



GOLDEN GATE HEALEY HAPPENINGS



HEALEYS AT CRATER LAKE, OREGON BY STEVE KORBAY

Golden Gate Austin Healey Club

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TIBURON CLASSIC CAR SHOW

JUNE 14, 2014

Bill Putnam



Tiburon is a small, quiet hamlet on a peninsula jutting into San Francisco Bay. The show was conceived by Tom O'Neil and a few friends in 2002 after a downtown renovation provided this lovely place. The first year of the show saw 32 cars show up, and it has grown since then to over 120 cars this year.



1935
Auburn
Roadster

Staged in Waterfront Park, just south of the ferry terminal, the park has views of the Bay complete with sail boats, power boats, and of course the ferry against a backdrop of the Golden Gate Bridge.



The show is not a *concours*, although some of these classics would qualify, but rather a gathering of classic car owners who love to show their beautiful machines to the public. The public loves to see them; the crowd was huge. There are no judges or prizes; instead, all the funds collected go to local charities.

Each year there is a featured marque; last year it was Austin Healey and this year it was Mercedes-Benz. The marque was well-represented with an ▶▶



1908 Pierce Arrow



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► assortment of gull-wing coupes, roadsters and sedans.

Two GGAHC members besides myself were in attendance. Steve Korbay showed his 1964 BJ8 and Robert Devlin showed his 1956 BN2. Tom O’Neil--the founder of the show and also the host--showed his 1956 BN2 Le Mans.

There were so many Marques represented I can’t begin to list them all, but the oldest was a 1902 Prescott Run--about followed by a 1918 Pierce Arrow Touring car and a 1935 Auburn Boat Tail Roadster.

There were plenty of food vendors with beer and wine for those who wanted to picnic on the grassy area between the show and the bay. It seemed like there was something for everyone. The weather was sunny and warm with cool zephyrs off the bay to complement the beautiful cars at this scenic venue.



Robert Devlin



Gerry Coker’s inspiration for the fold-down Healey windshield



1935 MG



Tom O’Neil’s 1956 AH Le Mans

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1962 Morgan



CATHY'S CORNER

Getting Halfway There is Half the Fun

Cathy Turney

There were a lot of takeaways from Rendezvous 2014—not even counting the towels, name tag holders, and clock radio—like being there to witness the culmination of untold numbers of dollars and hours of effort that everyone spent preparing his or her Austin Healey for the trek to Bend, Oregon.

MyHusbandTheEngineer says, “There’s an element of adventure when you take the Healey to a Rendezvous.” This is the closest he’s come to admitting that his car is undependable. He explains the allure of a Healey trip: “We can’t all hike Patagonia; we have to have our adventures where ~~there’s AAA service we can.~~”

We agree that things would go better if we bring the RV. And if I drive it versus both of us riding together 550 miles each way in the Healey.

It starts out well. MHTE pulls the behemoth out of the driveway, over the curb, and into the street for me. Then he hops into the Healey and guns the engine.

“Wait!” I yell over the noise. “Don’t you have any tips for me? You know it’s only the second time I’ve ever driven this thing.”

“Oh.” he says. “Well, your job is to stay behind me and watch the GPS and the rear view monitor.”

“I cannot multi-task in this vehicle. I can only aim. And besides, why do I have the GPS if you’re leading?” Which he doesn’t hear because he’s already gleefully roaring down the street. So, with that tutorial, I decide to just go for it and let my fellow travelers keep me in line, or between the lines, or something.



How many American men does it take to fix a British car?



We meet the caravan at Williams where we enjoy a nice lunch, and then the sleek train of cars with an RV caboose motors on through the windy hills to Redding, uneventfully, except for when I have to loudly ask cars cutting in front of me if they heard my horn and if they love life. Then it becomes more eventful.

We round the bend, and there is Ted Shelton’s car, parked at the side of the highway, hood up, with six male heads peering under it.

“Let’s try a spark plug,” one recommended.

“Here, try a car part,” a *significant other* offered. She keeps car parts in the glove box. ▶▶

► Ted's assessment of the situation was that the problem could be fixed by pushing his Healey over a cliff. Really. And I hesitate to reveal this because it's sacrilegious.

"Did I hear 'smoke?'" asked Dave Nock, who was overseeing the operation by cell phone. "Call a tow truck."

But the men were busy "fixing," and ignored Dave's expert advice. So a woman called AAA. When the tow truck arrived two hours later, the men wouldn't release the car because they were still busy fixing it. Fix, fix, fix. Let me just say that the RV with its powder room, air conditioning, refreshment bar, and soothing music, was the MVP of that caravan.



Significant others play the odds

At the Event

I can't tell you what men base their choice for best car on, but I always vote color. We bought the RV because the inside is willow green, so I was heavily biased toward Michael De Wilde's Mark III in "California Sage." That's about as technical as my observations get, despite my being mistaken for a knowledgeable Healey enthusiast by a Corvette owner at the show.

I enjoyed Steve Day's Ladies' Tech Session with his wife, Laurie, contributing from the audience. I complimented her on raising such a highly-evolved husband. Steve's mission was to empower us significant others, to raise our level of consciousness so that when the Healey daddy tries to overrule our assessment of the situation, we can say with conviction, "I told you to check the oil before we left." So that we can advise our husbands not to buy cheap gas because it deposits goopies in the carburetor. So that we can recognize when it's time to take the car to Steve in the North or Dave in the South, because if there's one trait these Healey owners seem to have, it's perseverance. To a fault. After all, isn't the point of all these rendezvous and outings and tech sessions to get the dang car out of the garage and onto the highway so we can go wine tasting?

And Steve was man enough to acknowledge that while we SOs don't sign all the checks, we do have veto power. (And then there are those of us who just prefer not to know.)

I was able to further my research into the blue eye phenomenon: that anyone with blue eyes is really smart. At dinner with fifteen couples, every one of the Healey daddies had blue eyes. Including one who said his were green, but I think he was pulling my leg because he believes I'm a blond.

In summary, the pilgrimage Rendezvous was great. I want to thank Len Hartnett who gave me all his drink tickets, and the California and Oregon Departments of Transportation who worked together despite our border differences to extend those roadside wake-up bumps from Bend, Oregon to Concord, California. And a special nod to the California Border Protection Station who waved me through when I responded to their question, "Do you have any fresh fruits or vegetables in your vehicle," with "Define *fresh*." I mean, that is a rather subjective question.

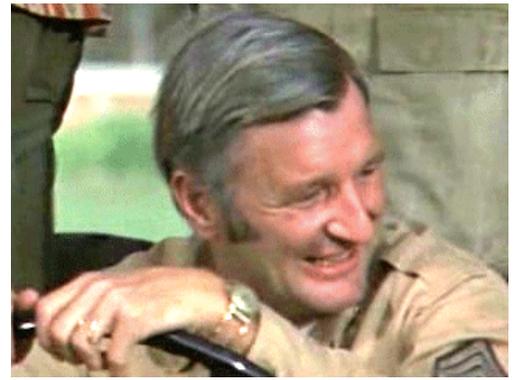


The agony of defeat

Get Your Kicks on Route 66

Loren Parks

It has been 60 years since Bobby Troup wrote the lyrics for *Route 66*, which made Route 66 famous and hopefully mucho money for him. Bobby's first wife Cynthia co-wrote the lyrics while on a cross-country trip with Bobby but never received credit. He subsequently married singer Julie London and they stayed together 40 years until his death in 1999. In addition to being a jazz pianist he was an actor in movies and television. Now that I have digressed, on with the real story.



*Bobby Troup as Lt. Gorman in the movie M*A*S*H. He appeared only in the scene where he drives Elliott Gould and Donald Sutherland from the Tokyo Airport where they arrived from Korea to perform surgery on an officer's son. As they stand in the jeep carrying on like crazies, Lt. Gorman repeatedly says, in exasperation, "Goddamn army."*

We have the following information from the US Park Service. "U.S. Highway 66, popularly known as "Route 66," is significant as the nation's first all-weather highway linking Chicago to Los Angeles. The period of outstanding historical significance for Route 66 is 1926 to 1970. The national system of public highways brought geographic cohesion and economic prosperity to the disparate regions of the country. As a component of the federal network Route 66 linked the isolated and predominantly rural West to the densely ►►



1936 Chevy that Juan Delgadillo drove to promote the Snow Cap Drive-in.



The mannequin ladies on the deck probably do not represent waitresses.

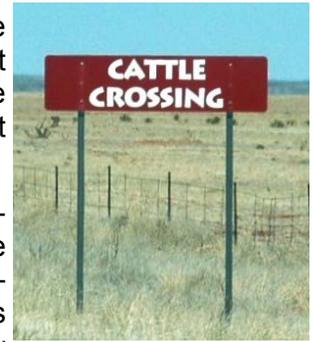
► populated urban Midwest and Northeast. The appearance of U.S. Highway 66 came at a time of unparalleled social, economic, and political disruption and global conflict. It also enabled one of the most comprehensive movements of people in the history of the United States. One result was the irreversible transformation of the American far west from a rural frontier to a pacesetter, metropolitan region.”

“After the road was decommissioned in 1985, federal and state agencies, private organizations, and numerous members of the public realized that remnants of the road were quickly disappearing, and that the remaining significant structures, features, and artifacts associated with the road should be preserved. In 1990, the U.S. Congress passed Public Law 101-400, the Route 66 Study Act of 1990. That led to Public Law 106-45, and the creation of the Route 66 Corridor Preservation Program.”

In 2011 Diana and I stopped in Seligman, Arizona, for fuel and got a brief view of the Route 66 tourist trap. During an RV trip in May this year we had some time to spare, so we took the bait. After an hour in Seligman we drove west to Kingman, AZ along old Route 66 which lies north of Interstate 40. There isn't much along that 87-mile stretch of desert other than Burma Shave signs, two small towns, and Grand Canyon Caverns. We visited the store but not the caverns. The surprise of the trip was a derelict Jensen Healey among other old vehicles around the store which are intended to conjure up memories of the Route 66 era. Since the Jensen Healey was produced from 1972 to 1976, it appeared near the end of the heyday of route 66. Of course I examined it carefully and concluded that it belongs in the car morgue.

There are numerous locations between Los Angeles and Chicago where remnants of historical Route 66 can be explored. If you like history and can tolerate the tourist schlock you are likely to have a fine time. The old cars alone are worth seeing.

(Continued on next page.)





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Reliving American nostalgia

Packaged Route 66 motorcycle tours (Harleys of course) are available between Chicago and Los Angeles, and take about 3 weeks. This group of 6 cyclists is from Poland. A 50's Chevy police car escorts the group out of town, siren wailing. Tour buses line the main drag of Seligman.



The derelict Jensen Healey



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Editor's Column

Loren Parks



Random Thoughts

After attending Rendezvous I gave some thought to the excellent attendance by our GGAHC members—48 people from the GGAHC went to Bend, Oregon for the Healeyfest! Just prior to that 30 GGAHC members traveled to Morro Bay for California Healey Week. These numbers might appear modest in light of the fact that the GGAHC includes 172 households and about twice that many people, but much better when you consider that approximately half of our members are inactive—they pay their dues and just receive the newsletter. The Club has tried to increase participation by keeping dues low, by emphasizing that you need not bring a Healey to events, and by subsidizing the costs of event participation. Event subsidization is the principal way we spend money, and those who do not participate do not receive monetary benefits.

In an era when national vintage car club membership is declining it is gratifying that the GGAHC has grown a bit since I became newsletter editor in 2008. Perhaps we are doing something right. But there are numerous Austin Healey owners in our region who do not join our Club; all we can do is try to make the Club better in hopes of attracting some of them. Also, there is confusion about which Austin Healey club is which, and that might adversely affect membership. At various events I have asked Healey owners I don't recognize if they belong to the GGAHC and sometimes they say they don't know, which usually means they don't belong. There is confusion between national clubs and regional clubs, and between the two national clubs.

Total membership in Healey clubs will probably experience a secular decline because of the aging of current Healey owners, the disinterest of the younger generation, and the increasing cost and difficulty of restoring and maintaining the cars. And there is another reason—Healeys are leaving the USA. When Healeys are sold they are increasingly likely to be purchased by dealers who export them to Europe. Despite the expectation of a declining clientele, the Austin Healey Club of America and the Austin Healey Club USA cannot agree to merge to combine resources and strengthen the support to Healey owners; they are mired in a political impasse at our expense. Go figure!



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.*

August 2. **GGAHC** Mountains-to-Sea Tour. Page 9

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

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

August 24. **GGAHC** National Healey Ice Cream Social at Foster's Freeze in Vacaville. Page 9.

September 6. **GGAHC** Tour the Jelly Belly Factory Reiffs Gas Station Museum in Woodland for lunch, and Turkovich Family Wines for wine tasting. See page 10.

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.

October 4. **GGAHC** Wine and Cheese Tour. See page 10.

October 4-6. Classic Sports Racing Group's 11th annual Charity Challenge at Sonoma Raceway
www.csrgracing.org.

October 5. Niello Concours at Serrano.
www.nielloconcoursatserrano.com

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Mountains to the Sea

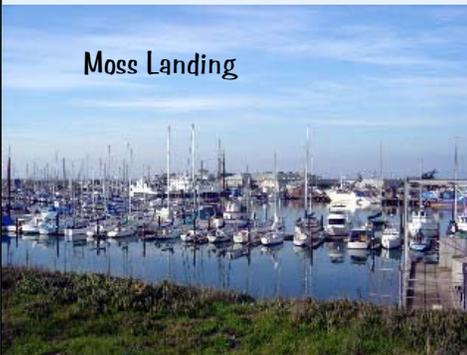
(The date of this trip has been changed from July 26 to August 2)

Join David Cross and Nick Klein on the **Mountains-to-Sea tour**—a day tour on **August 2** 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 Slough Bridge by the Moss Landing Power Plant. The restaurant overlooks the Moss Landing Marina 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.

Burrell School Vineyards



Moss Landing



overlooks the Moss Landing Marina 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 August 2 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



Healey drivers having fun at the Annual Ice Cream Social

August 24

10:00am—2:30pm

Fosters Freeze, 653 Merchant Street,
Vacaville, CA 95688

The Club will pay for 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,
thehartnetts@earthlink.net
(707) 425-4805



Join Rich and Lynn Kahn on **Saturday, September 6th** for a fun day that is sure to bring out the kid in everyone! **Meet at 9:30 am** at the famous Jelly Belly Factory in Fairfield, 1 Jelly Belly Lane, Fairfield, CA 94534. A 40-minute tour will provide a view of each step of the candy-making process. You'll even receive a complimentary bag of Jelly Bellies at the end of the tour and have an opportunity to browse the gift shop if you still want more. If you want directions to Jelly Belly please ask Rich and Lynn.

We'll travel a great Healey road winding past Lake Berryessa and arriving in time for lunch at the fascinating Reiff's Gas Station Museum in Woodland. Mark's entire house is an automotive museum of retro 50's nostalgia, antiques and culture. Step back in time, meander through the garage and enjoy your BBQ lunch in his 50's style diner. Lunch includes

chicken, tri-tip, potato salad and cole slaw for a fee of \$15 payable in cash. After lunch we'll stop at Turkovich Family Wines tasting room in historic Winters. Total mileage is just under 100 from Jelly Belly to Turkovich.

Please contact Rich and Lynn by August 25th to let them know you will attend.

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*Wine &
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Details forth-
coming*

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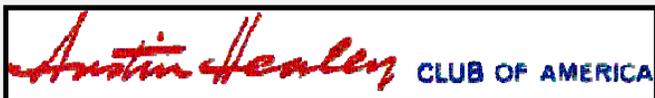
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Contact Loren Parks for advertising rates.

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Healeymarket

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



BJ8/BJ7 Tonneau Cover for Sale - \$125
In excellent condition. 3 extra tenex holes are covered. For more information including photos contact Rich Kahn at tahohealey@hotmail.com or [530-577-7615](tel:530-577-7615).

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