



Golden Gate Austin Healey Club, Inc. Chico, CA Vol 12, No. 5 June 2010

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Event Report

***United British Car Club's
All-British Show in Woodland***

by Rich Kahn

This year's Woodland Show put on by the United British Sports Car Club was again a success. Approximately 16 Big Healeys and Sprites were entered, 10 of which were Golden Gate Austin Healey Club members. Roger and Donna Hawk were there with their 100M and BJ8; their 100M was on display in the Winner's Circle from last year.



Don't Miss-ile This Tour!

Saturday June 5

Nike Missile Site SF-88 and the Marin Headlands, including the Marine Mammal Rescue Center and Point Bonita Lighthouse.

See page 10



In the 3000/100-6 Class, Jerry and Katie Costanzo's newly re-done, red over tan 1967 BJ8 took the first place award while I scored a second place in my Phase 1. Other GGAHC members who won prizes were Bill Putnam who obtained 1st in

Continued on page 2

Woodland British Car Show (continued)

the 100-4 Class with his beautiful 1955; Greg Trewin who took 1st in Class with his beautiful BugEye Sprite; and Rod Hill who won 3rd in Class with his 1960 BugEye;

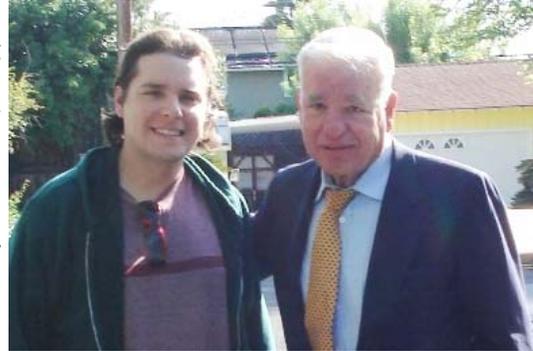
It was a beautiful day in Woodland and 252 fine examples of British craftsmanship of all marques filled the field, leaving their marks on the grass. There was not a loser out there, and everyone seemed to have had a wonderful time.



The California Mille Miglia

by Dan Sekella

On Sunday, April 25th a car show was held on Mason Street in front of the Fairmont Hotel. The 71 cars that would drive the four-day California Mille through Northern California were on display along with many other classic automobiles (many of them Palo Alto-Concours entries) along California Street, Sacramento Street, and in Huntington park. This year is the 20th anniversary run of the California Mille. Rather than a race as was the original Italian Mille Miglia, the California Mille is a “scenic tour” according to its founder Martin Swig. The original Mille Miglia was run from 1927 through 1957 (except for the war years)



Phillip and Dan Sekella

over the Italian country roads from Brescia to Rome to Brescia. It was discontinued after the

1957 race because of an accident that killed about a dozen village spectators and the Spanish driver, the Marquis de Portago. There had been discussions during the previous years about canceling the race because the cars were becoming too fast and powerful and the roads were in the same shape as they had been for decades. In 1982 the Mille Miglia was revived as a more sedate rally, and Martin Swig attended, driving his 1955 Alfa Romeo Zagato. He attended each following year driving various Alfa Romeos; then in 1990 he and some friends decided to launch the California Mille as a commemorative drive here in Northern California. The cars that would be eligible would be the cars that would have qualified for the original Mille Miglia--model year 1927 or earlier through 1957.



The five-day event began with the show in front of the Fairmont Hotel, followed by four days of driving (approximately 1,000 miles) through northern California. Over the last 19 years the routes have varied. Some years the tour has headed south to Carmel, Cambria or into the Sierras. This year returned to the original territory—coastal HWY 1, the Napa Valley, Mendocino and as far north as

Continued on page 4

California Mille Miglia (continued)

Ferndale then returning to Sonoma valley. Martin Swig has referred to the event as a "scenic tour;" I would call it a "moveable feast."

My 1962 Austin-Healey would not qualify for the California Mille (there was one 1955 Austin-Healey 100M in the event); I drove my recently restored 1952 MG TD. My co-pilot/navigator was my son Phillip. Since the California Mille is a commemoration of the Mille Miglia it was not surprising that 34 of the entries were Italian: 21 Alfa Romeos, nine Lancias, and four Ferraris. There were eight Jaguars, six Porsches, four Mercedes-Benz 300 SLs, plus



two pre-war Bentleys, an HRG a BMW 328, two Allards, two AC's, two early Corvettes, plus others. The oldest entry was Martin Swig's 1925 Lancia Lambda. Eleven other entries were pre WW II. The majority of the cars were Californian. Others were shipped or driven from the Midwest, Florida, New York, Oregon, Washington and Alberta. Seven entries were shipped to San Francisco from Europe.

This year's event began at the Fairmont Hotel with the car show and an afternoon Italian buffet and reception hosted by the Nob Hill Association. That evening the drivers, navigators and other invited guests had dinner in the Crown room.

We did not caravan on this trip, but proceeded at our own pace. Since we traveled mostly on back roads there was very little traffic except for the Mille cars for long stretches. Besides the 71 tour cars we were accompanied by three camera men, two mechanics, a tow truck and a baggage van. The first day (**Monday**, April 26) we lunched in Oakville, then proceeded to Calistoga for our first night's stop at the Solage Hotel. **Tuesday** morning everything was soaking wet due to rain. Water gathered on the MG tonneau and leaked through the zipper into the car. Phillip and I struggled all day to dry things out, and to see through the fogged windows. We motored slowly to Mendocino, the only casualty

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Continued on page 5

California Mille Miglia (continued)



was a wild turkey that did not survive its meeting with an Alfa Romeo. **Wednesday** was scheduled for local drives, but the rain was so heavy that we gave it up after only 17 miles. We returned to the hotel (two nights in the same place) and spent the afternoon at Patterson's Irish Pub watching the Giants game. **Thursday** we departed Mendocino on a beautiful sunny day for the

long drive down HWY 1 to Bodega Bay before heading inland to Nicasio. The drive down the coast was worth the previous two days. It was sunny and clear, the top was down and the sky and ocean were blue. The hills were green and along the highway were California poppies and lupine. From Bodega Bay we headed inland on the back roads and arrived at Rancho Nicasio for lunch. The Rancho staff had set up everything on the lawn. When we arrived they were barbecuing filets of salmon, tri-tip roasts, and vegetables. After lunch we drove up Mt. Tamalpais, through Mill Valley, and on to *The Lodge at Sonoma* where we were greeted by the City of Sonoma's Brass Band as we drove under the California Mille portal.



The final banquet featured an Italian theme.

After dinner Martin Swig thanked everyone for attending the 20th annual California Mille. Four drivers were awarded Chopard watches and five cars were awarded commemorative automotive sculptures.



Phillip and I finished the night in the bar discussing the last five days. The next morning we drove the last 45 miles back to Concord. I will remember this "scenic tour" for the rest of my life. You see, my 1952 MG TD is really a time machine, both technologically and personally. The technology is of the 1930's even if the car was manufactured in 1952. I purchased it 51 years ago in Seattle when I was several years younger than my son is today. This is the first time I have driven it any distance in 40 years.

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For more information on the California Mille see www.californiamille.com.



THE GOLD RUSH CAR SHOW

BY LOREN PARKS



The American car culture is alive and well, as evidenced by the ubiquitous small-town events held throughout California. The annual Gold Rush Car Show held in Oroville on May 8 during Feather Fiesta Days is the quintessential American car show. It is organized annually by the Oro Dam Cruisers Car Club which has 250 members, but over 900 vehicles participated from Northern California this year. About 10 blocks of downtown Old Oroville were closed to traffic except for show cars, and I walked all of them looking for the beautiful, the clever, and the bizarre. This is nearly an all-American car show; I found only two foreign cars—an old Mini and a new Mini. Enjoy the photos!



The Gold Rush Car Show (continued)



1930 American Austin

The **American Austin Car Company** was founded in 1929, in Butler, PA, to assemble and sell a version of the Austin 7 car in the USA. After some initial success the Great Depression set in, and sales fell off to the point that production was suspended. In 1934 the company filed for bankruptcy. About 20,000 cars were produced.

In 1935 Roy Evans, a former salesman for Austin, bought out the bankrupt company, which was reorganized under the name **American Bantam**. "Bantam" is a smaller-bred version of any particular poultry breed—the name must have been chosen for the size of the automobiles that the company made. The formal connection with UK Austin was severed, though a relationship was maintained. A series of changes was made to the American Austin car design, including a modified engine and an exterior sheet metal designed by Alexis de Sakhnoffsky. Production was resumed in 1937 and continued through 1941. Despite a wide range of Bantam body styles, ranging from light trucks to woodie station wagons, only about 6,000 Bantams of all types were produced.



Editor's Column

Loren Parks
Chico, CA



The car culture is undoubtedly in my genome, which renders me vulnerable to acquisition opportunities. I had settled into a semi-steady car groove with my Healey BT7, Porsche 944, Jaguar S-type, and GMC pickup (for pulling a fifth-wheel). But on May 10 my elder son Kevin (he inherited the genetic condition) called me in panic mode: "Dad, we have to buy this car!" By the end of the day it was ours. It was a distress sale, and we knew we couldn't go wrong. It's a 1966 VW show car with a new



(supercharged) engine that generates over 250hp. This whale-tailed beast is 7 1/2 feet wide at the rear wheels. The rear seat area is fully occupied by massive speakers that could blow out the windows of the car plus the nearest building. I call it the VMD—Volkswagen of Mass Destruction. We don't want to keep it, so now the task of marketing begins.

Front page photo: Rich & Lynn Kahn's BJ8 at Lake Tahoe.



Calendar of Events

Contact Jim Morton to list an event: Themortons@starstream.net. For a more complete list www.GoldenGateHealeys.com

May 29—June 6. British Car Week. *Drive that Healey!* www.BritishCarWeek.org.

Saturday, June 5. Hayward Field Meet and All British Car Show hosted by Mini Owners of America. www.moasf.com.

Saturday, June 5. **GGAHC** tour of the Nike Base and Marin Headlands. See page 10.

June 5-6. Sonoma Historic Motorsports Festival at Infineon Raceway. <http://generalracing.com/>

Saturday June 12. **GGAHC** Board Meeting begins at 10:00am at the office of Lee Bardellini.

Friday, June 25. **GGAHC** pre-Rendezvous caravan begins (via Ashland). See page 11.

Sunday, June 27. Lucas-Marelli Tour. See page 12.

Sunday, June 27. Palo Alto Concours. www.paconcours.com.

June 28—July 2. Healey Rendezvous 2010 in Eugene, Oregon. See page 12.

Thursday evening, July 8. British Night (including cars) at the Sacramento Zoo. Info@saczoo.com.

July 9—11. Hot San Jose Nights. A three-day celebration of the automobile. www.hotsanjosenights.com.

Saturday, July 10. Marin Yacht Club's 8th Annual Classic Car & Yacht Show. See page 12. www.marinyachtclub.com or (415) 453-9366.

Saturday, July 17. **GGAHC** Napa Valley winery tour. See page 11.



Marty Allen
GGAAH President

Marty's Minute

Loren sent me an email reminding me of the upcoming newsletter and my article. I thought, wow, how fast time goes; I just wrote something—but that was two months ago. Then I thought about the wonderful Lodi wine tour that David and Jerri Nock hosted, but we covered that in the last newsletter.

Then, I thought I could talk about the rain and cold weather. After all, they are not compatible with Healey events. But, despite the weather, we have had wonderful events so far this year and are seeing new faces and Healeys appearing at each.

Then I realized how much I enjoy reading about the events and seeing the pictures, and I am grateful that our club has such a nice newsletter. When John Trifari said he it was time for someone else to take over the job I remember thinking, well this could be the end of the newsletter and maybe even the Club. But, not even close. Loren stepped up and has done a wonderful job. We are so lucky to have him. Here I struggle for a few paragraphs and Loren does an entire newsletter 10 times a year. And all he gets is our thanks and I am not so sure we all do that like we should. It's a lot of work, but that is Loren's way of giving back to the people and cars that he loves. So Loren, a BIG THANK YOU from me and the entire Healey Club. The club would not be the same without your hard work.



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GGHC Event Announcements

Nike Missile Battery SF-88 and Marin Headlands Tour Saturday June 5th

Depart the San Francisco meeting point at 10:30am

Public parking lot just uphill from the Cliff House at Seal Rock. The Cliff House is located at 1090 Point Lobos Ave, San Francisco 94121

Caravan leader: **Dennis Gilroy** (Cell) 650-533-9456

Coffee will be available at Luis' restaurant at the west end of the parking lot.

Or meet the group in Marin County at 11:00am

Those who prefer to meet on the north side of the Golden Gate Bridge can meet the group at Fort Baker in the Bay Area Discovery Museum parking lot at 11:00am. The address is: Bay Area Discovery Museum, 557 McReynolds Rd., Sausalito, 94965. The URL for the Park is: <http://home.nps.gov/goga/index.htm>. Maps and detailed directions will be given out at the rendezvous site.

RSVP Dennis Gilroy at dxhome.2010@gmail.com, or call (home 650-298-8036) or (cell 510-676-2729). We might need a permit depending on how many members attend.

Bring:

- A picnic lunch. Also bring snacks and water; no food concessions are available in the park. Water fountains and public toilets are available.
- Warm clothing—the bay can be cool and breezy.
- A flashlight in case you want to explore any old coastal artillery batteries.
- A camera for those Kodak moments.

AND gas up before getting to the meeting point—no petrol is available in the park.

We will picnic at the old coastal battery Wallace, and leave in time to get to the **Nike Missile Site** for the 12:30pm opening and docent tours. After touring the Nike site, we will caravan to the **Marine Mammal Rescue Center** in Ft. Cronkite.

After the rescue center, for those who want to do a hike, we will caravan to the **Point Bonita Lighthouse**. Parking is not close, so wear comfortable shoes for the ¾ mile hike.

Final destination is the **Murray Circle Restaurant** (Bldg #602) and more specifically the **Farley Bar**, part of the **Cavallo Point Inn** located in close proximity to the Discovery Museum parking lot in Ft. Baker: Cavallo Point Inn, 601 Murray Circle, Sausalito, 94965.



Eventually your family will take your car keys away from you. Prepare yourself!

GGAHC Event Announcements

Rendezvous 2010 caravan and pre-tour to Eugene, OR

Join us for a Bay Area caravan to the 2010 Rendezvous in Eugene, and a pre-tour to Ashland for the Shakespeare Festival. We will drive north on Hwy 101 to Fortuna, Eureka and Grants Pass, then south through Medford to Ashland where we will stay two nights. Following that we head north to Eugene.

Meeting time and place: June 25, 10:30am, Healdsburg on Hwy 101 in the town square.

You must make your own reservations for hotels and plays in Ashland. See the March issue of Healey Happenings for details, or go to the Club web site, or contact Nick and Sandy. **RSVP:** Nick & Sandy Klein (408) 264-2411, or email kllein.ns@att.net.



NILES CANYON RAILWAY

Sunday, August 8

Join us for a vintage train ride from Sunol. We will combine beautiful cars, spectacular scenery and a trip on the 7th largest passenger carrying railroad in California pulled by a restored steam powered locomotive. Meet in Pleasanton (time and place to be announced), drive to Sunol. **RSVP** Glenn & Karen Stephenson, (510) 237-4238 or karenstephenson3@yahoo.com

NAPA VALLEY WINERY TOUR

10:00am Saturday, July 17

Meet at Elkhorn Peak Cellars where GGAHC member Ken Nerlove will provide a tour and

Planning a Trip to the Napa Valley?

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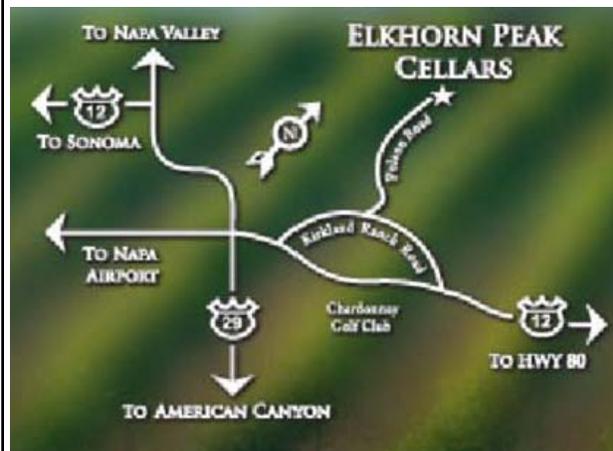
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wine tasting. The winery is located in Jamieson Canyon, South Napa (200 Polson Rd., Napa CA 94559). Detailed driving directions will be provided in the July newsletter. The tour will proceed to other wineries from there. Please be sure to **RSVP** George Henke: (707) 226-5445.



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Eugene, Oregon, June 28—July 2

All information, including the **registration form**, can be viewed and downloaded from the Austin Healey Club of Oregon's web site: <http://healey-oregon.org/rendezvous-2010>

The hotel is the Valley River Inn www.valleyriverinn.com. When making reservations, be sure to ask for the \$95/night Healey Rendezvous rate, available only with an event registration number. Call the hotel toll-free at (800) 543-8266.



July 18, 2010

Featuring Rolls Royce

WHERE – The Presidio of San Francisco – MAIN POST
Enter the Presidio through the Lombard Gate and follow signage to event site. See [Map](#) on the web site.

During the ongoing Doyle Drive construction we will be using the Lombard Gate for all egress during the 2010 Presidio of San Francisco Concours d'Elegance.

For entry form and all pertinent information, see the web site:

<http://sfconcours.com/>

Lucas-Marelli Tour

Sunday June 27th

In honor of the wonderful men who designed these electrical systems for British and Italian cars, we are once again hosting the **Lucas-Marelli Tour**. This year the Santa Cruz British Motorcar Club will join us again. We meet in Los Gatos behind the "Los Osos Cafe" also known as the Bears Coffee Roasting (located at 19 N. Santa Cruz) at 9:30 am. We will leave at 10:00 am sharp. Remember to fill your tank with gas as you enter town. During our drive we will stop for lunch, and the cost will be approximately \$10.00-15.00 per person.

For information, contact Don Reichel at (408) 354-2222 or e-mail at

acastlekeep@aol.com

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Healeymarket

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No submittals

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