



GOLDEN GATE

HEALEY HAPPENINGS

HEALEYS AT OAK FARM VINEYARDS

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Lodi Winery Tour

Steve & Patty Darfler



The Fourth Annual Lodi Winery Tour on May 3, including 10 cars and 18 people, departed the Oakley McDonald's and crossed the Antioch Bridge onto the timeless and narrow San Joaquin Delta levee roadways. Isleton and Walnut Grove were the big towns along the way, but there were several other charming small places we plan to revisit some day to browse their antique stores. Among the other sights, I was amused to see a large ship off to the right, sailing through a field where the waterway couldn't be seen. Healeys were made for roads like those and the time passed quickly. It took just 75 minutes to cover the 42 miles to our first stop—the Michael David Winery on Highway 12 west of Lodi.

Although the Michael David Winery was started as a fruit stand in 1973, by 1983 Michael and David Phillips (brothers) had joined the emerging Lodi wine industry. Their winery is a pleasant place with indoor and outdoor tasting areas, a bakery, café, fresh produce stand, and a reputation based largely on the Seven Deadly Zins—Lust, Rage, Greed, Envy, Vanity, and my two favorites, Sloth and Gluttony. With the tasting well underway, sandwiches, fruit and brownies were served and we had a nice lunch, camaraderie, and a view of the sprawling flower garden.



**▲ Wine tasting at Michael David Winery
Michael Phillips' Triumph ▼**



Continued on next page



Pescadero Tour

**June 7
See page 10**



Mountains to the Sea

**July 26
See page 11**

Lodi Winery Tour (continued)

Michael and David crush about 11,000 tons of grapes per year into Vitamin Z and other varietals. Michael is also a British car enthusiast (see the photo of his newly restored, baby blue 1959 Triumph) and another fan of the talents of David Nock and his restoration team at British Car Specialists.



After our leisurely stop, we started our engines and proceeded on the seven-mile trip to Oak

Farm Vineyards, which offers “structured, yet supple single-vineyard varietals that truly express their *terroir*.” I’ll admit that this description is mysterious to me—an old chemical engineer not inclined to describe liquids as supple. I am, however, pleasantly surprised to learn the meaning of the all-encompassing *terroir*, and once I learn to pronounce it (*tehr wahr* according to the resident Francophile) I will be very glad that I read the marketing brochure.

Well, now that the language issue is out of my system I can heartily recommend the wines we tasted. The 2012 Barbera, Chardonnay, and Tievoli activated the story-telling molecules in the brains of some of the seasoned members of the Club and it was a real treat to hear a Brief History of how Pacific Centre became the GGAHC. The brief explanation was politics. There were also good stories of the Healey days of yore—fast trips up Highway 1, secret initiations at the Benbo Inn, spooky visits to ghost towns like Bodie, and other stuff I’m sure our members have done—story told or not.

The next leg of the trip, 42 miles to the Delicato Winery in Manteca, was driven as a series of sprints between the farm-section stop signs. The Indelicato Family made the wise decision to change their name to Delicato



Jerri Nock, Linda & Kern Tilley (MGB folk)

and now makes 60 million gallons of wine per year. Since they’ve been in business for some time, and since I’m always armed with a weird question, I was curious as to what became of the vineyards during Prohibition. And the answer is: The vineyards were used to grow grapes! The interesting part is that the grapes were sent to individuals who were allowed to make 200 gallons of wine per year for their own personal consumption. That, my friends, is 1,009 standard bottles per year. Our forefathers owe a debt of gratitude to the Delicatos, and it is our duty to pay it!

Many thanks to David and Jerri Nock for setting up another great tour through the Lodi Wine country. We hope to see you at one of the future Club events.



Sharon & Rich Clarke, Mike Sonneman, Lee Bardellini



Cathy & John Turney

Participants

Lee Bardellini
Rich & Sharon Clarke
Steve & Patty Darfler
Roger & Donna Hawk
David & Jerri Nock
Mike Sonneman
Robert & Marie Louise
Sardeman
Kern & Linda
Tilley (guests)
John & Cathy Turney
Jim & Maurita Walton

All British Motor Vehicle Show & Swap Meet



Loren Parks

The United British Sports Car Club held it's annual British vehicle show and swap meet at the Dixon Fairgrounds on May 18. The weather was superb and the turnout was excellent. There were 297 British vehicles including 9 Austin Healey 100-6 and 3000 models, 6 100-4's, 6 bugeye Sprites, and 3 square Sprites / MG Midgets. In addition there were two or three Jensen Healeys. Voting was by popular choice, and all the ballots had to be turned in by noon. At 1:30pm the winners were announced. Our GGAHC member Jerry Costanzo did a fine job as Master of Ceremonies. Congratulations to the UBSCC for putting on a good show. ▶▶



Jerry Costanzo's newly restored TR3A



1937 Rolls Royce Phantom III



1981 Reliant 3-wheeler

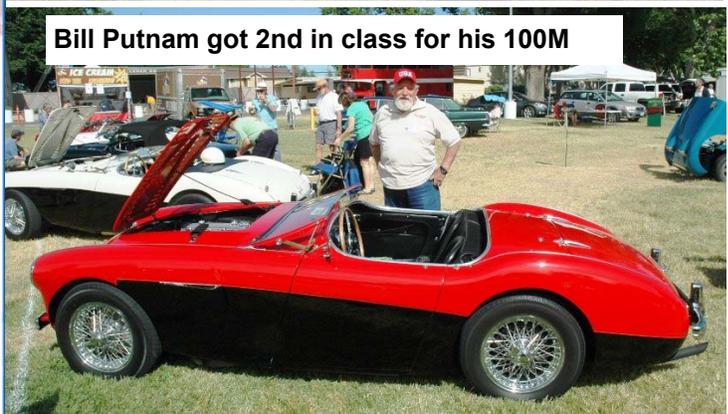
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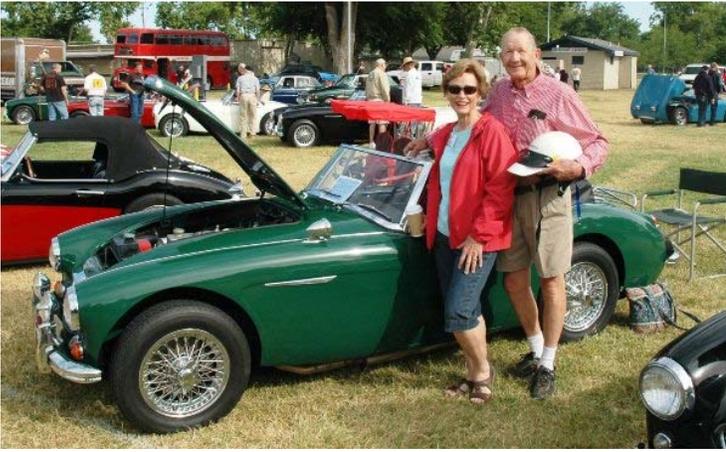
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Bill Putnam got 2nd in class for his 100M



Double duty: Donna & Roger Hawk with Mk3▲ & 100M ▼



David Nock got 1st in class with this newly restored BT7



Lynn & Rich Kahn got 3rd in class with their BJ8



Rod Hill's Toyota powered Sprite



▲ George Henke & AH100; ▼ Loren Parks & BT7



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Ted Shelton & Mike Sonneman left their Healeys in the parking lot to avoid winning prizes.



▲ Phil Foster & BN2



▲ Does a grass skirt count as a modification?

GGAHC Participants

- Jerry & Katie Costanzo Triumph TR3A
- Phil & Sue Foster BN2
- Ken Freese Jensen Interceptor
- Roger & Donna Hawk 100M, BJ8
- George Henke BN1
- Rod Hill Sprite
- Rich & Lynn Kahn BJ8
- Rick & Arita Magno 100M
- David & Jerri Nock BN4, BT7
- Loren Parks BT7
- Bill Putnam 100M
- Greg Trewin Sprite

GGAHC Spectators

- Mike Sonneman
- Ted Shelton



The Full House Mouse



Hola, Lola. Vamos a la carrera!



The wicked Allard



Snoopy at the wheel.

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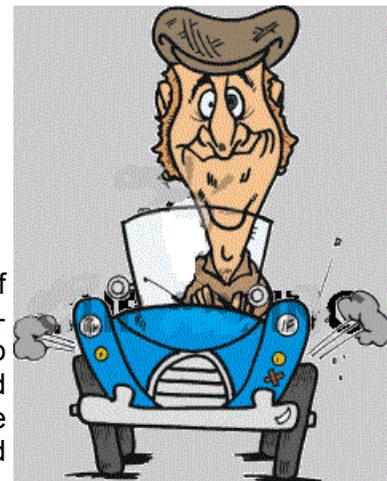
INERTIA SWITCHES AND YOU

(Fuel Cutoff Switches)

John Elliot

Austin Healey Owners Association of British Columbia

Let's suppose you were merrily travelling along the Yellowhead Highway east of Edmonton in 1989 at about 2 am, trying to get home in your well-used but reasonably reliable BJ8. You heard an odd noise from the rear end and stopped to check it but nothing seems amiss, thus returned to your normal cruising speed of 72 mph (where the Healey always seemed to vibrate the least). A short time later following a slight lurch, a rear wheel complete with hub passes the car and heads off down the highway and eventually out of sight of the headlights.



It is one of those moments in life where you know that something bad is possibly about to happen and you have a few moments to contemplate actions which may have a significant bearing on the remainder of your existence. While somehow the door gets cracked open, you are acutely aware that just behind your behind is an electrical device pumping 94 octane from a tank just behind it under you to some devices up front that are close to a hot exhaust manifold. Knowing that any second the old beast will figure out it is only rolling on three wheels makes you reluctant to take both hands from their newly acquired iron grip on the wheel.

Fortunately the event ends well and amidst a shower of sparks you grind to a halt and are very quickly far from the thing, which in the excitement still has the ignition on and fuel pump merrily clattering away (everyone knows those pumps work best when subjected to the occasional hammer blow anyway). Nothing catches fire but you realize that things could have ended quite differently.

The fuel pump inertia switch (*aka* fuel cutoff switch) is a safety device designed to turn an electric fuel pump off in the above event or a more serious rollover or impact. As with most safety devices, fire codes and the like, it probably came into being as the result of somebody's misfortune thus it is worthy of some thought.

British Leyland started to install a Lucas version on the MGB circa 1975, possibly as a result of US legislation or a sea of product liability claims they were reportedly involved in at the time. The Americans seemed to start putting them on vehicles as they switched over to electric fuel pumps in combination with fuel injection in the late 80s and early 90s. I think they were eventually incorporated into the overall computer system in later vehicles. I'm fairly certain that if the Healey had stayed in production for a few more years it would have received one, and it is pretty easy to incorporate this safety feature if you are so inclined.



As our founding member pointed out the Lucas inertia switch may also be used as an immobilizer by removing the plunger but ...do you really want to trust Lucas with a safety switch? Others might say that all Lucas switches are essentially immobilizers. The Ford switch used in late 80s and early 90s F150 pickups (mounted on the fire-wall near the driver's feet) and Taurus (mounted in the trunk on the driver's side) seems to be really popular if you look on the web—particularly with racers. It is still available new for a little over \$100 or you can buy a used one from the junk yard (i.e., recycler) for 5 or 10 bucks. The advantage of the used one is that you can grab the electrical connector and a couple of feet or wire with the switch—which makes wiring it up pretty easy.

Continued on next page

Inertia Switches (continued)

In terms of installation location keep in mind that you want to be able to reset it if you need to (say after a big pothole or a parking lot hit) thus reasonable accessibility without it being a nuisance is probably a good guide. The disadvantage of putting it right at the fuel pump (in addition to getting dirt in it) is that you would probably need to remove a wheel to reset it. It could go in the trunk with a little more wire and I suspect under the dash with a little creative wiring. It is a simple series connection and all you need to remember is to mount it straight up and down.

On the MGB race car I put it in the cockpit so I could see it if it was activated (if say the car got shunted hard enough to set it off and I wanted to reset it and continue) – **see photo**. It is easy to mount with a bracket using an existing bolt in a manner that it could be quickly removed for "originality" if you wanted to sell the car to somebody who just wants a trailer queen.

The down side of the switch is that you need to remember that you have it and might need to reset it after a big bump. Also of course like anything electrical it can fail. They apparently fail open so would stop the car if that occurred. Aftermarket switches also available, but why not use something that is cheap and has probably been tested to meet some sort of DOT standard likely in conjunction with millions of dollars of crash testing? I'm absolutely certain that Donald Healey would see no problem in making his cars better.

If you feel lucky of course you don't need safety glass, seat belts, fire retardant seat foam or an inertia switch. We live in times however where the aforementioned failed rear wheel hub was replaced with a new one bought from a reputable supplier (as you may have also done) but had no manufacture's name or country of origin stamped on the part. We also know that ULC and CSA certifications, pressure ratings and bolt grades are routinely "faked" on parts. Best to try and compensate where you can.

Happy (but safer and updated) Healeying!

This article is a reprint from ***Wings***, the newsletter of the Austin Healey Owners Association of British Columbia, with permission from the author.



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BRITISH LIPS



Ghost Cars in a Ghost Town

Loren Parks

Bodie is a ghost town on the east side of the sierras near Bridgeport, CA. The town has been protected since 1962 as Bodie State Historic Park. It was a mining boomtown with its heyday from late 1877 to late 1880; at its peak it had a population of 5,000 to 7,000 and buildings numbering approximately 2,000. About 5% of the structures remain, and the only inhabitants are State Park employees. Diana and I visited Bodie on May 4 and were surprised to find the remains of five cars in various stages of disintegration, only one of which I could identify—a 1938 Ford flatbed truck.



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Editor's Column

Loren Parks



Diana and I took a two-week RV trip in May which included Reno, Mono Lake, Bodie ghost town, Las Vegas, Sedona AZ, the Grand Canyon, and Laughlin NV. We returned with numerous impressions and memories, some of the highlights and lowlights of which I would like to share with you.

- ◆ **California on the east side of the Sierras.** This part of the State is beautiful and sparsely populated. It had been a long time since I visited this area, and I was reminded how interesting it is.
- ◆ **Downtown Reno.** Despite extensive efforts by the City to upgrade the downtown area, it is populated too much for our tastes by the underclass and sleazy businesses.
- ◆ **State and National Park Services.** They are doing a terrific job in spite of severe budget constraints.
- ◆ **Wind.** Head winds and side winds in the desert resulted in a noticeable sucking sound as our pickup pulling a fifth-wheel consumed fuel. The lowest price for 87 octane fuel we saw was \$3.56 in Las Vegas, and the highest was \$4.79 in Barstow. You must pay to play in an RV.
- ◆ **Jubilee!** This show at Bally's is fantastic—the way Las Vegas used to be. It includes breathtaking costumes and scenery, topless showgirls, and a cast of over a hundred! We got tickets for under \$60 each at Discount Tickets on the strip.
- ◆ **Sedona.** Beautiful! Loved it! Sedona has one of the most highly developed tourist industries we have ever seen. Some people report getting a buzz from the so-called vortexes, but not us.
- ◆ **Grand Canyon.** It's still there and still grand. Our last visit was in 1968 and a lot has changed, such as paved paths along the rim and shuttle buses. Mule rides into the Canyon along the Bright Angel Trail are now limited to 10 people per day, and you must spend the night at Phantom Ranch. This two-day venture costs \$500 each.
- ◆ **Route 66.** Sixty years have passed since Bobby Troup composed the tune *Route 66*, which immortalized the route and hopefully made him rich. The legend lives on—especially in Seligman, AZ. I will soon prepare an article about this.

Keep those wheels turnin'.



Calendar of Events

Contact Dennis Gilroy to list an event: Gilroy.crew@gmail.com. For a more complete list see www.GoldenGateHealeys.com. *You are advised to verify the dates of events that are not ours.*

June 7. GGAHC. Pescadero Tour. Page 10.

June 14. Tiburon Classic Car Show featuring Mercedes www.tiburonclassiccarshow.com.

June 15-20. Healey Conclave 2014 at Hot Springs, VA. www.homesteadconclave2014.com.

June 21. Concours Judging School at Park Avenue Motors in Palo Alto, sponsored by the Mercedes Benz Club of America. Methods apply to other cars too. Hours: 10am—2pm. Fee: \$20. <http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/B791AD1B-BF15-A3FE-60CE2748496E3915>

June 23-27. Rendezvous 2014 at Bend, Oregon. Page 10. www.healey-oregon.org.

July 20 Hillsborough Concours d'Elegance www.hillsboroughconcours.org/

July 26. GGAHC Santa Cruz Mountains-to-the-Sea Tour. See page 11.

July 26. Hayward All-British Car Show & Swap Meet, hosted by the Mini Owners. www.moasf.com/hayward/

August 11-17. Monterey Car Week. www.montereycarweek.com

August 23. Capitol Concours d'Elegance in Sacramento. www.shrinersconcours.com.

August 24. GGAHC National Austin Healey Ice Cream Social at Foster's Freeze in Vacaville. Page 11.

September 6. GGAHC Tour the famous Jelly Belly Factory in Fairfield, Reiffs Gas Station Museum in Woodland for lunch, and Turkovich Family Wines for wine tasting. See page 11.

September 6. Chico Concours. www.chicoconcours.com.

September 13-14. British Fall Classic in Morgan Hill. www.thebritishfallclassic.com.

September 13-14. 24 Hours of LeMons at Thunderhill Raceway. www.24hoursoflemons.com.

September 20-21. Danville Concours d'Elegance. www.danville-delegance.org.

September 27. Ironstone Concours d'Elegance, Murphys, CA. www.ironstonefoundation.org.



Historic Pescadero Tour June 7

Join us for a drive to the coast and a walking history tour of Pescadero. You'll get to enjoy cool cars and cool car people. The Golden Gate Austin Healey Club, the Alfa Romeo Association, and the Pebble Beach Sports Car Club have all been invited, but any nice, fun people in cool cars are welcome!

We'll have two start locations, driving over twisty local roads, through redwood forests and ranchlands and along the coast, to the historic town of Pescadero.

San Mateo: Meet at 9:30 at the Laurelwood Center, at the corner of Highway 92 and Hillsdale (1218 West Hillsdale Blvd, San Mateo, 94403). There is a gas station on the corner and a Starbuck's in the Piazas grocery store. The group will leave at 10:00.

Santa Cruz: The south coast group will meet at The Abbey Coffee Lounge (350 Mission Street, Santa Cruz, 95060), leaving there at 10:30.

Both groups will arrive in Pescadero ~11:30 at the **Native Sons Community Hall, 112 Stage Road, Pescadero, 94060**, www.pescaderohall.com/about.html). There is parking on Stage Road and in the town lot at the corner of Stage Road and Pescadero Road. We'll have custom box lunches from the Pescadero Country Store, eating inside the beautiful, recently restored Hall. You'll have time to look at all the cars and place your vote for the People's Choice Award.

After lunch, local historian Greg Timm will lead a walking history tour of Pescadero. We'll finish at my house in town for coffee and Duarte's famous pie!

You are welcome to come in any cool car. The cost for the day will be \$25 per person. **The registration deadline is June 1**, and you can register by mailing me a check along with your lunch request and release form (Nancy McCroskey, PO Box 291, Pescadero, CA 94060). Please email me that it is on the way (nmccroskey@aol.com)

I hope to see you soon!

RENDEZVOUS 2014

June 23 - 27, 2014

The Austin-Healey Club of Oregon is putting on a big party! The 2014 Rendezvous will be held at the **RIVERHOUSE HOTEL** in **BEND, OREGON** from Monday, June 23 to Friday, June 27. Please call for room reservations now! Call 855-387-3443 and refer-



ence the Austin-Healey Rendezvous. Room rates are \$129 plus tax for a river view and \$119 plus tax for a non-river view.

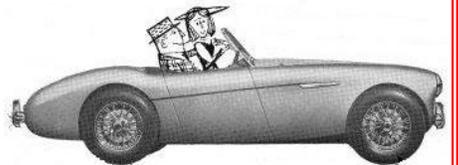
The theme is **MARDI GRAS** for the Monday night buffet and the Thursday night Awards Banquet. Tuesday is the car show and lunch at Fort Rock Park in Sunriver. Wednesday is filled with tech sessions and tours, plus an auction in the evening. Thursday has Fun Day activities followed by the Awards Banquet. Depart for home on Friday.



Rendezvous 2014 Registration and Regalia forms are available at the Austin Healey Club of Oregon's web site, www.healey-oregon.org

Put your top down and head for Oregon! Bend promises sunshine! If you have any questions please contact Gary Jackson at 541-923-9766 evenings, or email to grjackson2@bendbroadband.com.

If you would like to join a caravan from the San Francisco Bay Area to Bend, Oregon, contact Dennis Gilroy (contact info appears on the last page of this newsletter). This caravan will depart Sunday, overnight enroute, and arrive in Bend on Monday.



Mountains to the Sea

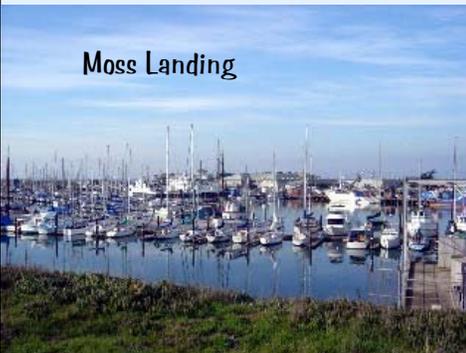
Join David Cross and Nick Klein on the **Mountains-to-Sea tour**—a day tour on **July 26** starting in Los Gatos. The drive will meander through the redwoods of the Santa Cruz Mountains. After about an hour they plan to stop at the Burrell School Vineyards for an infusion of vitamins. From there the tour will continue on back roads, arriving at the Sea Harvest Fish Market for lunch. The Sea Harvest is a casual-style restaurant owned by local fishermen, situated just near the Elkhorn

Burrell School Vineyards



Slough Bridge by the Moss Landing Power Plant. The restaurant overlooks the Moss Landing Marina

Moss Landing



with views of seals and sea otters.

After lunch the tour will continue to Gizdich Ranch for some yummy fresh pie, then over Hecker Pass to one more winery famous for chocolate wine—sustenance for the remainder of the trip. From there they head back.

Meet on July 26th at 9:30 am in the parking lot of the Los Gatos Lodge (50 Los Gatos-Saratoga Rd, Los Gatos, 95032). Directions: Coming south on Hwy. 880/17, exit East Los Gatos-Saratoga Rd. (second exit ramp). Parking lot is on your right after crossing the overpass. Please have a full tank of gas. Pay for your own lunch.

Please let one of them know that you will attend.

Nick Klein
(408) 264-2411
Klein.ahc@att.net

David Cross
(408) 893-4912
dcross95020@yahoo.com

Escargot À La Mode



Annual Ice Cream Social in Vacaville
August 24
Details to be announced

Jelly Beans, Gas and Wine, September 6

Tour the famous **Jelly Belly** Factory, then travel a great Healey road to the fascinating **Reiffs Gas Station Museum** in Woodland. Have lunch in a 50's style diner and enjoy the crazy collection of old time automotive memorabilia and retro 1950s nostalgia. Make a final stop at **Turkovich Family Wines** for wine tasting. Cost for the day will be approximately \$15-20 per person. Details forthcoming.



September 6



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Contact Loren Parks for advertising rates.

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Healeymarket

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



WANTED. A Layshaft cluster #AEC3616, first gear and synchromeshes for my 1961 BT7. William Donnelly Ph. [707-224-2154](tel:707-224-2154).

Specialty Bolts



Dual bolt



Shark bolt for stripping through threads



Tandem bolt



Double headed bolt



Offset bolt for holes near the edge