



Healey Happenings



This edition...Mostly dedicated to the elusive 100-S and a historical tale of Andrew Champion. Also, new member Roger Bohl and his contribution to the early rally scene, as well as new members William and Lisa Beecher's new restoration .

Next edition...The 2022 Tech Session and season opener.

Golden Gate Austin

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Please see the announcement and registration form for the 2022 California Healey Week May 9-13 in Palm Springs! The desert weather should be ideal!

Also, for those wanting to venture further afield, please see the information on the Conclave 70 in the Pocono Mountains at Kalihari Resort.

Member Bob Griffin's Rare 100-S

Based on an interview @ Marin Rod & Gun Event 2021

In the spring of 2021 I stopped into a British car repair shop in San Rafael that I had just learned about to get acquainted. During the conversations I learned one of their clients owned a 100-S. Really? A real one? I subsequently learned from Dave Nock that the owner was long time club member Dr. Bob Griffin in Marin County. On a whim I called Bob and asked if he would show the car at the Rod & Gun Club annual show that Daryl Groom helps organize. Bob graciously agreed. With Marc Lewis' steady hand we filmed an interview that day, and this is summary of that piece.



Bob is an orthodontist by training who served in the Navy during the Vietnam War, opening his practice in San Rafael in 1968. He has a wife and four children, his wife embracing his passion for eclectic vehicles with the only provision being that he **not** have more than one at a time. Garage occupants have included a Mercedes Benz 190 SL, a Maserati Mexico, assorted Jags, etc.

His first Healey was a BJ7 that he restored with his son's help which won silver at a Healey meet in Colorado. During that meet a gentleman informed Bob that the engine was incorrect because of some minor detail. Subsequently, the BJ7 made way for the acquisition of a factory 100 M, purchased in boxes in Redding CA. Another

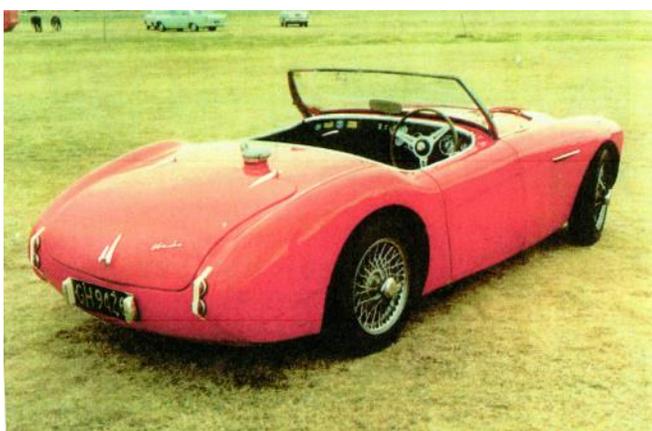
home restoration was begun with his son, but as many of us have learned it became a little more than they wanted to undertake, and his son suggested they put the task in the care of the individual who had pointed out the inconsistency of the BJ7. Thus, the project was entrusted to Fourintune.

Sometime after a successful completion of that restoration he received a call from Tom Kovacs about the availability of a 100-S in Australia with a known history and in good condition. Bob bought the car unseen, had it shipped to the US, met it at the dock, filled it with gas, put in a new battery and drove it home. Excited about the new purchase Bob called the owner of his original BJ7, and that owner suggested a photo shoot with all three cars, during which Bob was asked about the fate of the 100M. Remember Bob's wife admonition that only one vehicle could reside in their home? So, a deal was struck with the owner of the BJ7 and the M went to live in Aspen,

Bob has compiled an extensive collection of background on the car's history. One of the earliest drivers was John Mull whose wife was a team racer with AC Bristol, and the car was campaigned extensively at Watkins Glen. A second owner also raced at the same track for years. A third owner was a Navy dentist who took the vehicle to New Zealand as part of his deployment and raced it there for some time. The fourth owner was Graham Pierce, an Australian who raced it both there and in New Zealand. In all, there were 15 different owners during its time in Australia.



AHS 3802 with John & Evelyn Mull at Marlboro Raceway in Maryland - 1956



Unique to the Australian market race cars are not generally heavily modified. Murray Wells, one of the owners did add bumpers, extra taillights, and a full windshield, but never touched the mechanicals. Bob had Fourintune take the car to its original specs. All of the panels are stamped with matching numbers. The mechanicals are also matching numbers, and even though Fourintune has substituted a few items to make the car more suitable for regular road use all of the original pieces and parts are carefully preserved in the garage.

Some intriguing other historical features about the "S" were driven by DMH's penchant for saving money. The mirrors come from a Jaguar. The engine hoods came from Austin straight out of the M assembly line. The iconic gas cap came off of a British bus. The original "S" doors were skinned in aluminum, but with drivers jumping into and out of the cars there was too much stress placed on the frame, so steel was used on most of the cars. And you know that little chrome piece on the front fenders known as the "flash"? Jerry Coker derived that inspiration from a Parker Pen that he used in his drawings.

Bob is a careful caretaker but does not baby the vehicle. It was never been treated as a trailer queen, but rather has been extensively and gleefully driven. In Bob's 20+ years of ownership it has participated in three Mille Muglia's, over twenty Colorado Grandes, the California Mille, also the Arizona and Texas versions of the same event, Asked about his best experience with the car, his answer was simply "every day".

Brooks Waldman on the
2010 Colorado Grand.



Enjoying the Colorado Grand 2010



Member Ken Freeze's Own 100-S Experience

Summarized by the editor

An early version of our Club newsletter was dedicated entirely to the 100-S in memory of Alan "Sebring" Jones, one of the most of ardent fans of the 100-S and of all things Healey. Jones had hoped to publish a book on the 100-S, and from my reading was a champion of intra-club information sharing of Healey stories, including being a frequent contributor to an early predecessor of Healey Happenings. He had recently been killed in a car accident while towing a car in for repair in his native Australia.

The newsletter had reprints of technical articles and reviews of the cars from Road & Track, spec sheets, racing results, the original registered owners, etc. There were also several stories contributed by various club members about their own searches for, and experiences with, a 100-S. Many are summarized as follows:

Jack Scott in England, who at that time owned prototype NOJ 393, wrote about, and documented, the early race history of the original works cars.

Hank Leach had published an article in 1975 about investigating a reported "S" for sale located in a barn in the mountains. It turned out to be one that had been cannibalized to house a corvette. All of the original parts "had been thrown away".

Jim McConville who owned a 100-S in Australia told the story of rebuilding his engine and learning that it was common to use wooden 'molds' for fabricating heads, blocks, etc. They had a relative short shelf life, adding to the complexity of a rebuild and scarcity of parts.

Keith Rishell found a heavily modified 100-S that needed restoration in Oregon while on his way up to the West Coast Meet in '78. While in discussions with DMH at the meeting he learned that many more 100 "S" variants were probably built, the 50 'of record', and a bunch of prototypes hand built using spare parts.

A 100-S had recently been “unearthed” in Queensland by Joe Jarick. It had been purchased by a gent named Gary May who owned 10 other Healeys. He had dismantled the car, died in '71, and the family had stored all of the parts in a chicken coop. Joe bought it and later sold it in 1974 to a Mr. Theo van Heel who was restoring it.

Bill Wood in Connecticut told the story of finding and restoring #3504, which included losing a wheel in rush hour traffic while towing it home, and eventually discovering that his ‘spare’ engine was the original matching numbers one. The same article stated he owned no fewer than five 100-S’s.

Our own member Ken Freese’s story of the acquisition of his 100-S was also included. I talked to Ken recently and learned he has a treasure trove of information about the cars which he, working with Joe Jarick, started to digitise in the ‘80s. He now has over 3,000 individual entries in his database and 200 pages of interviews, far greater than this short piece can do justice. (And, he is looking for a collaborator to help him fill in the missing pieces!)

Ken found his machine quite by accident walking down a street in Manhattan Beach. His interest was aroused by the sight of a telltale wire wheel under a car cover. Upon further inspection he saw the telltale rear disc brakes. He had been wanting a Healey racer so he looked further and discovered it was an “S”. Leaving a note for the owner generated no response, so he and a friend went banging on a neighbor’s door, ultimately finding the owner. A deal was struck and the car was trailered home January 13, 1979, along with a spare 100-4 engine. The ID and dash plaque were gone, but other identification said it was: Chassis # 3706, Body #56, Engine #222725.

The history, as known, is as follows:

- 4-21-55 it left England for shipment to Gough IN, then to Los Angeles, CA
- The history until 1967 unknown, but ‘some kid’ was driving it on the streets during that time.
- From 1967 to early 1979 it was stored mostly in a Manhattan Beach garage until approximately January of '78, then was stored in a driveway.



The condition of the car left a lot to be desired. The aluminum rear fenders, doors, and louvered bonnet were gone. The deck lid had been cut in half and rewelded, and the rear superstructure had suffered damage.



The aluminum covering behind the seats had been torched out and covered with honeycomb. The front fenders and shroud were intact. There was evidence of minor corrosion due to the salt air exposure throughout the body. The seats were not original and most of the gauges had been replaced with those out of a six cylinder. The steering wheel was correct, but the wood was absent, so was the windscreen. Ken’s original dream was to restore the car to the original factory specs and go racing, but life got in the way. The car was dismantled, the frame blasted and repainted, and then he moved to Australia, returning to work in earnest on the vehicle wherein it went through a ‘home’ restoration during '93-'95. The car was shown at regional auto shows up until 1999 when he moved to northern California and sold the car. He now believes it lives in South Dakota.

My 100-S story is short. I saw one on a used car lot on Van Ness Ave in San Francisco while I was still in college. Since my father already had a BN1 and we didn't know anything about the "S" he wouldn't let me buy it. For those with more interest in the ownerships of the cars check out <https://www.scuderia-cento-s.ch/100-s-register/>



Newport Beach CC Road & Track Awards 1995

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AN HISTORICAL TIDBIT: Andrew Champion

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An interesting story about spark plugs.

Albert Champion, wasn't just a Champion by name, he was also a champion in the true sense mainly in the bicycle discipline. Recognised principally for his velodrome work. Albert hit the headlines in 1899, when he won, the fourth running of the Paris-Roubaix classic. A notoriously gruelling event that's still takes place today.

On the strength of this success, Albert was invited to take part in a fruitful tour of the United States. This quickly inspired a desire to return there on a permanent basis, not least because it would get him out of his obligatory military service! The arrangements were made. And for financial sustenance, he went into business with a bunch of Boston based brothers; Robert, Spencer and Frank Stranahan.

Albert had recently taken to racing cars and motorcycles and hatched a plan to import French made components for the like and it was a great success. But by far their most lucrative product was a spark plug conceived by Edouard Nieuport who'd later balloon to even greater fame, as the designer and maker of fighter planes used in WW1.

For a few years then, all was sweetness and light 'til a cloud appeared in the form of William C. Durant the visionary founder of the General Motors Corporation. He saw a network of self-supplying and sustaining factories as his passage to a fortune, and he wanted his own spark plug company, and in particular the Champion spark plug company.

But while Albert was willing to sell, the Stranahans weren't. So Albert in union with Prospect, his curiously named brother, made off without them. The Champion brothers assuming they could just walk off with the parts and the Champion brand. The Stranahans though, begged to differ and the repercussions dragged on for years. Eventually it was agreed that Albert could use the design of the plugs but not the Champion name. So, he settled instead on his initials; AC.

Champion married his Paris childhood sweetheart in Cambridge, Massachusetts, after he had been in America for a few years. However Champion had always fancied his chances with the ladies and had numerous affairs during his marriage of almost 20 years. One of these was Louis Chevrolet's wife. Champion had backed Louis financially until this news came out, which led to a fight and the end of their friendship. Eventually his behaviour so miffed his officially catalogued wife, that she struck off alone and sued him for 'extreme cruelty'.

Then in 1922 he married Edna Crawford, a younger woman from Kansas City, and, by all accounts, the marriage was soon proven to be a rocky one at best. Things came to a head in 1927 when Albert had his first and only encounter with his wife's new paramour, Charles Brazelle, at a bar in the Hotel de Crillon. In passing an unfortunate comment to the same, earned himself a savage hit on the nose. The stars that he saw as a consequence were genuinely celestial as, despite being just 49 years old, he collapsed and died suddenly of a pulmonary embolism in his suite in the Hotel Meurice a short time later. Edna became the beneficiary of Albert's \$15 million fortune and moved to New York with Brazelle, where they purchased the building at 57 West 57th Street, moving into the top three floors.

Sadly for Edna, not long after, and for Brazelle as well, things did not go well. Brazelle turned out to be a bit of a control freak who had bouts of extreme jealousy and would lock Edna away in her room. During one of their frequent arguments Brazelle beat Edna to death with a telephone. Her bodyguards promptly escorted Charles to the 19th floor where they threw him to his death, presumably to continue his conversation with Edna under somewhat different circumstances.

Albert Champion is long forgotten. But not so his creations.

(Reprinted with permission through Allan Horner)

www.austinhealey.org.nz

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www.facebook.com/austinhealeynz



New Members: Roger & Helen Bohl

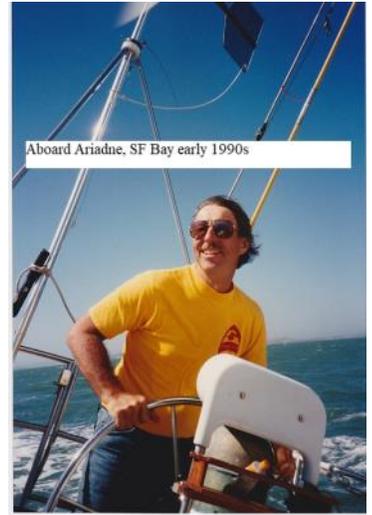
In their own words...

:
My dad owned an auto service station and repair shop, so I was quite familiar with cars and engines.

When I was a teenager, still too young to drive, around 1954, there was but one "foreign car" shop in town, which happened to be near my neighborhood. Because of the eclectic collection of cars in the yard (one of which was a Lagonda!)*, it was a fascinating place to hang out. I met an older chap, Al Ross, there who owned an A-H 100, 4-speed with electric overdrive.

I heard about "sports car rallies," there, and being a bit mathematically inclined I accepted an offer

from Al to navigate a local rally. We did consistently well, and eventually won the NJ Rally Championship – (perhaps more than once), continuing after I entered Lehigh U., close enough to travel to NJ for weekend rallies. In one year, we ran 52 rallies(!) together!



I remember that there were other Healeys among the rallyists, but Al was a careful enough driver that he, unlike other Healey rallyists, never lost the muffler to crested, unpaved roads! Al's job as a claims investigator for the Pennsylvania Railroad



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HealeyDoc's Corner



The 2022 Healey touring season is starting off with a big bang. Our first two events of the year had the best turn out we have had in a while. As well as a new tour that we are doing this year, the Two Lakes Tour a 3-day tour of the Clear Lake area with two nights at the Featherbed Railroad B&B sold out in one day.

The tech session I hosted at the shop was the best attended tech session we have ever had, there was 39 people attending. And this Saturday we had our season opener tour to the Ryde Hotel where we had almost 50 people attending.

Coming up on May 22 the UBSCC will be hosting their annual British Car Show in Dixon. This is a return after almost a 3-year break in their show. However, if you want to go you will need to PRE-REGISTER. So, go to their site for a registration form. www.ubsc.org

Also coming up is California Healey Week in Palm Springs on May 9 – 22 hosted by the Southern California Healey Association. We have about 20 people from GGAHC attending this meet.

Our past GGAHC club president Marty Allen has taken the trip of a lifetime. Last week he had the opportunity to become Astronaut Marty Allen. He flew on Blue Origin Flight 20 into space for 11 minutes. You can see the video on YouTube.

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

Happy Healeying

David Nock

precluded his running a schedule of national rallies, but he did run one, the Rip Van Winkle, which we won. He declined further invitations, and when asked why by those who did not know, he would say, "No room for improvement!" (Al has subsequently passed away.)

I went on to more successful rallying, sponsored by Ford, Chrysler, BMC and others, and I was fortunate enough to win the SCCA National rally championship three times, twice as navigator and once as driver. While I and my navigator did win the "24 hours of Mexico," in 1969, we did not win the Canadian Winter Rally or TransCanada rallies.

I designed my first rally computer for use with Al's Healey, and Al supported my getting into the rally equipment business. While most people thought the digital, transistorized rally computer I designed for Heuer, the "RoBo" was named for me, it was in fact named for ROss & BOhl, RoBo, the name of our fledgling business. <http://chronocentric.com/forums/heuer/index.cgi?md=read;id=47623>

It all started with an Austin Healey 100!

- When asked what kind of car was the (unlabeled) Lagonda, the owner of the shop would reply, "It's an Undo Arrow," as he pointed at the knockoff hub which contained "Undo" with an <--!



An ask for help from our Community....

Help this couple find a proper ride! Seeking a BN2 in reasonable condition but not a trailer queen. I suggested canvassing our advertisers, checking Hagerty, BAT, and the usual suspects. Also suggested CHA week attendance. If you have other ideas please contact **Roger @ rhbohl@gmail.com**.

Courtesy Cape Interantional



CALIFORNIA HEALEY WEEK 2022

The Austin Healey Association of Southern California is pleased to host
California Healey Week 2022

**DoubleTree Hotel and Resort
Cathedral City (Palm Springs), CA**

MONDAY, MAY 9 TO FRIDAY, MAY 13, 2022

Special Hotel Rates of \$139/\$159 per night. Registration Fee only \$99 per person.

\$99 REGISTRATION FEE INCLUDES:

Two Cocktail Parties (no host bar), with appetizers, Buffet Lunch after the Car Show, Three Course Banquet Dinner, Two Drives, Tech Session, Ladies Event, Welcome Gift, Silent Auction, Rocker Cover Racing, Car Show, Car Show Photo, Car Show Trophies, Event Pin.

Register Online at www.austin-healey.org and click on the event "Register Now" Button
Or

Download the Event Flyer and Mail Your Form and Check

Payment confirmation and hotel registration code will be sent via Email.

We look forward to seeing you this Spring in the desert.





Registration is open for Enclave 2022, www.enclave2022.org to celebrate the 70th anniversary of the Marque in the scenic Pocono Mountains of Pennsylvania. The four-county region is famous for its resorts, natural scenic beauty, 150 lakes including Lake Wallenpaupack, and quaint, historic towns. We are fortunate to have a commitment from Blair Harber to bring not only the first production Austin-Healey (#138031) but also two pre-production cars: AHX12 and AHX14.

Your week's festivities will begin on Sunday afternoon registration followed by that evening Welcome Reception at the Kalahari Resorts Convention center and the kickoff of the weeklong Hot Wheels racing competition.

Monday you will be experiencing the beauty of the Poconos with our Mountain Rally, followed by Tech Sessions and the ever-popular valve cover races in the evening.

Tuesday will be another action-packed day at Enclave 2022 with the Funkhana, Concours Judging, Tech Sessions, English Tea, Barbeque dinner followed by the entertaining and rewarding Charity Auction festivities. Please consider bringing an item(s) to be auctioned off during the charity auction.

Wednesday we will kick-off the day at Pocono Raceway. You will have the opportunity to drive, ride, or watch NASCAR-type stockcars navigate the 2.5 mile "tricky triangle" with the StockCar Racing Experience, followed by parade laps in your Healey. We have negotiated discounted pricing if you purchase by January 30, 2022. The Stock Car Racing Experience and Ride Along's can be booked on-line at <https://877stockcar.com/austin/> Our popular Car Show will be held Wednesday afternoon on the streets of historic Stroudsburg. The vibrant downtown is home to museums and galleries, murals and music venues, wineries, and restaurants to please every palate for a casual late lunch, or early dinner.

Thursday will be the day for testing your driving skills with the Gymkhana, finals of the Hot Wheels competition, Tour of Pocono Organics - North America's Largest Regenerative Organic Farm. www.poconoorganics.com, and our annual Awards Banquet.

Our headquarters for the week will be the Kalahari Resorts www.kalahariresorts.com, a full-service vacation destination including meeting & convention facilities that combine America's largest indoor waterpark for all ages with the magic of Africa, family entertainment centers, luxury spas, adventurous restaurants and convention centers that deliver beyond expectations, and all under one roof. Whether you are 3, 93 or anything in-between, there is something for everyone!

Go online to register for Enclave 2022 at our website at www.enclave2022.org and to see the other events planned to celebrate the 70th anniversary of the Austin-Healey Marque. See you in the Poconos the third week of September 2022! BE THERE!!

<https://www.enclave2022.org/>

New Members: William & Lisa Beecher

In their own words....

I met my wife back in the early 90's. We got married shortly afterwards in 1995.

Today we have a 13 year old boy whom is larger than anyone in the family, as well as a house full of pets and a beautiful BJ8 in the garage.

I am sure my story starts off like so many car enthusiasts....

I was a little kid, and my father would allow me to sit on his lap and "pretend steer" his 1960's BJ8.

Every day he came home, my mom would take me to the corner so he could pull me in and allow me to steer the car for the last block. At the time, I am sure my dad had no idea the seeds he was planting. I was told many times by my parents how I enjoyed going into the garage and playing in the Healey, even starting it at one point. My dad's Healey had a push button starter so I suppose I was lucky it was not in gear at the time. He later started using the battery cut off located in the trunk.

My dad took another job, and we had to move. Unfortunately the Healey would not be coming with us.

My dad took another job, and we had to move. Unfortunately the Healey would not be coming with us.

Growing up, my dad always had a soft spot for convertibles. It was not until I was in High School that he was able to get another. This time around he got a Fiat 124 Sport Spider. My dad taught me a bunch of stuff with that car.

We did brake jobs, clutch, ignition, wiring, as well some upholstery. The entire time, in the back of my mind were the pre planted seeds sprouting.

I work for a wonderful company in Santa Clara. You can spot all sorts of beautiful automobiles in the parking lot.

Then came the day my dreams would come true. I saw an ad online for 65 BJ8. In pictures, it looked to be in average or above average condition. Since it was on the east coast, and we were in covid, I could not travel out to see it. I was figuring on doing something a bit crazy. I got a list of people from Hagerty who could give me an estimate of the cars worth, but more importantly, a mechanical inspection. They sent many photos and advised me of some of the items they found. I decided to pull the trigger and purchase the car.

Two weeks later the car shows up on a transport it looked fabulous from 5 feet. As you got closer you could see things, but I was still very excited. I then decided it was time for me to go over the car as I should, with the inspection report in



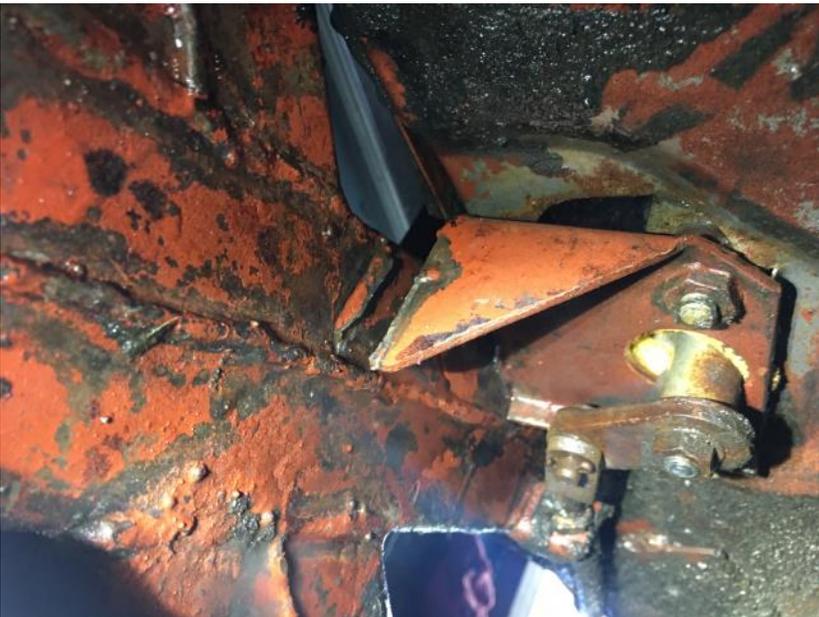
hand. It was as advertised, but I saw that there would be a few things I needed to do and set off to do them.

I went to MOSS and immediately ordered a bunch of items. A few days later I am wrenching underneath the car.

As I was wrenching I saw a few more things that jumped out at me as wrong. I was starting to get a bad feeling in the pit of my stomach.

Had I just bought something I would regret? I continued to wrench on it for a few months while still enjoying the car.

Several months go by, and the throttle stuck. I was terrified. That was it. The last straw. Off it was going.



As there were so many things wrong I thought a restoration shop would be best at telling me everything. I sent it to Fourintune back in Wisconsin. It was a real pleasure to have it being cared for properly. It was not long before I had a 42 page document detailing everything with the car. The owners assured me I had not overpaid at all, but instead that this was really more about 65+ years on the car. No matter how I sliced it, it was not going to be cheap. So, I decided to do what was right for the car. It helped that I did not plan on getting rid of it, rather I wanted to have it for many years.



During the nine months, I received many calls, and emails. Fourintune was a pleasure to work with. While doing the work they sent me photos during every process. It was a childhood fantasy gone apocalyptic. They finished up the Healey just as a major winter storm hit the east coast. Santa was doing his best.. The healey would have to wait.. The storm clears and back to me it comes. Joy and excitement is off the charts now.. The semi- rolls in and delivers this absolutely gorgeous '65 BJ8 and my jaw hits the ground. When it started, I could feel the rumble of the new drivetrain and exhaust.



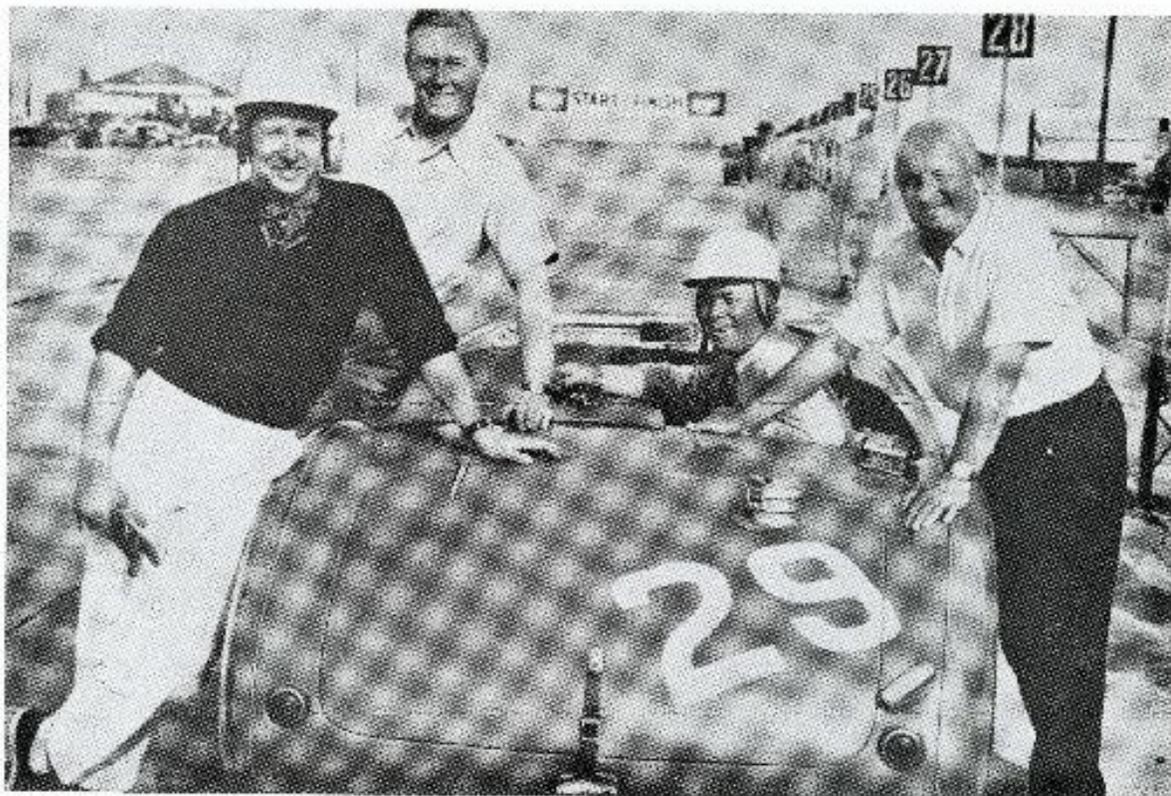
Now it is my turn. Since I have had the car back, I have experienced an entirely new experience from the 1st one. The car purrs like a Jag with a slight deep rumble. It handles way better, and the looks I get are off chart! I want to show it off. I am no longer afraid of getting stuck, or anything much other than running out of fuel. I have a large compiled pic catalogue of pre-restoration and restoration pics. I only have a few since getting the car however. I can't wait to meet more like minded people and start to put many adventures in with my BJ8.



FROM THE ARCHIVES: The Regional Healey Scene in 1974

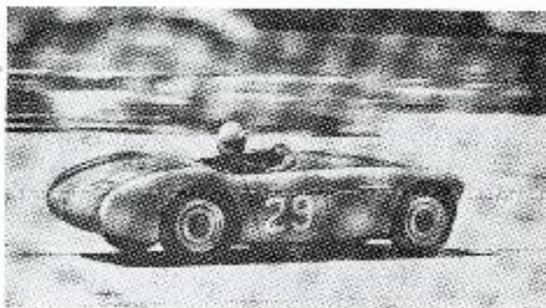
- There was a picture of a big Healey which had broken through the ice on a lake in Wisconsin. Who thought that was a good idea in the first place?
- The local club hosted the first Lake Tahoe meet in May of that year.
- There was a full page ad (see next page) for Healeys citing their success of achieving 3rd overall out of 22 cars in Sebring.
- The price of a new Healey was \$2,895 US FOB. The equivalent of \$16,660 in 2022.

Austin-Healey First in Class in Sebring 12-Hour Endurance Test!



The Austin-Healey team at Sebring. Left to right: Louis Maclin, Morris Goodall, George Hennes, and Donald Hixley.

Wins third place among 22 cars—of all classes—that finish out of 58 starters



A modified Austin-Healey tears to a finish ahead of many costly racing cars. The Austin-Healey has been called "the greatest sports-car buy of all time."

Sensational new sports car beats racing cars costing up to \$17,000.

Once again the Austin-Healey proves its amazing durability and superb ease of handling in America's most difficult race, the twisting, turning 12-hour Grand Prix d'Endurance at Sebring, Florida, on March 7.

The Austin-Healey "100" comes *completely equipped* with a long list of de luxe extras at the unbelievably low price of \$2955 f.o.b. coastal ports of entry. Features like a heater and defroster, twin carburetors, tachometer, adjustable windscreen, overdrive, tonneau cover, leather upholstery, and wire-spoke wheels. Modification kits for racing available. If you love fast cars, you must see the Austin-Healey.

AUSTIN OF ENGLAND, 27-29 W. 57th Street, New York City.

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



Longbridge Bonnet/Hood Great Condition \$800

True Longbridge factory part that will fit on any 100/6 or 3000 (prop rod needs to be moved for some years). Very straight, no dents, no Bondo, no rust - multiple layers of paint protecting the original metal. If you like the Longbridge ridge, this is your chance. They don't come up of-ten. Email mechanicalmarc@gmail.com for pic-

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

Golden Gate Austin Healey Club Board of Directors

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Contact Greg Cory for advertising rates.

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

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

DATE	EVENT	ORGANIZER
4/29 To 5/1	Two Lakes & Railroad B&B	Marc Lewis
5/9 to 5/13	California Healey Week	
6/11 to 6/12	Apple Hill & Lake Tahoe	Rich Kahn & Johnski
7/16	Highway 40 & Donner Summit	Dave Nock
7/31	Morgan Hill to the Coast	Irene Medzyk & the Browns
8/13	Nerlove BBQ	Ken Newlove
8/27	Ice Cream Social (tentative)	Brian Bliven
9/10 to 9/11	Mendocino Coast (tentative date)	Greg Cory
Early Oct	Railroad Museum & Fosters Big Horn	Mike Sonne-man
November	Jellybelly Tour & Reese Garage	Rich Kahn & Mike Sonne-man
12/3	Christmas Party	Irv Kovalik

EDITORIAL COMMENTS

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. Remember, this is your newsletter and all submittals are welcome. And remember too that all of your leadership volunteer a lot of time and effort to benefit you, not for the pay!

May the winds be behind you and the horizon always sunny. Please keep the sunny side up!