



GOLDEN GATE HEALEY HAPPENINGS



Golden Gate Austin Healey Club Vol 14, No. 10 Nov/Dec 2012

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The First Annual British Fall Classic

“A British Sports and Saloon Car Tour, Reception and Show”

Morgan Hill, California
 Saturday & Sunday October 20th & 21st, 2012
 Event Report by Robert N. Blair, San Jose, CA



Bay Cruise
December 1
 See page 12

For almost the past 20 years, there has been a British Sports Car Show in the South Bay in October organized by Bill Meade—the Master of the 100M Register for the Austin Healey Clubs. Unfortunately it was announced at the 2011 event that that would be the final year, surprising everyone who then drove home with regret—including myself. Since having my Healey back on the road, it has become an annual event, and it was sad that it would be no more. But, 20 years is a long time and a lot of dedication has gone into organizing the show over those years; many thanks go to Bill Meade.

Then magically, along came another good Samaritan to the rescue—Bill Hiland, the owner of On The Road Again Classics. This is a classic automotive restoration and repair shop in Morgan Hill. After some negotiating, the ‘new Bill’ declared the show on again, and expanded its charter to include all British cars—sports and saloons. Everyone was happy again that there would be a fall show before putting the vulnerable toys away for the winter.



Bill Hiland (center) and wife

So this year, it was back again to Morgan Hill for the Brits including those with 4 doors. The event was still a two-day affair. On Saturday there was a drive through the surrounding country lanes for about 3 hours, followed by a hosted seafood and wine session at On The Road Again Classics on Joleen Way close to downtown Morgan Hill. On Sunday there was the grand show in downtown Morgan Hill where the Brits took over the town as the local Police diverted the uninitiated on detours for the day.

The weather on Saturday was perfect for driving, with about 80 cars and crews present for the start from the Morgan Hill railway station—all planned and hosted by Joe Cain of

Continued on page 2



The editor needs a break during the slow season. The next issue will be distributed around January 1

The Rendezvous 2013 planning meeting originally scheduled for November 10 has been rescheduled to November 17. Same place and time: 2010 Crow Canyon Place, San Ramon, CA, 94583, at 10am. See the October newsletter for details.

British Fall Classic (continued)

the Triumph club. The route went west out to UVAS lake for a pit stop and some photos, and then proceeded east to a park famous as a garlic party place for another pit stop and more photos, and finally back to *On The Road Again* for some stories, seafood and vino. The route was just fine with no major dirt roads and plenty of hairpins and views. I only saw one car with the hood up on the drive—a Mk I Sprite, and then I saw it again at the second pit stop so all must have been well. With 80 cars the convoy spread out into many small groups, each taking their time to enjoy the moment. Of course there were a few wrong turns up front with the followers blindly following on, but having fun was more important than being right. The hosted party concluded around 6pm, and folks went home to polish up the toys for the Sunday judges.

The weather on Sunday was again perfect. There was some luck involved as we saw the first rain in the South Bay on Monday. Rain would have spoiled the day for sure—especially those of us with no top. The first arrivals braved the chilly air at about 8am, and had an easier time finding their prescribed parking slots. As downtown Morgan Hill is a long two-lane divided street, there was plenty of room for all 180 cars that entered plus the concession stands. One of the benefits of downtown shows is of course the abundance of restaurants and facilities which are always sparse on golf courses.

The roster of cars included all the usual suspects, but there were a few interesting additions that stood out as being non-mainstream British cars that you see on the back road. These included John Carey's fully restored 1929 Rolls Royce Woody Shooting Brake, a 1930 Austin Seven that Tony Greening had driven up from Pacific Grove under its own 747cc of steam, a 1955 Hillman Minx in that old Rootes Group baby blue, a 1964 Pristine Aston Martin DB4 convertible, an Austin A50, Dan Shively's 1963 Lotus 7 with a Ford 1600cc motor, Wes Cresswick's 1 of 78 built 1948 Alvis TA14 Saloon bodied by Tickford, David Rossiter's 1951 red Allard K2, Joe DeBattista's 1961 Vauxhall Cresta, Larry Wilson's 1965 Mark X Jaguar with its abundance of interior walnut, AJ Guerini's unrestored sad looking Nash Metropolitan, and apparently the original unrestored prototype Sunbeam Tiger that was built by the Shelby folks.

The mainstream participants included – approximately, 34 Austin Healeys including both Gary Anderson and Tracy Drummond with their hardtop blue over whites, one nasty V8, and one unrestored BJ7 owned for 42 years, 32 Triumphs including a fully restored Vitesse convertible, 6 E-Type Jags, 4 XK120/140/150 Jags, 5 Morris Minors, 4 Morgans, 2 Lotuses, a lot of MG TDs, TCs and TFs, and a few others that I am sure I missed—sorry guys.

Judging was not too rigorous as this was a fun event more than a rigid concours event, but preference was given to originality and quality of restoration rather than to excessive chrome, additions and polish. And of course any car that won a prize had to leak some oil as part of the originality test.



The tour stopped at UVAS Lake



Bryan Bliven does the "I repaired my throttle linkage boogie" during the tour.



Rich & Lynn Kahn with Best of Class notice



Some GGAHC members (right side) gather at the car show on Sunday, including Terry & Linda Parsons, Roger & Donna Hawk, Rich & Lynn Kahn.

Continued on page 3

British Fall Classic (continued)

The results of the Class awards began at about 2:30, and continued for over an hour with one award being given to each class winner personally by Bill Hiland. As this is the GGAHC letter, we should not dwell on too many other makes, but we should include our own class winners: Rich Kahn's 1964 white/black BJ8; Hudson Vitaich's spectacular 1956 red/tan 100M, and Jim Walton's great green/tan Nash Healey. Best of Show was awarded to the 1956 Jaguar XK 140 convertible in green/tan.

With Best of Show awarded, Bill Hiland announced that the show would be back in 2013, and looked forward to it being bigger and better. With the sun still shining, everyone got back to packing up, saying farewells, having a leisurely drive home. Within two hours you would never know that the show had taken over the town. A good day was had by all.



Bill Meade's 100M



Robert Blair & BJ8



Best of Show: Jaguar XK140



Bill Hiland presents Nash Healey Best of Class award to Jim & Maurita Walton



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Chronicle of a Vintage MG Midget Racer

by Greg Cory

For the 2012 season the Vintage Sports Car Racing Organization (VSCDA) organized a classic Sprite/Midget two-out-of-three series to bring out all the barn finds into public view. The official name is the VSCDA Sprite/Midget Series 2012. This report is as much about the atmosphere and spirit of vintage racing as it is about the races. The events included a great weekend at Gingerman in Michigan, a weekend at Blackhawk Farms in Wisconsin, and a final event at Grattan, Michigan.

Twelve years ago my brother Mark started vintage racing with a '59 Bugeye Sprite. About six years into his trip to the Dark Side he made the brash suggestion that I sell my BJ8 and classic '72 BMW 3.0 CS coupe to join in his obsession: the BJ8 would become the sacrificial lamb for a race car, and the Coupe (black on black with go-fast goodies) would be substituted for a tow car. Wrong! The BJ8 was a valentine's gift in 1981 to my (soon to be) wife, and the coupe would be commandeered by my nearly driving-age son, who allowed as how he "looked pretty good" in the car, and immediately laid claim to it as 'his ride'. Fortunately, a sale of our company in 2007 produced a cash event that obviated the earlier suggestion, and I succumbed to the siren song.

I had researched the criteria for vintage racing, with an emphasis on the west coast venues/organizations, and quickly learned that for the most part Bugeyes had to be the original 948CC configuration (AKA 'hand grenades'), whereas there was a great deal more latitude with the Midwestern organizations, allowing upgrades to the more reliable 1275 CC motor. I finally settled on a '61 Midget, with some modifications that were perfectly acceptable to the Midwest Group 2 venues. The deal with my brother was to leave the car with his restoration shop (**Nostalgia Racing & Restoration**) in Fayetteville, Arkansas and for me to jet in for events. The perfect fly/drive package.



Greg Cory (right), son Haden, and MG Midget

The one problem with locating our operating base in Arkansas is tow time. The closest venue (Hallett, OK) is four hours, and Grattan is about sixteen hours behind the wheel. So we spent the summer studying 3,000 miles of Norman Rockwell paintings through the homelands of Mark Twain and Abe Lincoln, passing also through Peru, Cuba, and Mexico along the way. We were entertained by kids floating down lazy rivers, small towns with their central square anchored by a church, tree canopy streets lined with modest homes and front porches that beckoned to 'set fer a while and chat', and millions of acres of ethanol futures. We felt like we should have been listening to Lake Wobegone on NPR. We were also entertained with regional 'must see' roadside attractions: the world's largest rocking chair, the vacuum cleaner museum, the Cowboy Church (aka stockyard), and of course the world's largest adult toy store. And then there were the road signs. The Burma Shave style homilies brought to us in Illinois by Gunssavelives.com were telling. For the women in our lives there was Betty's Bra Shoppe, for one size does not fit all. And for the guys, the celebration of all things manly, there is the annual Missouri Testicle Festival. Gentlemen, mark your calendars, and bring your own.

All those hours behind the wheel makes one hungry, but there is also an incentive to push on to the destination. So, our prevailing pattern was to stock up on snacks at gas stops pending a reasonable dinner at day's end. Those familiar with the current Foster Farms advertising campaign will be familiar with the Arkansas chickens in their fast-food container-ridden dilapidated Plymouth. For two weeks this summer we became those Arkansas chickens, except our rides were better. It was a little embarrassing when we would roll into the paddock to set up camp and opened the doors.

Continued on page 5

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Chronicle (continued)

And camp we did, huddled together with like minded Sprite and Midget owners. There is the "Team Thicko" group, and the "Age and Treachery Racing, Ltd." cabal (our Tribe), each known for its penchant to swap lies, trackside cuisine, and mutual support. The competition is there on the track, but if (when!) things break, there are many hands to help. Which is also telling about the vintage racing spirit: there is the expectation that one will run hard, but not recklessly, and physical contact is frowned upon. Be anything but a good sport and you can be voted off the island.

Gingerman, Michigan

This 1.9 mile track is adjacent to the quaint lake community of South Haven. It is privately owned and resembles our familiar California tracks in setting with gently rolling topography. The big difference is that the surrounding foliage is lush and green rather than our California brown hills of summer. After the flag the track starts with a slight downhill left kink, an immediate uphill right sweeper and a short straight. This leads to a second gear acute right hander leading to a gradual downhill left ending in a double apex left hander. This is followed by an uphill right hander with a third gear slog resulting in a mild left and a charge downhill into the new turn 10, an off-camber right hander that gives one a pucker moment because of the 15+ foot drop on the outside. Then it is a long straight, acute right hander onto the starting grid, and it starts all over.

One of the unique features of Vintage is the wide variety of vehicles that run together, which is the domain of the sponsoring organization as well as the total number of entrants in any event. For Gingerman, this meant six separate 'Groups' with a field of 35 cars. This weekend found 14 Sprites and Midgets in Group 2, plus two well prepared Big Healeys, a 'cheatin' dog' Healey with a Buick V8, assorted Mazdas, Volvos, MGB's, etc. All told there were cars with engines from 948 CC to over 3.8 Liters, so doing well for the small bore crowd meant maintaining momentum and using the brakes judiciously.

Qualifying and the Saturday event led to the usual mechanical dropout rate, which unfortunately included an end-over-end off road excursion for one of the Sprites, a novice with a brand new ride: He was fortunately fine, injured only in pride and pocketbook. It also wiped my brother out with a broken lay shaft. Saturday I wound up in the 11th spot overall behind a local P1800 driver, widely known for blocking, who despite five laps of flags warning of a faster car overtaking refused to point me by.

Sunday saw a unique turn of events with only 11 of the 14 Sprites taking the grid. For VSCDA grid placement is a combination of laps finished and lap times in qualifying/previous race. Because one of my lap times on Saturday was better than my Volvo nemesis I was put in the number 10 spot. Some coaching from my seasoned brother led to a strategic start, which begins with climbing up the tail pipe of the next line in the grid with brakes on. The result is when the flag drops you are already at peak HP and have confused the cars behind you. Employing that strategy I jumped a Lotus Super 7 and two Mazdas, blowing into turn one with a wide margin. I further confused those behind with a tail wagging 'happy dance' between turns one and two, which caused the balance of the pack to let up a bit. Having enraged at least three drivers I was left with no choice but to keep my foot on the floor. The Lotus Super 7 finally got past me late in the session, a Lotus 11 gave me a point, and I picked up a couple of other spots picking off slower cars. Final score: 8th

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Gingerman survivors



"Healey Girl" Cana Comer



Cheatin' Dog

Chronicle (continued)

overall and second in class behind Cana Comer, the Healey Girl with an *uberfast* Tom Colby Bugeye and a large support team. I bested the Volvo by nearly 4 seconds a lap, a personal 'yes' and 'best' moment. It was also satisfying based on which cars that were outright faster: A couple of 70's Mazdas, MGB's, a nice Healey 3000 and an XKE. The poor 'Cheating Dog' was four seconds off my lap time, testimony to the fact that brute power can be a handicap on a tight road course.

Blackhawk Farms

This track is a 1.95 mile, 7 turn venue, also privately owned, that in some ways makes Gingerman look like a wasteland. It is flat, surrounded by farms, with lush tree cover. The tree cover also brings critters, and everything from deer, fox, raccoons, armadillos, to large tortoises pose unique driving challenges. The start runs by the signature silo into a second gear right hander: a miscalculation on braking and one communes with a swampy lowland from which there is no return. The mild left number 2 is taken at speed in a Sprite, with entry into the right hand turn 3 in second gear with the left foot on the dead pedal and an "E-ticket ride" into 3D, a second gear, tree-shaded right hander leading immediately to number 4 at which one lifts momentarily and then puts the pedal down through number 5. Turn 6 is a sharp right hander approached in 4th, requiring slipping into second, and getting back on the gas all the way through to number 7, which is another 2nd gear right hander. And so it goes.

Having driven the track the previous year we skipped Friday practice, and all of Saturday's practices because of rain. In the afternoon, however, we had to grid, but not knowing the size of the group we took our time getting there. Unfortunately, in addition to the 15 Sprites/Midgets there were 40 other assorted vehicles comprising five separate Groups, with cars ranging from the usual MGB's, TR4's, Elva's, Lotus 7's, all the way to the Cheatin' Dog Healey (again!) and a Jag XK120 (Really? in a Group 2 feature?). So we were gridded back in the high 30's position which meant fighting a traffic jam to establish any decent time. My son calculated that meant only 154 feet of track per vehicle, all trying to gain advantage and keep from making contact. At the average lap time that <1 second margin disappears very quickly. It reminded me of trying to exit Woodstock after the final act.

Come the Sunday event, two of the "Age and Treachery" members were down for the count, and the total field had shrunk to 41. My brother was gridded in the mid 20's (bigger engine, dog box, and more treachery) and I was back at 31st. The start was ragged, with the pace car stringing the pack out from turn 5 all the way to the flag. I gave up on trying to maintain grid location, but by the time I cleared Turn 7 the front of the pack was almost to Turn 3. I found good competition, worked my way through the pack, finishing 16th overall, and 5th in class. Had the Healey Girl and her husband, also with a Colby Bugeye, not been there my brother would have been 2nd and me once again on the podium. And the best thing of all ... nothing broke, although Mark drove with a spare transmission that he had to hold in gear and drive one-handed! In total there were four Sprites and a Mini Cooper (Lil Sht) in the top 10. Intervening cars were mostly MGB's, TR 4's, and one Big Healey.

Grattan, Michigan

Not speaking from personal experience (and borrowing heavily from the web page) Grattan is perhaps the most

Continued on page 7



Always a treat but boring to watch



Lil Sht



Racing need not be without comforts

Chronicle (continued)

challenging and fun of the three venues. It is a 2.0 mile, 10 turn, hilly experience with water traps like a golf course, descending radius turns, esses, hidden apex hairpin, and a downhill reverse camber experience. It is a great spectator track. For campers, it offers a swimming pool! After the start turn 1 is a compound right hander, followed by another 90 degree right, and a downhill, off-camber compound left with an uphill exit. Turn 4 has you turning right and going for the gas downhill into the esses, then into the 140 degree left with a 25 degree bank, known affectionately as the Toilet Bowl. Turn 7 is a high speed slight right which sets one up for failure on turn 8, a compound blind apex right. If one survives, turn 9 is an increasing radius left hook onto the 3,000 ft straight (yahoo!).

As mentioned earlier the ATR folk and Team Thicko like to eat, and drink, trackside. For this event micro beers in their track side pub included Dirty Bastard, Loos Cannon, Mojo Risin and multiple others. Other than an apparent off road excursion for one of the Sprites in the Toilet Bowl, Sunday saw 44 cars in the grid, a lot of fun, no issues, and no rain until after the event. We were sorry to have missed the event.

The Upshot

The end results for the series were interesting, if not definitive. VSCDA had a unique scoring system, breaking the cabal of Sprites/Midgets into five sub-groups, three for Bugeyes and two for square bodies, all based on the quality of the car, modifications, and the results of the races. No surprise, the Sprite Girl finished first in Bug Eye 2M1 and was top overall for points. For some unknown reason I came out on top of the square body group and only two total points behind Healey Girl. I guess I got an "A" for perseverance. We are already planning on a 'redo' next year for the entire series.

You throw a 50+ year old car designed for British country roads onto a race track, stress it to current gas/tire/metallurgic specs, and a lot can go wrong, but it can be a lot of fun. For gearheads, here are a couple of technical details. Bugeyes came with a 948 CC 43HP motor @ 5,000 RPM. Top cars are now running 1275 CC motors that push to over 1300. HP can run from 120 to 144 depending on how far wants to stress the car and one's wallet. Cams allow redline between 7,600 and 8,000+. Depending on the rear end the math gives a top end of between 120 and 130 which can be hit on the longer straights. If one has a dog box the cars can hit 70 MPH in first gear. Cost? Plan on \$1,000/weekend (if nothing breaks), or the equivalent of two rounds of golf at Pebble Beach.

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Vintage racing is a great sport, but changing. It used to be a way for enthusiasts to get into racing with the cars they coveted in high school, at a reasonable cost, driving like we all did at that time, but at least going in the same direction with rules. The spirit of fun is still there: Track owners are very supportive and always provide a great Saturday night dinner. The clubs are mostly volunteer led. Trackside amenities (aka showers) vary widely, but the tracks try hard.

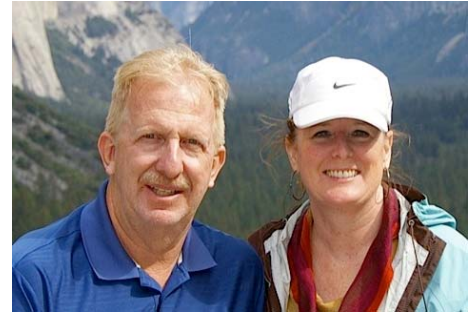
The bar is gradually rising, and several engine builders and support enterprises are starting to require customers to maintain two cars. Some owners do a rebuild after every event rather than a three year refresh. Parts availability is always an issue, and at a cost. The safety requirements are stringent. The willingness to throw an antique vehicle around at speed takes a certain change in attitude, and a major vote of confidence in your own mechanical aptitude. Hardened everything (except arteries) is the mantra. Still, my wife just can't understand the appeal of a sport where one has to wear fireproof underwear.

The long term prospects for the sport are a matter of debate, just like the similar prospects for conventional ownership of our preferred vehicles. But, I've got a 21-year-old gearhead son who can 'field strip' my 40 year-old old BMW Coupe, and will join me, with Mark, and other Age and Treachery folk on a Chump Car excursion in December at Sonoma Raceway. Maybe there is hope yet!



The Fourth Annual Fall Colors Tour

by David and Jerri Nock



This year's 4th annual Fall Colors Tour was once again a great success. We all met on a crisp cool morning in Auburn and headed up into the Sierra foothills for another adventure led by Richard Buckley and Bob Altieri. Our first stop was at Lucchesi Vineyards. www.lucchesivineyards.com

Good luck finding this one without our Nevada County winery hosts. We navigated narrow unmarked back roads, speed bumps, and a short gravel road to get there. When we arrived at the winery our hosts had some tables set up on a ridge overlooking the valley with a view of the Marin Headlands and Mt Hamilton. They had several wines to taste and gave a brief history of the family, starting as a child growing up in Bolivia.

Our next stop was our lunch stop and, once again, our hosts went over the top finding this place. Renaissance Winery www.renaissancewinery.com is one of those places where you are ask yourself "where am I going?" You go past statues from Greek mythology as well many camels and Palms as you wind your way thru the grounds. They served a fabulous lunch along with wine pairings for each course while overlooking a private lake.

After lunch we headed for the hotel to freshen up for dinner at our hosts' home overlooking the Sierra Mountains. The dinner was fantastic and gave us all a little R&R time to relax and visit before heading back to our hotel for the night.

The next morning a couple of cars headed home and another group headed to the big city of Washington for lunch if you haven't been to Washington it is a very interesting little town with a population of 185, a one-room 100 year-old school house, and lets not forget the Washington Hotel / Bar established in 1850--all



Continued on page 9

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Fall Colors Tour (continued)

along the Yuba River. It was settled in 1849 during the California gold rush. Now the largest businesses in town are the two campsites along the river.

Jerri and I decided to head out in the morning to Lake Tahoe over Donner Summit and Hwy 40 for a drive around the lake to South Shore for some lunch as well as some photo opportunities with the Healey in the snow. There was plenty of snow along the highway over the pass and several of the ski resorts were open. We continued around the North Shore toward Emerald Bay and Camp Richardson. After lunch we headed over to HWY 88 and Carson Pass for some more snow photos with the Healey.

This has been a very special tour that we have now had for 4 years and every year it gets better, I cant wait until next time because I am sure that the Buckleys and the Altieris will outdo themselves again. So be sure and put this on your calendar for next year.



Participants

- Roger & Donna Hawk
- Dave & Jerri Nock
- Bob & Sharon Altieri
- Richard & Carol Buckley
- Doreen McCammon & guest
- Ted Shelton & guest
- Nick & Sandy Klein
- Phil & Sue Foster
- John & Laura Northwood
- Jim & Ida Morton
- Terry & Linda Parsons
- Steve & Kim Korbay
- Marty Allen & guest
- Michael Sonneman
- Gary & Harriet Anderson



Christmas gift suggestions

A variety of clothing is available with the Club logo patch. See the following web site for the entire selection.

www.yachtclubclothes.com/ggahc.htm

Here is a sample of the 12 clothing items.

Unisex Crewneck Sweatshirt \$35

9.5-ounce, 80/20 cotton/poly
Double-needle stitching

- *Set-in sleeves
- *2x1 rib knit with spandex in neck, cuffs and waistband
- *Adult Sizes: S-2XL
- *Available in Navy or Black



Ladies or Men's Full-Zip Wind Jacket \$60

Our Full-Zip Wind Jacket helps keep you dry whenever light rain and wind come into play. The zip-through cadet collar and half elastic, half self-fabric cuffs not only look great but help keep the elements out, too.

- *100% polyester shell
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- *Triple-needle stitching on shoulders and back yoke
- *Reverse coil zipper
- *Zippered chest pocket
- *Articulated elbows for greater mobility
- *Adjustable half elastic, half self-fabric cuffs with hook and loop closures
- *Side zippered pockets
- *Open hem with draw cord and toggles for adjustability
- *Ladies Sizes: XS-4XL
- *Available in Black or Navy



Unisex cap \$25 navy or black



Pique Knit Sport Shirt \$35

Navy, yellow, red, white

The soft pique knit is shrink resistant and easy to care for.

- *7-ounce, 100% ring spun combed cotton heavyweight pique
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- *Flat knit collar and cuffs



HEALEY RENDEZVOUS 2013 IS APPROACHING!

See our new event website:

www.rendezvous2013.com

Clothing with the event logo will soon be available for pre-event ordering on the web site.

Registration has commenced.

BIZARRO



MARTY'S MINUTE

Marty Allen
GGAH President



November 17th is only days away, and that is our next Rendezvous meeting. After that meeting we will begin meeting each month until the big event next June. We hope that many of you can attend this meeting because we have plenty of work to do. We will meet at Lee Bardellini's office in the big conference room where we met for the past several meetings. Saturday, November 17, 10:00 AM.

Healey season is now closed for 2012. Well, almost. Like the cherry on an ice cream sundae, our Christmas Party is the cherry on top—the last event of the year. Since we will again be on a boat cruise your Healey is not needed or even recommended. This really will be our last year for this venue. And, like the past three, it looks to be another sell out. The boat cannot be expanded, so when all the seats are sold, that's it folks.

If you do one event a year, do this one. It's all about connecting with your friends and making new ones. After all, that is why you join clubs—to have fun, meet new people and enjoy spending time with other like-minded people.

You should mail your check to Dan Sekella ASAP; the seats are filling up. And, like past years, we will have fun. See everyone there. Saturday, December 1, 2012.



"With a classic British sports car it's the only way you're guaranteed the wind in your hair."

Calendar of Events

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

November 17. **GGAHC** Rendezvous 2013 Planning Meeting at the office of Lee Bardellini in San Ramon.

December 1. **GGAHC** San Francisco Bay Christmas Cruise and Annual Meeting. See page 12.

January 10-13. Silicon Valley International Auto Show at the San Jose McEnery Convention Center.
www.motortrendautoshows.com/sanjose/

February 16-17. Sacramento Autorama at Cal Expo.
<http://www.rodshows.com/sa/>. The focus is American classics and custom cars.

Call for nomination of Club officers



An election will be held for officers of the Golden Gate Austin Healey Club for 2013 during the Annual Christmas Luncheon Cruise and Election of Officers on December 1. If you would like to run for office, or to nominate someone for office, please contact:

VP / Secretary: Lee Bardellini. (510) 582-6246
HeLeeEsq@aol.com

Elected officers include President, VP Events, VP Membership, VP Secretary, and VP Treasurer. The newsletter Editor, Web Master, and Delegate at Large are appointed by the elected Board of Directors.

MEMBERSHIP RENEWAL

Nick Klein, VP Membership



Another year of Healey memories will soon be tucked away. The year was filled with exciting outings with still one more to come.

With 2013 fast approaching, the time for renewing your GGAHC membership is here. I will mail notices to remind you in November. Dues will remain \$25 and you may pay by check via US Mail, or by PayPal on the web site.

The Board requests that you submit your dues before the end of the year so that we do not have to interrupt sending you Healey Happenings. Please do not combine GGAHC dues with those for the Austin Healey Club of America; these are separate organizations.

GGAHC Event Announcements



GGAHC Christmas Luncheon Cruise and Annual Meeting

by Marty Allen

Christmas is nearly here, and back by popular demand we will return to the high seas for our annual Christmas party. First, mark your calendar for **Saturday, December 1, 2012**. Secondly, you need to send a check **NOW**, to guarantee your reservation. Last year we filled the entire cruise ship. Reservations will be on a first-check, first-reserve basis.

Now, about the event. The high seas will actually be San Francisco Bay. We have again chartered one of the Commodore Dinner Boats for a wonderful Christmas lunch while cruising the Bay. If you have never done this before, it is a wonderful experience. If you have joined us before, then please join us again; we need to pay for the trip! And, of course you will have fun, while seeing all your Healey friends, and simultaneously priming your tummy for the weeks to follow.

The event will begin at 1:00 PM. We suggest your arrive by 12:45. The boat, unlike the airlines, sails on time. The boat will return to the dock at 4:00, leaving lots of time for after cruise parties or early enough to drive home. Directions will be sent when you sign up.

You will be served a three-to-five-star dinner. Dinner will start with a Caesar salad with shaved parmesan and croutons, main entrées include hand carved prime rib, champagne chicken, roasted rosemary potatoes, boring vegetables and wild rice pilaf. Dessert is chef's selection—whatever is on sale that week. And, for those of you who like to have an occasional drink, a steady flow of beer, wine and soft drinks is included in the lunch price.

Your contribution for this wonderful event is, \$65 per person (\$75 for non-members). Larger contributions are always welcomed since your Healey Club is underwriting part of the cost.

To reserve your places on the boat, please make your check payable to GGAHC Xmas Cruise and mail it to:

GGAHC Xmas Cruise
c/o Dan Sekella
1410 Mohr Court
Concord, CA 94518

Boarding begins at 12:45pm at the
Commodore Cruises dock, located at
2394 Mariner Square Drive
Alameda, CA 94501

Please include a note indicating the names of those who will attend.



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

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Gail Watson

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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

You know the small car trend has gone too far when you see this.

