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**New Event Coordinator**

\*\*\* **Marc Lewis** \*\*\*

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**“Driving Through Life”**

**By Kendall Freese**



Introduction:

Ken Freese has written a Biography titled 'Driving Through Life', he wanted to share some of his story with our fellow members of the GGAHC.

In this part of Ken's story, he is sharing his experiences in owning and driving various Austin Healey's over the years...

When I was growing up during evening milking time, I would be around Dad a lot in the barn, feeding the cows while he milked. I told him I wanted a Triumph TR4 when I was 16.

I liked the unusual looks and they had a sturdy reputation with a dealer in Waterloo. He was sort of non-committal. I liked Dad's Pontiacs as they seemed to have a little attitude, especially compared to Buicks.

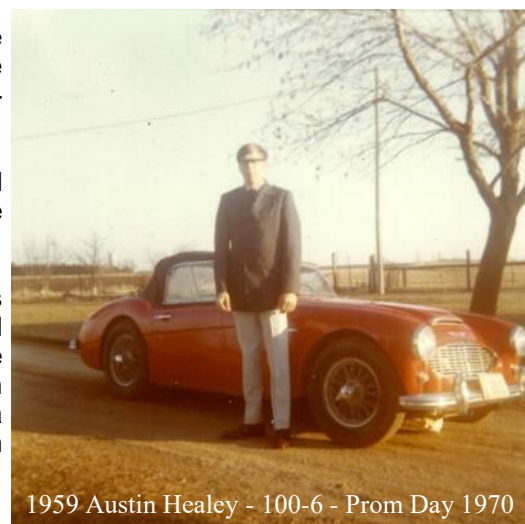
I remember when I was about 8 coming home in Dad's "new" 1952 Buick from a dealer in Waverly and how he liked the way it drove. It was a lot better looking than the mouse gray 1951 Chevrolet.

There was a very inexpensive car seat that hung over the front seat back. It had a steering wheel and was made of plywood and some tubing. It got transferred to the Buick. It sure had a good radio, too.

The Buick was relegated to the grove when I was about 12 or 13 due to a broken drive shaft, so I never really got to drive it.

I didn't get a car the minute I turned 16 in April, I didn't even get my license in April.

I don't think the high school drivers training class would be completed until summer time. I didn't get the license until July as Mom and Dad were on vacation and I was staying at Grandpa and Grandma's helping with the farm chores. ▶



1959 Austin Healey - 100-6 - Prom Day 1970

►► That might also have been the time when the farm hand doing the milking had a 1965 red Tri-Power GTO with a black vinyl top. He was back from Vietnam. That was a very cool car and I would sure like to have one today. Anyway to get my license, I took my driver's test in Grandpa's 1968 Rambler Ambassador. There were no problems and I'm sure it was better than using our 1950 Dodge pickup.

During the fall, then I started pestering for the Triumph. During milking time, Dad said the soy bean crop wasn't good enough and I would have to find something in the sub \$1000 range and a TR4 was probably \$1500. I didn't like the looks of the TR3. We made a trip to Chuck Felmer Foreign Cars.

There was a 1959 Austin Healey 100-6 there for \$625. I still have the Dec. 7, 1968 bill of sale where the mileage is not recorded and there was no warranty! It was painted dark blue, had wire wheels, but wasn't super shiny. I hadn't really thought of Healey's for myself as they were another price class above a Triumph. I had seen a 1963 Austin Healey 3000 at Felmer's on a Driver's Training class excursion in the summer. That was probably the first Healey I had seen in real life and for sure that car was too expensive. I said sure, the Healey would be fine.

Dad asked if they had a roll bar that could be installed. They had one and threw it in to the bargain. Amazing that it was less than 10 years old for that price. We picked it up in early December and I drove it home, but swung by Uncle Dean's farm to show it off and not get it dirty immediately on so many gravel roads to our farm.

After Dean's, I started to turn left onto our road as Mervyn Voight's passes me in the intersection and took a chunk out of the left front headlight. His big Dodge Polara station wagon landed in the ditch. I was unhurt but couldn't believe it. I do not know if I knew how to use the turn signals (tiny lever next to the horn button) or if they worked. I do not remember looking in the rearview mirror to see if there was anyone behind me. One shouldn't have to do that. I don't think the Sheriff charged anybody.

The Healey went to a body shop in Waverly. Soon it became covered in a snow bank while the shop looked for someone who could weld aluminum. It wouldn't really cost more to paint the whole car, so I had paint chip books to review that Christmas. I got two new tires for Christmas but no car to put them on.

I got a repair manual and couldn't really make the connection between the 3000 MK2 Convertible and my 100-6. There were BN4, 6, 7's, BJ7 add infinitum listed as models. It was very confusing. I picked Corvette Riverside Red as the color.

Somebody knew of an upholstery lady in Greene so we had the seats redone in black vinyl. She did a great job. Occasionally my friends would give me a ride to Waverly to look at the car and I remember a classmate Allen calling the shop to give them heck for me. It got out of the shop in March. The wooden top bow had broken and a replacement was on back order from St. Louis, so I didn't have a top on the car.

I drove it to school in April when it started to rain. I asked permission to put the car in the auto shop building to keep the interior dry. As I backed a couple of feet out of the parking lot, the left front suspension collapsed. The body shop should have done a more thorough inspection. I do not remember if they even found out.

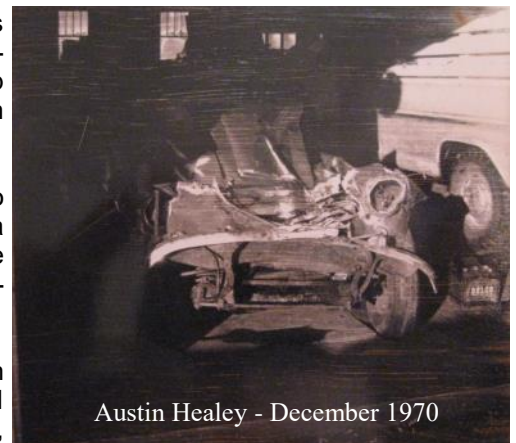
We had it towed to the farm and I figured out how to put a new king pin on it. That could have happened on the road at 70mph with bad results. I had not done many miles yet but knew I sure liked the 6 cylinder torque, over drive, and its looks.

The original color of that car was Primrose yellow and painted over with blue. I thought that the yellow I could see under the hood and under the dash was primer. I didn't realize that was the original color until years later when I didn't have the car anymore. Today, I would have repainted the car in its original color with black leather seats that have yellow piping. I have never been without a Healey since that day in December.

I took the red 1959 Austin Healey the 85 miles to ISU in Ames. I liked to drive on the Interstate as the speed limit was 75 mph back then. I met two other guys with Healey's, Bruce Johnson lived in our Fairchild house, kept his ►



Austin Healey vs. International Pick-Up



Austin Healey - December 1970

▶▶ car in the Student Union parking ramp and had a factory hardtop. His car always started in the winter and was sharp looking, dark blue with red interior. He had a good job working for the Department of Highways.

On my way home for the Christmas holidays, I got off the Interstate and picked up a hitchhiker near Williams. I told him to put on his seat belt. He did so then I crested a hill and a late model International pickup pulled out in front of me. I hit him hard and bent the pickup into a U. I woke up in the hospital. I only had a broken nose. My nose had broken off the rim of the steering wheel from the wire spokes. My hitch hiker almost lost his eye. The Healey was a goner. I have pictures of the Healey and the pickup.

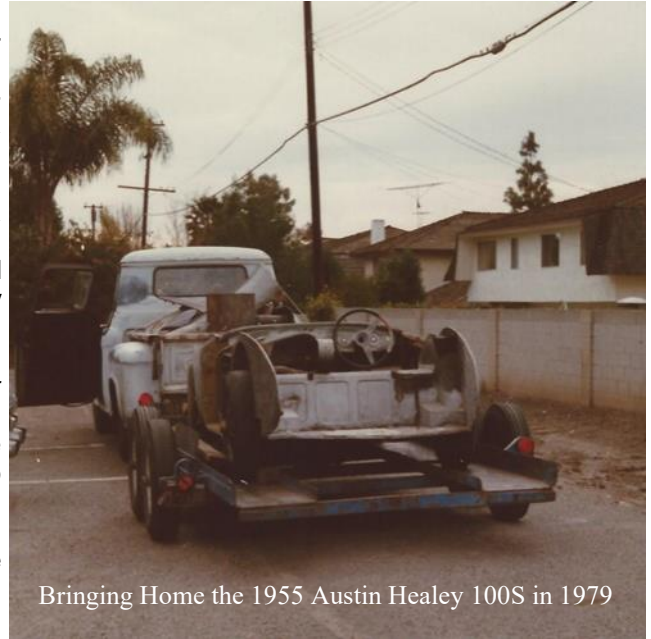
I think Dad was sort of impressed that the Healey had let me survive so well, so he and Grandpa watched the newspapers for me that I could get another Healey with the insurance money. After the 100-6 was wrecked, Dad and Grandpa found a 1966 Austin Healey 3000 in Des Moines while I was at ISU. They bought it without much consultation with me and dropped it off at the campus. I was pretty excited. It had windup windows and a nice folding top. It was painted silver with ground glass in the paint. I think I had seen the car on the street in Des Moines once when we were attending a Girls State Championship Basketball game.

The paint really sparkled under a street light, making it unforgettable. This model of the Austin Healey cars, 3000 MkIII was the last of them and had the most refinement and power. Unfortunately, it soon dropped a valve while I was driving to pick up a date.

Grandpa and I got another head and rebuilt the engine with a sleeve in that cylinder. The night that I got it put back together in Grandpa's shop, I rushed over to Uncle Dean's farm to attend someone's birthday party. I didn't have the oil filter on properly and left a trail of oil all the way.

Later that summer, I went to a party out in the country near Allison with a buddy. There were precious few gravel road curves in Butler County, but I went slightly too fast, like 30mph, and we flipped into the ditch and were wedged upside down between two trees hanging by our seat belts.

My pride was really hurt. The insurance payment was more than we had paid for the car. I kept the wreck and moved it to Uncle Heyo's shed until it could be rebuilt someday.



Bringing Home the 1955 Austin Healey 100S in 1979

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After college and starting a good job, I asked Dad's cousin's husband, Talmadge Southard, in New Hartford to put it back together for me.

He did a good job and painted it Corvette Riverside Red like the 100-6, but it would never be like new. There were still body fit issues. Healey's are really tough to get door and fender gaps like new.

We drove the Healey in southern California until 1980. I put side exhaust on it, put on a bigger sway bar, tried a rear sway bar, removed the rear sway bar, put mag wheels on and slalomed it. ▶

▶▶ When the 100S came along, I thought I should sell it to raise money for the 100S restoration and figured I could get a better street 3000 MkIII with California rust free origins some day in the future.

With some classmates, I went to Colorado for two or three weeks to a seminar at Colorado State University.

When we were coming back from the train station in Cedar Rapids, Dad or Mom told me that they had bought a TR3. I couldn't believe it and kept asking what they did with the Healey. I think they joked that it was gone. I didn't like that at all. It was all very out of character for my family.

I found out that Dad had gone to a farm sale and saw a very nice TR3 from New Mexico with no rust and a nice new top that needed a water pump. He bought it for \$400.

It really was a good car and had a good heater although the shift knob would come off trying to find reverse. I put on the water pump. It was the same as a Massey Ferguson which pleased Grandpa. I had my first date with that car.



Road & Track Award at Newport Concours in 1995

Eventually I had to make a choice on which one to keep with the Healey grunt winning. The TR3 got sold for \$700.

Today there are TV shows and books concerning finding and contemplating what to do about a barn find. Mine was a driveway find.

In 1979, I was driving a Ford Fiesta to get a haircut in Manhattan Beach and the oil pressure gage I had installed started to leak. I stopped in a residential neighborhood and started to walk to a hardware store for something to stop the leak and get me back home.

In the driveway of a modest house, I saw a tarp over a car that had normal British wire wheels, so I could see disc brakes on all four corners through the spokes. WOW, this was something special. There was no one home, but I could see that it was the remains of the most precious Austin Healey of all, a 1955 100S. It was the competition model and the factory only made 55. At last I had found a race car and could embark on my racing career.

I found a Manhattan Beach phone book and started going through it to match up an address with a phone number. Bingo! I called up Mr. Howard and eventually \$1000 exchanged hands. There was an extra engine (that was not a 100S engine) so I sold it later for \$200.

Mr. Howard had done some cutting of the aluminum body and supporting structure in preparation for installing a Chevy V8, but nothing that wasn't relatively easily undone. There are a lot of features that made the 100S so special, especially for 1955. Like right hand drive, aluminum head, 4 wheel disc brakes, all aluminum body skin, riveted aluminum body supporting panels, 25 gallon gas tank, 10 inch Plexiglas windshield, limited production, two tone paint, etc.

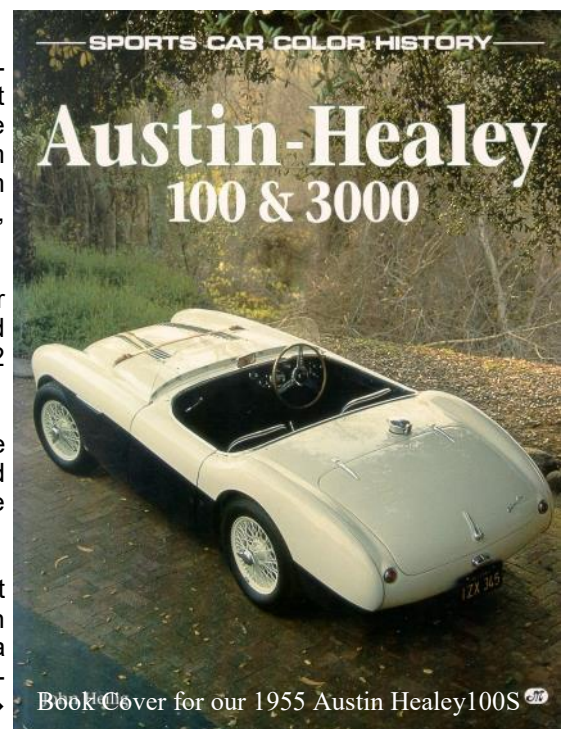
S stood for Sebring. The word Sebring could not be used as other car companies had already paid for the rights to it. The prototype of the S had come into 3rd place at the Sebring 12 hour race in 1954.



Queen Mary Slalom in 1978

The restoration took 15 years. Steve Pike would come out from Australia and either help us on a portion of it or maybe bring some unique parts for it.

Most of the aluminum body work (not paint) was done by an Indy car racer in Costa Mesa, Tom Beauchamp. He had a friend that used his shop to build a Midget that was famous as a builder ▶



▶▶ of Indy cars for 40 years, Lugi Lesofsky.

When we decided to send the body to Tom, Marsha thought that Lugi was an employee so felt comfortable that it was a big enough shop for two employees incase Tom got sick.

She got fooled. The shop was close to work for me so I could visit during lunch hour. There were other interesting visitors to Tom's shop I sometimes met. Tom had once worked for Dan Gurney's All American Racers and had been in their pit crew. I liked having that connection to the Costa Mesa racing community.

We declared it officially done in 1995 and had a Coming Out Party. I invited some Healey racers from back in the old days. Jim Parkinson could well have raced it at Riverside or Paramount Ranch. No one kept track of serial numbers in those days. I have written about the restoration many times, there have been some major magazine articles written about it and it is in two books (cover of one).

We got Best of Show in a California Healey Week event, top places in some other multi make concours, and the Road & Track Magazine Award at the Newport Concours, etc. It actually became useless to us. It was too nice for me to race. I could never afford to rebuild it if I wrecked it. It was too nice to do much other than show it and we didn't have a trailer or tow vehicle. We tried to sell it but the market was soft.

Uncle Dean came out to see it and go for a ride before it got sold. We took it with us to Northern California in 1997. I gave Mom a good ride on Union Mine Road in El Dorado when they brought the SVX out to California. She liked it even with the 10 inch windshield and sitting on the left side of the car. It got sold in 1999 to a couple in Pennsylvania.

It is probably worth \$500-700k these days. I became part of a pretty exclusive owners club around the world. Joe Jarick and I from Australia started the 100S Register to track ownership and history of all the S's. I gave it up in 2009. Sometimes I regret selling the car, but the same issues that drove me to sell it then still exist.

I talked myself into selling the 1966 BJ8 and use the money for restoring the 100S. It didn't take long to realize that the 100S restoration should be put off for a long time and I still needed a Healey to drive immediately. ▶

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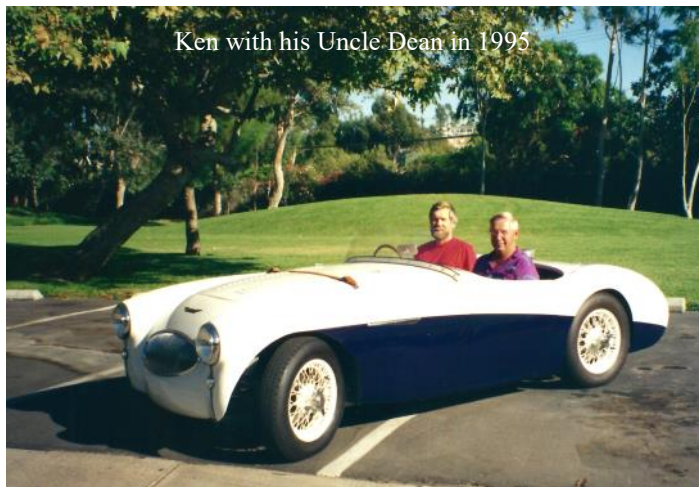
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Ken with his Uncle Dean in 1995

▶▶ By looking in the newspaper in 1980, I found a 1965 BJ8 being sold by a fast talking Englishman on behalf of a lady attorney. I found out that it was better than the 1966 but not by much even though it cost less than what I sold the 1966 for.

The 1965 was white with a red interior. The lady had lived by the beach and at some point the carpets had been soaked. I threw out the old carpets and treated a lot of surface rust on the floors.

The stereo got stolen and I replaced the poor condition wire wheels with aluminum GT Mags. There was water in the oil so I changed the head.

That was not the real problem. After melting a piston on the way to my sister Sydney's wedding in Iowa (trailing from Omaha to Allison) and rebuilding the engine in Allison, there was still water in the oil, looking like a milkshake.

I took the oil pan off, borrowed a hand radiator pressure pump from club member, Kendall and Uncle Dean 1995 Ron Phillips, and pressurized the cooling system.

When I lay on the floor and looked into the engine, water dripped on my head from a crack in the block. I got another block for free and stuffed the nearly new parts that had been installed in Allison into the replacement block. That two phased engine rebuild lasted until the mid 2000's when a piston melted again.

Now it is rebuilt with forged pistons and the timing is set at less than half of the stock value to prevent another melt down. I have redone the interior and put on a red top to replace the black top.

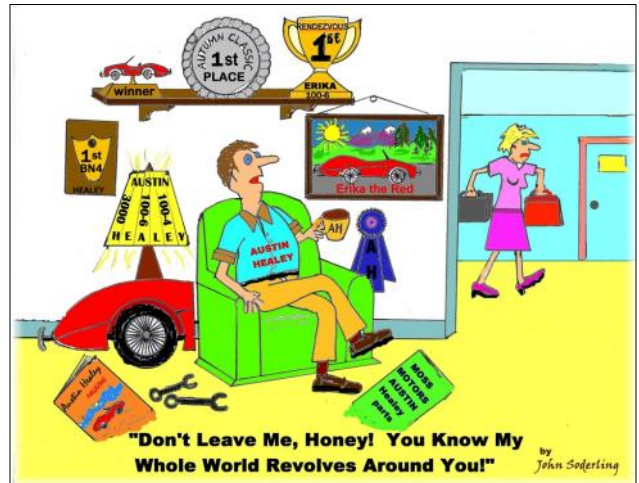
I still have mixed feelings about the red top but the interior looks real nice. There are a lot of paint chips and bondo in the nose. Each tail light points in a different direction (I can see it if you can't).

The car is almost at 200,000 miles and deserves a paint job to preserve its value. Because of the body panels being all askew, it will be real expensive. ▶

►► It is nice to just hop in and drive it without worrying about parking lot dings like I do in the Jensen.

When we first got it, Marsha didn't feel it was nearly as reliable as the 66, but we kept working at it until it is real reliable.

I don't think it has ever been hooked to a tow truck and we have done a lot of trips with it. I am lucky that Marsha likes convertibles and likes to ride in it if the weather isn't too hot. I will never sell my Healey again.



The Cardiologist and the Austin Healey Mechanic

A Healey mechanic was removing a cylinder head from the motor of a Healey when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised walked over to where the mechanic was working on the big Healey.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new. So how is it that I make \$24,000 a year and you make \$1.7M when you and I are doing basically the same work?"

The cardiologist paused, leaned over, and then whispered to the mechanic . . . "Try doing it with the engine running."

*Planning a Trip to the Napa Valley?*

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## Kahn's Kahnsiderations

**Rich Kahn**  
**GGAHC President**

### March 2018 Healey Happenings

As most of you are now aware of, we had a successful planning meeting in January. The meeting provided us with a great calendar of events for the 2018 driving season.

We are trying some new things this year. We have revived the position of Events Coordinator for the club. Marc Lewis has stepped into that post. He will be facilitating our drives and associated events. He has come up with a scoring system to keep individual tallies of our sanctioned events as we attend them. You will be kept informed by Marc as to the details throughout the upcoming year.

"Dr. Tim" Murphy has come up with a fabulous opener for this year. Watch for details as it is coming soon. Hint: It will be Coastal. As in the past the Club will chip in to subsidize the event.

Elliott and Ginny Brown found a unique place to hold our Christmas Party. I am personally excited to visit this historic restaurant and check out their facilities.

New and different drives will be coming our way this year. Thanks to members who have never led a tour before. Please give them your support.

I am surprised how many of us are planning to travel to Rendezvous in Madras, Oregon and California Healey Week in Solvang. CHW is filling up fast with GGAHC members. We have 25% of their total registration at this time. Let's blow them away as we did in Yosemite. What a fun time that was. Great stuff is planned for both events.

What really has me surprised is how many of our club members are planning on attending both events! Lynn and I will be there. I am hoping to put together a few travel groups for both events to add to the fun.

This should be a terrific year for our Healey's (if only the weather cooperates). PLEASE check the new GGAHC website calendar of events, as well as the club Newsletter for more information this year's events.

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## GGAHC - Event Coordinator

### Mark Lewis



Marc Lewis has volunteered for the newly created Event Coordinator club position. He was the only volunteer so he was awarded the position because of his enthusiasm not his qualification. (Marc has a sense of humor.) The position has been created to publicize club events and encourage participation - especially for members that haven't attended a recent club event. Marc can be reached at [events.ggahc@gmail.com](mailto:events.ggahc@gmail.com).

Several new ideas to get more members' participation were discussed during January's Planning Meeting. Marc is going to try them all so pay attention to the monthly Newsletter AND your email. Or you'll miss out!

### Special Invitations

If you haven't been to a club event recently you may get a special invitation email to club events near you. The club really benefits when members participate (even if they drive a Honda/Toyota/Chevy/Dodge/Ford/BMW/Porsche/whatever BJ9). So, BJ9s are welcome at all club events! For those unfamiliar, BJ9s are ANY non-Healey (even minivans and rentals). Don't feel slighted if your BJ9 isn't included in a group car picture (this is an Austin Healey club after all). We'd really like to see you at a club event even if your Healey can't make it.

### Flash Drives

Flash Drives are impromptu drives that a club member leads on interesting roads or to interesting destinations (kinda like a Flash Mob with a Healey). If you're planning to drive your Healey to some interesting or fun place or to a non-club event consider volunteering to be a Flash Drive leader. The club member wanting to lead a Flash Drive should email Marc at [events.ggahc@gmail.com](mailto:events.ggahc@gmail.com) to announce the drive. Please give Marc *at least* three or four days' notice, provide the meeting time and place, and a general route description (extra credit if you provide a marketing blurb). Marc will send out a club-wide email with the information provided by the Flash Drive leader announcing the Flash Drive. Interested participants *should* RSVP the Flash Drive leader and show up at the specified time and place AND DRIVE together. Flash Drive leaders should commit and not cancel or back out of the Flash Drive (even if members don't RSVP) and let Marc and Mike Sonneman know who shows up (extra credit if you email a picture or two from the drive). Note that Flash Drives aren't "official" club events but they are an opportunity for club members to enjoy each other's company with their Healeys. Flash Drive participants are responsible for their own cars AND SAFETY.

### Annual Mileage Award

The Annual Mileage Award will be presented at the Christmas Party to the club member that drives their Healey the most during the year. Interested members should notify Marc before the West Marin Opener and/or at the Late-February/Early-March Tech Session AND they must drive their Healey to the event. Marc will inspect and record the mileage from your odometer. Participants can periodically email Marc a photo of their odometer throughout the year if they'd like and he may publish your mileage in the Newsletter or in club-wide emails but this is not necessary for participation (sand-baggers welcome!). The winner will be the participant that has the highest documented/certified mileage at the Christmas Party.

### 100%er Club

The 100%er Club recognizes club members that participate in ALL OFFICIAL CLUB ACTIVITIES. During the Christmas Party and in the year-end Newsletter the 100%er Club Members will be recognized. Mike Sonneman does a great job keeping track of event attendees so if you attend an event please sign the attendance sheet to let him know you're there - "Drivers" and "Navigators" alike.

### Member Name Badges

The club is going to revive Club Member Name Badges - but you MUST QUALIFY! The good news is that qualifying is FUN. You just need to participate in 5 official club events. The name badges will display the club logo and your name and will be presented to the qualifying members. It would be great if members wore their name badges proudly at club events and at other motor-related events to let other people know what gang you roll with. Plus it helps new members (and forgetful members) know who you are.

Please email Marc at [events.ggahc@gmail.com](mailto:events.ggahc@gmail.com) if you have any event suggestions or are aware of non-club events that may be of interest to club members. Thank You.  
And HAPPY MOTORING!

## The Healey Tour !!!!!

by Dave Nock

**What do I do ?????? Where do I go ?????? Where do I stop ?????? What do I need ??????**

How many times I have heard all the reasons that someone can't put on a tour...

I don't know where to go ????

I don't have time to put a tour together...

I may get lost...

I worry people won't come...

I don't know what to do ????

Well it is time to stop the I CAN'Ts and let's change them to I CANs. The first tour that Jerri and I put on ourselves we were terrified. I thought I was going to get lost, no one would want to go, where can I stop with a group, etc. etc. etc. Now some of the tours that I have put together I may have only driven once prior to the tour, some are just places that I have been to before and know the way and where to stop. So now Jerri and I just say "Lets lead a tour to ??????" and off we go...

So since we are hoping to get some new tour leaders out of this I am going to go over some of the things that need to be done to lead a tour. Trust me it is not that hard and it is also a lot of fun. When you are putting a tour together you will see a lot of new places and sites that you normally don't see when you are part of a tour. When you are part of a tour you are busy following the car in front trying not to get lost.

**Where do I go???** *No big deal. Just pick a place you'd like to go to and invite your friends and fellow club members to come along.*

**I don't have the time:** *Setting up a tour takes a minimum amount of time and you have some experienced club officers who are more than willing to help you out.*

**I may get lost:** *Definitely a possibility. All of us have made wrong turns and gotten turned around at the wrong time. Nonetheless, every thing always seems to come out OK. One trick: make maps and/or print up directions so that no one else gets separated and lost.*

**I worry people won't come:** *Adopt a different attitude: The idea of your tour is for you to visit a place you want to go to. If no one else comes along, that's their loss. You're going anyway.*

**I don't know what to do???** *Again, set up a tour as if you and you alone are taking a trip and you're inviting others to come along. The details can seem overwhelming at times, so don't be afraid to ask for some help.*



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**Golden Gate Healey Club - Annual Tech Session**  
**“Preventing those roadside failures”**  
**March 3, 2018 - Starting at 10am**  
**British Car Specialists, 2060 N. Wilson Way, Stockton**

This year we are going to look into preventing those embarrassing road side failures, which may cause those notorious road side Tech Session’s we have all been a part of at one time or another. Over the years there have been various repair’s that I have helped out with on the side of the road during a club tour or meet. Some of these could have been prevented with knowing what to look for prior to the trip.

We will be looking at brakes, suspension, cooling, electrical, carburetors and other common problems. What to do to prevent them, what spares to carry, and what to do if you find yourself in that situation on the side of the road.

Don’t let this be you on your next Healey trip.



The second part of our Tech Session this year will be something totally new. We will look into the workings of the **Austin Healey Engine**. We will have an Engine stripped that is ready to rebuild. I will show the common problems in the Engine, you will be able to see the causes of many engine problems.

So if you would like to donate your Healey to be the subject of this Tech Session on preventing Roadside Failures. Contact me ASAP. I will take one volunteer donor car.

RSVP David Nock @ British Car Specialists  
2060 N Wilson Way, Stockton  
209-948-8767

[healeydoc@sbcglobal.net](mailto:healeydoc@sbcglobal.net)  
[www.britishcarspecialists.com](http://www.britishcarspecialists.com)



## California Healey Week 2018 Solvang, CA October 17-21, 2018

Get ready for great sports cars, food, wine, friends and a beautiful location... California Healey Week 2018, hosted by the Austin Healey Association of Southern California, will be held in Solvang, California from Wednesday, **October 17<sup>th</sup> to Sunday, October 21<sup>st</sup>, 2018**. The event will be headquartered at the Hotel Corque in downtown Solvang, see [www.hotelcorque.com](http://www.hotelcorque.com). Registrations are now open for the event, for details and registration see [www.austin-healey.org](http://www.austin-healey.org).

The historic Danish village of Solvang offers the best of the Santa Ynez Valley and [Santa Barbara wine country](#) in a relaxed and peaceful setting. Indulge in authentic Danish pastries at the world-famous bakeries. Stroll through the village and admire the old-world European architecture, plus find the perfect souvenir at a variety of [charming boutiques and shops](#).



Fall is typically beautiful in the Santa Ynez Valley. We plan to have some beautiful drives through back roads in the Valley, with the option of visiting several of the many vineyards for wine tasting. In addition to Solvang, we will visit Buellton, Los Olives and other locations in the valley.

We also plan a visit to the [Mendenhall's Museum](#), which is one of the largest collections on the west coast of gasoline pumps, petroliana, road signs, license plates, racecars, racing history, miscellaneous antiques. You will be able to roam through their extensive displays of automobile antiques and collectables, with an extensive history of auto racing, especially the pursuit of the 200 MPH records at Bonneville.





You will have the option to visit the [Vintage Motorcycle Museum](#) in town. The collection is quite broad with something for everyone, ranging from the very early to the present, and across all makes, including: AJS, BMW, Duca3, Gilera, Matchless, Moto Guzzi, MV, Norton, Triumph, Velocette and Vincent.

Rocker Cover Racing is always a highlight at California Healey Week. This event entails participants racing rocker (valve) covers, adapted with wheels and decorations, down an inclined track. Awards are given for fastest racer and “best presentation”. This event is held during cocktail hour, to add levity!



During CHW 2018, we will celebrate the 60<sup>th</sup> Anniversary of the Austin Healey Sprite, Including a special tribute to this iconic British sports car.

The highlight of California Healey Week is the car show on Saturday, October 20th. We are negotiating to have this at a great central location in town. There, you will see some of the most beautiful Austin Healey sports cars around. The show is organized by Healey model, type and year with public voting for awards in 8 classes.



Many more activities are currently in the planning stages. You can either register online at [www.austin-healey.org](http://www.austin-healey.org) or by downloading a manual form. Hotel space is limited, so be sure to register soon to secure your place for this special **Austin Healey** event. Stay tuned to [www.austin-healey.org](http://www.austin-healey.org) for additional information and announcements.

**Note:** Once you register for the event, you will get a confirmation with instructions as to how to make your room reservations at the Hotel Corque at our reduced rate of \$129 on Wed. and Thurs. and \$209 on Fri. & Sat.



**CALIFORNIA HEALEY WEEK 2018  
REGISTRATION FORM  
October 17 - 21, 2018**

The Hotel Corque 400 Alisal Rd, Solvang, CA 93463  
<http://www.hotelcorque.com>

Please send form and check payable to: Austin Healey Association.  
Mail to: Greg Aden 158 Bayview Drive Hermosa Beach, CA 90254  
QUESTIONS: contact Greg at 213-819-2119  
**NOTE: Accommodation reservations must be made separately.  
Please refer to the hotel information on page 2 of this form.**

NAME(S) \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PHONE: Home (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Cell (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Work (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
EMAIL \_\_\_\_\_

Arriving: Wednesday ( ) Thursday ( ) Friday ( ) Saturday ( )  
I/we plan to participate in the following events. See Summary of Events below, and check [www.austin-healey.org](http://www.austin-healey.org) for updates

**REGISTRATION - ALL ATTENDEES MUST BE REGISTERED.** Registration includes one car entry in the popular car show.  
**EVENTS:** Reception Gathering ( ) Poker Run & Drive ( ) Santa Ynez Valley Drive ( )  
(Check) Mendenhalls Museum Visit & Dinner ( ) Rocker Cover Racing ( )  
Motorcycle Museum Visit ( ) Tech Session ( )  
Car show ( ) Awards Banquet ( )

Yes, I/we would like to help at the following events: Registration ( ) Poker Run ( ) Friday Drive ( ) Car Show ( )  
Silent Auction ( ) Rocker Cover Racing ( )

Indicate Model and enter the year of each Healey you are entering in the Car Show:  
( ) BN1, BN2 100 \_\_\_\_\_ Year ; ( ) BN6, BN7 \_\_\_\_\_ Year ; ( ) BN4, BT7 \_\_\_\_\_ Year ; ( ) BJ7 3000 \_\_\_\_\_ Year ;  
( ) BJ8 3000 \_\_\_\_\_ Year ; ( ) Modified \_\_\_\_\_ Mdl / Year ; ( ) Sprite \_\_\_\_\_ Mdl / Year ; ( ) Other \_\_\_\_\_ Mdl / Year

Not bringing a Healey ( )

**REGISTRATION (Car & Driver)** Dec - July — \$125 per car x \_\_\_\_\_ = \$ \_\_\_\_\_  
After July 31st — \$140 per car x \_\_\_\_\_ = \$ \_\_\_\_\_  
Guests — \$100 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
Optional **Mendenhall's Dinner** \$45 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
Optional **Motorcycle Museum** \$8 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
**REGISTRATION & EVENTS TOTAL** \$ \_\_\_\_\_

Payment confirmation and registration number will be sent via email. **NO refunds after September 19, 2018**

By signature below, I/we release the Austin-Healey Association, its officers and members, and all other event sponsors from any and all liability for any loss, damage or other claim on account of injury to persons or property resulting from my/our participation in CHW 2018, including travel to and from the event. I further attest that the registered car(s) is (are) covered by suitable liability insurance.

Signatures \_\_\_\_\_  
Driver \_\_\_\_\_ Passenger \_\_\_\_\_ Date \_\_\_\_\_

## Golden Gate Austin Healey Club Board of Directors

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

**Membership:** Nick Klein. (408) 264-2411  
[Klein.ahc@att.net](mailto:Klein.ahc@att.net).

**Secretary:**

**Treasurer & Events Coordinator:** Dennis Gilroy.  
(650) 298-8036. [Treasurer.ggahc@gmail.com](mailto:Treasurer.ggahc@gmail.com)

**Delegate at-Large.** David Nock. (209) 824-1562  
[Healeydoc@sbcglobal.net](mailto:Healeydoc@sbcglobal.net)

**Regalia.** Cathy Turney. (925) 686-2290.  
[Cathy@cathyturney.com](mailto:Cathy@cathyturney.com).

Plus John Turney and Mike Sonneman, listed below.

### Newsletter & Web Site Management

**Editor:** Mike Sonneman (916) 521-1603  
[me.sonneman@att.net](mailto:me.sonneman@att.net)

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

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

Contact Mike Sonneman 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.

## 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 3rd - **GGAHC** - Annual Tech Session

April 21st or 28th - **GGAHC** - West Marin - Sonoma Tour

May 5th - **GGAHC** - Tri-Valley Beer Tour

June 2nd - **GGAHC** - Sonoma / Napa Beer Tour

June 16th - **GGAHC** - Mines Rd. / Mt. Hamilton Tour

July 14th - **GGAHC** - Alameda / USS Hornet Tour

**Please Note:** More Information will be coming on the Events listed above, once Dates and Details have been Confirmed...

Please see Golden Gate Austin Healey Club website for event details:  
<http://www.goldengatehealeys.com/site/index.php/events/>

### From the Editor



**Mike Sonneman**  
**GGAHC Newsletter Editor**

Keep those Biographies coming your fellow members want to learn more about you... Don't be shy...

I'm still waiting for some strange and funny stories that people have experienced while driving their Healey's...

I would also like some stories on how couples met each other and how long they have been together...

Please feel free to forward me any stories you may have to share...

Please include a photo if possible, it would be a great complement to your story...

Come and join us at our events, you may get your picture in the next Newsletter...

Thanks



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

**For Sale:** 1964 Austin Healey 3000 BJ8 - Garaged - No Rust  
77,917 miles. New Wire Wheels in 2015.  
Asking Price \$30,000



**Cris Hamilton (415) 264-3775**  
Email: [cris@hamiltonorchids.com](mailto:cris@hamiltonorchids.com)

**For Sale:** 1967 Austin Healey 3000 BJ8 - Full Restoration  
done in 2007, Garaged, Covered & Maintaned  
92,000 Miles - 20,000 Miles Since Restoration  
Asking \$60,000



**Dennis Green: (562) 618-6045**  
Email: [Dennis@IndexLa.com](mailto:Dennis@IndexLa.com)

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**Wanted:** Looking for a 3000 engine block.  
I'll pick it up.

**Doug Scranton (707) 403-5099**  
Email: [pdscranton@gmail.com](mailto:pdscranton@gmail.com)

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**For Sale:** New A.H. Addco 5/8" rear sway bar. \$150.  
Easy to install. Bought for my '67 BJ8.  
Never installed.

**Terry Parsons: (831) 438-8345**  
Email: [terryp@healey.org](mailto:terryp@healey.org)