



SS Red Oak Victory - Richmond, Ca.

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Contra Costa Tour

Sunday - September 29th, 2019

Richmond, Ca.



After meeting in the town of Lafayette, we ventured through some back roads, and eventually arrived at the Shipyards in Richmond. The restaurant Assemble, next to the Rosie the Riveters Museum was quite busy, so we decided to have some lunch before we went in to see the museum. The food at the restaurant was very good, and the staff were very friendly. If you find yourself in the area, give them a try.

The museum was well laid out and full of information about the Shipyards, and how they came about and the people who lived and worked there, as well as the City of Richmond. I will share with you some of the information from the visit.

Building Ships for War

How did Richmond become a war time shipbuilding center? It's rail and deep-water connections made it a natural site for Henry Kaiser's shipyards and over 50 other war-related industries. The ship yards were born of the 1940 Emergency Shipbuilding Program, which called for a new shipyard in Richmond to build 30 cargo ships to help replace those Britain had lost to the German U-boats. Within 2 years Kaiser, new to ship building but experienced in large industrial enterprises, had built a complex of 4 yards. During the war the government commissioned over 3,200 Liberty and Victory ships for the expanded US cargo fleet and Lend-Lease program. These types accounted for most of the 747 ships launched in Richmond, more than any other yard in the country.

Kaiser's success was due in great part to innovative prefabricated assembly methods. These methods also allowed inexperienced workers to do small, repetitive tasks, like simple welding, which sped construction and opened up more jobs for the new workers, especially women. Veterans in the skilled shipbuilding trades resisted this "deskilling" of tasks and hiring of inexperienced workers, but Kaiser yards were among the earliest to employ women; by 1944 they made up 41% of the welders. As outsiders of different backgrounds arrived, racism and cultural differences caused problems at the yard. Despite the tensions 10,000 African Americans eventually worked here, along with small numbers of Hispanics, Asian Americans, and American Indians.

Making a New Life

The wartime migrations of workers to industrial centers affected many cities, but Richmond was particularly hard hit. At its peak 90,000 people worked in the shipyards, quadrupling at size. The exploding population overwhelmed the city's transportation, housing, education and public health and safety services, though Richmond and the shipyards alleviated some of the problems. Kaiser's Permanent Health Plan offered health care to workers, with onsite first aid stations and a local field hospital.

Rendezvous 2020

**Get
Registered
Now !!!**

**Please See
Page 14**

**Volunteers
Needed
ASAP**

**GGAHC
Treasurer**

**Dennis Gilroy
Is retiring from his position at
the end of this year.**

**If you have any desire to take
over this position please
contact your nearest
Board Member.**

A Richmond-Federal-Kaiser partnership provided workers with housing and child care centers. But housing remained in short supply, forcing workers to come up with their own solutions: railroad cars, cobbled together shacks, and trailers. Some took turns sleeping in "hot beds" used around the clock. African Americans and other minorities lived in even poorer quality segregated housing. Long public transportation rides, food shortages and racial issues persisted, but Richmond and its diverse population coped. They made it work.

SS Red Oak Victory

After visiting the museum Marc & Patti Lewis and myself went over to visit the SS Red Oak Victory which is the last survivor - the only ship remaining of the 747 vessels built in the Kaiser Richmond Shipyards during World War II. She was named in honor of Red Oak, Iowa a small town that had the highest per capita loss of military personnel during the war. The Red Oak is a Victory ship of welded steel construction with a single screw (propeller) and 2 steam turbines.

The Red Oak was launched on November 9th 1944, as the SS Red Oak Victory. Shortly thereafter it was commissioned as the USS Red Oak Victory (AK-235) by the U.S. Navy on December 5th 1944 and served as an ammunition ship in the South Pacific throughout World War II. She was commissioned on May 21st 1946 again designated as the SS Red Oak Victory and placed in the Ready Reserve Fleet.

From 1947 to 1968, the ship was re-activated on several occasions and operated by the Merchant Marine, making voyages to Pakistan, Cuba, and later making several trips to South-East Asia while providing support services for both the Korean and Vietnam conflicts. After her final voyage to Vietnam in December 1968, she was again placed in the "mothball" fleet in Suisun Bay. By an act of Congress, the Red Oak Victory was conveyed to the Richmond Museum Association in 1996 which saved her from being sold for scrap. After almost 30 years in "mothball" fleet, the ship was moved to Terminal #1 in Pt. Richmond in 1998. The ship is currently being restored by an all-volunteer crew in order to make it operational once again.



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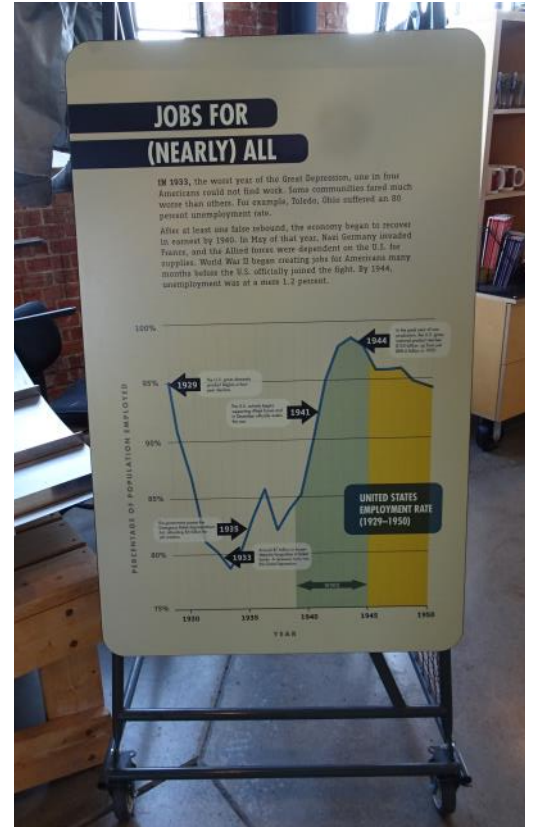


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Boomtown RICHMOND

Between 1940 and 1945, Richmond exploded from 23,000 to over 100,000 residents. What brought so many people here so quickly? Jobs. Kaiser's shipyards were the town's biggest employer, resulting in thousands of workers from across the country to work in Richmond.

It was a time of excitement and energy. With war production buzzing around the clock, many businesses stayed open 24 hours a day. The city and federal government had to scramble to accommodate newcomers, rushing to build new housing and add services. But so much change also sparked anxiety and fear. People coming together from many different backgrounds sometimes resulted in new understandings, but other times led to friction.



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WAR HYSTERIA

Although denied their rights as citizens, many Japanese Americans contributed to the war effort. Thousands served in the segregated 442nd Central Postal Directory, 442nd Central Postal Directory, and 100th Central Postal Directory. These workers at the Manzanar War Relocation Center are wearing camouflage clothing.

In the wake of the Japanese attack on Pearl Harbor, many U.S. leaders regarded people of Japanese ancestry—including Japanese American citizens—with fear, anger, and suspicion. In response, President Franklin D. Roosevelt issued Executive Order 9066 in early 1942, giving the government the power to exclude people from any area designated as "military."

Japanese Americans across the West Coast were forced from their homes and businesses and incarcerated in bleak "relocation centers." The government ultimately imprisoned a total of 120,000 people of Japanese ancestry, two-thirds of whom were U.S. citizens. In 1988, the U.S. government issued a formal apology for the event, calling it "the result of race prejudice, war hysteria, and a failure of political leadership."

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Healey Doc's Corner

October 2019

We have been having some nice weather these last few weeks, still time to get some more miles on your car for the possibility of winning the Mileage Award for 2019.

I think Irene Medzyk has a pretty good head start on us this year, I wouldn't be surprised if she ends up driving more miles this year than she did last year.

The Rendezvous meetings have been going well and we will be opening the meetings up for club members who wish to volunteer to help out very soon.

If you haven't signed up for the Rendezvous please sign up soon, so you don't miss out on a Great Event to be held at one of the most Beautiful Lakes in California.

Start thinking about possibly leading a tour for next year, the Planning Meeting is just around the corner.

More details will be coming soon. Watch for an email blast, and announcements in the Club Newsletter.

Happy Healeyng,
David Nock



A Tale of Two Healey's

by George R. Henke

As a "California Hot Rodder" during the late 40's in high school, I realized if you wanted a car and had explored some farmers barn and found a Model "T" or better yet a 20 or 30 Model "A" you could fix'm/keep'm running and have fun. Then the 50's arrived and these "Fun" machines began to arrive as hot rods. They were something to behold – didn't go as fast as a good V8, but could handle the "Turns" as well (little did I know what would happen). In 1951, at the age of 21, I received two draft notices, and was allowed to finish "JC" and pick my branch of the service, so into the USAF for 4 years I went. A very good friend had joined the USMC and took a ride in one of the "New" TD MG's at his base. He told me its road handling was "Something to Behold" but they were a little on the "High" side. He suggested I look around for a "Good" used one (now there is a gross naivete at its best), so on his word I started saving for a "Sports Car".

My first duty station out of weather school was in 1952 at Mercury Nevada, 78 miles east of Las Vegas, Nevada, at which time I got a look at some "Different" machines. First was Chistatalla (phonetic) small, smooth lines, 3 openings in the body 2 doors and hood, with a Crosley engine. The 95 hp V8 guys I was riding with said the car should have a V8 so it would "GO" – well, on the 22 miles to base camp we passed the Chistatalla at about 2/3 of the way, and the last ¼ was all tight turns. That Chistatalla driver was the first in line for the beer. The second machine was a light green English car with the third headlamp in the center of the grill that the owner was doing carburetor maintenance on (little did I know this was my pre-training). When the V8 group came over and took a look they said, "OH! It's an Austin" and the owner said "yes it's an "A90" (little did I know we would meet again). Well, the owner headed out on this 78-mile trip to Las Vegas in the light green car with a nice clean "Suction Disc's" and "Suction Chamber's", this time a Buick, a Chrysler, and a Ford passed him on the downhill runs, "a reminder - there was NO speed limit in Nevada at this time), well he took them on the up Hills and when the 3 "V" guys got over the last hill and could see Las Vegas, the "A90" was out of sight.

This test site closed down in mid-June of '53 and the gang of us were sent to HQ in Wiesbaden Germany. My friend Gerry got stationed at Frankfurt, placed an order for Healey 100 late in '53, but the German rivers were frozen over and his arrived in '54 so it was listed as a '54. I had wanted a "Thru the Lens" (SLR) camera (when a range finder Leica was "The Camera") so I caught a flight from Greenham common in England to Wiesbaden, made it to Frankfurt, and got the Exacta VX. Gerry picked me up for the return flight in his new Healey. We hit the autobahn and picked up speed - my first ride in an Austin-Healey. We talked, I got the full briefing, enjoyed comfortable seats, nice smooth ride, and noted there was less wind noise than my Jeep. Looking through the side screens (thought it was an army tank) I noticed that in Germany that they planted trees "very, very" close together, and wondered what speed we were going? I took a glance at the speedometer, hmmm? My first thought was a KM is a bigger number than MPH, but we appeared to be going faster than the 45 miles per hour, what's up? I mentioned this to Gerry and his reply was, "That's the tachometer, the speedometer is over here on the left." "Well, what speed are we going?" I asked. His cool answer was, just shy of 'RED LINE' about 168 Km/hr or 105 MPH (time to start saving for a Healey).

Back at Greenham Common I was still looking for a "good, used" sports car. I spotted a clean SS 100 Jaguar for 950+/- (\$2.675), a few TC's, a Morgan "Tric" (3 wheel) for 150 but it had a water cooled J.A.P. instead of a BSA air cooled V2. Our chief observer bought a MG-TF and he thought he had the "greatest" until he tangled with a group of old MG's. He passed the last one in line and they went into left-hand turn of an S bend and then that bloke passed the Chief's TF in the right-hand turn and the group was never seen again. Ben, our chief, was devastated that those "old MG's" waxed his new TF. I asked if they had 2 spare tires? He said, "Yes" Ben I said, "Those 'OLD' MG's were Morgans."

At my new duty station - Sutton Health with my 4 speed "push-cycle" (bicycle you yanks) – I met the Austin-Healey sales Rep. He had a '54 100 white over black, so I would speed over on my bike and we would talk. I told him I was getting close to buying a sports car and when I had the money in hand, I would place an order. His comment to me was, "Even though you have had a ride in one, and you are going to buy one, you need a "demo" ride on English roads." We did, and it covered "Everything" except top end flat. I was duly impressed but the perspective buyer was never allowed to drive one. The next payday I was over the top with enough money to still buy some beer. I had my mother send my state-side money, went to the PX and placed my order for an Austin Healey. To simplify my transportation, I had the car driven from Warwick to London and picked it up at a little shop near Grovener Square.

Well, now the fun and the first instructions from the shop. Do not go over 2500 RPM's for the first 500 miles. I wasn't used to a tach, so my task was to "watch the tach." Out into London traffic I went, driving on the left side of the street in a left-hand drive machine, trying to remember where the hell each gear was, watching the tach and trying not to hit anybody. Things were going just great when I noticed the buildings across the street were moving at a funny angle (I realized then why Rolls Royce's come with a sterling silver drip pan) everybody was dripping (thank you BMC) just a little oil in the streets were as slick as nose gick.

I was going down Oxford street at 15 degrees to the street's crown with just enough wheel spin to stay in line with everybody else, (Heavens to merkatroid, what have I just purchased????). The second instruction was, "For the first 6 months or 2000 miles whichever comes last"), every time you get into the car, drive like you've never driven it before, and you stay out of trouble. Then start to get the feel for what the car will do, and be "Alert". It will show you now and then that you are not as good as you think you are. I and every new Healey owner (in the UK) was given a reprint, "Safety at Speed" by John Fitch. I was told to keep it around and reread it when you think you are the Master of your Healey. I did, I have, and I do.

So, with an eye on the tach, the road, and the good pointers on driving an Austin Healey 100, I was free to roam, and I did. A little over 2000 miles before the last drive to Southampton for shipment to the USA my driving skills improved, and so did the fun. In 1955 there were no "M" series motorways, so no speed limit except specified posted areas, mostly rather narrow roads. Many roads had "Cat Eyes" center lines, and lots of "Roundabouts" the pubs closed at 10 PM, a good time for driving.

On my way North to Norwick the road was very narrow, many bends and turns, reeds everywhere at eye level and I could see a large sedan gaining on me so I picked up my speed, and so did he. He passed me and I tried to keep up and follow this "BIG" Saloon. After 3 turns I was unable to keep up, I now knew how Ben felt when the Morgans waxed his TF. One day just out driving around, moving rather brisk, I saw the road through a grove of trees and this military bloke was lowering a red and white road block bar. He spotted me, raised the bar a "little" and motioned me through. Jolly nice of the chap, so I blasted through the trees at about 60 mph and found myself on a large paved area, weird Andy weird. I looked to my right and bearing down on me was an English 4 engine Lancaster heavy bomber on takeoff roll and I'm in the middle of the runway! Out of O/D and let's get with it. As I crossed the edge of the runway, he passed behind me, just as I entered the trees in front of me, I took another look and he was airborne. Driving by a factory at quitting time can be scary too. Once while driving by as the whistle blew the gates opened, and in 15 seconds, I was surrounded by 273 bicycles curb to curb hoping they wouldn't get tangled up in my knock-offs. Roundabouts for yanks are fun too. I got into a big one at Chelmsford, five cars abreast in a four-lane roundabout dealing with the left-hand drive with the hood up and side screens in I made 5 or 6 complete loops before I could worm my way to my exit.

Once my Healey and I participated in the "The Runway Condition Test". The control tower gang didn't have a vehicle they could weather, my department, to see if they had one (the only thing out there was Ice Blue in Color, you guessed it.) They shut down the runway and off I went in 3" snow, slicker than Oxford street. As I slowly made it to the runway at my last turn, I ended up 120 degrees to the end of a 9000 ft. runway. Markers were every 1000 feet, a light every 200 feet, unused snow so off I went very light footed but with random wheelspin was able to get to 80 miles an hour during traction. At a "marker" I jumped on the binders, stuck the gearbox in neutral and slid 800 feet straight as a string. The last 200 feet of the tail had slowly come around to about 100 degrees, I returned back down my tracks and they were straight, went into the teletype and reported, "Sutton Heath Runway Stopping Distance 1000 feet at 80 miles an hour.

Then there were the drag races at one of our bases where I ran against TR2 that also club raced at Brands Hatch. There was also the trip to the Cape Warwick. I got to see many items of interest, so many memories. All good things must come to an end, so off to Southampton to put my Healey on a boat for the USA, back to the base by train and my 4-speed push cycle which ended up over 1000 miles on its odometer, which came home with me. I picked up 222028 at the Brooklyn Army Depot and started driving in New York City. Driving on a one-way street in the left lane where near disasters will be making left turns - here came walls of cars in "your" lane, (wrong Boris) my lane is now on the right side (another "out of O/D and get with it"). The first stop was just outside of Jersey to replace head lamp bulbs with Lucas "Continental Touring" bulbs which are right at the top of my duffel bag. This gave me lamps about equal to our Halogen bulbs of today, I would have put in Lucas lamps about equal to our Halogen bulbs today but I wasn't sure the Dyno would keep up at slow speeds, and some states might have taken a dim view of my Bright idea. So off I go for a 5-day cross country trip with a short stop at Chanute Field where my (first 100 ride) buddy Gerry was going to advanced weather school. On the road the OD went out in Colorado (had the shop manual - and still do) why try and fix it with all these damn speed limits?! I could have used it in Nevada just out of Winnemucca though a '49 Ford and a "Henry J" Kaiser with two gals in it went by me quite briskly, so I joined for a while but couldn't have "fun" with them without the overdrive. I backed off to 75 mph as Highway 40 (180) went to just 2 lanes and took the last 380 miles to Napa at an enjoyable speed. I was heading home. Driving over Donner Pass and through the Sierras on the two-lane roads was a sheer delight, a road built for an Austin Healey-dessert after a long cross-country trip dinner.

Back in California out of the service in getting into the swing of things, I took employment so I could have money for beer and petrol. At the drop of a hat I was off to the first Arcata Race, two 100's and a Buick roadster. Saturday morning the pit guys thought we were there to race, so they directed us to the pits and the track, Jolly nice. The buick followed a 300 SL out onto the straight, caught him and just drove beside him, us Healey's mined our manners. Next, I drove down to Santa Barbara to watch Ken Mills run his "Shingle" (MG). At the Salinas Airport Race, I was showing 9000 miles on the clock and had cord showing on 2 tires. My first race at Laguna Seca, and each race thereafter, I was having a grand time with a car that was made to DRIVE.

There were only 3 Austin Healey's in Napa County in 1955, and a TDY from Travis Air Force Base. One day I was coming back from work and I noticed a white Healey at a plant nursery and I wondered if it had broken down. At the time, most Healeyists had notebooks listing parts and businesses that could be applied to a Healey with emergency problems out in the boondocks. I stopped, went in and asked, "Who owns the Healey?" BOB on the desk said, "It belongs to 'B'." This fine-looking lass came trundling out of the back office and graciously asked if she could be of help. I introduced myself, and asked her if she had a "Book?". I then proceeded to ask how she came to choose a Healey, how long is she owned it and the all-important question, are you married? She told me she was not she got a healey because she liked them and was a new owner. I made a mental note to remember that she was single for future reference.

I stopped by several days later and we chatted some more, and she became my Austin Healey Buddy. We went to car events, stage plays, art and flower shows, and out to dinner. She was also a good cook and after about a year we both realized that we had a lot in common and our bond became closer. Her BN1 227417 also became my Buddy. We finally got married and moved to Napa Ca. We would drive our Healey's together, side by side with both on high beam, or one behind the other. We were always getting comments such as, "You two love your Austin Healey's so much you won't even ride together!". Yes, and if I was driving 227417, her white Healey, I would always get hell to downshift because I was one gear too high.

Our "20 Year Plan" was to get married, go places in a Healey, (already took care of the 2 first two items) when we started to have children, commit to the family, when the kids were through school, back to a Healey. Well, with a German Shepherd, and the first child we needed more space so we got a VW bug (high ground clearance, they may pass me going uphill but never downhill). Our Healey's began to gather dust so we made a decision, one would go, and we would keep the other (we did not have a place to keep both of them under good storage conditions.) Well, 222028 had been "Run Hard and Put Down Wet" and had 97,000 miles on it, and 12 ½ years of fun. We decided to keep BN1-227417, my wife's, with 92,000 miles, also a one owner Healey purchased in October 1955 at BMC in San Jose.

We put a total of 126,500 miles on, and decided it needed to be stored until my work schedule slowed down. Finally, with time now I did a total restoration, wings, doors, boot, bonnet, trim, etc. were removed blasted, painted, new wiring, upholstery, stainless steel nuts, bolts, washers (I may have to take apart sometime) etc. Anything that could be saved and "reconditioned" was done by me. I did trips, tours, and club events, but once again it needed shop time. Full replacement of tired parts was completed, including a new Aluminum head.

Once again BN 227417 is quite a "Damn nice looking 64-year-old one owner Austin Healey" put back together "TO BE DRIVEN".



My GPS is Broken...

Almost 32 years ago, I met a gal at the wedding of an old girlfriend. She was not my type. She was dressed very corporate. It turned out she was very much my type. And even a car girl having had several desirable cars, Corvettes, Nomad, Nova, and a Rancho to name a few.

There was something very special about her. She had a natural ability to make everyone she met comfortable. Everyone liked her especially my daughter and my mother, both of who weren't excited about my previous choices in dating.

Lynn was always organized and helped everyone she could. A Golden Gate Austin Healey member once referred to her as GPS because she always knew directions and how best to do things. She really was my GPS. She was 80% of my being president of our club. She never understood why people liked her, and asked me often what she did to deserve that.

As I feel celebrations of life are for the survivors and no value to those who have passed. I would like comments about her sent to my email so I may read them to her while she is still with us. She has been given only months. She waged a heroic battle with brain cancer for 4 years.

I could go on about what a wonderful life we had together and all but I know we all have been lucky that way and to hear my story would be boring. Please hug your spouse and our time here is shorter than we think.

She loved the Healey's and our club. And especially the friends she made through it. if you wish to send email, healeyrich@hotmail.com You have all have become part of my family and I wish to thank each and every one of you who have prayed for Lynn.

Thank You,
Rich Kahn



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2019 GGAHC Christmas Party

December 8th 12:00 p.m.
The Van's Restaurant
815 Belmont Ave, Belmont, CA 94002



This year's Golden Gate Austin Healey Club Christmas Party will be held at The Van's Restaurant (815 Belmont Ave, Belmont, CA 94002) on December 8th at 12:00 p.m.

The Van's has a unique and interesting Bay Area history. Built in San Francisco as the Japanese Tea House to commemorate the opening of the Panama Canal in 1915 (same as the Palace of Fine Arts) for the Panama Pacific International Exposition.

Only those two buildings remain 103 years after the Expo. The Tea House was moved by barge and then horse and mule team in 1921 to its current location. It served as a residence, a speakeasy during the Prohibition, then a saloon and, since 1945, as an Italian restaurant.

\$30 per person (checks made out to GGAHC and mailed to 164 Regency Dr., Clayton, CA 94517) and attendees need to bring a suitable *unwrapped* gift or check (minimum \$10) for Toys For Tots (please be generous) and RSVP to events.ggahc@gmail.com by November 24th.

Please indicate the number of attendees.

Commemorations and awards will be presented so we encourage your attendance – especially those of you participating in the High-Mileage Contest.

We look forward to seeing you there!

MENU

Fresh Baked SOURDOUGH BREAD

SALAD of Assorted Greens

with fresh herb vinaigrette

(Soup of the day for those who order the salad entrée)

CHOICE OF:

Option #1 - FILET Medallions

Slices of beef tenderloin sautéed in a seasoned with a Beef/Mushroom demi-glace.
Served with mesquite roasted potatoes and vegetables.

Option #2 - Fresh FISH FILLET

(Subject to daily weather conditions “ask your server”)

Pan fried with a butter & caper sauce and served with herbed rice and sautéed vegetables.

Option #3 - CHICKEN Parmesan

Sautéed chicken breast topped with melted mozzarella cheese on a bed of pomodoro sauce

Served with garlic mashed potatoes and sautéed vegetables.

Option #4 - PORK CHOP

Seasoned with honey, garlic & sage then roasted.

Served with Garlic mashed potatoes and sauteed vegetables.

Option #5 - Bay Shrimp SALAD


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Healey Rendezvous Week 2020

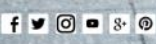
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You're Invited!
45th Austin Healey Rendezvous
AHCUSA 50th Anniversary

Healey Rendezvous 2020 will be held in
South Lake Tahoe, CA/Stateline, Nevada
May 17-21, 2020 at the MontBleu Resort.

Events include:*

- May 17, Reception
- May 18, No Host Happy Hour
- May 19, Italian Buffet
- May 20, No host Happy hour
- May 21, Award Banquet
- Popular Choice Car show
- Drive to Virginia City and ride on
the Virginia & Truckee Railroad
- Around the lake drive
- Rocker Cover Races



Event and Registration information is online at
goldengatehealeys.com/rendezvous-2020/



Follow us on Facebook at facebook.com/groups/2311948869026571/



Healey Rendezvous Week 2020

Sunday, May 17 - Thursday, May 21

Registration Form (Register Now - Space is Limited!)

First Name _____ Last Name _____
 Spouse/Guest First Name _____ Spouse/Guest Last Name _____
 Additional guest(s) First name _____ Last Name _____
 Address _____ City _____ State/Prov. _____ Zip _____
 Country _____ E-mail _____
 Phone _____ Cell _____ Club Affiliation _____

Vehicle (s) Year _____ (Check) Original Owner / Family? Bringing a trailer? BN1 / BN2
100M BN4 BN6 / BN7 (2 seat) BT7 Tricarb BJ7 BJ8 single light BJ8 dual light
Bugeye Square Body Jensen Healey Nasty Boy Other Healey _____

See More Details at: GoldenGateHealeys.com/Rendezvous-2020

Event Registration Only	Qty	Cost
Registration for two including car After Feb. 1, 2020	_____	@ \$425 _____ @ \$475
Registration for one including car or additional guest(s) After Feb. 1, 2020	_____	@ \$225 _____ @ \$275
Concours Judging Fee	_____	@ \$100 per car

Optional Tours:

Ladies Wine Tasting _____ @ \$35/ person
 Virginia City / V&T Railroad Tour _____ @ \$25/ person

Total Cost from above (U.S. \$) _____

Other Events

	Qty
Funkana	_____
Rocker Cover Racer	_____
Golf Outing TBD (Interested?)	_____

Awards Dinner Choice

	Qty
Prime Rib	_____
Chicken Oscar	_____

Here's what you get!

Event Registration for Two - \$425
(see hotel info below)

Popular Choice Car Show
 Opening Night Reception for Two
 Monday - No Host Happy Hour w/ Snacks
 Tuesday - Italian Buffet for Two
 Wednesday - No Host Happy Hour w/ Snacks
 Thursday - Award banquet for Two

Funkana, Tech Talks,
 Rocker Cover Races, Scenic Drives

(Pricing for One Person - \$225)

Hotel Bookings:

Note: Hotel bookings are separate from the Rendezvous Event Registration. **Montbleu Resort Casino and Spa Standard Room \$59 King (that's not a typo) (\$79 dual Queen).** Contact hotel for additional occupancy. Hotel information and the code required to book your room at these rates will be sent once paid registration is received.

Register online or Mail completed form with check (in U.S. Funds) payable to GGAHC to:
 Rendezvous 2020
 c/o John Turney
 1769 Sharon Drive
 Concord, CA 94519

By signature below, I/we release the Golden Gate Austin Healey Club, Austin Healey Club USA, and Austin Healey Club of America, its officers and members, and all other event sponsors and organizers 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 Rendezvous 2020, including travel to and from the event. I further attest that the registered car(s) is/are covered by suitable liability insurance.

Signature: _____ Date: _____

Golden Gate Austin Healey Club Board of Directors

President: David Nock (209) 824-1562 President@GoldenGateHealeys.com

Vice President: Rich Kahn (530) 577-7615
healeyrich@hotmail.com

Secretary: Steve Darfler. (510) 538-3091 Secretary@GoldenGateHealeys.com

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Treasurer.ggahc@gmail.com

Membership: John Turney (925) 686-2290 Membership@GoldenGateHealeys.com

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Regalia. Cathy Turney. (925) 686-2290.
Cathy@cathyturney.com.

Plus John Klimaszewski and Mike Sonneman, listed below.

Newsletter & Web Site Management

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

Web site: www.GoldenGateHealeys.com

Webmaster: John Klimaszewski (408) 226-3521
Webmaster@GoldenGateHealeys.com

Contact Mike Sonneman for advertising rates.

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

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

GGAHC - December 8th Christmas Party

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

Have you ever wanted to do a write up for a club event ?

If you would like to try your hand at writing up an article for our Newsletter please let me know.

All you need to do is write a few paragraphs about the event and take a few photographs and forward them to me for the next Newsletter.

I am still interested in biographies or any Healey story you would like to share with your fellow members.

Thanks,

Mike

HealeyMarket



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

For Sale:

1964 Austin Healey 3000 Mark III Phase II

BJ-8 - In February 2014 this car achieved Austin- Healey Concours Registry Gold Certificate, receiving 969 of 1,000 points. 37,000 Miles - Excellent Condition.

Asking \$89,900



Denny Paul (831) 620-1140

Email: dennykpaul@gmail.com

For Sale:

1955 Austin Healey BN1 - One Owner Car
2002 "Frame Up Restoration" 2013 - 2018 Complete
New Mechanical Replacement - Inc Aluminum Head
"This is a car to be Driven"

Asking \$64,000



Bea Henke (707) 224-0818

Email: None Available

For Sale:

1960 Austin Healey BN7 3000 Mark1

Complete body off restoration. Won the Austin Healey Club Gold, 1st at the Palo Alto Concours, and Carmel by the Sea Concours on the Avenue. Safety Improvements: Shoulder belts, Bilstein Shocks, 72 spoke stainless wire wheels, LED brake lights, Removable third brake light, Pentronic electronic ignition. New top and tonneau cover. 48 year California ownership.

Asking \$50,000



Alex Zanini (805) 400 9384

Email: alexzanini@sbcglobal.net