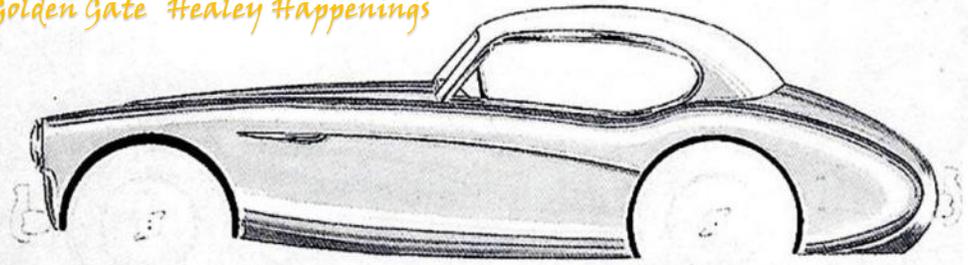




Golden Gate Healey Happenings



Austin Healey 100 Coupe Drawing
Gerry Coker

Golden Gate Austin Healey Club Volume 22, No. 6 November / December 2020

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Gerry Coker

June 24th, 1922 - November 13th, 2020

Austin Healey Designer



A PERSONAL TRIBUTE, HONORING GERRY COKER UPON HIS PASSING.

Written for the Golden Gate Austin-Healey Club
By Bill Meade, Founder & Registrar,
Worldwide 100M "Le Mans" Registry
And member of the GGAHC;

All of us who have owned and loved Austin-Healey automobiles, are deeply saddened by the recent loss of Gerry Coker at age 98. This genius of automotive design, worked hand and hand with Donald Healey as his body designer. Gerry was responsible for the body design of the Austin-Healey which continued for a record 13 years.

Without a question, the massive fame of this car is largely attributable to its beautiful, sexy, body style. On many occasions, the automotive experts of the world have voted it as one of the ten best car designs of all times! (Including other icons like the Jaguar XKE)

Gerry, Marion and I first met in 1996 at the Austin-Healey Conclave in Ashville, North Carolina. This was one of those major Healey events you would never forget. It was held on the massive, front lawn of George Vanderbilt's 250 room estate named "Biltmore", built in 1895. Over 300 Austin-Healeys filled the grassy front lawn in a magnificent display.

Gerry, Marion and I had lunch on the grounds that day and talked about Gerry's background as the body designer of the Austin-Healey. We also discussed my ongoing effort of founding a Worldwide Registry for the rare 100M performance car Gerry had helped to conceive and execute.

I had the rare honor of working with and knowing Gerry Coker and his gracious wife, Marion, for the last two and a half decades. As each year has passed, I came to realize that Gerry is one of those rare individuals who combines great artistic talent and intelligence with the virtues of a genuine gentleman.

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GGAHC Newsletter Editor

Looking to retire from this position after over 5 years of service to the club.

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

See Page 11

Gerry was most helpful developing the 100M Registry concept and served as one of the five Founding Advisors along with Brian Healey, John Wheatley, Anders Ditlev Clausager, and Roy Jackson-Moore. The 100M Registry was the beginning of a long working relationship that allowed Gerry and I to stay in ongoing contact for over twenty-five years. Our friendship was highlighted in 2017, when I visited Gerry and Marion in Sarasota, Florida to film a 12 minute Welcoming Introduction for the Healey International Meet to be held in Monterey, California, September, 2017 sponsored by the Golden Gate Austin-Healey Club. The visit also celebrated Gerry's 95th Birthday.

The original 100 design by Gerry Coker went on to sell 14,634 cars (BN1, BN2, 100S, 100M). Then Gerry helped design a new grille look for the 1957 six-cylinder, slightly larger cars that sold 44,000 more cars. Keep in mind, this was basically one car design (with minor updates) which continued in production from 1954 to 1967, for a total of thirteen years. This is a record, few cars have accomplished.

As I knew Gerry longer and learned more about the history of the design and construction of the Austin-Healey 100, I felt I really wanted to do something that would help bring Gerry's role as body designer to the public and Healey fans.

I began to talk with Austin-Healey clubs around the world about sponsoring an International Award of Accomplishment to be presented to Gerry Coker at Park City, Utah International Austin-Healey Meet. The clubs jointly presented a stunning 18 inch tall silver cup which read, "International Award of Accomplishment presented to Gerry Coker for his brilliant work as body designer of the classic Austin-Healey 100. Presented by the Worldwide 100M Le Mans Registry, The Austin-Healey Club of America, Austin-Healey Club USA, Austin-Healey Sports and Touring Club and the Austin-Healey Club of Japan." This award turned out to be a major inspiration for Healey clubs to begin truly acknowledging Gerry's significant role.

In 2002, when the 50th Anniversary of the birth of the Austin-Healey arrived, a major meet was held in Lake Tahoe, CA planned by the Golden Gate Austin-Healey Club. This was a once-in-a-lifetime event which Gerry and I both attended, along with over 1,000 enthusiasts. Lake Tahoe International was probably the largest single gathering of Austin-Healey cars in history.

I produced a special 15 minute movie of Gerry Coker's career and design accomplishments for the opening gathering and also presented to Gerry a hand-built 1/8 scale, 18 inch model of the first Austin-Healey, in recognition of his contribution to the new Healey 100

This tribute to Gerry Coker would not be complete without mentioning his role in designing the record setting Austin-Healey Streamliner that set a record on the Bonneville Salt Flats of 192 MPH and was later recreated and run on the Salt Flats in 2009. This is an entirely separate story, available in Healey publications and history books.

One important car design Gerry Coker undertook, was his work helping Donald Healey create a modest priced little sports car called the Sprite. Gerry told me his original design was inspired by the Ferrari's Testa Rossi look, with a forward, shark-like grille and smooth, sloped, headlight free bonnet. Unfortunately, this original design was not faithfully followed for production because Gerry and Marion moved to the U.S. shortly after, and he was not able to push for his original design.

The finally produced Sprite, unfortunately had the awkward "Bugeye" headlights and the loss of the Ferrari-like grille. Even though the new Sprite didn't have the sleek refinement of Gerry's original design, it did sell in large numbers due to the small price and its fun-to-drive character. Gerry was presented with a hand-made scale model (only two in existence) of his original "Testa Rossi" Sprite design at the 2008 San Diego Conclave by six U.S. Healey Clubs.

The most rewarding chapter in Gerry's life was his wonderful sixty-seven year marriage to Marion. They married in England on June 13, 1953, Marion and Gerry have traveled the world and shared many memorable times, many of which took place at international Austin-Healey gatherings attended by appreciative fans of his work.

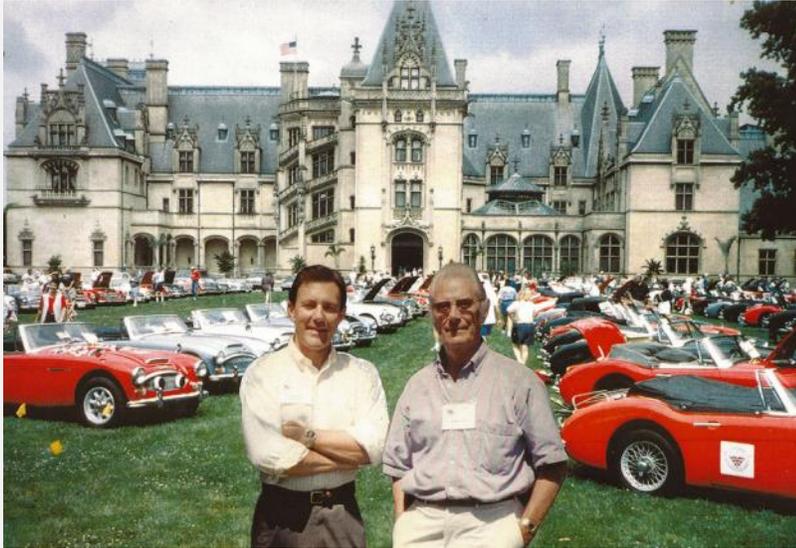
Having known Gerry and Marion for many years, the one outstanding memory I have, is that Gerry and Marion are people who reflect the most admirable traits of humans: kindness, gentleness and good humor, all topped by Gerry Coker's fantastic design talent which has brought so much fun into the lives of so many people. Gerry will long be remembered by me and others as a great friend with remarkable talent and who made major contributions to the automotive world.

SPECIAL NOTE:

If any readers would like to obtain personal DVD copies of the two short films mentioned in this article, highlighting Gerry's story, request, "Coker's Life, presented at Open Roads 2002" and the second DVD, "Gerry Coker's Welcome to Attendees of Monterey International 2017".

Order the two DVD's by sending an e-mail request to: billmeade100mregistry.com (you will be invoiced by Paypal for \$23. (To cover reproduction costs and postage)





Gerry Coker and Bill Meade first met at the Asheville N.C. Austin-Healey meet in 1996. It was held in the front lawn of The "Biltmore", home of George Vanderbilt.

Gerry Coker standing beside the Austin-Healey 100, for which he did the body design. 58,634 of the Austin-Healeys were built with this basic design.



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A beautiful example of the rare 100M performance model of the Austin-Healey. Only 640 cars of this model were produced.

Gerry Coker in 1952 in England, riding his AJS motorcycle which was his only transportation when he first started work.



Before Marion, Gerry's love was his AJS motorcycle.

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Gerry Coker was presented this Major Award by Healey clubs around the world for his role as body designer. Bill Meade, founder of the Worldwide 100M Le Mans registry, is presenting the award in Park City UT in 1997.



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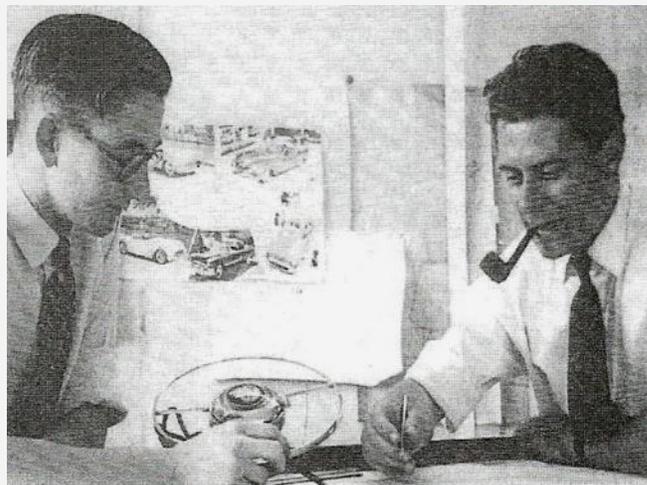
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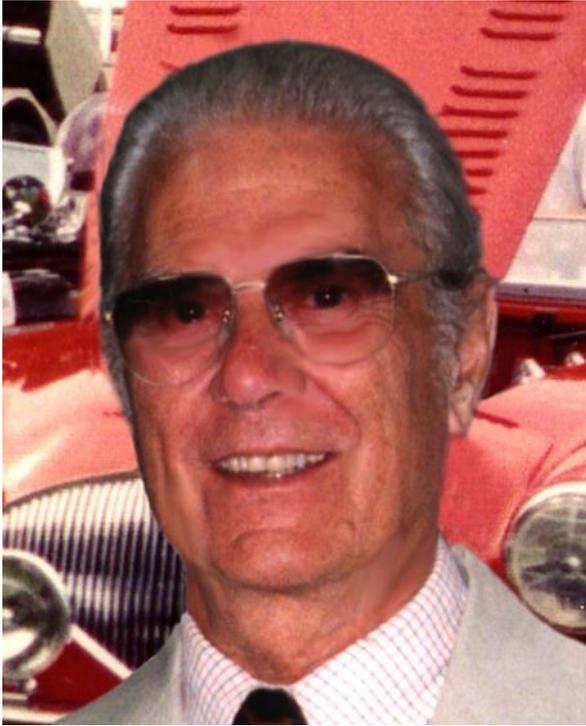
This hand-made model of the original Sprite design was presented to Gerry Coker at the 2008 San Diego Austin-Healey Conclave.



The Streamliner which ran 193 MPH on the Bonneville Salt Flats in 1954. This car was a basic 100 with the front and rear redesigned by Gerry to allow it to reach these speeds. The green car is a reproduction of an early 100 race car.



Gerry (right) working in Donald Healeys office in 1953 with Barry Bilby, who was the chassis designer for the new Austin-Healey 100.



(Close-up) Gerry Coker, born in England in 1922, designed the body for the Austin-Healey when he was 28 years old.



Bill Meade presenting the model award of the original Sprite design to Gerry Coker in San Diego in 2008. This award was sponsored by numerous Austin-Healey Clubs at the 50th Anniversary of the car's first year built.



Gerry Coker - Signed Car



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Healey Doc's Corner

November / December 2020

We need all GGAHC members to do something right away and FLUSH 2020 away. So that we can make plans for our Healey tours in 2021. It has been a difficult year for the club we have had to cancel almost all of our events for the year. We were able to pull off a couple of events and I would like to thank all those that hosted and participated in those that we did do.

So, going forward we have a couple of events on the books for 2021. So, let's get those Healey's running and hit the road. There will be our annual planning meeting on ZOOM in January, I will be hosting a tech session at the shop, I am looking into the Grand Island Mansion for our opener again, as well as there are a couple of other events that are in the works. Then to finish off the year we have booked our delayed 2020 golden anniversary by cruise in December.

We will be having our planning meeting for 2021 on Zoom on January 30th at 10am, for those that are attending Conclave 2021 in Big Bear and at 10:30 am for the rest of the membership. So, get your ideas ready and let's put together a great calendar for 2021.

For those that are planning on attending the 2021 Conclave at Big Bear in SoCal. We will be organizing the Funkhana so we will need your help with ideas and hosting.

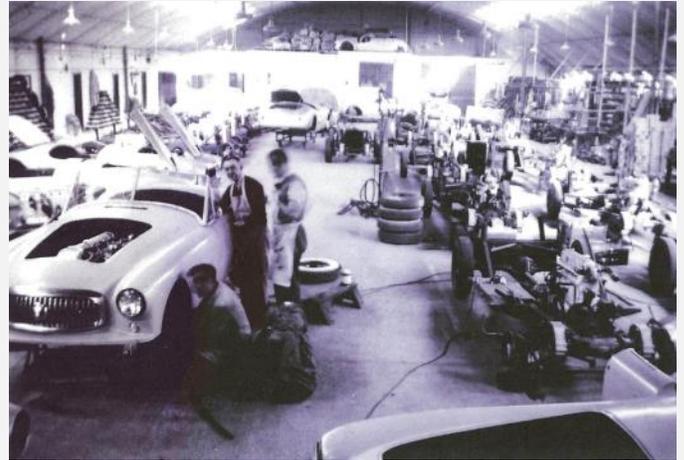
I would also like to congratulate Irene Medzyk on her winning the mileage award again. She did some amazing trips this year, to include a solo trip to Idaho. Just her and her Healey on the road. SOMEONE needs to take her down in 2021, So let's gets those Healey's out on the road and do what they were designed to do DRIVE.

In finishing up we lost the last remaining man of the drive behind the Healey. Gerry Coker the designer of the Healey passed away in November at his home. I will remember many memories Jerri and I had hosting Gerry and Marion at our home. He had so many stories of the beginning of the Healey that we would sit out the back patio and he would go on and on for hours.

So, I would like to dedicate this year's tours to Gerry Coker the man that without his design we would have never had the cars that we all love so much.

Jerri and I hope to see you out there on the road someday soon.

*Happy Healeying,
David Nock*



The Donald Healey factory where Gerry worked in the early 1950's.



Bill Meade's 100M at Bixby Bridge in Big Sur.



The 100M rear view also at Big Sur scenic overlook.

2020 Mileage Award Winner
1st Place - 6,703 Miles
Irene Medzyk

The following info is a description of the fun drives that we took in order to tally up the winning 6703 miles for the annual mileage award contest.

The first significant trip for 2020 was Feb 6 and was a leisurely drive that I took by myself down the Big Sur Coast on Highway 1 to a new barbeque restaurant I had read about. The weather was beautiful and the car ran great but for a little tranny fluid leak. Therefore, the next short trip was to Classic Coach Works in Monterey, and Joe, who rebuilt the transmission, to remove that little problem.

Mar. 20 and the first day of spring! Took the car to Alain who painted my car for a touch up on the bonnet edges as the bonnet had been rattling around some and scuffing the paint. The return home was a circuitous route over Laurel's Grade to Carmel Valley Village and then down Carmel Valley Rd. to 1 and home.

On April 15 I took my Mom north on Highway 1 for a picnic. I was taking advantage of the low traffic volume due the panic over the virus. Highway 1 from Moss Landing to the north side of Santa Cruz normally has a very narrow window of smooth traffic flow.

April 26. The wedding anniversary of my handsome and talented crew chief and myself! I proposed a drive in the Healey but was rebuffed. So, my reliable right seater, my mom, and I took off for a drive down highway 25 south east of Hollister then over the Gavilan mountains, dropping into the Salinas Valley and stopping at Roy's Sausage in Greenfield. There we snacked and picked up sausages for ourselves and for Ginny and Elliott Brown. We crossed the valley over to River Rd and took that up to Highway 68 and over to the Browns to deliver the sausage. A good excuse for driving!

On May 22_ A late departure to De Rose Winery to pick up wine allotment but got stuck in traffic on highway 156 between San Juan Bautista and Hollister. I wasn't going to make it before closing time so I retreated home. May 24th brought another attempt De Rose Winery, this time with my Mom and we had a successful trip.

May 28 brought a dry run with Ginny and Elliott Brown in preparation for our drive for the club scheduled for June 13.

June 13 was the Moss Landing Roll, albeit abbreviated with regard to an actual visit at Moss Landing and you all know the reason why.

June 14: Dex Kaytis from the Southern CA club and also a member of ours had parked his toy hauler at our place in order to be able to attend the Moss Landing Roll. Never one to miss an opportunity to drive around with other Healeys Dex in his car and Mom and I in mine made a trip down 1 and had a nice lunch at the Big Sur River Inn.

July 4 we were invited to a party at the home of friends of ours. Their house had burned down and was rebuilt by Harry and Crew and it was a sort of unveiling as well as a 4th celebration. The Healey arrived there with a flag!!

July 7 and short trip with Mom to the Sand Bar and Grill on the commercial wharf in Monterey for lunch.

July 24 was the very fun and spirited East Bay Hills Dr. Ginny Brown and I came up the night before and stayed in Walnut Creek having a very nice dinner there.

At this point my car was supposed to be on a ship on its way to London for the European Tour planned by Steve Kirby. But alas we know what became of that. The trip postponed until 2021. Well.... I couldn't exactly sit idle with all that time that was already set aside! What else could I do? In 2019 Harry and I went to Deadwood SD for the Conclave and in so doing I missed the 90th Birthday of a very much loved and respected boss of mine from years ago. I was going miss his 91st as well because we were to be in Europe. Thus, was the beginning of an idea! How about a road trip to Colorado??!!!! In the Healey!!

"Hey Harry!! I have an idea!!"

"Oh No" NO!

The planning continued...

Aug 10 Dex Kaytis and Harry and I left for Ft. Bragg. Dex was in his Sprite and we had a fun drive. Went by to hear the Wave Organ in San Francisco but the tide was too low.

CAR WEEK IN MONTEREY!!! but..... so Aug 13 Dexter and Sue and Phil Foster and their friends along with Ginny and Elliott Brown and Steve and Patty Darfler took a drive to San Juan Bautista and Tres Pinos with a loop on Cienega Rd just to have a bit of an outing for car week. It was very hot and there was some unexpected road construction but we all had fun.

September 1!!! Departure for the road trip to Colorado. I was not a direct route. Overnight in Markleeville at the charming Creekside Lodge recommended by Sue Fosters sister Carol. Carson City with a retired American Airlines Captain friend and his wife. Winnemucca overnight then to New Plymouth ID to spend the night with another old friend, Martha. Soda Springs ID, Flaming Gorge UT, and a marathon drive from there to Colorado Springs because of a coming snow storm.

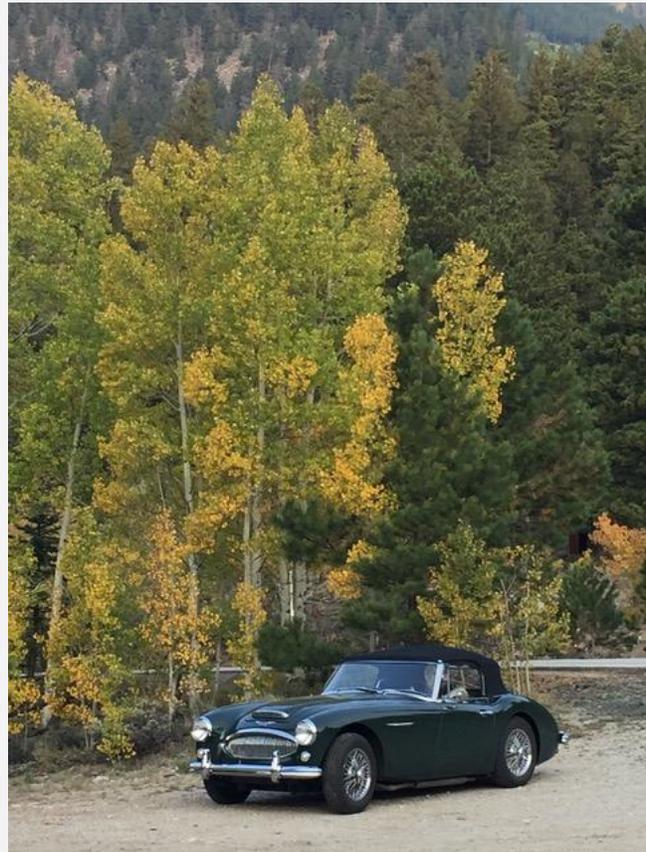
The return was a little more direct but with some wandering. I HAD to go over Independence pass! Salida CO, Paeonia CO, Green River UT, Eureka NV, Topaz Lake NV, and then home. 3401 miles.

Oct 3. British Fall Classic Tour to Frazier Lake Airport.

Oct. 22. The very fun Fall Colors Tour.

In Between were small trip to lunch with friends or just random wanderings.

I really love to drive my car and am very lucky to have such a great crew chief and so many fun friends to drive with. Thanks to my mom for loving to go in my car too!!



2020 Mileage Award Winner
2nd Place - 5,360 Miles
Marc Lewis

The Bay Area is full of remote, scenic, twisty back roads perfect for exercising a Healey. The Bay Area is also full of remote, twisty, exhilarating hiking trails, many of which end on a scenic prominent peak. I love both back-road driving and back-trail peak-bagging. There's GOT to be a way to combine both in the Bay Area. Wouldn't it be cool to link four of the Bay Area's highest peaks on tarmac? There IS A WAY and it IS COOL!

Mt. Diablo (3,849 foot elevation) is my backyard neighbor and I've hiked to its peak from the Back Creek, Bald Ridge, and Prospector's Gap trails, Juniper Campground and the Summit Trail. So Mt. Diablo was the natural starting peak.

Out our street and left onto Marsh Creek road. Another left onto Ygnacio Blvd heading towards North Gate - the perfect entry point into Mt. Diablo State Park. Driving to the top we shared the road with bicyclists and, since we were out early enough the day after Thanksgiving, with deer. As we ascended turn by turn, the Bay Area revealed itself over our shoulders, in front of us and behind - all around us! After about 30 minutes of spirited (but 100% legal) driving we reached the peak capped by a stone lighthouse tower that shines every December 7th in remembrance of the thousands that lost their lives during the Pearl Harbor attack, and until COVID passes, every Sunday to remember the hundreds of thousands that have lost their lives to the pandemic. Well, we almost reached the peak. Since we were out so early the top of the mountain hadn't opened so we stopped about 1/3 of a mile short but still took a prove-it picture.



One down and off to the next peak.

Back down the mountain and out South Gate into Danville but NOT ON THE FREEWAY! That would be an automotive sin. We made our way towards Livermore through rolling and rambling pasture hills as cattle and horses ignored us. Many of you know Mines Road out of Livermore is my favorite Bay Area back road. It's twisty. It's remote. It's scenic. It has history. And there's a peak overlooking the South Bay! It took us a couple hours to get there. But we enjoyed the cool morning driving past ranches, creeks, canyons, and chaparral vistas. Finally we rounded a corner and there it was! Lick Observatory at the top of Mt. Hamilton. 4,196 feet above the Bay.

Two down and two to go.

We kept going past the observatory to head down, down, down towards San Jose. A different Bay Area coming down this mountain but, just like from Mt. Diablo, we saw views left, right, center and behind - all around.

OK getting to the next peak without freeway took special route-finding (ignored Google Maps and Garmin). We connected with Almaden Expressway (almost a freeway but not quite) that ultimately becomes Almaden Road (that's more like it!).

Right after driving through the lovely town named New Almaden (bet you didn't know about it) and as we passed the New Almaden Quicksilver Mine regional park my gas pedal hit the floor. Not because I was speeding. But because the little 10x32 nut connecting the gas pedal to the carb linkage decided to leave the engine bay. So Patti took over the driver's seat (for the first time) while I pushed the Healey into the park's dirt lot and started the disassembly-to-reassembly process.



Kinda looks like a Healey yard sale doesn't it!?



Anyway, after a little swearing, three or four 'No I don't need your help's, a little persistence (the nut holding the heater cable is a match! Good to know just in case), and lunch we were back on the road. Turn, turn, turn. Up, up, up. And we made it to the top of Mount Umunhum (3,478 foot elevation).

Three down and one to go!

By now it was 3 o'clock. We had about two and a half hours of light but four hours of scenic, twisty driving through the Santa Cruz and San Mateo mountains to Highway 1, the GGB and the Marin mountains ahead. Something had to give. I succumbed to temptation. I sinned. I drove the freeway. Next time I'm not going to break down! (Repeat three times for good luck.) The good news is that the Golden Gate Bridge was SPECTACULAR! Almost always is.



After the Bridge we headed West towards the final peak as the sun set on the yellow, pink, purple and then deep blue Pacific horizon. Just after dark we made it to the top of Mount Tam (2,569 foot elevation).

So, we made it. Two people, one Healey, four Bay Area peaks, one epic 316-mile drive. Sometime (next year?) I'm going to lead this drive and invite adventurous members to join me. Should be fun if no-one breaks down!

Have Fun!
Marc

2020 Mileage Award Winner
3rd Place - 2,505 Miles
Dexter Kaytis

I have 2 Healey's, a 1960 BT7 and a 1960 Bugeye Sprite. I go to 2 cruise-ins (Cars and Coffees) every weekend. Some are close and some are more distant (50 to 70 miles away).

At least once a month I go on drives with friends with collector cars. Sometimes we drive through the mountains above Pasadena but most of the times we drive through the hills above Malibu. These Wednesday drives can vary between 100 and 200 miles.

This year I also did 3 drives with the GGAHC; Moss Landing, the 5 passes drive and after the Ft. Bragg overnighter was canceled, Irene Medzyk, Harry Harami and I made the drive on our own.

I really love driving my cars. I don't baby them. I drive them as they were designed to be driven.

The mileage is only on my 3000 BT7.





COKER, GERALD
Jun 24,1922 - Nov 13, 2020

Gerald Coker Obituary

Gerald (Gerry) Coker, 98 years old, passed away peacefully on November 13, 2020, in Sarasota, Florida.

Marion, his loving wife for 67 years, was by his side. He is survived by his wife, Marion Coker, his two children, Faye Coker and Adrian Coker, Granddaughter Maia Coker and his sister Josie Wickenden.

Born on June 24, 1922 in Northampton England, Gerry was an ardent car and motorcycle enthusiast from an early age.

During WW II, he was an apprentice design draughtsman for a factory in Coventry, England that was responsible for the design and production of Army vehicles. He was involved in several significant war-time projects that utilized his drawing and design skills. He was also a volunteer for the Home Guard, helping to extinguish the fires brought on by the bombing raids on Coventry.

He was later hired by Donald Healey and became the automotive design engineer best known for being the sole body designer of the Austin-Healey 100 in the 1950's. A design that made the company famous overnight and has been recognized as one of the outstanding automotive body designs of the last 70 years.

His Bonneville Streamliner design for Donald Healey, set records on the Bonneville Salt Flats in 1954.

He married the love of his life, Marion, in 1953 and in 1957, they traveled by ocean, on the Queen Mary, to their new home in the United States.

After moving to Birmingham, MI, he retired as a design engineer from the Ford Motor Company. They spent their time between Cashiers, NC and Sarasota, FL before living in Sarasota year-round.

He was happy and thankful to have spent much of his retirement traveling with his wife to Austin-Healey enthusiast events around the world, where he was always an honored guest speaker.

There will be a Celebration of Life Picnic January, 9th, 2021, 12pm-3pm at Twin Lakes Park, 6700 Clark Rd., Sarasota, FL. Due to COVID-19 concerns, it is requested that celebrants bring a picnic lunch and lawn chairs.

Beverages will be provided.

Opening for GGAHC Newsletter Editor position:

The club needs a volunteer who would like to assume the role of the Austin Healey Club Newsletter Editor. It's a part-time job, and it requires either attending club events, or assigning the task of reporting to a volunteer member.

It requires some basic computer skills using Microsoft Publisher and Email Functions.

During my time doing the Newsletter, I have had the opportunity to spend time with the members of our club and get to know them.

I have had some Great Experiences and have many Great Memories that I will always cherish and remember.

If you are a social person and enjoy people, I highly recommend taking this opportunity and have some fun with a Great bunch of people.

I would be happy to assist who ever wants to take on this task to get you started for as long as you need my assistance.

If you want to volunteer, or ask questions, email me at me.sonneman@att.net

Thanks,
Mike Sonneman



RENDEZVOUS 2020 GRILL BADGE AVAILABLE IN THIS ONE TIME OFFER!

The 45th Austin Healey Rendezvous 2020 was cancelled because of the coronavirus. The cancellation resulted in a limited number of grill badges being available for purchase. Only 35 badges of the initial production run remain. There will not be any additional orders when they are gone!



Grill Badge
\$55 each

Send your order and a check made payable to the Golden Gate Austin Healey Club to:
David Nock / Golden Gate Austin Healey Club
President@goldengatehealeys.com
1235 Eastridge Place
Manteca Ca 95336

Austin-Healey Association of Southern California

presents

CONCLAVE 2021
BIG BEAR LAKE, CA



*Has the quarantine
got your Healey
in hibernation and
bearly breathing?*



Then come to Big Bear Conclave 2021
and breathe some life back into your
Healey experience.

www.conclave2021.com

Golden Gate Austin Healey Club Board of Directors

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President@GoldenGateHealeys.com

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healeyrich@hotmail.com

Secretary: Steve Darfler (510) 305-3864
Secretary@GoldenGateHealeys.com

Treasurer: Naomi Bliven (408) 225--7044
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Membership: John Turney (925) 686-2290
Membership@GoldenGateHealeys.com

Event Coordinator: Marc Lewis (925) 395-1626
events.ggahc@gmail.com

Delegate at-Large. David Nock (209) 824-1562
Healeydoc@sbcglobal.net

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

Plus John Klimaszewski and Mike Sonneman, listed below.

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.

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/>

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-

From the Editor



Mike Sonneman
GAHC Newsletter Editor

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.

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:

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:

1961 Austin-Healey 3000 MKII BT-7 Tri-Carb.

Complete frame-off restoration by British Car Specialists. Rare black factory hardtop, soft top and tonneau. 72 spoke wire wheels, Pertronix electronic ignition, stainless steel exhaust system, hardened valve seats, oil cooler, servo assist brakes, overdrive, new side curtains, manuals, and restoration album. 65,148 miles. \$60,000 OBO.



Jon Sturtevant (209) 352-2431

Email: js3060@yahoo.com

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

For Sale:

1967 Austin-Healey - BJ8/3000 Mk. III

Owned since 1988. California car, always garaged. Looks and runs great. New tires and leather interior. 89,000 miles. Asking \$50,000.



Ken Painter (831) 295-2142

Email: bqribbs@gmail.com