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# Fall Colors Tour

**Loren Parks**

The annual Fall Colors Tour began in Auburn on a brisk Saturday morning, October 26. From there Bob Altieri and Rich Buckley led us on beautiful back roads to Grass Valley. Deciduous trees were in various stages of color, and the weather was superb with highs in the mid-70's both days.

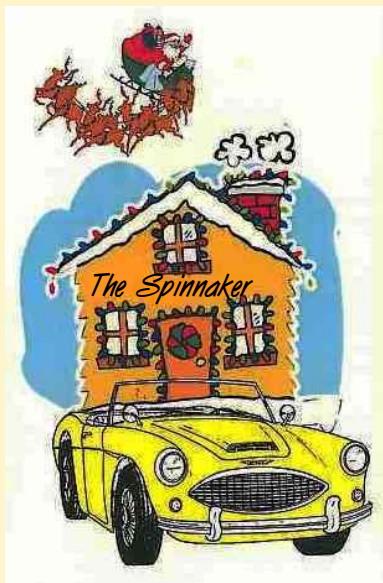


Getting ready to leave on a beautiful Auburn morning

Our first stop was the Northstar Mine Powerhouse and Pelton Wheel Museum on the outskirts of Grass Valley, which is managed by the Nevada County Historical Society. Two docents conducted a fine tour of the Museum. The featured artifact is the 30-foot Pelton Wheel, which generates electricity with hydro power.

*Continued on page 2*

*Christmas Luncheon & Annual Club Meeting  
December 7. See page 9*



**The Pelton Wheel**



Next issue will be January 1



## Fall Colors Tour (continued)

We could have spent more time at Northstar, but the thought of lunch and wine got us moving. Rich and Bob led the convoy of 15 Healeys and 3 BJ9s on a beautiful country road to lower elevation where oaks populate the landscape instead of pines, and where agriculture is viable.



The Naggjar Winery is at the end of the road in a pastoral setting which includes a small lake and rolling hills covered with vineyards. It is a diversified business which includes a bistro with live music on weekends, concerts, and private events

such as weddings and other events. Following wine tasting we lunched on food brought in by the Altieris and Buckleys, accompanied by Naggjar wines of course. We were reluctant to leave, but we wanted to resume our mining history tour at the Empire Mine State Historic Park on the outskirts of Grass Valley.



The Empire Mine State Historic Park surprised many of us because of its size, features and history. In 1850 prospectors found gold-bearing quartz which could not be extracted using traditional placer mining methods, so they used "hardrock" mining methods in which men in buckets were lowered into deep shafts to chip and drill through the rock. By the time the mine was closed 106 years later there were 367 miles of underground tunnels, some going deeper than 1,200 feet and as long as 11,000 feet. For some period of time mules were used underground to pull ore cars; they spent their entire working lives there without coming to the surface. There were underground barns, and excrement was hauled out. There is a lot more to the history of this mine, and it's well worth a visit.



Following check-in at the Northern Queen Inn in Nevada City, we motored up the mountain to the home of Rich and Carol Buckley for dinner. The

**Continued on page 3**





**Fall Colors Tour (continued)**

setting is superb with a deck and swimming pool overlooking a lake far below. As usual, the food and beverages were superb. Finally we all departed in the darkest of dark nights for the hotel.

On Sunday morning we breakfasted at Lefty's Grill near the hotel. Following breakfast Rich led an optional drive to the nearby settlement of Washington, which is situated on the South Fork of the Yuba River several thousand feet lower in elevation than Highway 20 at the turnout. Washington is a town that time forgot. It was settled in 1849 during the California gold rush, and has a population less than 200 today. The one-room school has been continuously open for over a hundred years. A dozen of us gathered at the aged Washington Hotel & Bar for the featured Bloody Mary, which some said contained vodka. I didn't notice it. Some would say that Washington is quaint and others would say that it resembles a junkyard, but the enigma is the attraction. Anyway, it was an interesting visit because of the history and the setting, and I'm glad I visited.

Thanks again to the Buckleys and Altieris for organizing this fabulous trip. We look forward to another one next year!



**The owners' house: the Bourn Mansion at the Empire Mine**



**People at left are sitting in the shuttle that lowers miners into the mine.**



**Not to worry, Len. I won't put this photo in the newsletter.**



**Let us eat cake.**

**Attendees (GGAHC)**

- Marty Allen
- Bob & Sharon Altieri
- Gary & Harriet Anderson
- Rich & Carol Buckley
- Steve & Patty Darfler
- Sue Foster
- Ken & Marsha Freese
- Len Hartnett
- Roger & Donna Hawk
- Rich & Lynn Kahn
- Nick & Sandy Klein
- Fred & Amy Loebel
- Tim & Cathy Marshall
- Doreen McCammon
- Ted & Lynn Noble
- John & Laurie Northwood
- Loren & Diana Parks
- Robert & Marie Louise Sardemon
- Ted Shelton
- Michael Sonneman
- Janet Welcome

**Guests**

- Maggie Cammack
- Pam Sales



**The Bloody Mary assembly line**



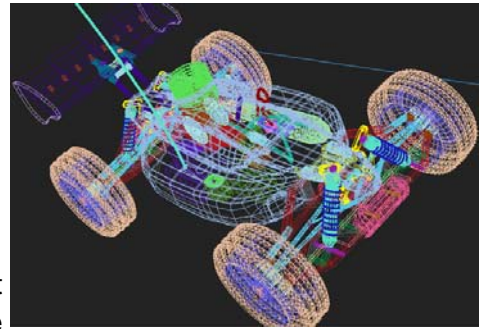
**The Washington Hotel**



# RADIO-CONTROLLED THAILS

## Model Car Racing at its Best

Loren Parks



An international car racing event was recently held in Chico. Formula 1 it was not, but in the world of model car racing it was just as important. The event was the World Championship of Electric Off-Road Cars, both two-wheel drive and four-wheel drive. On this track the 4WD's were about two seconds faster than the 2WD's. The organization hosting this event was ROAR—Remotely Operated Auto Racers—which covers the USA and Canada. ROAR is one of the regional organizations that belongs to the International Federation of Model Auto Racing. The principal division among model race cars is between electric and fuel, and the second is size (this race was for one-tenth scale cars). Within those categories are various subcategories, and there is a set of rules for every subcategory. Winners are determined based on a combination of time and distance traveled, the details of which I didn't endeavor to understand. Winners receive trophies—not money. For a first-time observer like me it's a bit underwhelming compared to real cars. But I knew that I was watching the best of the best; the skill of the operators (i.e., drivers) was superb. Here are some photos of the event.



Track monitors sit at strategic locations to upright overturned cars or put them back on the track.



Cars get airborne going over the humps.



The pits. Entrants are mostly young men.



Entrants check the schedules and status sheets.

# A Divided Austin-Healey Market

Rob Sass, Hagerty Collector Car Insurance

June 11, 2013

For years, the discussion of the Austin-Healey market has been dominated by high-profile sales of 3000 MKIII BJ8s restored by a limited number of well-known shops. Now it's shaping up to be a bit of a bookended/bifurcated market with increased interest in the 100/4.

There are several reasons for this as the cars literally represent the alpha and omega of the big Healey world. The 100 is elemental and pure with its two seats, side curtains and rakish folding windscreen. The 3000 is easier to live with and more luxurious with a folding top, roll-up windows and a polished walnut dash.



Austin-Healey 1955 100/4

They both have enormous appeal (as do the 100/6 and earlier marks of the 3000). But what it comes down to is a desire on the collector's part to have the first and last. 100/4s had been the red-headed stepchild for too long until 100M prices shot past six figures. Those priced out of that market have now set their sights on ordinary 100/4s. Fans of the earlier car point out the myriad events that the 100 is eligible for and the 3000 isn't. And in today's usability-driven market, that's a factor that shouldn't be underestimated in predicting future values.

To learn more about Austin-Healeys, and to connect with fellow owners and enthusiasts, visit the Austin Healey Club USA website at <http://healey.org/>.



# Collins

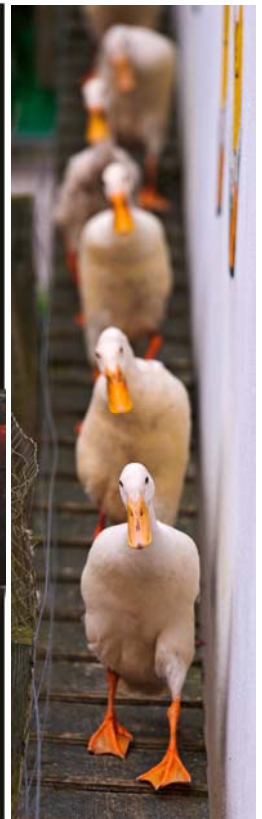
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# BJ8 INSTRUMENT MODIFICATIONS

## Robert Blair



The BJ8 broke some new ground in 1964 with a walnut dashboard, which was pretty much reserved for the Jaguar class and above. But it was an interesting decision to move the BJ8 into the “Jag Class” with larger more sophisticated sports cars for the export market. It worked; 90% of Healeys were exported.

With the walnut dashboard you got all of the basic instruments; the design was good and functional, and has endured well in my opinion. Everyone refers to the BJ8 as the one with the nice walnut dash, or the one with the wind-up windows. But there are a few things that could have been included in the standard configuration to make it a little more luxurious and appealing. Many Healey owners have added extra indicators to the dash to improve the functionality, the appearance, and hopefully the warning time before any pending disasters. These additions are often added below the dash edge in the form of chrome or vinyl panels. These tend to get in the way of knees, add to the accident danger somewhat, and generally look rather ugly.

During restoration from 1996 through 2007 we added a push-starter button above the ignition key (just because I like to push start rather than key start), and two extra panel switches—one for the spot lights and one for the electric fan. Pretty standard stuff. But recently I concluded that there were some other “should haves” that I could do myself. So I spent a few weeks of evenings with wire, a soldering iron, a wiring diagram plan, and a new radio grill. The result is quite satisfactory in my mind, and provides a functional upgrade to this BJ8 that is pleasing to my eye and improves my driving experience for very little cost.

In the radio speaker grill I added two, two-inch instruments which fit perfectly with a small relief of the chrome frame top and bottom:

- A voltmeter. The stock car has no ammeter and relies on a dull red ignition warning light for pending trouble. As we all know, by the time the light goes on and gets noticed by the driver it is probably too late. So, some ongoing visual health of the electrical system is desirable. A voltmeter is much easier to install than an ammeter, and just as functional when you know how to read it. Of course we can all agree that there should have been a factory ammeter, but there was not.
- An electric clock.

On the center dash panel in a row above the ignition switch I added three panel switches and five warning lights.

- Switch and lamp for the spotlights – on, fused of course.
- Switch and lamp for the reversing gear light – on, fused of course.
- Lamp (brighter) for the ignition light or main beam if you prefer.
- Switch and lamp for the electric fan – on – fused of course.
- Lamp for the overdrive – on.

All fit nicely across the row, and are easy to switch and see while driving. And of course I always know what time it is and how much time I have before I should arrive at the next check-point on the California Mille.



## Club Member Profile

This is the fourth of a series of articles profiling members of the Golden Gate Austin Healey Club. Loren Parks synthesized this article from articles written by George.



# George Henke—An Early Austin Healey Enthusiast

George Henke grew up in California during the inception of the hot rod culture in the 1950s, and was hooked on cars for life. While attending Junior College he was faced with the military draft, and chose to join the US Air Force upon completion of his studies. After a brief assignment in Nevada he was stationed in England. It wasn't long before he hopped a flight to Germany to visit a buddy stationed there, and got his first ride in his buddy's 1954 Healey. Upon returning to England George started shopping for a car, but nothing compared to the Healey. After some serious money scrounging from home he ordered a new 1955 Austin Healey. Thinking ahead to the day he would ship the car home, he ordered left-hand drive. His first few days driving a LHD car in England and learning how to drive a Healey were indeed stressful, but he quickly mastered it and looked forward to the day when he could ship it to the USA. George did it the hard way; he shipped it to Brooklyn and drove cross-country to California. You have to imagine what that was like in 1955; Donner Pass was just a two-lane road.

While in England George visited the Austin Healey factory several times, and witnessed Austin Healey history in the making. On one visit he entered an assembly area only to find a half-dozen 100S models in various stages of assembly. At the time he had an idea that he was seeing something special, but little did he know just how special the cars would become. He also had opportunities to drag-race his Healey against some other British cars when a base runway was closed on weekends, which was a real thrill for a young man with a new car.

Once in California and out of the Air Force, George began attending races regularly on weekends. In 1955 there were only three Austin Healeys resident in Napa County, so it was rare to see one. While driving home from work one day he spotted a Healey parked at a plant nursery and stopped to chat with the car's owner, who happened to be a woman who worked there. One chat led to another and, to make a long story short, George and Bea married. Their 20-year Life Plan could not accommodate two Austin Healeys, so they decided to sell George's Healey and keep Bea's white BN1 which they still have today.



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George has been a member of the Golden Gate Austin Healey Club since its inception, and was affiliated with its predecessor—the Austin Healey Club, Pacific Center—before that.





## MEMBERSHIP RENEWAL

Nick Klein, VP Membership

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

With 2014 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 your receipt of Healey Happenings. Please **do not** combine GGAHC dues with those for the Austin Healey Club of America because they are separate organizations.

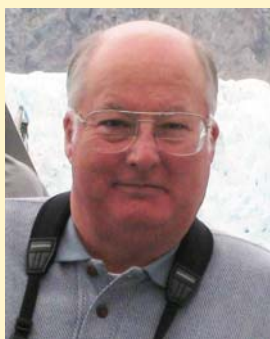


## Call for nomination of Club officers

An election will be held for officers of the Golden Gate Austin Healey Club for 2014 during the annual Christmas luncheon on December 7. 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](mailto: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.



## 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)

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**November 1-3.** Classic Sports Racing Group's Season Finale at Thunderhill Raceway. [www.csrg racing.org](http://www.csrg racing.org).

**December 7,** 12pm-3pm. **GGAHC** Christmas party and annual meeting at The Spinnaker Restaurant in Sausalito. See page 9.

**December 7-8.** 24 Hours of LeMons at Sonoma Raceway. [www.24hoursoflemons.com](http://www.24hoursoflemons.com)

**January 9—12.** Silicon Valley International Auto Show at the San Jose McEnery Center. [www.motortrendautoshow.com/sanjose/](http://www.motortrendautoshow.com/sanjose/)

**Saturday, January 11, 2014, 10:00am.** **GGAHC** Board Meeting and event planning for 2014. Meet at 2010 Crow Canyon Place, San Ramon, CA, 94583, which is the building adjacent to the office of Lee Bardellini. (Lee's office is 2000 Crow Canyon Place.) The entrance is via the courtyard between the buildings. The door will be locked, so Lee will either be there at start times to greet attendees and let them in or the door will be blocked open. His cell phone number will be posted on a door sign in case he is inside when someone arrives. Park behind the buildings.

### Meeting schedule

10:00am—11:30am Board Meeting  
11:30am—1:00pm Event planning for 2014

Club members are encouraged to attend all or part of these meetings. Lunch will be provided. Please notify Marty Allen of your attendance so that we can order sufficient quantity. [Martyallen@aol.com](mailto:Martyallen@aol.com).

**February 14—16.** Sacramento Autorama at Cal Expo. The focus is customized American cars. <http://www.rodshows.com/sa/>

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## Christmas Luncheon & Annual Club Meeting at The Spinnaker

**Saturday, December 7, 12:00pm to 3:00pm**

**The Spinnaker, 100 Spinnaker Drive, Sausalito, CA 94965**

After three years of cruising the San Francisco Bay for our annual Christmas party, this year we will stay on land. However, we will keep the Bay front and center by holding our party at The Spinnaker Restaurant in Sausalito.

The Spinnaker Restaurant has panoramic views of the Sausalito waterfront, San Francisco skyline, Angel Island, Belvedere, Alcatraz, and the Bay Bridge. Floor-to-ceiling glass walls provide spectacular views from every angle in the dining room, which is built on piers directly over the water. The view is unrivaled and is the best in the San Francisco Bay Area. Located in beautiful historic Sausalito, The Spinnaker is just a short drive from the Golden Gate Bridge. The stunning view is surpassed only by the freshest seafood and finest ingredients. After lunch you will have the opportunity to wander around town, visiting some of the galleries, shops and local watering holes.

Our lunch party will begin at 12:00 noon and end by 3:00 pm. That's three hours of fun, eating and sipping your favorite beverages. To add some fun to this annual gathering we will have live entertainment—not your boring background music either. The legendary Dean Martin obviously cannot attend the party, but this group is the best substitute. For those of you who have never attended a Healey Christmas party, this is the year to attend. The location is superb and the time is mid-day, so there is no night driving involved. No excuses. Those of you who want a hotel nearby can view the attached file for a listing compiled by Marty Allen.

This our final event for 2013. We promise to have lots of wine available because we have learned that wine and Healeys go well together. And, we have a perfect complement of food; you will have a choice of chicken, salmon and vegetarian for your main course. There will also be a great assortment of hot snacks, salad and dessert. All of this will be provided for \$30 per person for GGAHC members, and \$45 for non-members.

To reserve your place, please fill out the accompanying Christmas Party signup form and mail it to Dan Sekella with your check by November 20<sup>th</sup>. This is not a time to procrastinate. We are limited on space, so we might enforce a cut-off if too many sign up. Please register early.

We hope to see a significant portion of the Club this year at our annual gathering. It will be fun, and we all have something in common besides enjoying driving our cars to wineries. We all own one of the most beloved cars in the world—not the fastest, not the most expensive, and not the oldest—which has become an icon in motor car history.



# It's a Healey Christmas Party!

Saturday, December 7

12:00—3:00 pm

## The Spinnaker Restaurant

100 Spinnaker Drive, Sausalito 94965

Please mail this form with your check by November 20

GGAHC Members \$30 each		Main dish (check one)		
First name	Last name	Salmon	Chicken	Vegetarian
Guests \$45 each *		Main dish (check one)		
First name	Last name	Salmon	Chicken	Vegetarian

\* Guests are non-GGAHC members. Limit of two guests, minimum age 21. This event is subsidized by the Club, hence the higher fee for guests.

Your cost for GGAHC members = \$ \_\_\_\_\_

Your cost for guests = \$ \_\_\_\_\_

Total amount of your check = \$ \_\_\_\_\_



Mail by November 20 to: Dan Sekella  
1410 Mohr Court  
Concord, CA 94518



## Newsletter & Web Site Management

**Editor:** Loren Parks (530) 893-8643  
[LorParks@gmail.com](mailto:LorParks@gmail.com)

**Web site:** [www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com)

**Webmaster:** David Cross (408) 893-4912  
[dcross95020@yahoo.com](mailto:dcross95020@yahoo.com)

Contact Loren Parks for advertising rates.

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

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[Klein.ahc@att.net](mailto:Klein.ahc@att.net).

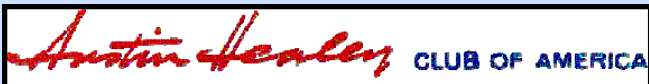
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The Golden Gate Austin Healey Club is affiliated nationally with the



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## Healeymarket



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

### For sale: 1958 Austin Healey 100-6

Ted Noble: [ted@wavenoble.com](mailto:ted@wavenoble.com) or (916) 543-2982

Due to physical limitations I must sell my 1958 100-6 which I purchased new. The mileage is approximately 162,000; the engine was rebuilt 38,000 miles ago and brought to AH 3000 specs. Receipts are available for all major work, including removal of all body dings and repainting Healey Blue. I ask \$45,000 for this one-owner beauty.



\*\*\*\*\*

### For sale: Original fenders for BJ8

Front right and left rear. Need some work but they fit. Photos available. \$50 each.

Don Newman: [deneuman2@charter.net](mailto:deneuman2@charter.net)  
(530) 542-3641

\*\*\*\*\*

### Garage sale: used Healey parts

Here is a partial listing of parts I got with my 1961 BT7, or kept when I replaced with new parts. Almost all are original equipment. Some are priced and some are giveaways because of condition. Contact me for complete list.

2 starters 12V	Misc. bumper brackets
3 generators 12V	Headlight buckets & rings
2 SU carb. assemblies	Sway bar
Intake manifold	Door hardware
Front suspension (left)	Hood hinges
Rocker assembly	Pedal assembly
Flywheel	2 Distributor bodies
2 oil filter assemblies	Grille
Valve cover	Steering box & column

Loren Parks [Lorparks@gmail.com](mailto:Lorparks@gmail.com)  
(530) 893-8643