



Year of the rabbit



Photo: Alex & Helga Zanini's BN7 "Lady Godiva"

Golden Gate Austin Healey Club, Inc. Chico, CA Vol 13, No. 1 Jan-Feb 2011

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**Event Report**

***San Francisco Bay Dinner Cruise and Annual Club Meeting***

*by Loren Parks*

It was a gray day on the Bay when 66 Healeypeople navigated the Alameda road maze in search of Commodore Cruises. Our intrepid Club members drove from such distant places as Lake Tahoe, Nevada City, Chico, and even Atascadero. At the dock we expected to board The Good Ship Zinfandel, but got a surprise upgrade to The Better Ship Pinot Noir. Marty Allen photographed every couple or individual as they entered and, as he moved through the checklist, discovered that three signups were missing. As the boat moved nearly 100 yards



out of the dock two of them were spotted on shore; with some spirited yelling and hand-waving we got their attention and returned to pick them up. From then on it was a smooth ride with just a bit of surface chop between Alcatraz and the Golden Gate Bridge. The Captain did an excellent job of avoiding the dipsy-doods that cause passengers to reach for support.

**Annual Tech Session  
Saturday, March 5**



**at British Car Specialists  
In Stockton**

**See page 11**

The Nocks brought a fine selection of pre-dinner snacks which were devoured *con gusto*, and wine and champagne flowed freely (no extra charge). Dinner included main dishes of beef and chicken (*Excusez-moi!* The proper names were *prime rib with horseradish sauce*, and *champagne chicken with grapes and mushrooms*.)

***Continued on page 2***

### ***Dinner cruise (continued)***

The food was very good, and I noticed quite a few people (not to be mentioned) returning to the desert table for seconds. The decibel level got pretty high on the lower deck given the engine noise, Christmas music, and intense socializing during dinner, but that just added to the ambiance.

After dinner Marty conducted the obligatory annual meeting, summarizing the Club's status with input from Board members regarding membership, finances, and events. He conducted our annual 20-second election by stating that all current Board members were willing to continue, invited replacements (no volunteers), and declared the Board re-elected by acclamation. Then he pointed out an obvious benefit of Club membership, the logic of which goes something like this. *Given the high proportion of long marriages among the attendees, Austin Healey ownership must certainly be involved. Therefore, it would behoove those who desire an enduring marriage to get a Healey.* And that is the kind of logic that inspired us to recruit Marty to be our President in the first place. Each couple was presented with the photo taken by Marty upon arrival, which required some fast printing and framing. Marty apologized for the lack of sharpness in the photos, explaining that he had accidentally retained the "soft focus" setting from his previous photo session. Most of us were grateful for obscuring our wrinkles.

Marty presented a GGAHC key fob to all who attended. David Nock was presented with a beautiful enlarged and framed article he wrote about his late father and Austin Healey guru, Norman Nock. I was presented with a small solar-powered, rotating world globe with an inscription on the base *Thanks to the Greatest Editor, Loren Parks, 2010.* This honor will certainly keep me going for a few more years. To conclude the session I awarded door prizes. Ed Fox received a beautiful Austin Healey key fob (made in England), donated by Club member Scott Baughman. Also, Greg Cory received an Austin Healey winestopper donated by yours truly.

Luckily we finished the day without a raindrop, and it appeared that a good time was had by all; three hours didn't seem long enough to catch up with



**The main deck**



**Jim Morton, Gary & Harriet  
Anderson, Carol & Richard Buckley.**



**Marie Louise Sardeman, Kim Korbay,  
Sandy Klein, Karen Thomas.**



**Linda Parsons, Roger & Donna Hawk,  
Terry Parsons, Patty Darfler**

***Continued on page 3***





**Dinner cruise (continued)**

socializing. This was one of the most attended Club events in a long time. Assuming that we have about 300 people represented by 161 memberships, approximately 20% attended this event. We are encouraged by the success and hope that we can come up with something as good next year. Thanks to Marty Allen for conceiving this event and managing every aspect of it from the contract to the music.

♪ "I did it myyy way" ♪



- ATTENDEES**
- Marty Allen
  - Bob & Sharon Altieri
  - Cully & Julie Anderson
  - Gary & Harriet Anderson
  - Lee & Susan Bardellini
  - Richard & Carol Buckley
  - Tico & Ari Cortes
  - Greg & Sanlin Cory
  - David & Cindy Cross
  - Steve & Patty Darfler
  - Steven & Ruth Darling
  - Phillip & Susanne Foster
  - Ed & Karen Fox
  - Dennis & Ruth Gilroy
  - Verna Griffiths
  - Len & Marge Hartnett
  - Roger & Donna Hawk
  - John & Terry Kent
  - Nick & Sandy Klein
  - Steve & Kim Korbay
  - Jim & Ida Morton
  - Ken & Faith Nerlove
  - Don & Cathy Newman
  - Dave & Jerri Nock
  - Loren & Diana Parks
  - Terry & Linda Parsons
  - Kevin & Sharon Pribyl
  - Don Reichel & Christine
  - Nigel & Linda Rhodes
  - Robert & Marie Louise Sardeman
  - Dan & Linda Sekella
  - John & Beverly Soderling
  - Steve & Karen Thomas
  - Alex & Helga Zanini



▲ Don Reichel & Christine  
▼ Lee & Susie Bardellini (now grandpa & grandma)



▲ John & Beverly Soderling



▲ David Cross, Robert Sardeman, Nick Klein, Jim Morton



▲ Suzanne Foster, Greg & Sanlin Cory

◀ Karen Thomas, Dennis & Ruth Gilroy

▼ Cully & Julie Anderson



*Continued on page 4*

**Dinner cruise (continued)**



▲ Len & Marge Hartnett



▲ Linda "smootchie" Rhodes & husband Nigel



▲ Loren & Diana Parks  
Marty Allen ▼



▲ Jim & Ida Morton, backed up by Len Hartnett



▼ David & Cindy Cross



▲ Cully & Julie Anderson, Ed & Karen Fox, Sharon & Kevin Pribyl



Alex Zanini ▲



▼ "For some reason it just cracks me up that a car club chartered a boat"



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# The California *Year of Manufacture* (YOM) Plate Program

by Dan Sekella

Section 5004.1 of the California Motor Vehicle Code allows vehicles to be registered with the DMV with license plates that were issued, or would have been issued, to the vehicle when it was new. The original code was adopted July 1, 1989 and covered all vehicles manufactured in 1962 or older. The code was amended July 1, 2009 to extend the age of the vehicles forward to 1969. What this means is that if you have a 1956 Austin-Healey you can register and display 1956 California black on yellow plates on your vehicle. There is an added annual cost (\$45) and you will also have to pay the annual registration fee and display the modern month/year stickers. It is up to you to find original California plates and original metal tabs or stickers if necessary to match your vehicle's year of manufacture. The plates can be re-conditioned but they have to be original plates, not newly manufactured.

## A short history of vehicle license plates issued in California

- 1914-1941 Two new plates were issued each year, with the year stamped on the plates. (in 1939 a special blue and gold plate was issued for the World's Fair held in San Francisco)
- 1942-1946 The war years; each year was different, does not concern YOM, no cars were manufactured.
- 1947 Two new black on yellow plates were issued.
- 1948-1950 The 1947 plates plus two metal 'year' tabs were issued.
- 1951 Two new yellow on black plates were issued.
- 1952-1955 The 1951 plates plus two metal 'year' tabs were issued; the last years of old large plates (6 1/8" X 13 7/8").
- 1956 Two new black on yellow plates were issued; the first year of 'modern' plates (6" X 12").
- 1957-1962 The 1956 plates plus a vinyl 'year' sticker.
- 1963 Two new yellow on black plates issued. This was the last year
- 1964 California reissued new plates to all vehicles.
- 1964-1969 The 1963 plates plus a vinyl 'year' sticker plus the new month sticker.

Prior to the modern size plates issued in 1956 the 'old' plates generally had a number/letter combination of number-letter-numbers (a maximum of 5); however I have seen 2 numbers-letter-numbers, and number-2 letters-numbers. Pre-war plates had number-letter- 4 or less numbers. Beginning in 1956, the era of 'modern' plates, the plates displayed 3 letters- 3 numbers.

## What vehicles can display vintage plates?

Any vehicle manufactured prior to 1970 can be registered with the DMV and display plates that match the year of manufacture. 1963 was the last year that California issued new plates to all vehicles in the state. If you have a 1965 Ford Mustang, purchased in 1965, and it has been continuously licensed you already have 'YOM' plates, and don't have to pay the extra



Continued on page 6

### California YOM Plates (continued)

fees. If your old vehicle has modern white plates you will have to find a pair of plates (and the metal tabs or vinyl sticker(s), if applicable) to match your vehicle's year of manufacture. The plates must be serviceable as determined by the DMV and must not be in use. The DMV has a database of all currently registered plate numbers; a simple check will determine if your old plate number is already assigned to another vehicle, in which case you will not be able to register the number. There are at least two possible reasons for plate number matches. The old pre-1956 plates with number-letter-numbers combinations were reissued each year so your 1935 plate number could have been registered under the YOM program by someone who has a like number for a 1937 plate. The other possibility is that for number-letter-5 numbers plates issued between 1951 and 1955 that number combination very likely could have been issued years later to a truck or motorcycle on modern white plates. The extension of the program to vehicles between 1963 and 1969 will probably cause a similar problem. 1956 to 1962 black on yellow plates (3 alpha-3 numeric) could very well match 1963-1969 yellow on black plates (3 alpha-3 numeric). The DMV has a phone number, (800) 777-0133, call them and give them your plate number and they can tell you if it is already in use. The DMV will tell you they have "no record of that number" (if you are lucky), in which case you have a 'clear' plate number. But don't wait too long to get the number registered. Someone else could get to the DMV with the same plate numbers (from a different year) and register it before you do.

### Where do you find old plates?

Where else? The Internet. Try PI8s.com, EBAY, swap meets, or the numerous license plate collector groups. Expect to pay a lot, especially for the 1951 plates. Five hundred dollars is not unreasonable to pay for a set of good plates plus the metal tabs. The 'modern' plates (1956-1969) are usually cheaper but the problem is finding serviceable vinyl stickers. There are some NOS stickers around, but usually what are available are stickers that have been peeled off of old plates.

Now that you have a set of old plates (and metal tabs or a vinyl sticker) it's time to get down to your local DMV with the following in hand:

- The serviceable set of old plates, plus the metal tabs or vinyl sticker if needed
- Your current set of plates (you don't have to bring in your vehicle)
- The current registration papers. Take the pink slip and DMV form Reg 352 Year of Manufacture (YOM) License Plate Application (this can now be downloaded from the DMV web site or you can pick on up at the local DMV). Have it filled out ahead of time. \$45

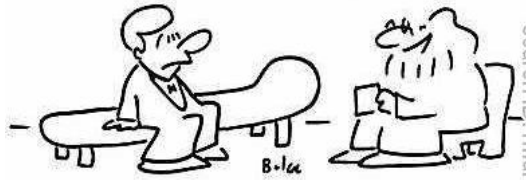


Expect to spend a lot of time at the DMV. YOM registrations are something that the local DMV clerk doesn't do often. Chances are that you will get a clerk who has never processed a YOM application before. It took me two visits before I got all the papers signed. When I first registered my 1952 MG TD at the Walnut Creek office (it was a Washington registered vehicle) I was told that my YOM plates were for a truck and I couldn't register them on a car. I explained that in 1951 3A72619 was a perfectly good passenger car plate

*Continued on page 7*

### California YOM Plates (continued)

number. No Luck. The number was clear, but the clerk and her supervisor said that the number format was for a truck, end of discussion. I waited until I received my California registration then I spent an hour at the Concord office, eventually got the paperwork completed, and about three weeks later received my month and year stickers plus two little "toppers"; 2" X 2 3/4" metal tabs that bolt to the rear plate to hold the current month and year stickers. Yes, even if you have the old plates and their original metal or vinyl year tab you also have to display the 'modern' month and year vinyl tabs. The added cost is what you would pay for vanity plates.



"Here — take this prescription down to the Bureau of Motor Vehicles and get yourself some vanity plates."

### How does this apply to Austin Healeys?

The first Austin-Healey's in 1953-1955 (BN1, BN2) can display the 1951 yellow on black oversized plates with the appropriate metal tabs. For 1956-1962 (BN2, BN4, BN6, BN7, BT7) the black on yellow plates can be displayed with the appropriate vinyl stickers. For 1963 to 1968 (BJ7, BJ8) the yellow on black plates can be displayed with the appropriate vinyl stickers. I have read that for 1963 plates the DMV may require that the beginning letter of the three letters must fall within the calendar year of the year of make of your car (A-D, 1963, E-I, 1964, J-N, 1965, O-S, 1966, T-W, 1967, W-Z, 1968-1969). This is only approximate. My wife's 1965 Mustang (manufactured here in California and purchased new) has original 1963 black plates RKB029.



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# On the Proliferation of Car Shows

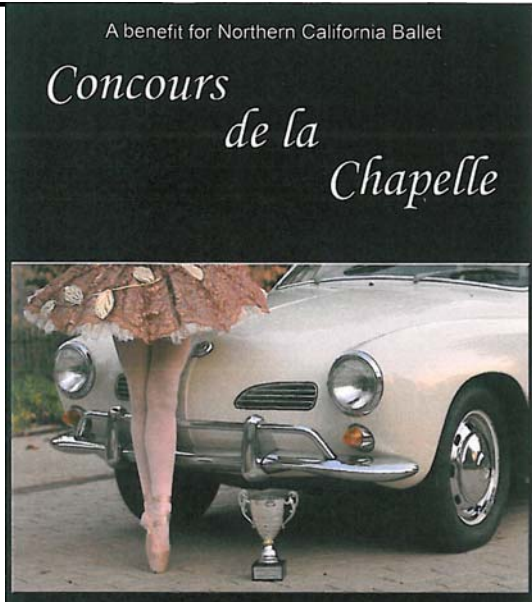
by Loren Parks

The American car culture seems to have no limits when it comes to scope and creativity, as evidenced by the increasing number and variety of car shows. For example, there were three shows in Chico/Paradise on August 28 alone: (1) the First Annual Road Runner World of Wheels staged by Butte Community College, (2) the Second Annual Benefit for Veterans of Modern Warfare, which mixed cars with war memorabilia, and (3) the Second Annual *Concours de la Chapelle* which is a fundraiser for Northern California Ballet. The first two followed the general pattern whereby vehicle entrants pay a fee and anything on wheels is accepted. The *Concours de la Chapelle* was limited to European cars. Entrants (drivers only) paid nothing, and all others paid \$50. This was an upscale event on the beautiful grounds of the Chapelle de L'Artiste Bed & Breakfast in Paradise which I attended with my Porsche 944 (my Healey was unavailable). It was a superb event with entertainment and dinner, but only 17 cars showed. Most attendees had more interest in raising money for their ballerina daughters than viewing cars, and that was achieved via an auction.

The phenomenon to be observed is that the car show is a hook on which to hang everything from fundraising to merchant sales. That will work as long as car owners are willing to pay entry fees to share their pride and support the events, and as long as the public is interested in viewing. But car shows also die. I served as a volunteer judge for the Handi-Riders Car Show for four years, but inability to attract enough cars finally killed it. It was a fundraiser for enabling handicapped children to ride ponies—a worthy cause if there ever was one. The Chico British Car Show was held annually for 17 years until the founder decided to retire, and nobody stepped in to keep it going. After a one-year hiatus it returned for two years under the management of a part-time teacher at CSU Chico who used student labor, but the show died again when he was laid off. In the SF Bay Area, the California Autumn Classic (British car show) held in Morgan Hill suffered financial loss in 2010 due to a 25% decline in attendance and the event is moribund.



In business terms, the barriers to entry into the car show market are low and the market is very competitive. The costs of staging a show include a place to park cars (often donated), publicity, volunteer labor, awards, and incidentals such as a public address system and canopy rental. Given the low cost of market entry car shows can be expected to proliferate, and may the best of them succeed!







*Charmaine Allen, wife of Club President Marty Allen, passed away November 9 after a three-year battle with lung cancer. Charmaine was very active, healthy and a non-smoker, which is why she was able to fight as hard as she did and for as long as she did. Marty writes "For those who were close to Charmaine, we know we lost one of the 'good' people in the world. We can only hope and believe that she is in a better place and certainly in a more peaceful world."*

*Please renew your membership promptly!*

*The March issue of Healey Happenings will be your last if you haven't renewed by mid-March.*

## Marty's Minute

**Marty Allen**  
GGAHC President



Our 2010 Healey year has now officially closed. The annual Holiday Party always marks the end, and this year was exceptional since we had our biggest turnout in over 10 years—nearly 70 people attended. But we couldn't fail to succeed with this event—cruising San Francisco Bay with good friends, all in the Christmas Spirit.

The year was filled with many new events and faces, making it one of our most exciting years. Our opening event—lunch at Max's Café in San Ramon followed by a private tour of the Blackhawk Automobile Museum—drew a big crowd. Lee and Suzie Bardellini have become experts at hosting the opening event.

As the year progressed we had a tech session at British Car Specialists, a Lodi winery tour, and a tour of the Marin Headlands including the Nike Missile Base. Subsequently we had the annual Napa winery tour, followed by the Niles Canyon Railroad tour, the Danville Concours d'Elegance and our Second Annual Fall Colors Tour which ended the driving season. And those were just our Club-sponsored events; the calendar was filled with many others including Healey Rendezvous in Eugene, Oregon in June which was attended by quite a few of our members.

Now it is time to look forward to 2011. It was great to add new and returning members to our base of Healey friends, and I hope we can continue the momentum of growth. This is your club, and its success is in your hands.



# THE HEALEY TOUR

by David Nock

**What do I do? Where do I go?  
Where do I stop? What do I need?**

How many times I have heard all the reasons that someone can't put on a tour?

- I don't know where to go;
- I don't have time to put a tour together;
- I might get lost;
- I worry that people won't come;
- I don't know what to do.

Well, it is time to stop the I CAN'Ts and let's change them to I CANS. The first tour that Jerri and I put on ourselves we were terrified. I thought I was going to get lost, no one would want to go, where can I stop with a group, etc. Some of the tours that I have put together I may have driven only once prior to the tour. Some are places that I have been to before, and I know the way and where to stop. In that case Jerri and I just say "lets lead a tour to ???" and off we go.

Since we are hoping to get some new tour leaders this year I shall go over some of the things that need to be done to lead a tour. Trust me when I say that it is not that hard, and it is also a lot of fun. When your are putting a tour together you will see a lot of new

places and sites that you normally don't see when you are part of a tour. When you are part of a tour you are busy following the car in front of you and concentrating on not getting lost.

**I don't know where to go.** No big deal. Just pick a place you would like to go and invite your friends and Club members.

**I don't have the time.** Setting up a tour doesn't take much time, and there are experienced Club members who will help you out.

**I might get lost.** This is definitely a possibility. All of us have made wrong turns and gotten turned around sometime. Nonetheless, everything always seems to come out alright. Make maps and/or print directions so that no one else gets separated and lost.



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**I worry that people won't come.** Adopt a different attitude; the idea of your tour is for you to visit a place you want to visit. If no one else comes along, that's their loss; you're going anyway.

**I don't know what to do.** Again, set up a tour as if you alone are taking the trip and you're inviting others to come along. The details can seem overwhelming at times, so don't be afraid to ask for some help.



## Event Announcements



### SILICON VALLEY INTERNATIONAL AUTO SHOW

**Thursday, January 6 through  
Sunday, January 9**

**San Jose McEnery Convention Center**  
150 West San Carlos Street  
San Jose, CA 95113

There is little information on the web site, but you can get driving directions and a \$2.00 discount coupon for attendance on a weekday.

<http://www.motortrendautoshow.com/sanjose/>



### at Cal Expo in Sacramento February 11—13

The Sacramento Autorama is now in its 61st year. The Sacramento Autorama is "The Custom Capital of the World" and boasts being home to one of longest-running indoor car shows in the world. The Autorama is recognized as the premiere custom car show on the West Coast. The show will feature over 450 of the finest custom cars, hot rods, classics, motorcycles, and specialty vehicles from around the country.

Friday, February 11                      12:00 pm - 10:00 pm  
Saturday, February 12                  10:00 am - 10:00 pm  
Sunday, February 13                    10:00 am - 7:00 pm

<http://www.rodshows.com/sa/>

## Calendar of Events

Contact Jim Morton to list an event:  
[Themortons@starstream.net](mailto:Themortons@starstream.net). For a more complete list [www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com)

**January 6—9.** Silicon Valley International Auto Show in San Jose. See announcement at left.

**Saturday, January 22, 10:00am. GGAHC**  
Board Meeting at the office of Lee Bardellini, 2000 Crow Canyon Place, San Ramon CA, 94583. All Club members are invited. Contact any Board member for information.

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**Additional GGAHC events for the year will be determined at the January 22 meeting.**  
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**February 11—13.** Sacramento Autorama. See the announcement at left.

**Saturday, March 5, 10:00 am.** Tech Session at British Car Specialists, 2060 N Wilson Way, Stockton CA, 95205. Let Dave Nock know if you will attend so he can buy enough pastries. (209) 824-1562 [Healeydoc@sbcglobal.net](mailto:Healeydoc@sbcglobal.net)

**May 15.** Sonoma Marin Concours featuring British Cars. [www.marinsonomaconcours.org/](http://www.marinsonomaconcours.org/)

**May 18-22.** California Healey Week in Ventura, sponsored by the Austin Healey Association of Southern Calif. See [www.austin-healey.org](http://www.austin-healey.org).

**June 4-5.** Classic Sports Racing Group's Historic Car Races at Infineon Raceway, Sears Point. [www.csrgracing.org/](http://www.csrgracing.org/)

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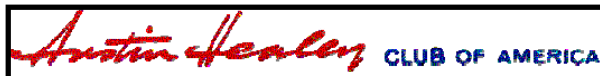
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The Golden Gate Austin Healey Club is affiliated nationally with the



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## Healeymarket

GGAHC members may submit Healey-related items either wanted or for sale without paying a fee.



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No submittals

## How to move a car

