



LEE BARDELLINI'S BJ8

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## GGAHC EVENTS FOR 2015

Approximately 20 members of the GGAHC met on January 10 to generate a tentative event schedule for 2015. Some of the events listed below are hosted by other groups (*listed in blue font*), and we support them by joining them or by not scheduling competing events. If you would like to add or suggest an event please contact Dennis Gilroy ([events.ggahc@gmail.com](mailto:events.ggahc@gmail.com)). Some of the dates are subject to change; always verify before making plans.

### Tech Session

March 7      See p. 11

- March 7      Tech Session, British Car Specialists, Stockton. See page 11.
- April 12     Brunch at Garre Winery followed by tour. See page 11.
- May 2-3     Chico area tour. See page 12.
- May 17      *United British Sports Car Club's British Car Show in Dixon.*
- June 6-7    Sierra Passes Tour. Two long days of driving over the Sierra passes: Tioga, Sonora, Carson and Ebbett's.
- June 22-26 *Healey Rendezvous 2015, Alderbrook Resort, WA.*
- July 18      Visit to SF Bay Water Model in Sausalito followed by drive.
- August 2    *Blackhawk Automotive Museum. Attend the Cars & Coffee event held monthly.*
- August 10-16 *Monterey Motor Week.*
- August 23   Ice Cream Social, Fairfield or Vacaville.
- Sept 12-13 *The British Fall Classic in Morgan Hill. Tour and car show.*
- Sept 26-27 Fall Colors Tour in the Nevada City area with overnight at the Rainbow Lodge near Soda Springs.
- Sept 26     Pescadero Tour (with other car clubs).
- October 10 Winery tour in Marin/Sonoma Counties.
- Nov 12-15 *California Healey Week at Palm Desert, CA*
- December 5 Christmas Party & Club meeting at Trader Vic's, Emeryville.



*Brunch & Tour*

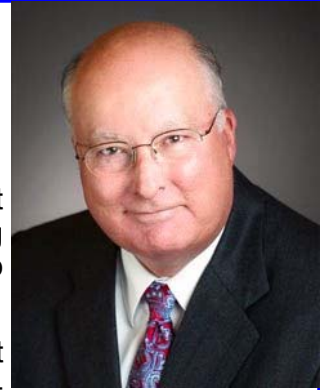
*April 12*

*Page 11*

garre

# SUMMARY OF THE JANUARY 10 BOARD MEETING

Lee Bardellini



A meeting of the Board of Directors was held January 10, 2015. Incoming President Richard Kahn welcomed the new Board and set out his goals for the coming year. Increased participation in events and obtaining more articles prepared by Club members for the newsletter are among his several priorities.

Nick Klein (Membership) reported that nearly 30 members from 2014 have not yet renewed for 2015. They were sent a reminder along with the January-February newsletter that they must renew by February 1 if they want to continue receiving the newsletter. A final effort will be made to obtain renewals after February 1 by calling those who have not renewed.

Dennis Gilroy (Treasurer) announced that a new bank account has been established for the Club which solved several ongoing issues. Dennis provided a summary of income and expenses through November 2014. Club finances are in good shape with only a minor reduction in the bank account balance from last year. This is expected to change to positive when the accounting for December and receipts for membership renewals are added in.

Cathy Turney (Regalia) provided a mission statement for the Regalia Committee. The objective is to have high quality regalia at an affordable price, and to provide a small revenue for the Club. The Committee is currently investigating the merchandise quality and prices of potential suppliers.

John Turney (Webmaster) reported progress on updating and streamlining the website and website access. Ideas for public and club member access were outlined and an intriguing discussion about member e-mail addresses linked to a club domain was presented. No decisions were made.

Loren Parks (Editor) summarized the status of the newsletter and said that advertising income is up for 2015 due to the addition of Moss Motors and upsizing of the ad by Victoria British. Regarding Rich's desire for more articles by members, Loren commented that members have always covered events when asked but unsolicited articles are rare. Previous general solicitations for newsletter articles have been ineffective. He will add more technical articles to the newsletter at the request of some members of the Board.

There are inconsistencies in the GGAHC Bylaws which must be corrected. The entire document will be reviewed during the coming months to correct errors and omissions, and a revised document will be presented for a vote to approve.



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# Cars and Coffee

*A Southern California Tradition Dies Of Success*

Mike Scroggie, Austin Healey Association of Southern California



## An Era is Over

Cars & Coffee, the first and by far the largest informal car gathering in Irvine is ending after over eight years. The "largest" has become its undoing. The organizers, a group of dedicated volunteers who devote many hours weekly to its operation, have announced that attendance has outgrown both the facility and their capacity to manage it. This fact, plus the construction of apartments across the street from the exhibit lot that would lead to noise issues in the coming months, have led to the decision to put the event on hiatus. What the future holds, no one knows.

## The Early Days

What began as a spontaneous, informal gathering of classic car enthusiasts at the Crystal Cove Promenade parking lot in early 2003 has morphed into one of today's largest and most celebrated car shows in the country. The event began as a split-off from Donut Derelicts in Huntington Beach when several Hot Rod owners decided to meet regularly each Saturday in the Crystal Cove Promenade shopping area near the Starbucks at a "more civilized time" of 8am before the shops were under construction. With no promotion, invitations or announcements the gathering grew quickly as motorists driving on the Pacific Coast Highway (PCH) would notice the classic cars and the word spread. Soon, more and more cars arrived each week as the owners gathered to enjoy each other's cars and a cup of coffee. Actually, in the early days it didn't have a name per se, but was sometimes referred to as "Croissants & Coffee" or "Croissants & Cars," according to Marc Greeley, a co-founder and spokesman.

"Dr. Ron" Davies has generously shared with me most of the accounts and photos of the early days of the event and introduced me to Marc Greeley. Dr. Ron joined the group when there were only 12 cars attending...and his Healey was the only foreign sports car among the hot rods and American classics. He said that attendance was under control until Barry Meguiar filmed a "Car Crazy" segment there and the word got out and attendance mushroomed. Soon, cars of all descriptions (hot rods, American classics, foreign classics, exotics) were arriving and the parking lot (which could handle about 100-200 cars) filled up. Evidently, a couple of Lamborghini salesmen began bringing demo cars and guys would roar up and down PCH test-driving them, attracting complaints from surrounding residents and the attention of the police. Also, attendance became such a problem that cars began coming earlier and queuing up on PCH trying to get in, creating a traffic mess. Eventually, on October 14, 2006, the Irvine Company (which owns the Crystal Cove Promenade) decided ▶▶



► to avoid all the problems and bring the event to an end. So, in late 2006 a group of organizers headed by Marc Greeley along with Barry Meguiar, Dan Gurney and others began looking for another site in Orange County to host the event. Even Congressman John Campbell, and Newport Beach City Councilman Ed Selich, classic car owners, got involved. After considering a number of locations like the Balboa Pier, Fashion Island, Corona del Mar's main beach area and the Dana Point harbor, Ford Motor Company came to the rescue. Freeman Thomas (design director) and John Clinard (local PR manager) often attended Crystal Cove and they presented the idea of migrating to Ford's Premier Automotive Group headquarters on Gateway Avenue near the Irvine Spectrum. The idea was accepted, Freeman coined the name "Cars & Coffee" and developed a logo, and the plan was set in motion.



### Cars & Coffee is Born

John Clinard, announced beginning October 21, 2006 that Ford had agreed to host the weekly gathering. (Note that Mazda and, more recently, Taco Bell also have offices in the complex and have generously supported Cars & Coffee). John, his wife Linda and five dedicated volunteers (Arlyn Timmes, John Schirmer, Doug Schirmer, Gary Mitchem and Brent Baillie) have been there almost every Saturday morning since, greeting arrivals and assisting attendees. We are all indebted to them for their dedication and hard work making Cars & Coffee what it is today.



The unorganized event or "gathering" has exploded to an enormous car show, attracting hundreds of cars each week and spawning other Cars & Coffee like events in more than 100 other cities around the world. Barry Meguiar's *Car Crazy* show has done several video segments on Cars & Coffee, as has Wayne Carini's *Chasing Classic Cars* show on the Velocity channel. Over the years, the show has grown tremendously... over 410 Saturdays, 185,000 cars exhibited and 450,000 visitors attended. So many cars show up that, on some Saturdays, the 600 car capacity lots fill up and they have to turn cars away. In a sense, the show is a victim of its own success. It is so popular because almost any car owner can show up and park next to and mill among the classics, antiques, and exotics. But who wants to go there and see modern cars that you can see at a car dealer's show room, or almost anywhere in Newport Beach? Part of the beauty, and the success, of the show is that anyone can come but that is also the largest drawback since it creates overcrowding and clutter. Due to crowded conditions, the volunteers called a meeting last March with 14 of the influential regular attendees to discuss what to do. The decision was made to no longer admit 4-door cars newer than 1999 into the exhibit lot. This was reluctantly adopted as the necessary approach to take, although the volunteers have not enjoyed turning anyone away.

### Will A New Era Begin?

We have been told that December 27th will be the last Cars & Coffee gathering in Irvine. Like a phoenix, will Cars & Coffee rise out of the ashes? If so, where will it be and how will the event be managed? If not, for all of us car enthusiasts, it will be a very sad day. Organizers are looking for alternative locations but it may be difficult to find one as suitable as the Ford complex. Our appreciation goes out to the Ford Motor Company for their gracious hospitality and especially to John and Linda Clinard for their personal commitment over the past eight years. Thanks for the memories!

*Authors Note: I first attended this "gathering" at Crystal Cove about 2004, and regularly thereafter once it moved to Irvine. I would like to thank Art Quillo, Dr. Ron Davies, Mark Greeley and John Clinard for their assistance with researching this article and for providing historical details; and to members of the Austin Healey Association of Southern California for many of the photos.*

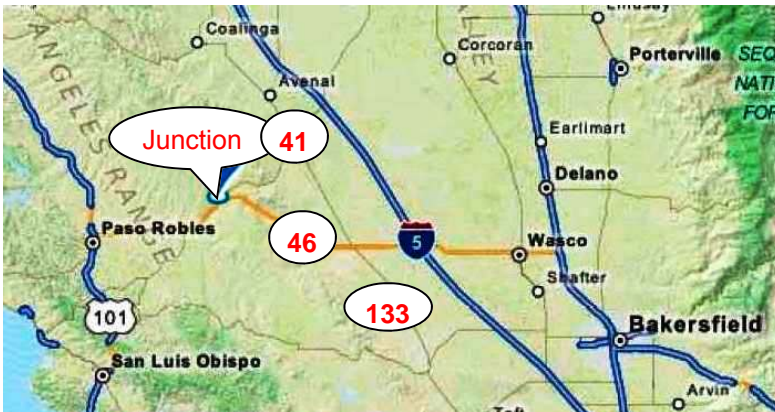


# The Demise of James Dean

Loren Parks



On September 30, 1955 at about 4:45 pm actor James Dean died in a motor vehicle accident at the junction of what is now designated California State Routes 46 and 41. He and his mechanic, Rolf Wütherich, were enroute from Los Angeles to Salinas where he was going to race the Porsche 550 Spyder in which he died. His death made headlines the world over because he was one of the most famous movie stars of that time at the age of 24. His most successful movies included Rebel Without a Cause (1955), East of Eden (1955), and Giant (1956).



James Dean drove north on 133 (“the racers’ road”), then west on Route 46. He was going to stop in Paso Robles for dinner with friends. Interstate 5 did not exist at the time.

Diana and I passed through the infamous junction—known since 2005 as James Dean Memorial Junction—on December 26. Having done a bit of research on the subject beforehand, we had breakfast at the Jack Ranch Café in Cholame where the interior is decorated with James Dean memorabilia, and where there is a small memorial outside. There is nothing in Cholame except the Café. The Junction is about five miles east of the Café; there are no structures and no safe place to stop for photos. A small memorial plaque is attached to a fence indicating the place of the accident but we missed it due to our focus on making the turn onto 41 North in traffic. (I got the Junction and plaque photos from the internet.) Due to the absence of anything that can be easily found on a map, the nearby town of Shandon is sometimes listed as the place where Dean died.

Details of the accident are available from a variety of sources on the internet, and they range from fact to speculation. It goes like this. Dean and Wütherich departed the L.A. area in the Porsche at 1:15 pm followed by two others in a station wagon pulling an empty car trailer. Dean was driving the Porsche instead of trailering it in order to log more break-in miles on a new engine. Dean drove fast and, when the two cars



► met up from time-to-time the others warned Dean about his speed. In fact, both vehicle drivers got speeding citations that afternoon. Dean was undeterred.

The Porsche 550 Spyder was very low, and weighed only 1,500 lbs. It was built to race and had little in the way of passenger protection. Although it had seat belts, neither Dean nor Wütherich was wearing them. At 4:45 pm Dean was headed west on Route 46, approaching the junction with Route 41, when 23 year-old Cal Poly student Jack Turnupseed turned his 1950 Ford Tudor left in front of Dean to take Route 41 north. The speed that Dean was driving has been estimated between 55 mph and 85 mph (probably close to the latter), but there was no conclusive evidence to establish speed. Dean tried to stop but the cars hit nearly head-on. The Porsche flipped into the air and landed wheels down beside the road. Dean died within an hour but Wütherich survived his serious injuries. He subsequently died in an automobile accident in Germany at the age of 53. Turnupseed was only slightly injured. He was not found guilty at the coroner's inquest three days later on grounds that the small Porsche could not be seen in the dim light, and it was moving at high speed. Nevertheless, he had been dealt a devastating blow that would haunt him the rest of his life.



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# LED LIGHTING ON MY 1967 AUSTIN HEALEY

by Super Bright LED's customer Glenn Abello

You are headed back from a local car show with your perfectly restored Austin Healey and the sun is sinking below the horizon. You flip your headlamps and panel lights on and...the dash instruments are still dark!

This is due neither to your aging eyes nor the switch being faulty. If you have ever removed one of your vintage Smiths gauges and examined it, you'd quickly discover the source of the problem. Once you extract the antiquated screw-in bulb, you'll discover it to be a blinding 2.2 watts! Even an owl could not see anything using this anemic light source.

Well, Upgrade Alley fans, we have a solution. The LED (Light Emitting Diode) was invented in 1962 by Nick Holonyak, a consulting electrical engineer while at General Electric in Syracuse, NY. Over the ensuing 50 years, LED lighting has developed into an excellent illumination source for automobiles that has many advantages over both incandescent and halogen bulbs.

- Longer lasting (up to 10K hours of continuous lighting vs 500-1200 hours for OE bulbs)
- Brighter per watt of output
- More energy efficient (minimal current draw, measured in milli-amperes)
- Cooler when operating (about 80°F)
- Safer within the existing electrical system (reduced fire hazard)

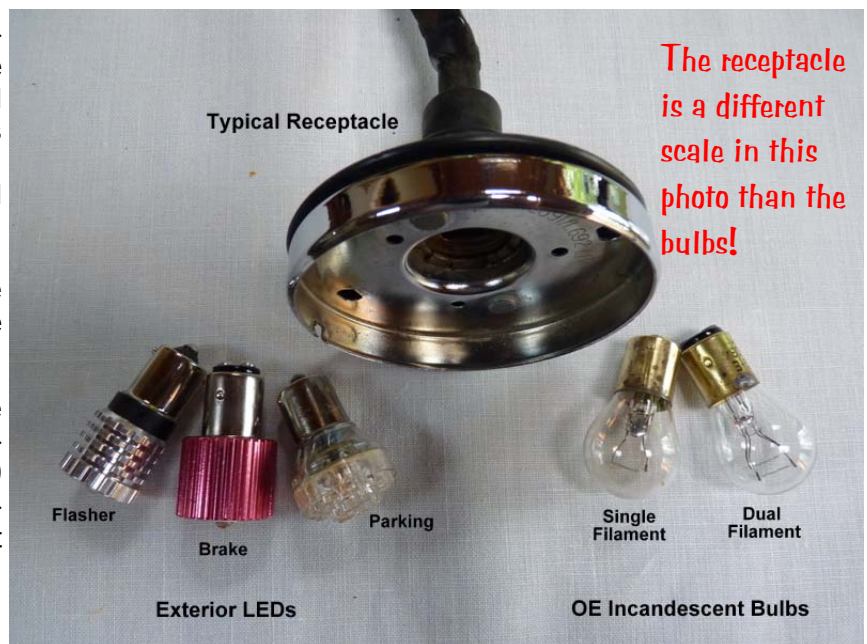
It's really simple to convert your Healey to LED lighting, both for the instrumentation/interior and the exterior. Here's what you'll need and the approximate cost. NOTE: all product numbers and pricing are from Super Bright LEDs, Inc of St. Louis, MO ([www.superbrightleds.com](http://www.superbrightleds.com)).

## DASH PANEL

Gauge Lighting: The original 2.2 watt bulbs and their sockets pull out from the backside of the Smiths Gauges. You will need to convert the original screw-in sockets to wedge-type receptacles. This can be accomplished by cutting the original socket wires and splicing in the replacements. Once in place, you will need four WLED-WHP Cool White High Power LEDs with a beam angle of 120°. These cost about \$5 each, are polarized (that is, you must insert them into the socket according to polarity, which is marked on the body of the bulb), last up to 10K hours and draw 25-milliamps (ma) of current (thus, reducing the risk of fire with your 45+ year-old toggle switch).

Other Dash Lighting: Now that you can see your instruments at night, let's convert the remainder of the interior lighting!

- High Beam Indicator Lamp (located in the Speedometer): change the receptacle as described above and insert one WLED-B90 Blue wedge-type bulb. This bulb is non-polarized, draws 18-ma and costs about \$1.39. ▶▶



- ▶ Turn Signals: You will need to replace the receptacle and insert a WLED-G90 Green wedge-type bulb (*NOTE: Two each for the BJ8*). These have the same cost and specs as the High Beam Indicator, except it is Green rather than Blue (*you will note that the bulb color should match the indicator color for maximum light penetration*).

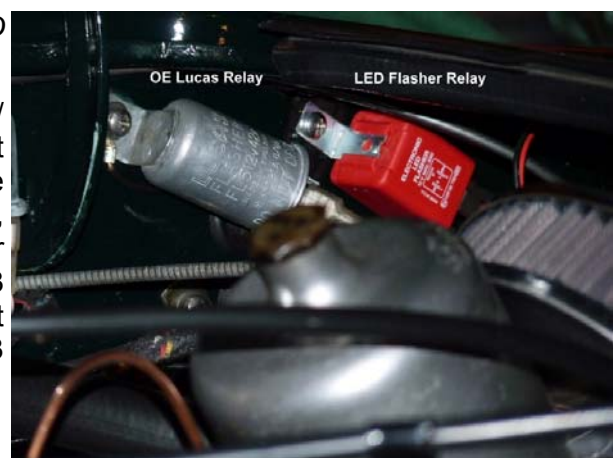
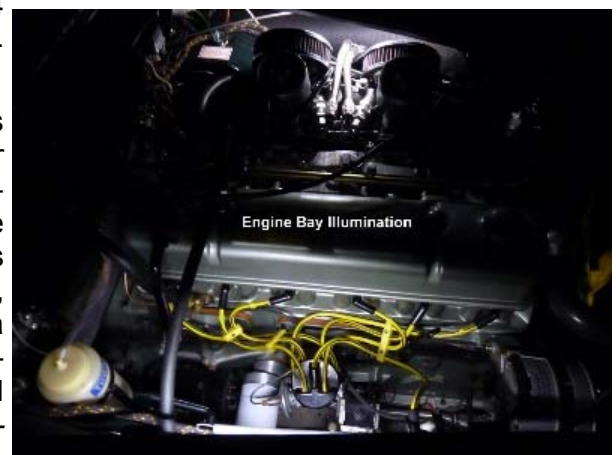
- Generator Warning Light: this red indicator is located in the Tachometer and CANNOT be replaced with an LED, as there are certain circuit requirements for the charging system that preclude use of a low current LED.

Interior Lighting: This is where you will be grateful for Dr. Holonya-k's genius. An LED light strip is available in varying lengths for use as lighting in the cockpit foot-wells, engine bay, boot (trunk) and glove box. This self-adhesive, weather-proof strip may be cut into any size segment (3-LED minimum), wired and switched via a "live" toggle for use when entering or leaving the car or when looking in the engine bay or boot after dark. An entire meter-long strip (about 39-inches, consisting of 60 LEDs, Product Number WFLS-NW60) costs under \$27 and draws 290-ma of power.

Parking Lamps (BJ8 Phase 2 only): These are the two clear plastic Lucas lamps located at the front of the car below the headlamps (and, by now you thought I was going to leave poor Mr. Lucas alone...not a chance!). These were originally lit by 5-watt, single element, #1156 bayonet-base bulbs. The LED replacements are Super Bright Product Number 1156-W24, which have the same bayonet-style base as the originals, draw 75-ma and cost about \$13 each. These Cool White illuminated lamps contain 24 LEDs, 18 of which point forward and 6 that ring the perimeter. Photo 8 shows the LED-equipped Parking Lights on at night.

Turn Signal Lamps (BJ8, Phase 2 only): The Phase 2 BJ8 was created in 1965 to conform to US Safety Standards. Earlier models, including the Phase 1 BJ8s, had the turn signals combined with the parking and brake lights. Turn signals for the BJ8 Phase 2 were made into separate, plastic amber-lens units for both the front and rear of the car. The unit utilized a 21-watt, single element, #1156 bayonet-base bulb. This is replaced by a Super Bright Product Number 1156-A24 LED. This Amber illuminated unit is similar in design to the Cool White LEDs utilized for the BJ8 Parking Lights above. *NOTE: in order to successfully use LED turn signals, an F3 Flasher Relay must be installed. This relay senses the low current draw output of LED lamps, thus allowing them to flash on-off, and costs about \$13.*

Turn Signal Lamps (BN1 through BJ8 Phase 1): The Parking/Turn Signals were contained in a single, clear-glassed unit (plastic for the BJ8) located at the front of the car below the headlamps. The original bulb was a two-element (5/21 watt), #1157 bayonet based unit. This bulb is replaced by Super Bright Product Number 1157-WLX3, which costs about \$13 each. Again, in order for operation of LED flashers, you must replace the Lucas "mini-beer can" Relay with a Super Bright F3 Flasher Relay. ▶





APPLICATION	ORIGINAL BULB	LED REPLACEMENT	COST (EACH)
Gauge Lighting (all models)	2.2-watt screw base	WLED-WHP (requires wedge-type receptacle)	\$4.95
Interior Turn Signals (all)	2.2 watt screw base	WLED-G90 (requires wedge-type receptacle)	\$1.39
High Beam Indicator	2.2 watt screw base	WLED-B90 (requires wedge-type receptacle)	\$1.39
Parking Lamps (BJ8 Phase2)	1156 Single Filament Bayonet Base, 5 watt	1156-W24 Cool White, 24 LED, Bayonet Base	\$12.99
Turn Signals (BJ8 Phase2)	1156 Single Filament Bayonet Base, 21 watt	1156-A24 Amber, 24 LED, Bayonet Base (requires F3 Flasher Relay @\$13.00)	\$12.99
Turn Signals (BN1-BJ8 Ph1)	1157 Dual Filament Bayonet Base, 5/21 watt	1157-WLX3 White Luxeon 3 watt LED, Bayonet Base	\$12.99
Brake Lights (all models)	1157 Dual Filament Bayonet Base, 5/21 watt	1157-RLX3 Red Luxeon 3 watt LED, Bayonet Base	\$12.99
License Plate Lamp (all models)	#57 Single Filament BA9S Base, 3.4 watt	BA9SF-W-12V Cool White LED, Bayonet Base	\$1.99

**Brake Lights (all models):** The original bulb for this application was the 5/21watt dual filament, bayonet based #1157. The Super Bright replacement is the very bright 1157-RLX3. When you apply the brakes, the output of this lamp comes close to causing retinal flash burns! You will definitely be seen. This LED requires a current of 240-ma (2.1 amps for the OE bulb!) during the braking function (65-ma as a tail light) and costs about \$13 each.

**License Plate Lamp:** The ubiquitous English car license plate lamp unit contained one or two bayonet based incandescent bulbs. These are replaced by Super Bright BA9SF-W-12V LEDs at \$2 each (*See the next photo for a comparison of LED and OE illumination*). Now, the local police will be able to read your plate!

## SUMMARY

Conversion from the original incandescent lamps to their LED equivalents is quick, relatively inexpensive and very efficient, both in lighting quality and minimizing current demands on the electrical system. It is recommended for the daily driver and the occasional British show car. Exterior LEDs may run against the Concours Crowd as being “non-original,” but LED illumination of the gauges should be within bounds. After all, it is a matter of safety to be able to read your instrumentation after dark!

*Editor's comments: There are other suppliers of LED lights not mentioned in this article. Furthermore, the prices cited were in 2011 and might have changed since then. There are other articles about this subject on the internet. You should read these articles because they offer some different methods in some instances. Here are a few references.*



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<http://www.healey6.com/Technical/Conversion%20of%20Reflector%20to%20LED.pdf>

<http://www.britishcarforum.com/bcf/content.php?147-Installing-LED-panel-lites-interior-lites-in-63-BJ7>





## Editor's Column

Loren Parks

The next issue (April) will mark seven years and 70 issues that I have published as Editor of Healey Happenings, and I have decided to retire. When I took over from John Trifari in 2008 I had no training or experience as an editor, and it was a challenge to figure out what to do and how to do it. Although I have always enjoyed the work, the challenge has faded and it has become more of a job. I need a break. In addition, I think it is time for a new editor to come up with some fresh ideas and try to inspire more members to contribute to the newsletter.

Rich Kahn is leading the search for a new editor. If you would like to be considered for the position, or to nominate someone, please contact him.

Richard Kahn (530) 577-7615  
[Healeyrich@hotmail.com](mailto:Healeyrich@hotmail.com)

I will continue to generate the newsletter until a replacement is found. For those of you who might be interested in being editor, I quote the slogan of my Peace Corps Volunteer days: "This is the toughest job you'll ever love."



## Calendar of Events

Contact Dennis Gilroy to list an event: [Gilroy.crew@gmail.com](mailto:Gilroy.crew@gmail.com). For a more complete list see [www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com). You are advised to verify the dates of events that are not ours.

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**March 7.** **GGAHC** Annual Tech Session hosted by British Car Specialists in Stockton. See page 11.

**April 12.** **GGAHC** Brunch at Garre Winery followed by tour. See page 11.

**April 26,** 10am-4pm. Pacific Coast Dream Machines show at Half Moon Bay Airport.  
<http://dreammachines.miramarevents.com/>

**May 1-3.** Rolling Thunder. Classic Sports Racing Group vintage races at Thunderhill. [www.csgracing.org](http://www.csgracing.org)

**May 2-3.** **GGAHC** Chico area tour. See page 12.

**May 17.** United British Sports Car Club's all-British show at Dixon Fairgrounds. [www.ubsc.org](http://www.ubsc.org). See page 11.

**May 16-17.** Marin-Sonoma Concours and Drive.  
[www.marinsonomaconcours.org](http://www.marinsonomaconcours.org).

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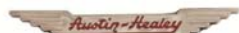
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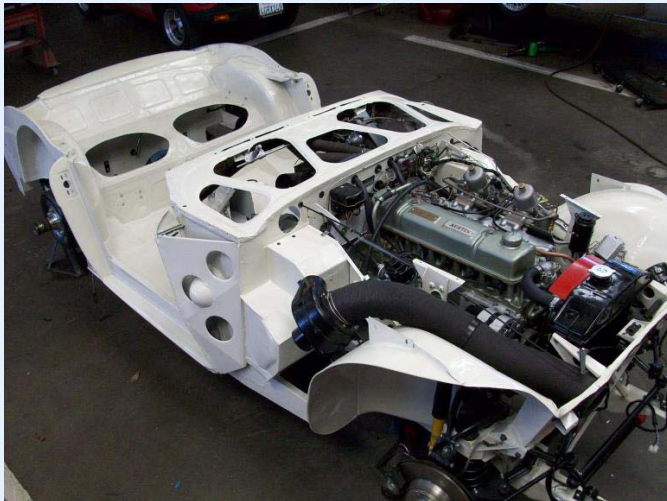
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### The Naked Austin Healey

Annual Tech Session at British Car Specialists

**Saturday, March 7, 10:00 am**

British Car Specialists, 2060 North Wilson Way, Stockton CA, 95205. Please let David Nock know that you will attend. (209) 948-8767

[Healeydoc@sbcglobal.net](mailto:Healeydoc@sbcglobal.net)

Registration deadline April 30

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**May 17, 2015  
Dixon Fairgrounds**



## Garré Winery Brunch and Tour

**APRIL 12 10:00AM BRUNCH**

**Garré Vineyard & Winery  
7986 Tesla Rd  
Livermore, CA 94550**

Meet at 10:00 am for brunch complete with eggs benedict, omelets, assorted fruits and all the fixings including bottomless Mimosas.

Afterward we will take a leisurely drive over Patterson Pass through Mt. Ranch and over Marsh Creek Road toward Clayton. We will then proceed on Morgan Territory Road along the base of Mt. Diablo to Livermore, ending at Interstate 580 and North Livermore Road. There are several places along the way where you can depart the tour and head home.

Please notify David Nock by **APRIL 1** and reserve your space for this brunch and tour.

Telephone: (209) 986-5910.

E-mail: [healeydoc@verizon.net](mailto:healeydoc@verizon.net)

The price is \$40 each. Mail your check (made out to David Nock) to:

David Nock  
1235 Eastridge Place  
Manteca, CA 95336



# Wanted

## Editor for Healey Happenings

**Contact:  
Rich Kahn**

**(530) 577-7615**

[Healeyrich@hotmail.com](mailto:Healeyrich@hotmail.com)

# Chico Area Tour May 2-3

- Meet in Marysville on Saturday morning May 2 at 10:30am.
- Picnic lunch and tour at Oroville Dam.
- Drive country roads through the historic towns of Oregon City and Cherokee, with a stop for wildflower viewing if conditions are good.
- Dinner at the home of Loren & Diana Parks in Chico. Entertainment by the Chico Saxophone Quartet (maybe).
- Overnight at the Oxford Suites Hotel in Chico.
- Sunday morning tour of the Abbey of New Clairvaux (monastery) including winery tour, wine tasting, and the historic Church.
- Lunch in Corning (situated on Interstate 5) at The Olive Pit Café and Store (you pay).

If you want to join this tour you must reserve your hotel room at **Oxford Suites** by **April 2**. Call (530) 899-9090 and provide the name **AUSTIN HEALEY CLUB** to get the special rate of \$120 (+ tax) for a Studio King Suite. A double queen bed room is available for \$155. A hot buffet breakfast is included.

The fee for this tour is \$35 each, which includes dinner with wine and entertainment at the Parks home, and a donation at the Abbey. Bring your own picnic lunch on Saturday or buy it at Subway next to the meeting point in Marysville. The wine tasting fee (you pay) is \$5 each, applied to the cost of wine if you buy.

**Please make out your check to Loren Parks and mail it to him by April 2.**  
**384 Brookside Drive, Chico, CA 95928.**

Please let Loren know if you will attend:

[Lorparksgmail.com](mailto:Lorparksgmail.com) or call (530) 893-8643

You will receive detailed trip instructions when you sign up.

## Healey Corral at Laguna Seca Historics

# Healey Corral at Laguna Seca Historics

The Golden Gate Austin Healey Club has tentatively set up an Austin Healey Corral for parking during the **Laguna Seca Historic Races** on **August 13-16**. This is preferred parking adjacent to the track—not the general admission parking on the rough and dusty hilltops. We don't yet know if the corral will be paved or dirt.

A pass for corral parking costs \$35 for all four days. You can park only a Healey in the corral—no substitute cars. The corral fee does not include the admission to the races. You need not be a member of the GGAHC—just bring a Healey.

*I need your message of intent to purchase a corral pass promptly so that we can keep the reservation.* Once we have a quorum and confirm our reservation you will be able to buy the parking permit directly on the Laguna Seca web site. Do not send money to me.

Contact: Loren Parks, [Lorparksgmail.com](mailto:Lorparksgmail.com)  
or call: (530) 893-8643

## Golden Gate Austin Healey Club Board of Directors

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Plus John Turney and Loren Parks, listed below.

### Newsletter & Web Site Management

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

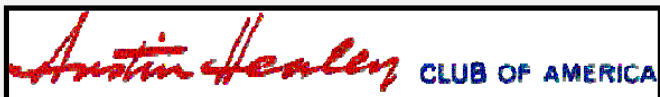
**Webmaster:** John Turney (925) 686-2290  
[Johnturney@pacbell.net](mailto:Johnturney@pacbell.net)

Contact Loren Parks for advertising rates.

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

### The Golden Gate Austin Healey Club

is affiliated nationally with the



**Healey Happenings** is the official publication of the Golden Gate Austin Healey Club, and is published for the benefit of its members. Material which appears in Healey Happenings represents the opinions of the authors and does not express the positions of the Golden Gate Austin Healey Club unless specifically noted. We do our best to assure accuracy, but cannot be held responsible for omissions or errors.

## Healeymarket

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



No submittals.

## Road Rage

Don't get mad; get even!



Tailgaters Beware!



Is that an F-16?



Move over, Granny!