



Gary & Harriet Anderson's 1959 100-6 BN6

Golden Gate Austin Healey Club, Inc. Chico, CA Vol 13, No. 5 June 2011

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Event Report

Marin-Sonoma Concours and Drive

by Loren Parks

The Third Annual Marin Sonoma Concours d'Elegance took place on the weekend of May 14-15, and the Golden Gate Austin Healey Club signed up to participate. Ten of our Club cars participated in The Drive on Saturday; only six of the 11 signups showed up for the Concours on Sunday—primarily due to the threat of rain.



Lucas-Marelli Rally

Sunday June 5
See page 10



Marin County Tour August 13 See page 10

Assembly for The Drive commenced at 8am in Tiburon and departure was at 9am. Although the feature of this year's drive was British cars, the collection was highly diverse. The general rule is that cars must be of pre-1975 vintage, but I discovered that there are numerous exceptions. This tour included some late model British cars including Bentley, Rolls Royce and Aston Martin. It was a busy day for tours. In addition to our 100-car entourage, we passed a gathering of Ferraris adjacent to Highway 1 near Muir Woods, and another car group consisting of mixed marques. Bicyclists were also out in force.



Some of our GGAHC members before starting The Drive

Continued on page 2

Marin Sonoma (continued)

Due to traffic and a highly diverse group of cars and drivers, our arrival at the rest stop in Tomales was spread over about an hour, with the first arrivals leaving just minutes after the last cars arrived. After the rest stop the route became more complicated; there were several instances of groups of cars taking wrong turns and losing time. Eventually we made it to the Cline Winery near Sonoma for an outdoor lunch. Oddly enough, no wine was available—perhaps there is a liability issue.



John Turney with his BN4



▲ Arriving in Tomales

After lunch we proceeded to downtown San Rafael for a sidewalk reception at IL DAVIDE restaurant, where the street was blocked off for tour parking. Turnout at the reception was low—maybe 10% of the participants. By 2:30pm the event fizzled, and people dispersed to await the verdict of the weather gods for the Concours on Sunday.



▲ Rest stop in Tomales

Saturday night the rain finally arrived, but by Sunday morning it had stopped. The ground was wet and the sky was a collage of clear blue and fast-moving clouds as cars arrived. Before noon there was one 30-minute squall with rain and wind—just enough to send people scurrying for cover and forcing vendors to hold down their tents. Event organizers reported that about 5,500 people (including spectators) attended the show, which was down by several hundred from last year.



◀ Seldom seen Club member Mike Dufort from Modesto re-attaches the badge bar on his BJ8 with duct tape

Best of Show trophies were awarded to a 1938 Delahaye Model 145 Coupe, owned by Peter

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Marin Sonoma (continued)

and Merle Mullin of Oxnard (Mullin Automotive Museum) and a 1934 LaSalle Series 350 convertible, owned by Jason and Ben Solomon of Novato. No car, however, was more ostentatious than the Rolls-Royce Torpedo Tourer displayed by Jim Faulknor, a South San Francisco auctioneer and car dealer. The gleaming red and chrome automobile was a gift from Britain's King George V to India's Umed Singh II Sahib Bahadur, Maharajah of Kotah. It has a crocodile leather interior and a nickel-plated serpent's head horn ornament on its right side. The maharajah used the car for hunting, tigers mainly, and on Sunday it was equipped with the various firearms he used. There were bird guns and shotguns locked in vertical cases in the back seat as well as a Howdah gun—sort of a shotgun pistol. Hitched behind the car was a hand-cranked Bira machine gun. The car contains a safe where the maharajah stashed cash to give to the family members of beaters who were killed by tigers or poisonous snakes.

The Concours paid tribute to the 100-year anniversaries of Chevrolet and the Indianapolis Motor Speedway, and also featured vintage travel trailers and wooden boats.

This was a fine event for the GGAHC to participate as a club. Since the feature this year was British cars, it was an appropriate venue. Both the Drive and the Concours were well organized and drew fine selections of cars. I especially liked having a mix of interesting cars on The Drive as a contrast to the all-Healey tours we usually do. Whether our Club participates again or not, this would be a fine event to attend on your own next year.



▲ Lunch at the Cline Winery



▲ A genuine 100S was on The Drive



The Concours grounds with the famous Marin Civic Center in the background, which was designed by Frank Lloyd Wright



**1964 Peel Trident
1 cylinder, 200lbs**

Marin Sonoma (continued)



▲ 1929 Raise the Roof Chevrolet House Car—the last surviving of four built.
▼ Vintage car and trailer



▲ Rolls Royce Torpedo Tourer towing a machine gun. ▼ Bob Altieri, Gary Anderson, and Marty Allen inspect a McLaren frame.



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Manteca Jr. ROTC Car Show

by Karl Knutsen

A few years ago GGAHC member David Nock inspired the Manteca Jr. ROTC to create a car show as a fundraiser for the East Union High School. This year's Junior ROTC Car & Bike Show on May 14 was a total success. With 16 different vehicle categories, on a cloudy and cool day, the participants came to support this program. We added a new sponsor—Phil Waterford, owner of Manteca Ford. Phil brought eight new cars & trucks. Ford also donated \$20 for each test drive taken by an attendee, and 126 people test drove a vehicle that day! Ford also brought a Maybach luxury sedan to display. The Manteca Fire Department supported the show by displaying an antique fire truck. The U S Army and Navy also set up displays. The High School Principal, Mr. John Alba, was very pleased to see the community support of our show. We had a fantastic day, finishing up with raffle gifts and presentation of awards. Next year's show will be May 12. We hope to see you there!



The Frankfurt Auto Show

Sometimes we need to stop for a moment and consider the other kind of models draped around the cars we love. Auto Show Girls are as much a part of the show as the cars.



Who owns the Austin Healey marque?

by Loren Parks

The Austin Healey marque was established through a joint venture arrangement set up in 1952 between Leonard Lord of the Austin division of the British Motor Corporation (BMC) and Donald Healey, a renowned automotive engineer and designer.

Austin-Healey produced cars until 1972 when the 20-year agreement between Healey and Austin came to an end. Donald Healey left the company in 1968 when British Motor Holdings was merged into British Leyland (BMC had merged with Jaguar Cars in 1966 to form BMH). Healey joined Jensen Motors who had been making the "big Healeys" since their inception in 1952, and became their chairman in 1972. After Donald Healey sold his original business, Donald Healey Motor Company, the Healey brand was registered to a new family firm, Healey Automobile Consultants (HAC).

During the time that HAC owned the Austin Healey marque there were several serious attempts to revive it, most notably under BMW. During the late 1990s it's believed that BMW's Project Warwick advanced sufficiently to necessitate talks with the Healey family. However, these talks ultimately broke down, and it is likely that what was developed went into the Z4 and Z8 roadsters.



BMW's Project Warwick on a Z8 chassis

The Healey family sold HAC to HFI Automotive in 2005. At the time, HFI announced that plans were well advanced for a high performance sports car with the DNA of a Healey 3000 in both coupe and convertible versions, as well as a modern replacement for the Sprite. The HFI web site set up in 2006 is still posted, including a speculative drawing of a new Healey Coupe and statement of intention to take pre-production orders. The web site appears to be untouched since then.

(www.hfiautomotive.com)

There was also speculation by the press that the new Healey might be based on Project Tempest—a design generated by Prof. Krish Bhaskar's Motor Industry Research Unit (MIRU) which made a failed bid for MG Rover (see drawing on page 8).



HFI's drawing of the Healey Coupe

In June, 2007 the Nanjing Automobile Corporation (NAC), best known for its purchase of the MG cadaver and reestablishment of MG manufacture in the UK, bought the MG name and struck a deal that by some accounts

Continued on page 8

Austin Healey marque (continued)

aimed to create the Austin-Healey and Healey marquees alongside NAC's MG. No timeline was given as to when the Healey and Austin-Healey brands would return, although MG is back on the market. Another version of the story is that NAC never owned the Healey part of the name.

Since the arrival of NAC-MG at the Longbridge (UK) manufacturing facility, sports car projects are known to have been in the works, but they still remain on the drawing board until given the go-ahead from Chinese management. Furthermore it is unknown if these rumored cars would bear the Healey name.

The status today is unknown; there have been no press releases or mention of resurrection of the Healey marque for about five years. Since no other manufacturer can legally use the name Austin Healey, perhaps the marque will reside only in history.

[The Austin Healey replica made in South Africa, as described in the April newsletter, uses the Austin Healey name. In an e-mail exchange with the owner, he claims that he has found a legal way to do so. Editor]



MIRU's Tempest Project concept car

Collins

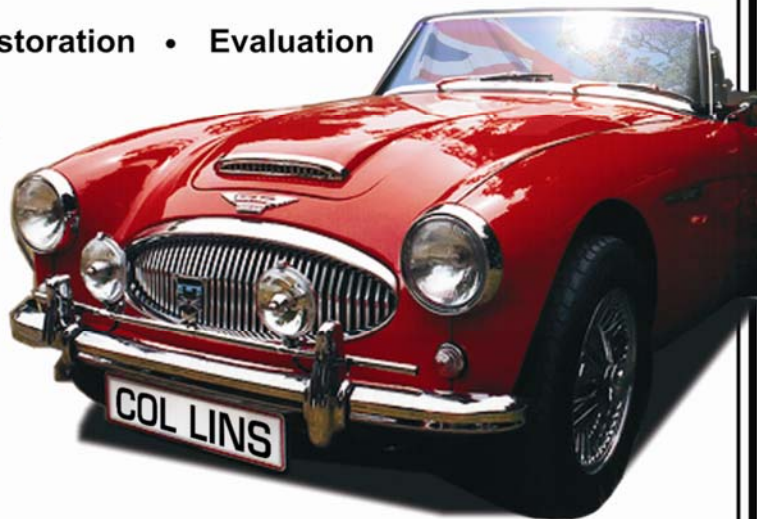
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Marty's Minute

Marty Allen
GGAH President



The big news for our Club is that we will host Healey Rendezvous in June, 2013. Two years seems like a long lead time, but not long at all to produce this event. Our 2013 meet could be really big because Conclave—the competing national event—will be held in northeastern Canada. Consequently, we expect to attract attendees from the West, Midwest and South. There just are not many places better in the entire country than Lake Tahoe, where we have already booked a hotel in South Lake Tahoe. I would like to see us make this one of the best Healey events ever.

We have a core group of members who have experience in planning these events. But we need more people to help and some new ideas. In addition, we need to make this event fun for women—at least more than we have done in the past. Consequently, we need more women involved in the planning and hosting processes.

We will have our first planning meeting this September. I want to get everyone thinking about helping to produce the best Healey event ever in 2013. The September meeting location and time will be announced soon. This is your chance to get involved in the Club. We need you!



Calendar of Events

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

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

June 4. Inaugural Nevada City Foreign Car Show. See page 11.

June 4. Hayward Field Meet. All-British show at CSU Hayward. See page 11.

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

June 5. Lucas-Marelli Rally. See p. 10.

June 25–26. Palo Alto Concours
www.paconcours.com.

June 27–July 1. Healey Rendezvous, Vancouver, WA. See page 11.

July 3–8. Healey Conclave, Colorado Springs. See page 11.

July 9. Marin Yacht Club Classic Car & Boat Show. www.marinyachtclub.com

July 6–10. Hot San Jose Nights.
www.hotsanjosenights.com

August 13. **GGAHC** Marin County Tour. See page 10.

August 13–14. Bethel Island 50's Bash Car Show. www.bethelisland-chamber.com/

August 28. **GGAHC** Ice Cream Social. Details to be announced.

August 28. Hillsborough Concours.
www.hillsboroughconcours.org/

September 11. Chico Concours.
www.chicoconcours.com.

GGAHC Participation Event



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.

GGAHC Event



Marin County Tour Saturday, August 13


Saturday, August 13, is fast approaching. That is the day of the Golden Gate Austin Healey Club driving tour in Marin County. This will be a fun day in the sun (maybe with some fog). The tour begins in Tiburon at the intersection of Highway 101 and Tiburon Blvd (Rt.131). There is a shopping plaza there--Strawberry Plaza--with a Safeway and many small shops and eateries. To the right of Safeway is a Starbucks. Meet in the parking lot at 9:30am and plan on departure at 10:00am.

From Tiburon we will drive some of the best roads in Marin. Having planned and hosted some one-day events in the past, I have learned several things. Our cars really do enjoy just sitting next to each other in parking lots while the drivers and navigators enjoy drinking wine, eating good food, and socializing. So, expect all of the above to happen. We will end the tour at around 4:00pm somewhere around Sonoma, leaving plenty of time to drive home in daylight. Alternatively, some might decide to have dinner together. For those who are doing the big trips to Rendezvous and Conclave in June and July, you and your cars will have a month to rest. So there is no excuse *not* to attend. If you don't come for the people companionship, come to let your car enjoy meeting some distant cousins. And, as we all know, the more cars the more fun and attention we draw.

Details will follow, but for now, please reserve Saturday, August 13. See you then and there!


Marty Allen. (510) 845-7585
martyallen@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.

June 27—July 1

[cascadeahc.homestead.com/
rendezvous.html](http://cascadeahc.homestead.com/rendezvous.html)



**Conclave
2011
July 3—8**

**Colorado
Springs**

A fabulous week is planned for Conclave. 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

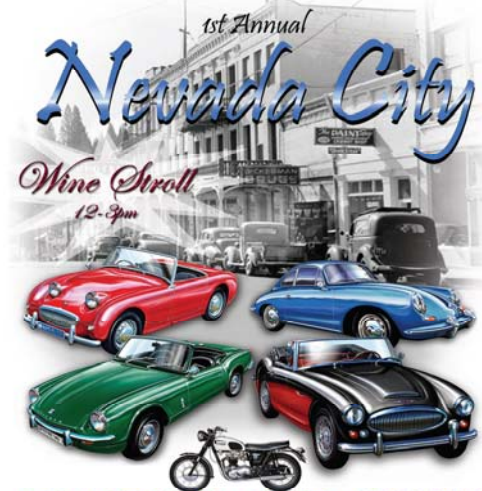
kklein.ns@att.net

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



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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.



1957 Austin Healey BN4

Tri-carb model with 10,000 miles since frame-up restoration in 2005. Excellent condition. Asking \$47,000. Please call for details.

Bob Altieri (530) 265-9366
Boba9366@comcast.net



1953 Austin Healey 100-4

First production year, body #925. Heritage Trust Certificate on-hand. Car had a body-off restoration in 2000; all records are available. Transmission upgraded to BN2 in 2005. Excellent condition. Asking \$45,000.

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