will hold a Fall Colors Tour hosted by Bob Altieri and Rich Buckley on November 7-8. Departure is **9:30am** 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 on 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

Calendar of Events

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

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. Contact Bill Meade: billmeade@charter.net, (831) 722-3253. See page 10. www.autumnclassic.100mregistry.com

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

November 7-8. **GGAHC** Fall Colors Tour. Overnight tour from Nevada City to Truckee. See article at left.

Sunday, December 6 at 5:00pm. **GGAHC** Holiday dinner at Vic Stewart's Steak House, 850 South Broadway, Walnut Creek, California, 94596. Cost to members is \$25 each. Reservations can be made with Dan Sekella once we have the list of entrees. See the next issue of Healey Happenings.



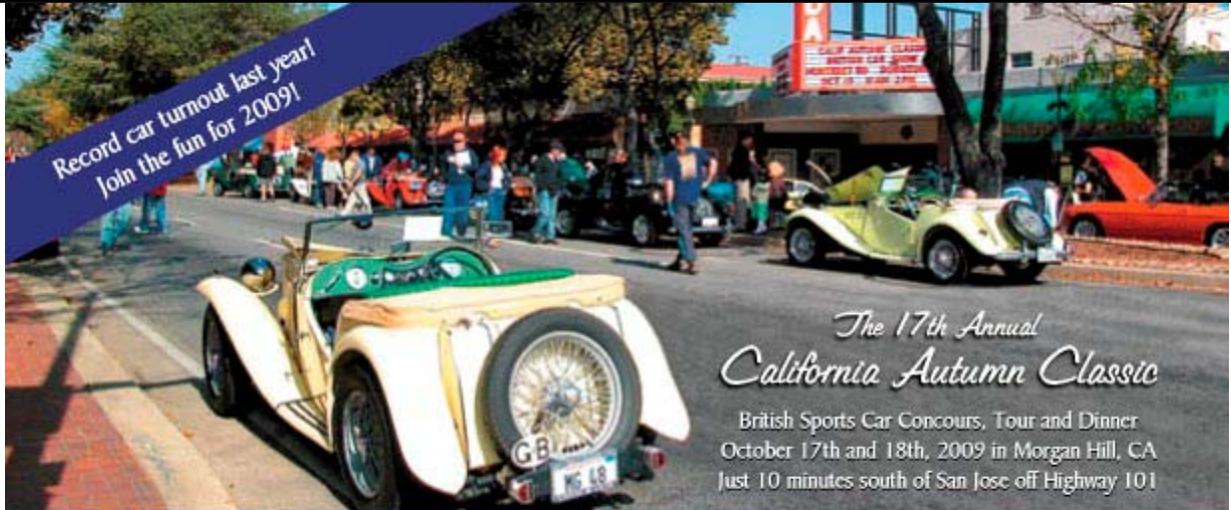
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SCHEDULE OF ACTIVITIES You can also visit our website to print a registration form: www.autumnclassic.100mregistry.com

SATURDAY OCTOBER 17th

2-4 pm Afternoon group backroads tour meet at
Butterfield Blvd CalTrain station, off E. Dunne
6:30 pm Group dinner for Saturday arrivals (optional)
held in Morgan Hill Mama Mia's Italian
Restaurant at 275 E. Dunne Ave

Rain Date: Sunday, October 25

SUNDAY OCTOBER 18th

8-10 am Cars arrive and park in assigned spaces
on Monterey Avenue
10-2pm Public viewing of cars and vendor sales
11-1pm Lunch on your own at one of several
nearby restaurants
1:30-2:30pm Drive-up presentation of 26 silver trophies



THE CALIFORNIA AUTUMN CLASSIC 2009 REGISTRATION

Advance Registration Required (Late Registration after October 4th)

All 2-seater classic British Sport Cars and their jumpseat derivatives invited. Car must be regularly driven, non-trailerred. Cars trailerred to the event will not qualify.

NAME: _____ PASSENGER: _____ EMAIL: _____

ADDRESS: _____ PHONE: () _____ (For rain cancellation notice)

CITY: _____ STATE: _____ ZIP: _____ CLUB: _____

CAR MAKE: _____ MODEL: _____ YEAR: _____ Coupe Convertible

FIRST TIME ATTENDING? If you have won 1st in the past 2 events, please check here to be placed in the "Winners Circle" class.

Registration for Saturday tour is \$10 per car (includes champagne & fruit refreshments)

Saturday dinner is \$24 per person (choice of 4 Italian dinners, including vegetarian. Beverage, tax & tip, included)

\$35 Registration per car includes Sunday Sports Car Concours with 26 silver trophies. Late registration after Oct. 5 is \$50

Register me for Saturday Tour \$ _____ Saturday Dinner _____ people = \$ _____

Car Registration \$ _____ Total Enclosed: _____

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Editor's Column

Loren Parks
Chico, CA



I just returned from a three-week volunteer assignment in Moldova to generate a marketing plan for a group of vegetable farmers, followed by two weeks touring in Austria and the Czech Republic with my wife, Diana. The experience reminds me that the two best days of a long trip are the day you leave and the day you return.

Following this issue the newsletter will be issued only twice in four months—Nov/Dec and Jan/Feb.



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