



Nick & Sandy Klein in their BJ8

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Event Report

GGAHC Season Opener at AutoVino

by Loren Parks

Late on the morning of May 2 about 40 of our Club members slipped into a parking lot behind an unmarked warehouse in Menlo Park. The exterior hinted nothing of the treats inside—about 35 classic and exotic cars, casks of wine stacked high along one wall, a table set up for wine tasting, a dozen tables set up for lunch, and our hosts—Buff Giurlani and his son Phil. Some would call it an adult playpen, others would call it bizarre, and some would call it extravagant.



No matter what we call it, AutoVino expresses a state of mind which focuses on the finer things in life including cars, wine, and cigars. Wine is made right on the premises. In addition, one can use the racing simulator and attend special events organized by car and wine lovers.



L to R: Buff Giurlani, Phil Giurlani, Cully Anderson, Gary Anderson

Following about an hour of socializing and wine tasting we enjoyed a buffet lunch, after which Marty Allen spoke about some of the upcoming Club events including the Marin-Sonoma Concours and Drive in May. Bill

Continued on page 2



**Marin-Sonoma
 Concours and Drive
 May 14-15**

Join our Club on The Drive and on the Field

Application deadline is April 30

See page 8

**Lucas-Marelli
 Rally
 Sunday June 5**

See page 9

AutoVino (continued)

Meade also promoted the California Autumn Classic—a British car show held in Morgan Hill in October. Following disappointing attendance last year the event was questionable for this year, but Bill has obtained commitments from some British car clubs to renew their support this Fall.



Lunch among the fleet



Marty Allen and Phil Giurlani talk about AutoVino



Cullen Wetmore from Diamond Car Care Systems buffs Phil Foster's boot lid.

A presentation on the care and maintenance of paint was provided by Keith Thompson and Cullen Wetmore from Diamond Car Care Systems (diamondcarcaresystems.com), which had all of us wondering how our car paint has survived as long as it has without the level of care recommended. For over 20 years, Diamond Car Care has cared for some of the best collections in California and Nevada. Over the years they have worked with some of the best mechanics and restorers in the world. They have taken what they learned from these craftsmen and applied this expertise purely for collection management and collector car preservation.

It was fascinating to learn about cleaners, polishes, wax, buffers and so forth. Cullen has an advanced degree in waxology among other qualifications.

Around 2:30pm the visit ended and we all motored home to start cleaning our cars. Well, at least that was the intention. As season openers go, it was a fine program. Thanks to Buff and Phill Giurlani for hosting this event.

Attendees

Marty Allen
Sandy Merritt
Dan & Linda Sekella
Nick & Sandy Klein
John & Bev Soderling
Loren Parks
Austin & Barbara Kilburn
Len Hartnett
Gary & Harriett Anderson
Luther Gentry
Bill Meade
Susanne Patrick
Kevin Pribyl
Sharon Kutis
Terry & Linda Parsons
Jorge Quintero
Roger & Marjorie Swales
Larry Panozzo
Anne & Steve Jigger
David & Jerri Nock
Cully & Julie Anderson
Jim & Ida Morton
Dick & Sharon Glass
Phil & Sue Foster
Nancy McCroskey
Bob Lugliani

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Ethanol: Demonic or Divine?

Jonathan A. Stein and Craig Hoff, PhD

August 13, 2009 Hagerty Collector Car Insurance web site

In folklore, whenever something mysterious happens it's blamed on a witch, fairy, or even Bigfoot. In the collector car world, ethanol is often the accused—being denounced for everything from poor drivability to corroding fuel tanks, blocked fuel lines and leaking carburetors. In 2007, Hagerty decided to see if ethanol was truly the arch villain that rendered old cars fuel-leaking garage ornaments. The company partnered with Kettering University's Advanced Engine Research Laboratory to develop the first test that closely duplicated a collector vehicle's use cycle, with the goal of finding out exactly how these fuel systems were affected by long-term exposure to low ethanol-blended gasoline. The initial findings might surprise you.

Today's Fuels: Modern gasoline blends are far removed from those for which most collector vehicles were designed. Since 1992, oxygenates —additives to complete combustion — have been required in gasoline as part of a pollution control strategy. Ethanol is a favored oxygenate because it is less toxic than others (such as MTBE) and is a renewable energy source.

However, many of the rubber seals, gaskets, diaphragms and fuel lines used in cars built before the 1980s are known to be incompatible with pure ethanol. What wasn't known was whether lower concentrations of ethanol would degrade these components and corrode the zinc, brass, lead and aluminum of hard fuel lines, tanks and carburetors.

Many studies have been conducted in the past decade to determine the effects of ethanol-blended fuels on modern automobiles. A 2007 Australian study found numerous examples of material incompatibility in new car components immersed in E5 (gasoline mixed with 5 percent ethanol) and E10(gasoline mixed with 10 percent ethanol). Not surprisingly, a 2008 study funded by the corn - and ethanol-producing state of Minnesota found no ill effects in components exposed to E20 (gasoline mixed with 20 percent ethanol). Neither study addressed the issue of older vehicles and E10, which is the most commonly available fuel today.



Preliminary Results: After several months and a full 3,000 hours of testing, the Hagerty study found that there was no difference between the performance of the SU carburetors (from a 1962 MGA) running E10 and the ones flowing E0 (gasoline without ethanol). The carburetor jets were unobstructed, the needle valves and floats were functioning properly and the throttle shafts were moving freely. Both fuel pumps continued to put out more than 3psi and were flowing fuel at an acceptable rate — regardless of the fuel.

Short-term performance on E10 was unaffected, but there were indications that operating an SU-equipped vehicle over a long period of time may require more frequent fuel system maintenance to replace seals and remove varnishes and particulate buildup on components, such as the dashpot damper, the inside of the dashpot and on the throttle shaft. Softening or cracked seals and gaskets could allow leakage, and the varnish could impede throttle shaft operation. The only other noticeable concern was corrosion inside the steel drum used as a fuel tank, suggesting that it may be prudent to coat or seal steel fuel tanks.

Continued on page 4

Ethanol (continued)

According to a publication of the Renewable Fuels Association, "... regardless of the materials selected, fuel system components do not last forever and will eventually deteriorate to the point where replacement is required." This thought is echoed by the Environmental Protection Agency, which suggests upgrading the fuel system of cars built before 1986 with "modern replacement parts." In other words, both organizations (which promote ethanol) acknowledge that using gasoline containing ethanol in older vehicles requires additional — and sometimes costly — measures.

The Study: Most ethanol tests, including the above-mentioned Australia and Minnesota studies, are built around long-term immersion of components in various concentrations of ethanol-blended fuels. The Kettering team, led by mechanical engineering professors Dr. Greg Davis and Dr. Craig Hoff, ran a test that more closely simulated the duty cycle seen by most occasional-use vehicles. Exposure to the fuel was followed by a resting period during which parts were exposed to air. Given such exposure, soft parts swelled in use and shrank as they dried, while metallic parts exposed to air were subject to corrosion.

NO EXIT © Andy Singer



Knowing that the vast majority of collector vehicles are from the 1950s, '60s and '70s, six sample fuel systems were selected: 1948 Flathead Ford, 1958 Volkswagen Beetle, 1962 MGA, 1963 Ford Falcon, 1969 Chevrolet Bel Air and 1970 Chrysler New Yorker. These fuel pump and carburetor combinations represented hundreds of thousands of collector vehicles.

The test was limited to just the fuel system, which meant sourcing carburetors and their corresponding fuel pumps, as well as fuel lines. One set was needed for flow testing with E0, while another was employed for flow testing with E10. A third set was used for splash testing. When the actual testing was complete, metallurgical engineer Dr. Chuck White dissected and examined the parts.

In theory, the flow tests were simple. A test rig design was developed that contained a steel barrel that served as a fuel tank, a fuel pump and its matching carburetor, and a fan and all necessary plumbing. A dozen test rigs were needed because there were six different fuel systems to test with both E0 and E10. Due to the differences in the carburetors, custom mounts were required, which made fabrication a lengthy process.

Another essential study element included drip testing, during which sectioned components were repeatedly sprayed with fuel (both E0 and E10) for five minutes before drying for 55 minutes. It sounds simple, but it was challenging setting up a safe system through which fuel would be constantly sprinkled onto components and recycled without risking fire or explosion.

A 1,500- to 3,000-hour target was set to ensure the validity of the program, which continued as of late December 2008. Although the SU carburetors and fuel pumps from the 1962 MGA had successfully completed the 3,000 hours of cycling on and off, test results of the other fuel systems will be reported on in future issues of Hagerty's.

So what can we conclude thus far? The results from the tests with the SU carburetors and fuel pumps suggest that E10 can be used in older vehicles, although the owner is likely to be faced with the additional costs associated with sealing fuel tanks and cleaning and rebuilding fuel systems more frequently than in the past. However, it's best to be cautious about reading into these preliminary results until the tests of the five other fuel systems are complete. Until then, it's safe to assume that you can continue to drive your collector vehicle using E10; it may just cost you more in the long run.



How to improve your car show performance

Now that the car show season is underway, a few tips are in order to help improve your competitive edge.



Have your car washed by qualified personnel



Remember that wet grass can be treacherous



Ignore distractions



Wear Austin Healey shoes



Don't argue with the judge



Show the judge some cool moves



Above all, look like you're having fun

PHOTO CAPTIONS SUBMITTED

This is what you get with Healey restoration by the Village Purple Onion.

"Ralph wonders if the number 5 is appropriate for his company car."

"No matter how many scantily clad women you put in a Healey, it looks bad if the wheels don't match."

"The winner of the cross-city race is bemused by his prize."

"Now here's an example of women inadequately dressed for a long ride in a Healey."

"Can we assume that the Healey is purple?"

"The Barrett-Jackson Auction will do anything to sell a car these days."

"This looks like some Craig's List hanky panky."

"This is what we call a *twofer*."



"At last—a legitimate way to get a tax deduction for all those Healey repairs; make it the company car!"

"I wonder what the second-place driver got?"



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Editor's Column

Loren Parks
Chico, CA



I just returned from a three-week assignment in Angola, Africa, where I had hoped to obtain material for an article about cars. That didn't materialize because an article about Toyotas would be boring. My casual assessment of the fleet in the Benguela area is that Toyota has about 70% of the market; other Japanese and Korean cars have about 20%, Ford has 5%, and all others have 5%.

Among tourist destinations, Angola ranks slightly better than Chernobyl. Luanda—the capital—is one of the most expensive cities in the world even though Angola is one of the poorest countries. Benguela (central coast) isn't quite as pricey. The only thing I found cheaper than in the USA is gasoline, which sells for \$2.60/gallon. (Angola is a member of OPEC.) Even bananas and papayas are more expensive than in our California stores, and they are grown there! By the way, any time you get frustrated with the USA, just try Angola for a few weeks. It's good to be home—just in time for the Marin-Sonoma Concours & Drive.



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Calendar of Events

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

April 30. Niello Concours at the Capitol (Sacramento). www.NielloConcoursAtSerrano.com

May 14-15. Marin-Sonoma Concours, page 8.

May 14. Car & Bike Show charity event organized by the Manteca Junior ROTC. Contact Carl Knutsen (209) 825-3143.

May 14. Moraga Classic Car Show at the Rheem Valley Shopping Center, 11am-4pm. See www.moragachamber.org/faire.

May 15. Friendship Day in Redwood City featuring a car show sponsored by the Mid Peninsula Old Time Auto Club.
<http://clubs.hemmings.com/clubsites/mpotac/friendship.html>

May 18-21. California Healey Week in Ventura. See page 9.

May 22. Woodland British Car show. See p. 9, www.ubscc.org.

May 20-22. Classic Sports Racing Group's "Rolling Thunder" at Thunderhill Raceway.
www.csrgracing.org/

May 22-June 5. British Car Week. Drive that Healey!

June 4. Hayward Field Meet & Car Show. Nick Becker at 925-932-7886, or www.moasf.com/hayward. See page 10.

June 4. Inaugural Nevada City Foreign Car Show
<http://www.sierrasportscargroup.com/> P. 10

June 4-5. Sonoma Historic Motorsports Festival at Infineon. www.winecountryclassic.com.

June 5. **GGHC** (co-sponsor) Lucas-Marelli Rally. See p. 9

July 6-10. Hot San Jose Nights.

GGAHC EVENT ANNOUNCEMENTS

GGAHC to participate in the Marin-Sonoma Concours

May 14–15

The Marin-Sonoma Concours has such a fine program this year that the Board of Directors of GGAHC decided to designate participation as a Club event. This year's program features British Cars, and what is more British than Austin Healey? There are actually two events—The Drive on Saturday along Marin and Sonoma County back roads, and the Concours on Sunday at the Marin County Fairgrounds. Participation by Club members is encouraged in both events. Admission is not automatic—there is a process that must be followed. Consequently, we need to get an early start. All of this information can be obtained on the web site:

www.marinsonomaconcours.org

THE DRIVE, SATURDAY MAY 14. The drive starts in Tiburon on Saturday morning, and winds along 86 miles of beautiful back roads through Marin and Sonoma Counties, stopping at Cline Cellars on Arnold Drive in the town of Sonoma for a catered lunch. After lunch at Cline, the tour will proceed to San Rafael to celebrate with a wine and cheese reception in front of Il Davide Restaurant on "A" Street, where the street will be blocked off for participants' cars. The cost is \$40 per person with all of the proceeds going to Hospice by the Bay. This year, there are spots for 125 cars on the Drive, composed of 50 Classics and 75 British cars. Classics are defined as pre-1978 vehicles.

You must apply! Download the application form from the web site above, complete it, and mail it to the designated address along with a photo of your car, evidence of insurance, and a check (\$40 per person). The application form link is:

<http://www.marinsonomaconcours.org/home/documents/DriveVehicleEntryApplication.pdf>

THE CONCOURS, SUNDAY MAY 15. If you want to enter your car in the Concours as part of our Club, go to the web site (above), click on Vehicle Registration, then click on **Car Club Entry Application** (cheaper than registration for an individual). You will see a check box for Austin Healey on the application form. Or, here is a direct link to the application form:

<http://www.marinsonomaconcours.org/home/documents/CARCLUBENTRYAPPLICATION.pdf>

The entry price of \$50 includes admission for two people, and all entries must be paid and postmarked by **April 30**. **Early registration is important. Our Club has been allocated 20 spaces on the field.** If you enter as part of the Club, your car will not be judged. If you want your car judged you must enter as an individual, pay \$60, and select your car class from the list. If you choose to attend the Concours as a spectator only, the admission fee is \$20 each at the gate.

Please let Jim Morton know if you will attend: Themortons@starstream.net
or (916) 207-1336



Other Event Announcements

California Healey Week.

May 18—22,
Ventura, CA

Planned CHW events include a tour of Moss Motors, drives in the local area, tech session, kart racing, gymkhana, car show, women's crafts & luncheon, silent auction and banquet dinner. See our web site for latest updates.



www.austin-healey.org
<http://www.cpventura.com>



Yolo County Fairgrounds in Woodland
www.ubsc.org

GGAHC Event Announcement



Lucas-Marelli Rally Sunday, June 5

After many years of owning both British and Italian cars, I decided to do some research into the background of both of the companies who supplied the electrical components for our cars. Many British car owners know Lucas as the "Prince of Darkness" due to their legendary electrical parts. But few Alfa owners know that Lucas parts made their way into a number of Italian cars one of them being the Alfa Romeos of the 1950s.

In honor of the wonderful men who designed these electrical systems, we are once again hosting the **Lucas-Marelli Tour**. Due to popular demand, we are repeating the tour that runs through the southern Santa Cruz Mountains above Watsonville and through the Pajaro Valley.

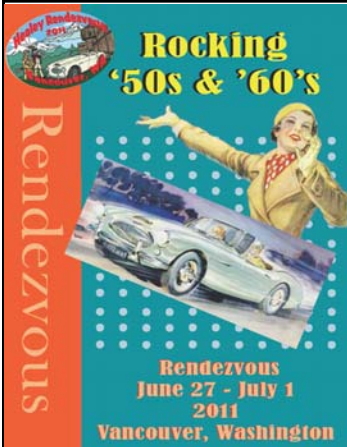
For lunch we will stop at the famous Corralitos Market and Sausage Co. which has been smoking sausages and other meats for over 50 years in the heart of Pajaro Valley apple country. Our next stop will be for a delicious slice of fresh baked pie at Gizdich Ranch (www.gizdich-ranch.com). It is a fourth generation family farm also located in the Pajaro Valley. Our final stop will be in Morgan Hill at the legendary El Toro Brewing Company (www.eltorobrewing.com) where the brewer makes over 24 micro beers.

We will meet in Los Gatos behind the "Los Osos Cafe" also known as the Bears Coffee Roasting (located at 19 N. Santa Cruz) at 9:30am, and leave at 10:00am. Remember to fill your tank with gas as you enter town.

The cost for lunch will be approximately \$15.00 per person (bring cash). Please RSVP as soon as possible; the cutoff date is May 30th. Bring a picnic blanket for lunch.

For information on the event, contact Don Reichel at (408) 354-2222 or e-mail at acastlekeep@aol.com.

More Event Announcements



Rendezvous

**Rocking
'50s & '60's**

**Rendezvous
June 27 - July 1
2011
Vancouver, Washington**

Healey Rendezvous will be held in Vancouver, WA, hosted by the Cascade Austin Healey Club. At the opening reception Steve Pike will talk about the Streamliner replica, brought from Australia with the intention of breaking the old speed record at Bonneville. See the web site for program and entry form.

cascadeahc.homestead.com/rendezvous.html

20th Annual Hayward Field Meet All British Car Show & Swap Meet



Date: Saturday, June 4, 2011
Time: Event starts at 9AM; Awards at 2:00PM
Place: California State University, Hayward

www.moasf.com/hayward



Conclave 2011 July 3—8

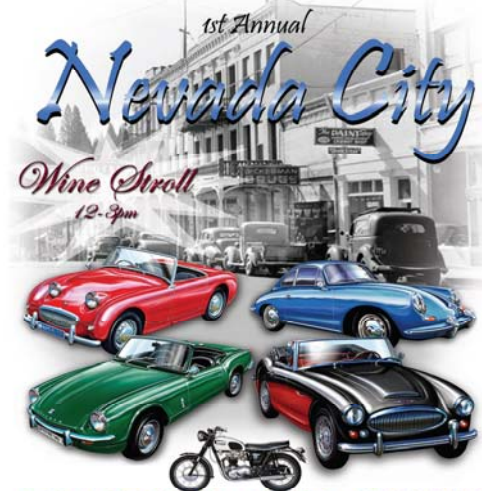
Colorado
Springs

A fabulous week is planned for Conclave. Cars will be displayed on the beautiful campus of the US Air Force Academy on the 4th of July. See the web site for a review of all the activities:

www.austinhealeyconclave.com

A group of GGAHC members (seven cars so far) plan to caravan to the Colorado Springs Conclave 2011. We are taking four days (three nights) leaving the Bay Area on June 30th, arriving in the afternoon on July 3rd. Anyone interested in joining us please contact Nick Klein at 408-264-2411, or

klein.ns@att.net



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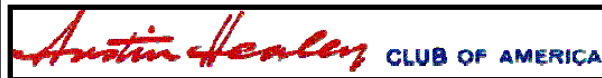
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The Golden Gate Austin Healey Club is affiliated nationally with the



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Healeymarket

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



No submittals

Cliffhangers

