



Bill Meade's 1965 MK3 Sprite, restored as Club Racer

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**Event Report**

***The 22<sup>nd</sup> All British Motor Car Show and Swap Meet***

by Len Hartnett



The weather Gods looked down on us and said, "Let's not let those fantastic Little British Cars get wet" and held off the rain for the day. On May 22<sup>nd</sup>, the 22<sup>nd</sup> All British Motor Car Show and Swap Meet took place in Woodland. Organized by the United British Sports Car Club of Sacramento, it had what could be considered a perfect weather day for the show—not too hot, not too cold, and dry. There were 193 pre-registered entries listed in the printed program. By show day, about 250 cars were registered. The club boasts that the event is the largest British car and motorcycle show and swap meet in Northern California. There were 54 car clubs represented with entries including the Southern CA Triumph Owners Association, the Reno All British Car Club, and the Rover Car Club of Canada.

Entries ranged from those in need of some tender loving care to exotics worth a whole lot of money. There were several cars in the

*Continued on page 2*

**Marin County Tour**  
**Saturday, August 13**  
**See page 13**



**Ice Cream Social**  
 August 28  
 See page 13



## **Woodland British Car Show (continued)**

parking lot that should have been on the show field but evidently the owners had come for the swap meet as they were seen loading parts into their cars. There was even a replica Healey kit car parked outside the show.

The 2011 event paid respect to Jim Messinio, one time President of UBSCC who passed away on December 10, 2010, while on a vacation cruise. As related by Tony Pantoja, current President, Jim was loved by all that knew him and we enjoyed his wonderful sense of humor. Jim always had something to joke about; someone to kid with, or just a hair-brained plan to make us all laugh, not to mention his outrageous Halloween costumes. He joined the United British Sports Car Club in 1991, was the editor for the *Oilspots* newsletter for over 5 years, and held the offices for the UBSCC as Secretary, Vice President and President.

There were 12 big Healeys and several Sprites on the show field with 10 cars belonging to Golden Gate Austin-Healey Club members. GGAHC members came away with four trophies: Roger Hawk, third place in the 100-4 class; David Nock, first place in the 100-6/3000 class (showing Gary High's 1960 3000, BN7, recently restored by British Car Specialists); Richard and Lynn Kahn, second place in the 100-6/3000 class; and Bill Putnam's 1955 100 LeMans, second place in the Winners' Circle class (he was a first place winner last year).

GGAHC members participating were:

- Len Hartnett, 1967 3000 MK III, BJ8 with half-Healey trailer;
- Rich and Lynn Kahn, 1964 3000 BJ8;
- Tico and Arie Cortes, 3000 BJ7;
- Phil and Sue Foster, 1956 100 BN2;
- Roger Hawk, 1956 100M BN2;
- and Donna Hawk, 1962 3000 MK III BJ8 (original owner);
- David and Jerri Nock, showing Gary High's 1960 3000 BN7;
- Rod Hill, 1961 Bugeye Sprite with 1600 TwinCam engine;
- Bill Putnam, 1955 100 LeMans;
- Jerry and Katie Costanzo, 1967 3000 MK III BJ8



**Continued on page 3**



**Woodland British Car Show (continued)**

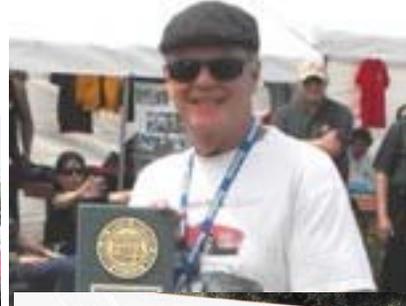


◀ Rod Hill's 1600 cc twin cam Sprite engine

▼ Top: Bill Putnam's 1955 100 Le Mans

Middle: Jerry & Kate Costanzo's 1967 BJ8

Bottom: Swap meet in progress



▲ Some award winners: Jerry Costanzo (yellow shirt) presents to David Nock (top), Rich Kahn (middle), Roger Hawk & grandchildren



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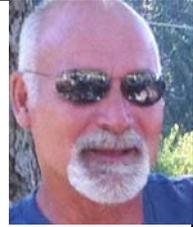
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# HISTORIC RACE CARS BATTLE MOTHER NATURE AT 2ND ANNUAL SONOMA HISTORIC MOTORSPORTS FESTIVAL



BY MICHAEL DUFORT

Rain and fierce winds dampened much of the on track activity on Saturday at the second annual Sonoma Historic Motorsports Festival at Infineon Raceway in Sonoma California. Besides the on-track action, Saturday and Sunday featured the Wine County Pavilion, with complimentary wine and food pairings from Sonoma and Napa valleys.



Because of the wet conditions, the popular Saturday evening Historic Race Car Festival, during which a parade of stunning beautiful and frighteningly expensive race cars drive up Broadway and around Sonoma Plaza, was cancelled. The weather, notwithstanding, practice/qualifying sessions were held in all 13 race groups, although many drivers elected not to take their one-of-a-kind race cars on the track in Saturday's wet conditions.



Despite rain showers, Sunday's races featuring the McLaren marque were successfully completed under mostly dry conditions. Only the early race groups of the 13 held on Sunday faced wet conditions, while the remainder enjoyed a cold yet dry surface on the 2.52 mile circuit in the heart of Northern California wine country.



Unfortunately, the only Austin Healey in the field was in one of the early race groups. Doug Escriva's fast 1957 100-6 MM competed in group 1A, the first group off on Sunday morning. Doug and his big Healey and a red 1956 Porsche Speedster were fighting for the lead. As they accelerated down the back straightaway approaching turn 11 they caught up to slower traffic. Doug lost his line, got out in the wet portion of the track and slid into the barrier tires. Race over. Doug said that there was only front fender and bonnet damage

*Continued on page 5*

**Sonoma Historics (continued)**

which would be easier to fix than his pride. Doug told me that he had just written an article for HEALEY MARQUE about the hazards of racing big Healey's that continue to become more and more valuable..."IMAGINE THAT!"

The weather certainly didn't stop vintage race cars from around the country from descending on Infineon Raceway with close to 300 classic cars, including a number of priceless McLarens, many of which competed in one of North America's premier race series, the Can-Am Challenge, which ran from 1966 into the 1980s. Can-Am cars pioneered many racing innovations, including wings, ground-effect aerodynamics and lightweight materials like titanium and turbocharging.

With McLaren the featured marque, Bruce McLaren's only child, daughter Amanda, was on hand to be the Honorary Starter for the 1966-1974 F1 and 1966-1974 Can-Am race groups on Sunday, waving both the green and checkered flags. Each class showcased a number of McLarens, including the 1977 McLaren M23 and 1970 McLaren M14. Chris MacAllister, who splits time between Sonoma and Indianapolis, went wire-to-wire for the win in the 11-lap group 5B feature for 1966-74 Historic Can-Am cars. MacAllister, in a 1974 McLaren, battled with Yountville's Steve Cook in a 1968 McLaren before claiming the lead for good on lap 5.



As I wrap up this article I can't help but wonder why the Golden Gate Austin Healey Club doesn't have a presence at this wonderful event (an Austin Healey Corral, or maybe an English Car Corral would be nice). It's not only the historic car racing, but the Wine County Pavilion with food and wine from the Sonoma and Napa valleys that's included with the price of admission. And for those of you who want to show up on Friday there is a "Wine Cruise."

This year the Cruise was to B.R. Cohn Winery in Glen Ellen for a delicious lunch followed by some wine tasting (Bruce Cohn has been the manager of the Doobie Brothers since 1970 and an avid car collector). Thank you to Mike D'Addario of Infineon Raceway for a fun cruise and the SURPRISE following our return to the race track. We all followed Mike, who drove the pace car, for a quick 3 laps around the track. Wine tasting and driving your car on the race track...why didn't I think of that!

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Event Report

# The First Annual Nevada City Foreign Car & Motorcycle Show

by Bob Altieri



The Nevada City Foreign Car and Motorcycle Show was held in on Broad Street, the main street in downtown Nevada City on June 4, 2011. June is usually a dry month in Nevada County, but Mother Nature did not cooperate this year. It rained just about all day long, which reduced the number of car entrants by about one-half of the estimated 100+ that registered. The die-hards that did show stood under the many building overhangs and talked about, well, you know. Not many visitors from the neighborhood showed up, although those people who did come outside to look that day were enthusiastic about what they saw.

The event was hosted by the Sierra Sports Car Group (in Nevada County) to benefit two non-profit groups—United Way of Nevada County and the Nevada City Chamber of Commerce.

A total of three Austin Healeys entered the show: a BN1, a 3000 Mark I and my Tri-carb BN4. There was a mix of British, German, Italian (one Ferrari), Japanese, and American autos and ONE motorcycle! Just before the end of the event, which was at 3:00 PM, it stopped raining and there were patches of blue sky (very small ones) just in time for the awards. The Peoples' Choice Trophy for autos was awarded to the owner of the red MGTC and the trophy for motorcycles was awarded to the single entrant.

Overall, in spite of the rain, it was a fun day.

***More photos on page 7***

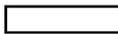


**Nevada City Foreign Car Show (continued)**





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## Miscellaneous Ramblings

# Driving in Spain & Portugal

by Loren Parks



Do you have dreams of driving on winding roads among European vineyards, stopping periodically to take photos and perhaps lunch on cheese, bread, and a bit of wine? Diana and I did just that in Spain and Portugal on a 21-day tour in May/June during which we drove 1,700 miles, beginning and ending in Madrid. We knew beforehand that there are tradeoffs involved in driving vs. public transportation or an organized tour, but we are experienced travelers and fearless nearly to a fault. We have traveled extensively abroad, my spoken Spanish is very good, and I had driven in a dozen foreign countries prior to this trip. In 2009 we spent two weeks on a driving tour of Austria and the Czech Republic and had a wonderful time, so if ever there were a perfect place for another European driving tour, it was Spain and Portugal.

We reserved a mid-size car from AutoEurope, which operates as a broker. Avis was the vendor selected, and we picked up a Peugeot 308 (diesel) at the Atocha Railway Station in Madrid on a Monday morning. The car turned out to be excellent and economical; it got over 50 mpg. We drank more *sangria* than the car used fuel. Immediately upon getting the car we faced one of the biggest driving challenges—getting into and out of big cities. We already knew that it takes two to drive—the driver and the navigator. Diana scrutinized maps while we both looked for signs. But despite detailed instructions, we made a few wrong turns before we got on the correct highway south to Toledo. In the process we learned that when a specific lane is indicated for a specific road, we must get into that lane NOW. If ever there were a test of tolerance and compatibility between two people under stress, this is it. It's common to suffer an attack of the screaming abdabs when trying to figure out where you are, understand signs, and change lanes in heavy traffic. Next time we might use GPS, although it is no panacea.



**Our route was clockwise from Madrid with hotel stops in Cordoba, Granada, Nerja (on the south coast), Ronda, Sevilla, Evora (Portugal), Lisbon, Porto, Salamanca, Segovia and back to Madrid. The lettered circles are just reference points for Mapquest.**

Oral communication with local people is critical for obtaining information ranging from driving directions to using the public bus system. Although knowledge of English is common among Spaniards and Portuguese in the areas where tourists roam, there were numerous times when English would not suffice. English proficiency in Spain didn't matter because I speak Spanish,

*Continued on page 9*

**Driving in Spain and Portugal (continued)**

but Portugal was more difficult. No matter what you have heard about language similarity, Portuguese is a different language. Portuguese speakers can sometimes make some sense out of my Spanish, but I can't understand the Portuguese coming back at me. When seeking directions I learned to have a road map ready for reference, plus paper and pen ready for drawing a map. The most common problem was getting through a town for which we had no detailed map, and which had numerous roundabouts and deficient signage.



**The Peugeot 308 in Portugal's Douro Valley where grapes for port wine are grown.**

Driving on the open road is a pleasure. Spanish roads are excellent; the government borrowed heavily from the European Community to improve infrastructure, and it shows. All that borrowing has no doubt contributed to Spain's current economic crisis. For heavily traveled

routes there are toll highways named *autopistas* which are pricey but fast and uncrowded. Toll-free *autovias* run parallel to the *autopistas* and are usually slow because they go through all the towns. Furthermore, trucks like to take the toll-free roads. The same situation prevails in Portugal for main highways, but secondary Portuguese roads are a tad worse than in Spain. Portugal, however, does a better job than Spain of constructing a shoulder on the side of the road; the absence of road shoulders seems dangerous to us. Neither country builds turnouts for slow traffic on two-lane roads. They



**Resort and vacation home development abounds near the Spanish coast, and they excel at building on hilltops.**

often handle the problem of slow traffic by providing two lanes on the uphill and one on the downhill. Dedicated rest stops along the highway are infrequent and laughable—just a wide spot on the shoulder with no facilities.

Speed limits in both Spain and Portugal are low relative to the USA, with the exception of the *autopistas* and *autovias* where the limit was often 68 mph (110 kph) and on several occasions 75 mph (120 kph). Most of the time, however, the limits seem low. Police don't bother to chase speeders; they use radar and wave offenders to stop on the side of the road. We were never stopped. Enforcement of speed limits is lax compared to the USA.



**Did you know that city roads are often narrow?**

*Continued on page 10*

## ***Driving in Spain and Portugal (continued)***

The greatest challenge other than getting into and out of cities is parking—not driving. Parking is so scarce that it dominates every decision about where to go and where to stay. And now I shall articulate the Great Dilemma for travelers by car. The sights that visitors want to see are historical in nature—the old parts of town where castles, palaces and museums abound. Hotels also congregate there—especially the lower cost hostels. Streets in the old parts of town were laid out centuries ago to accommodate horse carts, and clearances are inadequate for motor vehicles. We saw numerous broken side mirrors and side damage on cars. To make matters worse, residents park on the side of narrow roads, thus reducing clearances to a minimum. So, you want to be near the old part of town, but it's difficult to drive there and impossible to park.



**One of the 20 white towns of Andalusia**



**This is the best way to see the sights in the city—the “hop on hop off” tourist bus which follows an established route all day. We used these in Madrid, Lisbon, and Porto.**



**The GoCar can be rented for city touring in some places, but we didn't have the courage to confront traffic in this plastic 3-wheeler.**

Many hotels have no parking at all, and visitors can be seen hauling luggage long distances from wherever they parked or got off the bus or train.

We tried various approaches to resolving the dilemma. When we left Madrid we had no hotel reservations anywhere, trusting to luck. The first night out we got to Cordoba late—about 7pm on a Saturday. We drove around aimlessly for awhile until someone happened to pull out of a parking place on a commercial street. We parked and walked until we found a hotel which had only one room left (it was a busy weekend with special events). Fortunately the hotel was on a main plaza and thereafter we could walk to everything we wanted to see, but had to roll our luggage three blocks between the car and the hotel. We didn't dare move the car until we left the city. After that experience we headed for Granada, resolved to find a hotel on the outskirts of the city with parking and access to public transportation to get into the urban center. That approach worked, and we repeated it with success. The downside was that on days we didn't change hotels we were paying for a rented car we weren't using.

Our “no reservations” approach was put to the test when we entered Lisbon. We had no idea

***Continued on page 11***

## ***Driving in Spain and Portugal (continued)***

where to go, and took freeways and turnoffs at random. After wandering for nearly an hour and driving through some marginal neighborhoods we spotted a cluster of high rise hotels, one of which we knew to be good quality and reasonably priced. It was great—underground parking and a good price. The Ibis chain had hotels in Porto, Portugal, and Salamanca, Spain, so we got on their web site and made reservations for our next two stops. This was highly preferable to wandering around looking for a hotel.



**In Lisbon**

In spite of the issues associated with driving, we had some wonderful drives and visited places that we would have missed without one. Some highlights include an all-day drive to see the “white towns” of Andalucia (near Ronda),

and the Douro River Valley in Portugal where grapes are grown for port wine (which is named after the city of Porto). Those places have the quintessential winding mountain roads, fabulous views, and small towns that we wanted to see. Several times we got on a road we didn’t intend, and ended up enjoying the drive immensely. An example was our last driving day from Segovia to Madrid; we missed the *autopista* and drove an alternative route through pine forests up to 4,500 feet elevation.



**Classic car owners line up in Salamanca to continue a tour. These are SEAT 600cc cars—Fiats made in Spain in the 1970's.**



**We passed this MGTD near Toledo. Very few classic cars or sports cars are seen on the road**

We met independent travelers who traveled by train and bus, and they expressed satisfaction with those modes of travel. That approach is best if you are willing to live with public transportation schedules and move from city to city, but not so good if you want to roam the countryside on your own schedule. We are considering the former approach for our next European tour. We would have to travel a bit more lightly than we did on this trip—one roll-aboard bag each plus a shoulder bag would be the limit in order to deal with long hauls between bus/train station and a hotel. Of course taxis are an option. Some day, when we are less able to handle the physical demands of touring, we might even take some fancy bus tours!



## Editor's Column

Loren Parks  
Chico, CA



### A FEW WORDS ABOUT EVENTS

Beginning with this issue our Club's involvement in specific automotive events is indicated more clearly on the calendar as follows:

**GGAHC Event:** Organized by our Club for Club members and guests.

**GGAHC Supported Event:** Our Club encourages participation by members, but does not manage the event. These events are selected according to appropriateness for our members, and event timing.

Our Board of Directors endeavors to provide or support an average of one activity per month for our members, although that goal is sometimes not met during the winter. We support rather than compete with some events such as British car shows, and this is taken into consideration when we schedule our own events.

Events other than the two categories listed are included in the event calendar if I perceive them to be of interest to our members, or when a member is involved in the event and asks for promotional assistance.



## 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)

**July 9.** Marin Yacht Club Classic Car & Boat Show. [www.marinyachtclub.com](http://www.marinyachtclub.com). See p. 13.

**July 6-10.** Hot San Jose Nights. You know what to expect. [www.hotsanjosenights.com](http://www.hotsanjosenights.com)

**August 13.** **GGAHC Event.** Marin County Tour. See page 12.

**August 13-14.** Bethel Island 50's Bash Car Show. [www.bethelisland-chamber.com/](http://www.bethelisland-chamber.com/)

**August 15-21.** **Monterey Auto Week.** [www.seemonterey.com/concours](http://www.seemonterey.com/concours)

for a list of car shows, driving events, and auctions.



**August 28.** **GGAHC Event**/National Healey Club's Ice Cream Social. See page 12.

**August 28.** Hillsborough Concours. Upgraded and improved. [www.hillsboroughconcours.org/](http://www.hillsboroughconcours.org/)

**September 11.** Chico Concours d'Elegance. [www.chicoconcours.com](http://www.chicoconcours.com).

**September 18.** **GGAHC Supported Event.** Danville Concours. See page 12.

**September 25.** Cole Valley Fair in the heart of San Francisco. *Cars on Cole* is a vintage car show with no entry fee, catering mostly to local entrants. [www.cviasf.org](http://www.cviasf.org) Application deadline is July 31. (415) 317-2074.

**October 15-16.** **GGAHC Supported Event.** California Autumn Classic in Morgan Hill (British Car Show). Details to follow.

**December 3.** **GGAHC Event.** Club dinner cruise and annual meeting on the San Francisco Bay, just like last year.

## Golden Gate Austin Healey Club Events



### Marin County Tour Saturday, August 13

Mark your calendar for Saturday, August 13. 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). A shopping plaza is 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! RSVP

**Marty Allen: (510) 845-7585**  
[martyallen@aol.com](mailto:martyallen@aol.com)



### ICE CREAM SOCIAL

Sunday, August 28,  
11:00am—2:30pm

Fosters Freeze, 653 Merchant Street, Vacaville, CA. The Club will pay for the ice cream (up to \$5) for any member and passenger who RSVP - AND drive a Healey to the event.

NOT A MEMBER OR PASSENGER? NO  
RSVP? NO HEALEY? NO FREE ICE CREAM!

RSVP Len Hartnett,  
phone/fax 707-448-3027, or e-mail

[thehartnetts@earthlink.net](mailto:thehartnetts@earthlink.net)

### GGACC Supported Event

**Danville Concours d'Elegance**  
Sunday, September 18  
11:00am to 4:00pm



Approximately 200 exotics, vintage race cars and motorcycles will be displayed along Hartz Avenue in downtown Danville. Activities

include wine tasting, silent auction, celebrity visits, and entertainment. Financial proceeds go to benefit Parkinson's Disease research, treatment, and patient care.

Contact: John Soderling  
[bighealey@astound..net](mailto:bighealey@astound..net)

*Other Event Announcements*

[www.marinyachtclub.com/carshow](http://www.marinyachtclub.com/carshow)

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Healey Happenings is published on the web site with a three-month lag.

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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

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**Bob Altieri** (530) 265-9366  
[Boba9366@comcast.net](mailto:Boba9366@comcast.net)

### Miscellaneous Healey Stuff

- About 90 assorted issues of Healey Highlights and Chatter from 1985-1996 (asking \$25 + shipping);
- Refinished wood dash for BJ8—chrome on gauge side only (\$75);
- Very nice BJ8 grill (\$50);
- Set of new BJ8 outside door handles (\$70).

**Rich Kahn**

[tahohealey@hotmail.com](mailto:tahohealey@hotmail.com)  
or call at [530 577-7615](tel:5305777615)