



Healey Happenings

This edition...the Fall Colors Tour, Off to Ft. Ross, new member, a bucket list experience, and alternatives to club events!

Next edition...Xmas cruise, Monterey Car Week, a closer look at a special Lemans car.



Golden Gate Austin Healey Club

Volume 23, No. 6

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GGAHC 2021 Sierra Passes/Fall Colors Tour

Contributed by Marc Lewis and Photos by Steve Darfler

2022 Tahoe Event has been cancelled!!!

Early registrations were very low. In order to protect the Club resources the Board decided to cancel the event.

If you registered you should have received a full refund by the time you have read this. If not, please contact GGAHC Treasurer!

Attending the Christmas Cruise?

Remember the Boat leaves the dock Promptly at 11:00 AM.





The 2021 Sierra Passes/Fall Colors Tour was fabulous AND well-attended. Club members were well-represented (over 20 cars) and there was a major SCAL contingent too. If you weren't there – you missed something special!

Most people gathered early Friday morning and left the \$5.59/Gallon Valero gas behind for a backroad jaunt to historic Knights Ferry on the Stanislaus river. Then we were off towards the Sierras. Monitor Pass (8,314 ft.) was the first, but certainly not the last, pass. We stopped for lunch on the famous Walker River on the Eastern Sierras. It was dry, dry, dry. Something a long-time fly fishing guide said he'd never seen before. Times they are a changin'. After lunch we were onto the Montbleu Resort which served as nightly destination and sleep-spot.



Saturday was an early start. Too early for at least one Healey that got up on the wrong side of the bed. After a little coaxing she woke up and joined the rest of the group waiting patiently (?) in Southlake. Then we were off driving Lake Tahoe's beautiful western shore passing Emerald Bay then through Truckee toward the Donner Party Museum where we briefly parked. Heading west up over new asphalt winding past some of the most impressive granite landscapes in the Sierras over Rainbow Bridge toward Donner Pass with Donner lake behind made for a terrific picture.



Then CA-20 and 49 through the small, but bustling, town of Downieville with its one bridge (which some crossed twice!) for gas and lunch at one-pump, one-restaurant Bassett Station. They ain't called wait-staff for nuthin' cuz it took awhile for everyone to gas up and get fed. But everyone were good sports and glad for good grub.

Over and across to CA-89, 28, 50 and Tahoe's gorgeous eastern shore completing a circumnavigation of the Lake in one day. This place is SPECTACULAR! Back to Montbleu with only a little time to get ready for appetizers, dinner and company at Harvey's and we were all ready for the last (is it really the last?) day.

We got to sleep in Sunday, headed south on CA-88 and stopped in Markleeville for lunch and conversation. West on CA-4 over Sonora Pass with a stop at the tiny, but favorite, Mosquito Lake for a scenic stretch.

We then threaded the needle between Reynolds, Highland, and Silver Peak before descending into the less dramatic but ever scenic landscape past Big Bear, through Arnold and Murphy's down the mountain into civilization (?) where Healeys peeled off toward home.



Every day miles and miles of narrow, twisting roads surrounded by leaves alternating green, red, yellow and gold. Lake after lake, after river after lake. It was **SPECTACULAR!** 🇬🇧



A BUCKET LIST TRIP: Roger Lessman Racing World Record Attempt 2021
Contributed by the Editor, Photos by Haden Cory

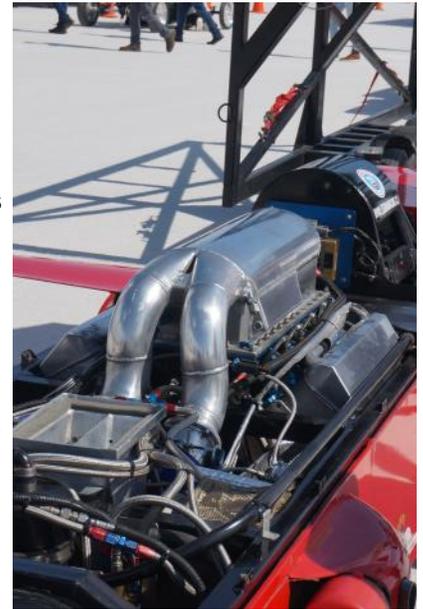
So it all started years ago while entertaining a few friends with the thrills and chills of vintage racing: Specifically, throwing a 60-year-old Sprite into turn 1 at the end of a 120 MPH straight, only to find that I had no rear brakes due to leaking axle seals. Across the table one of my friends indicated he, too, raced. What, I inquired? 'Streamliner' he replied. Not a make/model known to the Vintage Crowd, I asked which track? 'Bonneville' he replied. Knowing I was out of my element I asked the obvious "how fast"? Roger replies... '385 so far, going for the record of 400. You should come out one year.' In early summer I got a call. For the first time in years the salt was perfect. This was the year....



First impressions...Bonneville is Burning Man for older gentlemen and their families with big and very loud toys. The recreational drug of choice is a plethora of craft cocktails of octanes available to inject down the intake manifold of 'whatever ya' brung'. It **is** a family affair, with some teams making the annual pilgrimage through three generations of family members **still** flogging the same vehicle that Granddad did. It is friendly. Walk into any pit and start asking questions and one gets an earful, laced with technical nuances that make one's eyes glaze over: wind speed and direction, elevation, salt density, ambient air temperature, air density, etc. This is **personal** racing for every man/woman: there are no secrets under the hood aimed at gaining an advantage over a competitor, only the individual quest to better last year's time. There are 30+ different classes of vehicles, so the variety ranges from VW bugs and motorcycles on up, even a streamliner with twin snowmobile engines.



All variables are measured every morning and tweaks are made. The runs start @ 8:00 AM and continue to @ 5-6 PM. Spectators can stand within 10-15 feet of the launch at start, and depending on the vehicle the object is gone in a matter of seconds. Speeds are recorded at each mile marker, as well as the terminal speed. Despite the best of efforts to keep the pace going blown engines, shredded tires, etc., slow the pace with long periods sitting in the bleaching sun with little knowledge of what is happening.



shirt vendors are there, but food options and availability can vary depending on what, and how many vehicles are running.

Accommodations are the typical Nevada casino fare: smoke filled lobbies and main floors, but restaurants wonderfully insulated from the fumes with good albeit expensive fare. Even 'smoke free' rooms are not totally free odor. The casinos are the normal large brands found in Reno and Las Vegas. Given that Wendover is on the Nevada/Utah border we asked the question of how the facilities fill all the rooms. The races can cater to +/- 500 vehicles, plus support teams, but that won't fill +/- 1,000 rooms. But, Swift Airlines, a charter service serving souls from 71 source markets brings in boatloads of gamblers for 48 hours of wanton hedonism on a regular (pre pandemic) basis. The casinos are praying for a return to normal...



Sunrise over the Flats with misting rain...

So how does a wide spot on interstate 80, with no noticeable industry employment base other than gambling, warrant an airport with capacity to handle commercial aircraft? In 1940 Wendover had a mere 100 residents. Then came the air force seeking a research and training location for testing bombs aboard the B 17 and B 24 planes. By 1943 there were over 17,000 military and +2,000 civilians on a base that encompassed an area 86 miles long and 18-36 miles wide. It was its own city with 668 buildings, a 300 bed hospital, gym, swimming pool, two movie theaters, chapel, bowling alley and 360+ residential units for married families as well as a multitude of barracks.



Why there? Besides desolate and remote, which supported the bombing exercises, Wendover was part of the Manhattan Project, the location code named 'Kingman' or Project Site K. It became the training base for the B 29 Superfortress, and was the home to the Enola Gay which carried Little Boy over Hiroshima in 1945. The base remained in Air Force control until 1969, and was transferred to the City in 1977.

Should you venture to Bonneville the museum at the base is worth a visit. Should you drive onto the salt flats take a rental car, but don't tell the agency where you are going. If they know your destination they won't rent to you...

So what about Roger? The vehicle pictured is 23 feet long and runs a ford V-8 with twin turbos burning liquid natural gas. Horsepower? He doesn't know because he hasn't found a dyno capable of measurement. His tuner is a regular attendee who has an international following and takes his laptop around the world honing his skills. The tuner's best estimate is somewhere in the 1,600 to 1,700 HP range. Unfortunately Roger failed in his quest this year. Doing 280+ MPH on a practice run at mile marker 4 he glanced at the oil pressure before putting the pedal down to nudge 300. When he looked up the car had found a rut and he gently tagged one of the cones which compromised the carbon fiber nosepiece. **Damn!** He says the engine was running well and at the time of the collision it was only turning about 4,000 RPM and the turbos hadn't even spooled up.

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He has been doing this since 1980 and survived an end-over-end airborne accident in the mid 1990's. The video is definitely worth watching.

(see <https://www.youtube.com/watch?v=nZVQU3rDII4>).

When the rescue team reached the remains of the car to see if he was alright all he could say was "I need a beer." The current car has been repaired and is ready for 2022. He says I should come again next year...



NEW MEMBER PROFILE: Rob Keller & Family
In his own words....

I live in Palo Alto, CA with my two daughters, Rowan (12) and Savannah (8), and my wife, Jenn (timeless). About two years ago, we moved back to California from a six year stint in Washington, DC. I work as an attorney for Cisco and Jenn is in biotech at a small company named Gigagen.

I recently acquired a 1960 Austin Healey MK3000 from Jenn's dad, who bought the car in 2009, but lost interest in the car a few years ago. I have always loved the car and I am doing my best to return it to its former glory.

As I mentioned, I had taken it to a mechanic to re-build the braking system, but haven't driven the car in several years. I brought my 12-year-old daughter with me to pick it up and had forgotten that the gear shift on British cars is different than those on American cars. My first drive in the car in years almost ended in disaster. Instead of putting the car into reverse, I launched it forward about 3 feet and nearly ran into a California oak. I then sat there at the garage for about 10 minutes, stalling and getting re-acquainted with the car. My tween daughter was surprisingly encouraging and relaxed. Finally, I got my bearings with the car and off we went on a 7-mile journey home. By then end of the short trip, all the muscle memory of driving in years past had returned and we were zipping along comfortably. It wasn't until we got home that my daughter admitted that she thought she was going to die at the beginning of the trip.



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HealeyDoc's Corner



Happy Healeying David Nock

This last year is about to be put away in the history books of our club, but we will wrap it up with an amazing Holiday Party SF Bay Cruise. Currently we have 75 people attending and there is still room for YOU. So, if you want to attend there is still room for you to join in on the fun.

As many of you have heard we had to cancel the 2022 Healey Rendezvous that was scheduled for May of 22. There was a very low registration count, and we were coming up on a hotel deadline. So rather than risk the meet possibly losing money the board decided to cancel.

So, for next year if there is a tour that you would like to host come out to our planning meeting in January and let's get it on the calendar. In 2021 there were some new places and tours that we did which all had very large turn outs.

The club has also lost a couple of very long-standing members this year. That I would like to pass along the club's deepest condolences.

Ginnie Klein a long-time member dating back to about 1979 passed away in November. She and her daughter Krissy have kept her son's Healey on the road and attended many Healey events over the years. She also was the editor of Healey Highlights (the precursor to Healey Happenings) for about 5 years also took on the responsibility for other officer positions in the club.

John Soderling the owner of Erica the Red a 57 BN4 complete with flames. John attended many club events passed away in August, he was always that smiling face no matter what, and was always willing to help out with club events, and he will be missed.

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

Happy Healeying

David Nock

HINTS FROM A SHADE TREE MECHANIC: BN1&BN2 exhaust swap.

Contributed by the Editor

Those members familiar with my BN1 may remember that it has had a seriously loud, even obnoxious and embarrassing, exhaust note, particularly on deceleration. I measured it exceeding 95 Db, which is above what is usually allowed on race tracks, at least those in politically correct California. Years ago during a restoration process I decided to let the motor breathe a bit better and installed a header from a race prep shop. Unfortunately, it came with a 2.25 inch inside diameter (ID) main collector which required further modifications, hand fabricating a flex tube section to clear the outrigger, fabricating proper hangers front and rear, a 'Flowmaster' brand muffler, etc. It still hung too low for practical purposes, and required a supplemental heat shield to accommodate the carb fulcrum pin.

In Monterey during the International Meeting I became attracted to stainless steel exhaust systems and had seen various ads that appealed, but became intrigued by one fabricated by Cape International (cape-international.com/austin-healey/). It was an elegant looking item with individual heat shields on each down pipe as well as a full length one on the top side of the muffler, and advertised proper mounting points as well as the proper threaded adapter for the fulcrum pin for the carbs. It also had a more modest collector pipe dimension (1.75 inch I.D.) more suitable to a vehicle which will never be run at 8,000 RPM. It sounded too good to be true, but being a fan of side exhausts an order was placed, which was fulfilled within a matter of three days. Fortunately, our supply chain woes are not as serious for items coming from Europe and it arrived within a reasonable time frame.

Removal of the old system, as well as installation of the new one was pretty straightforward, but with a couple of caveats. First, pull the air cleaners, loosen the fuel lines and move them out of the way, and loosen the exhaust manifold. Leave the carbs alone. Loosen the exhaust. Depending on how old the existing system is it might be easier to cut it off.

The new down pipes fit perfectly on the head, and were loosely tightened to allow some wiggle room. The two-to-one coupler was also slipped into place. The muffler is a full 30" flat oval for maximum clearance, and the rear mounting plate fit well on the rear hanging mount on the vehicle. In hindsight it might have been prudent to shorten the coupler by an inch or so before tightening everything down. There is more than enough length for matching up with the muffler and it was a bit of a struggle to get the two to snug up even with the aid of silicon lube.



Courtesy Cape International

I did have to make four modifications for everything to work well. First, the fulcrum pin that is welded onto the system is at a different angle and spot than what one will find on the stock manifold. Ergo anticipate having to adjust all of the linkage. Second, but as part of the fulcrum mounting, it was necessary to fabricate a bridge between the linkage coming off the fulcrum pin and the connecting fulcrum on the firewall. Otherwise, the linkage may rub up against the rear heat shield. I decided not to try to bend the linkage but rather sacrificed a spare carb butterfly rod and tapped about a one-inch piece at both ends to accommodate the stock linkage threads. (This will be replaced with a proper steel one to add strength.) Third, the mounting point on the front of the muffler didn't line up well. A simple "U" shaped piece of sheet metal provided a bridge of about 1.25 inches. Fourth, upon



firing the critter up I found that one of the pipes would occasionally vibrate up against the lower edge of the wheel well. We all know that 1950's British automobile fabrication did not have the benefit of CAD design precision, so a light touch with a pry bar wrapped in a rag seemed to fix that.

I had only recently converted to a full "M" configuration and by accident discovered that some of the linkage adjustments are impossible to accomplish with short fat fingers. It was necessary (for me) to remove the cold air box, disconnect the fuel line and remove the tops of the float bowls to get the linkage adjusted and then to replace the cold air box, keeping the fuel line hook up to last. I love the sound, am certain I am more socially responsible, and love the look of the twin side pipes!



A call for contributions... The original club newsletter was heavily oriented towards technical tips for maintenance and modifications. We encourage all members to submit their own pieces they may feel helpful to the rest of us. Send articles in **word** with **JPG** pictures to Edior@goldengatehealeys.com



AND FOR THOSE WHO CAN'T GET ENOUGH SEAT TIME ...

We are getting into the season when most of our Healeys get a little rest due to colder weather and (hopefully!) rain. Time for tackling the laundry list of small chores we have all been meaning to get to for months on our respective British mechanical wonders. But for those of you who just can't get enough of mingling with other car enthusiasts you may want to investigate some of the following:

<https://americaonwheels.org/cars-and-coffee-locations/>

All cars, all the time, virtually every weekend. Hours, locations of gathering spots for casual get-togethers to peek under the skirts of whatever shows up. These can be a lot of fun, and the price is **FREE**. Listed by state for ease of navigation.

<https://californiamille.com/>

Martin Swig, the owner of the Fairmont Hotel was attending the Mille Miglia in Brescia Italy in 1982, which planted the seed for a local version. In 1991 the first California Mille gathered in front of the Fairmont Hotel and departed for our homegrown 1,000 mile jaunt through the State. In 2020 the event became part of the Hagerty line of automotive experiences. It is limited to 70 cars that must be approved, and entry is not cheap (\$10,000 the last time I checked), but it is reported to be well worth it. Mike Silva and Bob Griffin (Club members) have both been on it.

<https://andiamorallies.com/>

This is a slightly less expensive experience and was the brainchild of the creators of the Coyote Creek Concours d'Elegance and the Alameda Point Concours d'Elegance. Registration is now open for the 2022 event in May and will cruise the Gold Country. Unlike the Mille, which is limited to historic vehicles, this is open to all, but is limited to 35 cars. \$6,000 all inclusive.

<https://www.sportscaradventures.us/>

This is a slightly different take, and appears to rely on "Drive Share" cars (information available on the Hagerly webpage. It is based out of San Jose and hosts a variety of South Bay/Santa Cruz Mountains/Coastal excursions that cover @100 miles and four hours of drive time. Cost is \$495, so if your prized vehicle is down for the count and you feel the need for (some) speed and bugs in the teeth they have a changing and expanding fleet of cars that participate in drive share.

<https://www.breakfastclubrally.com/>

This one is aimed squarely at the north Bay Area and appears to ply mostly Marin/Sonoma/Napa roads, but also held one from the south bay to Monterey for Car Week in August. Think of them as a mobile Cars and Coffee: Gather between 8-9:00, depart, drive @ 100 miles over 4 hours of back roads with one stop. End somewhere for lunch and sightseeing. You must register with BCR ahead of time. Registrations open a couple of weeks before each event, and the start is not announced until a week before. Registration is limited and fills up rapidly. Each registrant is emailed turn by turn instructions and there is no designated leader. It is a 'run what you bring' event with everything from Mini's to McLaren's. From personal experience the events seem to be very social with frequent attendance by some regulars. Some Images from a recent Napa to Petaluma run are below.



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GGAHC Fort Ross Drive *Contributed by Marc Lewis*

Saturday November 6th dawned overcast with intermittent rain predicted. But that didn't discourage 11 Austin Healeys from gathering for a terrific Sonoma coastal drive. In fact, it felt like they were returning to their foggy and soggy British homeland.

First stop was at the Potter Schoolhouse which was featured in the 1963 Alfred Hitchcock movie "The Birds." We learned fun movie facts like how the movie-star birds had a hard time 'leaving it on the stage' and actually attacked stars Tippi Hedren and Rod Taylor; and how the owner of another location featured in the film was able to finagle on-screen time, a speaking line AND naming Taylor's character Mitch Brenner after himself Mitch Zankitch.

Next stop was at Doran Beach overlooking Bodega Bay where we learned how the Russian-American Company temporarily colonized the area in the early 1800s built on the otter-fur trade – until the otter were hunted to virtual extinction. And about the doomed romance between the Russian colonizer and the young daughter of the Mexican commandant of the Presidio of San Francisco.



The final stop was at Fort Ross built by the Russian-American Company in 1812 on disputed land and populated by Russians, Poles, Finns, Ukranians, and Estonians. Pretty quickly agriculture failed, otter and fur seal were overhunted and a deadly small pox outbreak in 1837 decimated the local Native Americans. It was time to leave but not until the fort was sold to John Sutter in 1841. (1)

The sun struggled through the clouds while the group ate lunch and enjoyed each other's company inside the rustic Fort Ross dining room. But the rain completely abated as the group headed East along the Russian River's scenic and twisty backroads.





(1)

There was an editorial in the 11/28/2021 SF Chronicle Opinion section that documented the history of Slavery in California and the rather unconventional way the state formed its own government without any action by Congress. (Sources: John Briscoe, recipient of 2020 Oscar Lewis Award in Western History and distinguished fellow at UC Berkeley) Also in the editorial was a good synopsis of the evolution of land rights and ownership in the state. In short:



- Spain claimed California in 1542, but didn't colonize it until 1769.
- In 1821 Mexico seized independence from Spain and claimed most of the western U.S. which included all of the Catholic church lands in Alta California and the west.
- In 1846 the U.S. went to war with Mexico. On Feb 2, 1848 the Treaty of Hidalgo

was signed that gave the U.S. all of Wyoming, Utah, Nevada, most of Colorado, and all of California. (*Gold had been discovered nine days earlier...talk about timing!*)

- The ancestral land ownership rights granted to the Native Americans by Spain and Mexico were basically overturned and not recognized, and most of the Colonial land grants were parceled off (Leland Stanford being one lucky recipient). In total over 1,000 legal cases were heard and mostly ignored.
- All of the Coastal lands from just south of Ft Ross were included in the original land grants, Spain had been very concerned about Russian intrusion along the west coast, from Alaska southward and were quick to colonize the entire area.

Those who were on the Mt. Tam in 2019 may remember some local lore turned up for that tour. In the late 1820's an Irishman, John Thomas Reed, sailed around the horn to Acapulco and jumped ship, six years later migrating to what is now Marin County, building the first house in Sausalito. After becoming a Mexican Citizen he was granted Rancho Corte Madera del Presidio, consisting of parts of what are now Belvedere, Corinthian Island, Corte Madera, and Mill Valley, and started to harvest lumber used in building the Presidio from a saw mill he built in Cascade Canyon in Mill Valley. In setting up the mill he traded with the Russians at Ft Ross to acquire the saw blade and other supplies.

Upon Reed's death, as was customary according to Mexican law, the Rancho was divided among his four children. There had always been a friendly relationship between Reed and the neighboring Rancho Saucelito owned by William Richardson (as in Richardson Bay). After Richardson died the Rancho became administered by Samuel Throckmorton (as in Throckmorton Avenue in Mill Valley). As happens, the heirs got into a squabble over boundary lines and the Ranchos were split along a roadbed that ultimately became Miller Avenue in Mill Valley, also the rail line to the Mill Valley train station. The Throckmorton's received possession of the western lands, and the Reeds the easterly part. Throckmorton's daughter, Suzanne was reputed to not be a very astute businesswoman and lost what became Mill Valley to a savings union in 1889. The rest of their land was leased largely to Portuguese ranchers, who established the rich dairy heritage of Marin County.

The Soggy Survivors of the tour included:

- Cully Anderson
- George & Wendy Cagwin
- Steve & Kim Korbay
- Marc & Patti Lewis
- Mike McDonnell & Katie Chao
- Irene & Frankie Medzyk
- Tim Murphy & Barbara
- Rich & Tweedy Olson
- Peter Roberts
- Mike Sonneman
- Steve & Karen Thomas



FROM THE ARCHIVES: The regional Healey Scene in 1972

Fortunately, Healey aficionados seem to be hoarders of more than spare used parts, specifically old automobile magazines, to include prior editions of various iterations of club newsletters. Here are a few snippets of the regional Healey atmosphere:

- The local club adopted the name "Pacific Centre" and claimed 330 members by year end, +40% driving BJ7-8s.
- It was stated that approximately 70% of all Big Healeys were originally sold in California (no source was mentioned).
- There were several articles about the 100S and an ad for one for sale for \$1,000 that had raced at Sebring.
- The first articles came out about the Jenson Healey and there was a lot of discussion as to whether to welcome those owners into the membership.
- One disgruntled Big Healey owner talked about his conversion to a V8 after being shut down by an MGB in a drag race.
- The Pacific Centre hosted the first Yosemite tour.
- Some enterprising after market dealer was producing full 'Cobra' fiberglass panels. A tilt front end would set you back a whopping \$295. Flared rear fenders were a staggering \$49.95...The equivalent of \$1,952 and \$395 in 2021 \$\$.

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) 305-3864
Secretary@GoldenGateHealeys.com

Treasurer: Naomi Bliven (408) 225--7044
Treasurer.ggahc@gmail.com

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 Greg Cory listed below.

Newsletter & Web Site Management

Editor: Greg Cory CELL: 415-269-2065
Editor@GoldenGateHealeys.com

Web site: www.GoldenGateHealeys.com

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

Contact Greg Cory for advertising rates.

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The Golden Gate Austin Healey Club

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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*

DATES	EVENT
12/4	Christmas Party/Bay Cruise
1/15/2022	Event Planning Meeting Walnut Creek Elks Lodge
Others	To be determined in January

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:

EDITORIAL COMMENTS

We have added several new members in the past year. Invitations have gone out to all to tell their own personal stories about how they came to own such fine automobiles. We have had several contributions (as highlighted in each edition of HH), and more are promised.

We also want to encourage existing members, many of whom have been loyal to the Club through most of the 50 years of organizational change and continued service to the organization.

We can only organize and host so many events in a year. Those are the main mechanism for getting to know your neighbor. Our zealots of All Things Healey include far flung locations such as Australia and states such as Virginia, Idaho, Arizona, Oregon, and neighboring Nevada. Our core includes +/- 160 stalwart Californians living in 116 different zip codes who may like to know about each other. In a state that is larger than many countries with a population greater than all of Canada it is not exactly like we are neighbors on the same cul de sac. So, by sharing your story with the entire membership we hope will give others a chance to meet and greet, and hopefully create some bonds as well as enhance the value of being a member.

If you would like your story told, please email me at Editor@GoldenGateHealeys.com. You can write your own tale or I can ghost write and let you edit.

Also, if you have comments or suggestions for format/ font/etc., we would welcome the input.

Healeymarket



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

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

Free to a Good Home!

Subject: Any member interested in a decades worth (plus) of the national AH magazine...

Having a clean out and decided i have too many things I dont use that often and was wondering of any members would want them and of so, they can come by my house near Half Moon Bay (or pay for shipping) otherwise, they're going to be thrown out !

EMAIL: andrewnarraway@gmail.com

For Sale:

1965 Austin Healey 3000 Mk III / Phase 2, Chassis HBJ8L / 32038. Owned for 30 years, including 8 Year Restoration. Asking \$65,000



Robert Blair (408) 221-5244
Email: RNB333@live.com