



Golden Gate

HEALEY HAPPENINGS



Golden Gate Austin Healey Club, Inc. Sunnyvale, CA Vol 11, No. 10 Nov/Dec 2009

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GGAHC Annual Dinner and Meeting

5:00pm, Sunday December 6

Vic Stewart's Steak House

850 South Broadway, Walnut Creek, CA, 94596
(between Newell Ave. & Mt. Diablo Blvd.)

Select your main dish from the following:

1. Rack of Colorado lamb
2. Western rubbed porterhouse steak
3. Grilled sea bass with coconut prawns
4. Pan roasted Kurobuta pork chop
5. Prime rib of beef

Restaurant opens 4:30pm
Dinner served at 6:00pm

This is a fancy place; it's a good opportunity to wear your dress-up clothes.

GGAHC Membership Renewal for 2010

You can

1. Return the data form you receive in the mail from John Trifari, plus a check for \$25. Return the form *with or without* changes in your contact information. **Or,**
2. Renew on the Club web site using PayPal or credit card.

www.goldengatehealeys.com



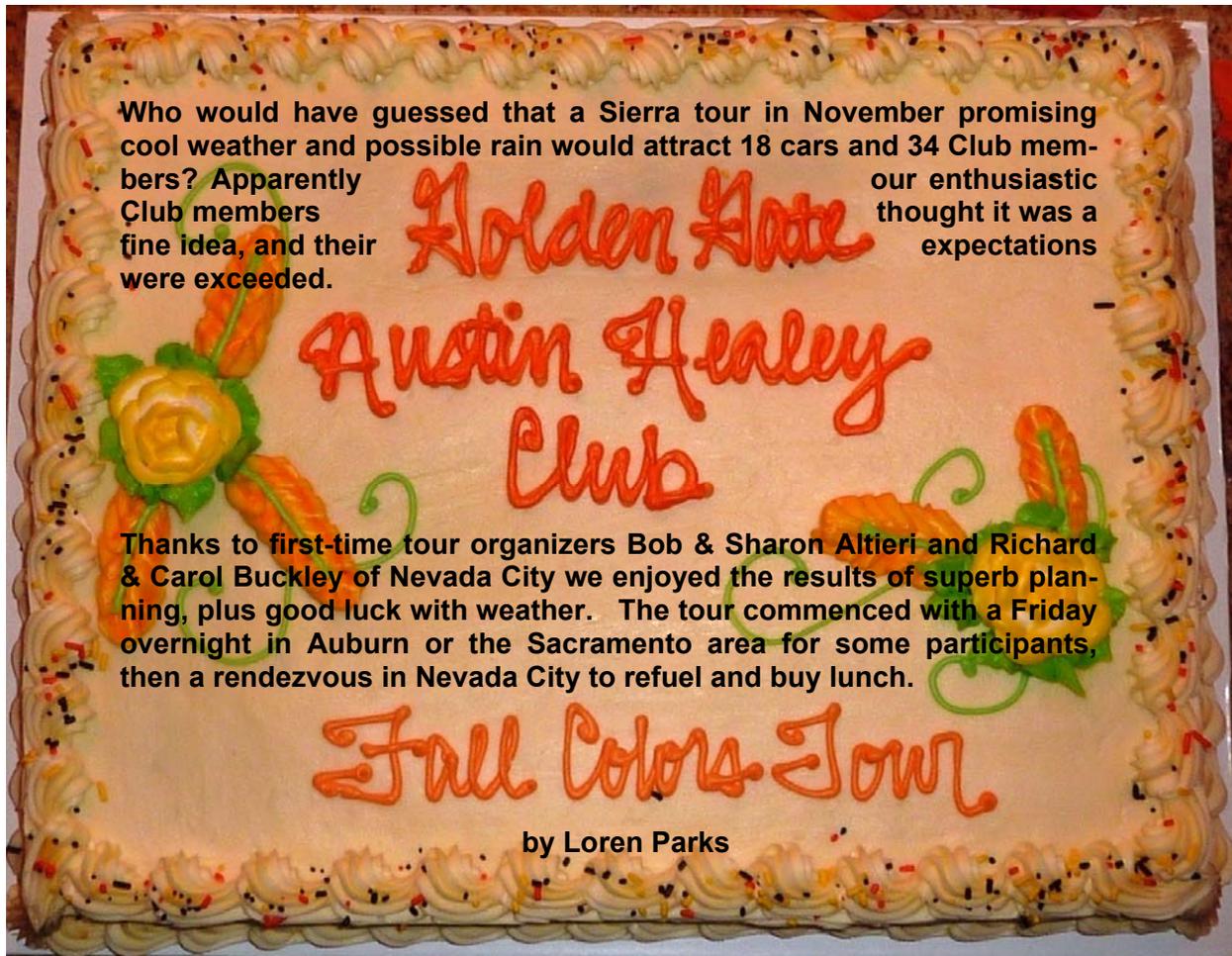
The (subsidized) price is \$25 per member. **DEADLINE** for sign up is November 27 (**received** by Dan). There are two methods to pay.

1. Make your check out to **A-H Club Holiday 2009**, indicate your selections of main dish, and mail it all to **Dan Sekella, 1410 Mohr Court, Concord CA 94518**. Contact Dan if you have questions: dsekella@pmanet.org, or (925) 825-8966.

2. Or, sign up and pay by credit card on the Club web site in the **Events** section. Address at left. Under **dinner choices**, write something like "1 lamb, 1 sea bass."

For directions see www.vicstewarts.com/





The tour proceeded on Hwy 49 from Nevada City to Downieville where we stopped for lunch, occupying picnic tables adjacent to the Yuba River under partly sunny skies and cool weather.

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The group assembled around Richard Buckley's Healey at the Nevada City rendezvous point



Fall Colors Tour (continued)

From Downieville we proceeded through Sierra City with a stop at a scenic overlook of the Sierra Valley, then south on Hwy 89 to Truckee and Donner Lake State Park for a pit stop. It was getting darker and colder by the minute, so we completed the last leg of the loop hastily via Hwy 20 to Nevada City for a 5:00pm check-in at the Northern Queen Hotel.



Getting to the Buckley's house for dinner on rural roads in the dark turned out to be adventuresome for some due to lighting failures of one kind or another, which simply goes with the Healey territory. In addition, the Korbay's brakes refused to function at the end of the tour so they hitched a ride, and the Sardemons ran out of gas due to an inaccurate fuel gage. Carol and Richard Buckley staged a terrific tri-tip dinner at their beautiful home with the help of family and friends; they say they have a lake view from the back deck but we couldn't verify it in the dark.



▲ "By the way, Jerri, are you cold?"

▼ Healey enthusiasts

Sunday morning the cars were still covered with frost when we started checking oil and packing before breakfast. An optional



tour to a scenic spot on the Yuba River was canceled due to underwhelming response—it seems that there were just too many other good things to do. Some wanted to attend a craft faire in town, others wanted to wander the streets of Nevada City, and some needed to get home. The event ended with a grouping of 15 Austin Healeys in the hotel parking lot for a photo. The sentiment is unanimous to have this tour again!



"I'm not kidding, Charmaine. We must get to the dessert table tonight before he does!" ▼

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Fall Colors Tour (continued)

Dinner at the Buckleys ▶



Sunday breakfast at the hotel in Nevada City ▲

Participants

- Marty & Charmaine Allen
- Bob & Sharon Altieri
- Richard & Carol Buckley
- David & Cindy Cross
- Phil & Suzanne Foster
- Len Hartnett
- George Henke
- Nick & Sandy Klein
- Steve & Kim Korbay
- Doreen McCannon
- Jim & Ida Morton
- David & Jerri Nock
- Loren & Diana Parks
- Terry & Linda Parsons
- Robert & Marie Louise Sardemon
- Ted Shelton & Sandy Tallarico
- Steve & Karen Thomas



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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, December 6. **GGAHC** Annual dinner and meeting. See page 1.

January 1, 2010. Anti-Football Run. Tel: Martin Swig 415.479.9940.
Register by Dec 1, 2009.
www.californiamille.com, or e-mail
info@californiamille.com.

Late February or early March. Annual Tech Session at British Car Specialists in Stockton. Date to be announced.

June 28—July 2, 2010. Healey Rendezvous, Eugene OR. See <http://healey-oregon.org/rendezvous-2010>

Publication schedule

The January/February issue will be issued in mid-January. Monthly issues resume in March.



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Editor's Column



Loren Parks
Chico, CA

While at a laundromat in Salzburg, Austria I noticed this movie advertisement for BANK JOB on a vending machine.



Since an Austin Healey is prominent on the poster, I obtained the movie from Netflix. It's a crime flick featuring British actor Jason Statham, whose role is Terry Leather—a vintage car dealer in London who gets involved in a bank heist. The Healey is just one of the cars on the lot—it appears for about 10 seconds. So much for the poster tease! The movie stinks.





Brisbane Marina British Car Day

by Len Hartnett

This year's Brisbane Marina British Car Day on September 13 was down in participation in spite of the fact that there was no entry fee. Although there is adequate parking, it is on asphalt. Last year was extremely hot, and if this year's potential attendees contemplated the same conditions they probably chose to stay away. This year the weather was overcast most of the day, so the temperature was in the comfortable range.

Top photo: Luther and Alexia Gentry with their 1956 100's. Bottom: Len Hartnett with his BJ8.



Healey attendance was small, as was GGAHC member attendance. There were only four Big Healeys presented by Golden Gate Austin Healey Club members: Len Hartnett, 1967 3000 MKIII BJ8; Luther and Alexia Gentry, each bringing a 1956 Hundred; and David Nock, 1957 BN4. Rod Hill attended with his AN5 Bugeye Sprite. Nigel and Linda Rhodes were at the meet but, because of problems with their Healey, brought their Mini Cooper. One other Big Healey owner was there with his BN7. Its condition—rusty multi-colored paint, disintegrating upholstery, painted-on front badge, chicken-wire grill, and lack of trafficator, to name a few—was such that I casually asked him if it was a 'work in progress'. He said, "No. It is done."

Three other big Healey owners talked to us but did not have their cars there mostly due to the fact that they were not running or were under

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Brisbane British Show (continued)

going restoration. There were several additional Sprites there. Club member Sherry Oppenheim of Rio Vista spoke with me but she did not bring her Sprite which is undergoing repairs.



As there was no judging and no awards, participants began leaving about 2:00 PM.

If the Brisbane show deteriorates any further, I would say that its continued viability is in question.



Dave Nock listens to voices emanating from Luther's engine



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Miscellaneous Ramblings on cars I saw in Europe

by Loren Parks

As a long-time reader of Road & Track, I enjoyed the *Miscellaneous Ramblings* column when it served as a catchall for whatever was on the editor's mind. That journalistic device was eliminated from R&T long ago, but it seems to be an appropriate format to launch this article about my observations of motor vehicles during a recent trip to Austria and the Czech Republic. At the outset I admit my ignorance about cars and driving in Europe; I hadn't been to western Europe in a long time, and had never driven a car there.

Following a work assignment in Moldova I flew to Vienna where my wife, Diana, met me for two weeks of vacation. Austria is among the wealthiest two-dozen countries in the world. In spite of a fuel price of \$7/gallon there are scads of big Audis, BMWs and Mercedes on the road. I have never seen so many Audis—especially station wagons. There are also numerous economy cars, most of which I had never seen. All of the Japanese cars are there, plus the Italians, French, Germans, Brit-

ish, and Etceteravians. In the USA we are unaccustomed to seeing Alfa Romeo, Fiat, Peugeot, Renault and Skoda. Skoda? Isn't that from Czechistan? Well, yes and no. It is owned by Volkswagen. The Czechs like to buy them as a token of national pride even if they are German in all but name.

After three days in Vienna we went to Avis to pick up a rental car. Our contract was for a "Peugeot 207 or similar 4-door economy car." I was shocked when the car presented was a Skoda Fabia; I knew nothing about it. Our car was black and ugly—especially since the wheel covers had been removed. After loading luggage and reviewing car controls we drove five hours to Lienz in the south central part of Austria. I tapped the internet to learn about this car. It has a 3-cylinder, 1.2 liter engine with 54 bhp and 5 forward speeds (manual transmission). Performance was minimal, but it was indeed fuel efficient.

Our reason for driving to the beautiful town of Lienz was to overnight in preparation for driving north on the famous Grossglockner alpine road. The Grossglockner is 30 miles of

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It's difficult to find suitable parking for a Ferrari in Vienna, so we rented a Skoda instead



The Skoda Fabia in Austrian wine country adjacent to the Danube River. Ruins of the Durnstein Castle are in the background (above my head in the photo).

stunning mountain beauty, ascending to a maximum of 8,215 feet. In addition, there is a diversion to Franz-Josephs Höhe—a long panorama terrace built into the rock. From there one can look down at the Pasterze Glacier and up at the highest peaks. Clouds were prevalent as usual, and we couldn't get a clear view of the peaks. We were lucky just to be there because the previous day the Grossglockner was closed due to bad weather.



Driving the Grossglockner

From the Grossglockner we motored to Salzburg for a three-night stay, which was an excellent visit but which produced nothing new of automotive interest. We then drove to Český Krumlov in the southern Czech Republic. To our surprise, the border controls have been completely eliminated; guard buildings were shuttered and we scarcely slowed down.

Český Krumlov is one of the most picturesque towns in Europe. At a combination restaurant and museum I saw a Tatra car for the first time—a 1933 Model 57. Tatra is the third oldest car manufacturer in the world after Mercedes Benz and Peugeot; the first car was produced in 1897, and the last in 1999. The company still produces vehicles other than cars. The Model 57 has a rear-mounted, air-cooled 4-cylinder boxer engine. The steering wheel is on the right because Czechs drove on the left side of the road until Hitler dictated a switch to the right.

On to Prague where we encountered interesting new and old cars. We saw three *newish* Bentleys in the enormous old-town area,



1933 Tatra Model 57

which helps establish this as a destination for the well-to-do. In addition to the Bentleys we saw two Ferraris and a Maserati in old town.



Bentley in Prague

A car I had never before seen is the Abarth 500, which is based on the Fiat 500 with 1.4 liter engine. The model shown pumps out 135 bhp with a 16-valve turbocharged engine. The Grande Punto (different body style) generates 155 bhp, and the Grande Punto Esseesse generates an incredible 180 bhp from the same 1.4 liter engine. Abarth is the factory-supported performance modification shop of Fiat, like AMG is for Mercedes. It appears that Abarth is only sold in the UK at present. See www.abarthcars.co.uk.

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Abarth 500

As we walked down from the Prague Castle (one of the biggest castles in the world) we began to see vintage Skodas and Tatrás transporting people to and fro. Finally we arrived at the source—a section of street near the St. Charles Bridge where vintage cars with driver can be hired for sightseeing trips.



Tatra for hire at left. Others are vintage Skodas

Once back in Austria we saw a number of vintage cars including a Mercedes Benz 300SL convertible, Mercedes Benz 190SL, 1950's Rolls Royce, and a Jaguar XK120. Most of us have seen all of those. I was surprised, however, to see a new Lancia; I didn't know that they are still made. As with most Italian cars these days, Lancia is owned by Fiat. See www.carsfromitaly.net.



Lancia Delta

This does it for my summary of cars and driving. There's more to tell, but never enough room for everything. We came home with 900 digital photos, so I have work to do.



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Bratislava Statues



These statues are on the streets of old town Bratislava, Slovakia.

- Man at work
- Papparazzi
- Schöne Naci
- Tea time
- Napoleon's soldier



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