



# Healey Happenings

This edition: Mostly dedicated to the Goodwood to Tuscany Tour 2022. Since I was there I couldn't help myself!

Next edition: More member profiles and a couple of tours that have not received the press they deserved.



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## A BLUSTERY DAY AT GOAT ROCK

*Contributed by the editor. Photos by Steve Darfler*



A large turnout of 22 Healeys gathered at a Starbucks in Petaluma, The day had promised to be on the chilly side and very windy on the coast. Promptly at 10 o'clock the group headed off on the route, all except Elliot & Ginny's vehicle that had a hard time getting started. We were running sweep on the back of the pack so attempted to get the poor soul started by pushing it around the parking lot.



Fortunately a couple of the other cars came back to help and a young, strong, passerby volunteered to join as well. We were able to get the car started so off they went with the rest of the group and apparently had no other issues for the remainder of the day.

Clearing the Petaluma limits launched us onto Valley Ford Road which ultimately blends into Highway 1, which to our delight had been recently resurfaced all the way to Bodega Bay and north to Goat Rock. Also, fortunately, traffic that morning was reasonably light which meant the pack stayed together early in the day.

We have probably driven past Goat Rock State Beach dozens of times, but never paused to investigate. It is a dramatic setting, but is exposed to the elements, which that day meant strong southeasterly winds which swept over the site. Dave and Jerri had the foresight to bring chairs and even a camp table to set up for lunch. The vast majority of others hunkered down in the rocks out of the wind to enjoy the noon repast.

After an hour's respite engines once again sprang to life and the parade headed north to Jenner, turning east to follow the river up to Monte Rio where we headed south through Occidental and Freestone, a new experience for this wanderer. We emerged again in Valley Ford connecting south again on Highway 1 bound for Point Reyes, turning left onto the Point Reyes-Petaluma Road. From there it was a jog onto Nicasio Valley Road past a **very** crowded Nicasio Valley Cheese Company onto Lucas Valley Road, which also thankfully had been resurfaced, and pressed on to the finish line.

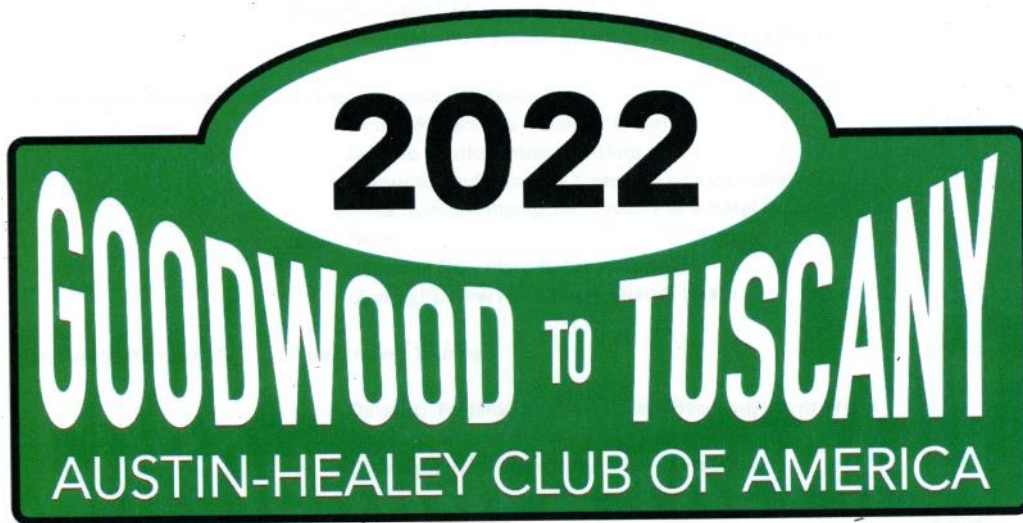
Another successful outing and stress free in terms of Healey maladies. Not a bad way to wind down the driving season...



### **Survivors were:**

- Elliot & Ginny Brown
- David & Jerri Nock
- Dave & Linda Buck
- Al Gjedsted
- Mike Sonneman
- Randy & Elaine White
- Rich & Tweedy Olson
- Tim Murphy
- John & Terry Kent
- Rich Kahn
- Steve & Patty Darfler
- Phil & Zelma Freese
- Rohan Marr
- Bob & Robin Bruno
- John & Cathy Turney
- Ken & Faith Nerlove
- Marc & Patti Lewis
- Greg & Sanlin Cory





Where to start? Meticulous planning? Check. A carefully curated cultural odyssey? Check. Memorable meals? Check. Stupendous scenery? Check. Spirited driving? Buckets of it! But I get ahead of the story...

As background, most of us in GGAHC have not had the pleasure of meeting Steve Kirby, the Southern California mastermind behind several previous multi-week Healey tours. Prior ones have included New Zealand, Scotland, and the Black Forest region, typically in conjunction with a major International Healey meeting. The 2022 trek was originally planned for 2020 but postponed due to Covid so Steve had an extra two + years of planning time. Thus, this year's escapade allowed him to strut his extensive personal European knowledge as well as logistics skills: advance planning included no fewer than 21 newsletters, a final 71 page itinerary, a downloadable Garmin file with 33 individual routes and 24 marked waypoints (for someone who gets separated from the herd), and a final 1+ inch thick information 'bible' with over 940 turn by turn instructions (excluding ones such as 'straight', 'merge', and 'continue'). Exhausting, but memorable. Worth it? Every Dollar, Pound, and Euro. Do it again? I want a season pass until my driver's license is suspended. Did all go as planned? Not quite...

Who were the intrepid travelers who joined this madcap adventure? They were mostly Southern California club members, many of whom were veterans from prior trips, with only three participants being "newbies" including my son Haden and me. Sanlin had graciously and generously given up her spot, allowing as how 2,500 miles in a cramped, noisy, smelly 60-year-old British car was not her idea of a good time. Other participants were an intriguing group:

- Steve Kirby and his wife Cindi, seasoned travelers and owners of a highly successful import/logistics company
- Mike Bliss and Anna Johansson, current president of AHASC and a seasoned engineer in the defense industry
- Terry Cowan and Lisa Mandell, the 'go-to' mechanic for the trip, owner of the Toy Shop restoration business (with over 30 Healeys in his personal fleet)
- David and Jacky Dreamer, former aerospace engineer and a career educator
- Lou and Bonnie Fisher, owners of a large concrete construction company
- Tom and Barb Hartman, a former actuarial professional and a retired OR nurse
- Steve Heck, traveling solo save for a visit by his brother
- Rogers and Lorraine Hemphill, a former airline pilot and serial entrepreneur
- Brian and Linda Hubbard, a seasoned professional in infectious diseases, called out of retirement to aid in Covid vaccine development
- Ed and Alexandra McWilliams, a professional sprint car racer and a commercial real estate broker
- Peter and Alexandra Roses, a Disney Imagineering veteran and a bank manager
- Mike and Kathy Scroggie, software developer and blogger who covered prior tours (only there for a week)

All have the common thread of Healey ownership, but there were numerous other vehicles parked in the collected garages including Ferraris, a GT40, a Jag 150, and more. The participating cars were all in remarkable condition save for the largely original Cory BJ8 which was, in our opinion, the least attractive belle at the ball. The saga started with the Goodwood Revival. All 12 cars arrived in Long Beach on July first with an anticipat-

ed delivery to Southampton in late August. Only six made it on time. One container was commandeered by U.S. Customs for a random search, meaning it missed two sailings and six of the cars missed Goodwood. The owners were still able to attend the festivities, but only in rental carriages.

The first day after picking up the cars was a rest/touring day with three options: trekking the Portsmouth dockyards with an exquisite exhibit of the preserved 16<sup>th</sup> century warship **Mary Rose**, a driving tour of the Isle of Wight, or a tour of the National Automotive Museum and the Beaulieu Abby. It was on the way to the latter that the Cory vehicle hit a rut, breaking the battery mounting which resulted in total electron loss. An hour of roadside analytics uncovered a destroyed battery master switch which we bypassed for the remainder of the trip.

Goodwood is a three-day party celebrating everything automotive, with the racing almost an afterthought. 150,000 of one's closest friends gather for live music late



into the night, a plethora of food options, and a temporary shopping village with +/- 200,000 square feet of retail in tents where it is possible to get everything from a 1940's hairstyle to furnishings for your country home. Pretend 'Bobbies' ticket those not in period attire. Bi-planes come and go on the on-site airstrip. The privately owned estate was a defense airstrip in WWII and pilots noted the circular ring road as an ideal racetrack. The rest is history. The original manor house is still there, as well as a small hotel, golf course, and extensive grounds. Goodwood is a worthwhile spectacle, but massive traffic on small country roads is tough on the Healey cooling systems. After three full days of racing only one lonely Healey was spied on the track, unfortunately well outclassed by no fewer than 19 Etypes in the same run group, as well as Aston Martins and other bigger bore rides.



Our abode for the long weekend was at the New Place Hotel in the charming hamlet of Sherrill Heath. The New Place was named for Shakespeare's mother's home and dates from 1904. Great grounds, comfortable rooms, exquisite 17<sup>th</sup> century architecture.

The stay there was delightful but not without trauma. The Dreamer's BN2 fell victim to a leaking fuel banjo and became engulfed in an engine fire (now being repaired by a quality restoration shop in England). The Cory boys, rushing to help, obliterated the turn trafficator on the BJ8 and were reduced to hand signals for the month. We were mocked for the rest of trip for resembling a certain Village People dance move when giving turn directions...



*Home at last @ the Golden Tulip...*

St Malo began as an 11<sup>th</sup> century important trading walled city, partly as defense from intruders and partly for defense from the North Sea weather. Massively and mistakenly destroyed by the Allies in WWII it has been restored to its former glory with impossibly narrow alleys/streets and an unequalled walking ambience.



*Atop the walls of St Malo*

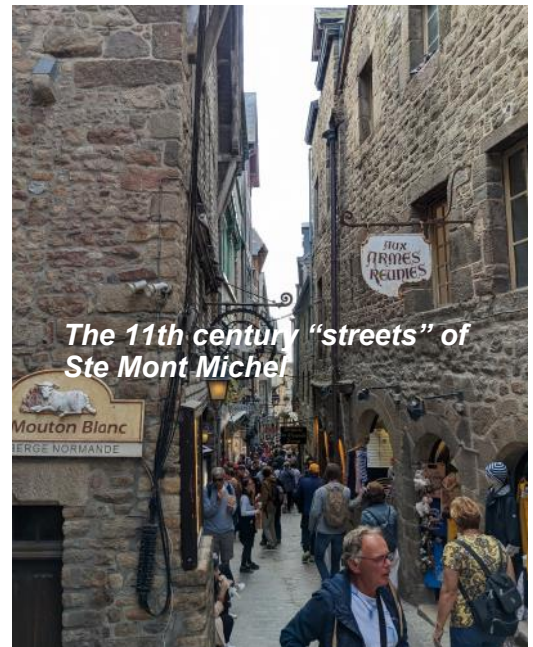
It is here we learned the limits of Garmin and even Google Maps. The turn-by-turn instructions failed to pick up local laws that prohibit traffic at certain times of the day, reverse traffic directions, etc. Consequently, there was a 'rumble in the jungle' as five obnoxiously loud Healeys wandered around streets designed for double wide horse carts, with minimal if any sidewalks, 90+ decibels bouncing off store fronts, with all

eyes on the temperature gauges seeking the Golden Tulip hotel.

Mission accomplished... folk explored the city and sought substance in any number of outdoor dining experiences inside the walls. An historical antidote we learned about St Malo is that only 1,800 people live within the walls out of a population of +/- 50,000. There are no supermarkets and few other services: it is focused on tourism. Another factoid... In order to control and protect residents in the 1700's there were packs of bullmastiff dogs released at night to enforce a curfew. One nobleman believing he was above the law was devoured one night sneaking out to visit his mistress, so it proved to be an inexpensive and effective deterrent.

Venturing to Ste Mont Michel was a delightful jaunt along the coast to this iconic landmark. An important monastery and defensive position it has never been conquered by any invader. Continually added to for over 500 years it is an impossible assembly of steep narrow passageways, nonsensical rooms, but remarkable engineering and architecture. Another side trip was to another walled city of Dinan noted for its Basilique Saint Sauveur and half-timbered architecture.

Since the Kirby vehicle was among the missing links our vehicle, under the piloting of Haden, was chosen to lead the pack to France. Now...choosing a 30-year-old with no European driving experience in France to lead the fleet off the ferry to the 12<sup>th</sup> century walled city of St Malo, to side trips to Mont Ste Michel, Dinan, and ultimately on to the next stop was a leap of faith.



*The 11th century "streets" of Ste Mont Michel*



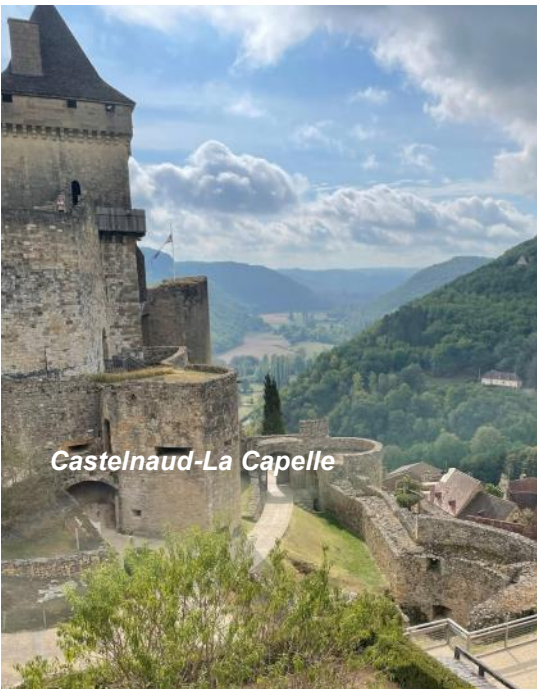
*Les Jardins de Villandry*

The next day saw a 300 KM drive along the river in the Loire Valley to Chateau Villandry with its spectacular gardens, along the way venturing into the walled city of Angers and the Chateau housing the 1375 era Tapestry of the Apocalypse, a remarkable art piece originally 140 meters in length. It was in Villandry that the remainder of the group joined for a one night stay before continuing through the Loire Valley to Branhome, a small village on the river. That set the stage for venturing into the Valley of Man, the largest UNESCO designated area



of prehistoric sites dating back 17,000 years. The walls of the valley are riddled with caves and a variety of buildings dug into the limestone, not the least of which is the famous Lascaux complex. Discovered by teenagers in the 1940's this is a stunning example of prehistoric art that shows surprisingly advanced techniques to create depth and perspective, with many of the paintings repurposed and redrawn over centuries. Now closed to the public to protect the art it has perhaps the best interpretative and interactive museum I've ever seen. Another bucket list experience. Photos don't do it justice, and there is no way to replicate the immersive hands-on visitor center, so I recommend visiting the following webpage:

[https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiQ49Go15z7AhW-JEQIHSR6D0wQwqsBegQIGhAF&url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DUnSq0c7jM-A&usg=AOvVaw3w-9KKh3s7Jw\\_hjUzFm1JS](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiQ49Go15z7AhW-JEQIHSR6D0wQwqsBegQIGhAF&url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DUnSq0c7jM-A&usg=AOvVaw3w-9KKh3s7Jw_hjUzFm1JS)



From there we ventured another 230 KM into the Dordogne Valley with a guided tour of Castelnaud-La-Capelle, a great example of steep walled fortresses and now privately owned. It was here we learned that the often depicted practice of showering attacking forces with boiling oil never happened. Oil was too expensive. Human excrement, however, was free, plentiful, and perhaps even a more effective deterrent, particularly in spreading disease. We then lunched at Domme, also known as the Acropolis of Perigord and known for its views of the valley. Haden and I opted for a fine dining experience in an upscale hotel with views that went for miles. As with many of the hill towns the highest and only level spot was occupied by a church, perhaps with the idea of bringing parishioners closer to God? Post lunch we motored on to the Abbaye Capunins, a repurposed abbey into a wonderful hotel with pool and spa for the night.

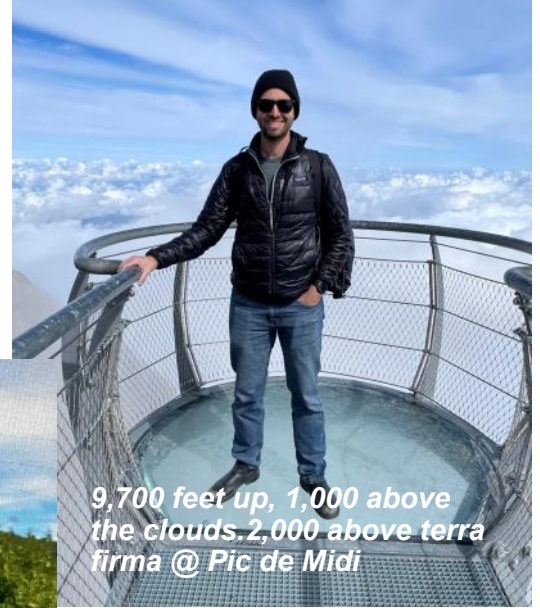
Covered parking at this juncture provided an opportunity for some much needed wrenching on cars, ours included. We were all warned at the outset that these trips are hard on our 60+ year old rides, as well as hard on their even older owners. Fuel pumps, fuel senders, starters, rear wheel studs, window cranks, carb settings, valve gaskets and more all became issues. The owners suffered from fanny fatigue, sore backs, tired shoulders, and similar maladies.

The hotel bars were always popular assembly spots at days' end. Ridden hard and put away wet applied both to humans and machinery daily.



The following day we ventured into Bielle at the foot of the Pyrenees, the drive being along a scenic valley which set the stage for what was the most spectacular driving of the tour. In one day we crossed three mountain passes, including one that is the highest route of the Tour d'France. Twisty roads, sheer drops, no guard rails, impossibly tight hairpins giving both cars and upper body a workout, long views, sharing the road with sheep, cows, horses, and masochistic cyclists was the norm for the day which ended in Luchon. It seemed surreal to fight our way up mountain pass ski towns only to encounter the top lift station of the resort, and then descend the other side with the knowledge that these same roads were the only means of access during the winter!

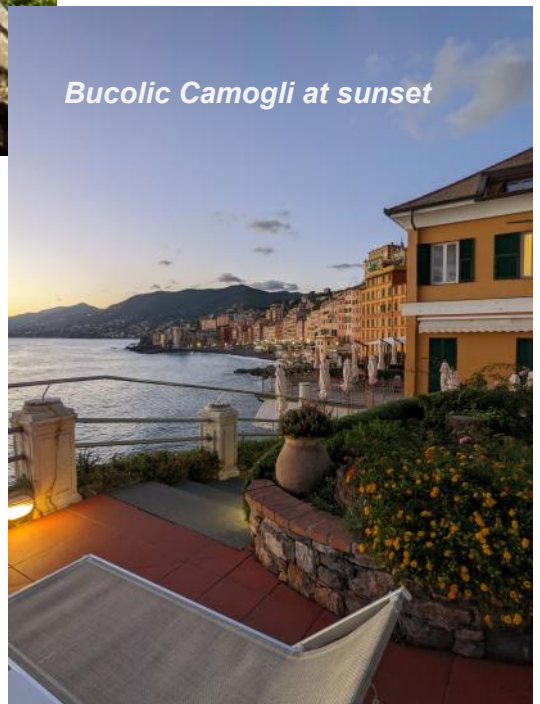
Day 13 provided more mountain passes and migrating from France, into Spain, and winding up in Andorra. In a previous life I motorcycled through much of the same country eventually camping in Andorra. What a change! Established as an independent country in 1278 it has long been known not as a tax haven, but for having a low tax structure. Moreover, it has become a duty-free shopping mecca, with a major liquor store at the first gas station over the border, luxury stores galore, lots of hotels, crowds, second homes, and traffic, but charming in its own right with a significant automotive museum.



9,700 feet up, 1,000 above the clouds. 2,000 above terra firma @ Pic de Midi



The road to "Deliverance" ... One could almost hear the Banjos playing



Bucolic Camogli at sunset

Exiting Andorra led us some 240 KM to Carcassonne through the last of the Pyrenees into a broad agricultural valley. It was this segment where we encountered another Garmin issue, a road sign which indicated closures at certain times of the day. A suggested alternative led us down a one lane road that could have been the setting for the movie "Deliverance": rough, steep, tractors, no turnouts, no services for what seemed like a long 50 KM.

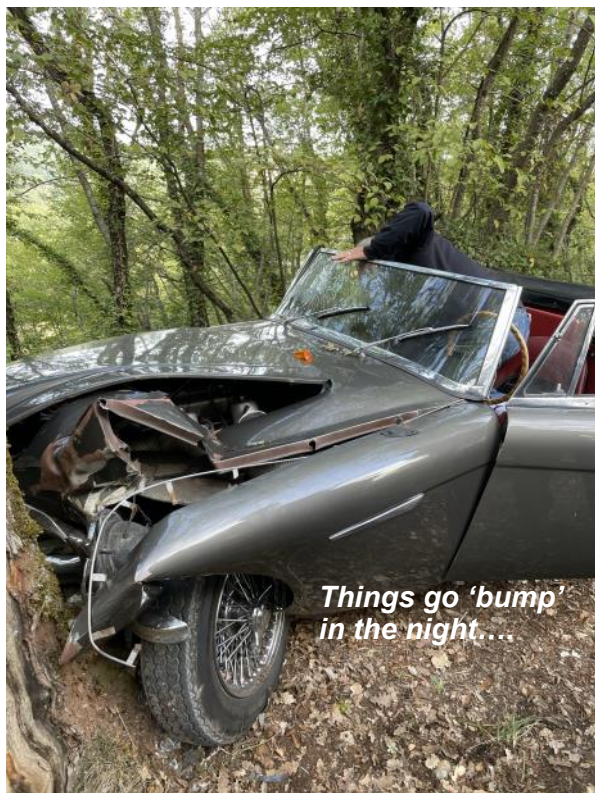
Lunch was skipped (for lack of options) in favor of pressing on. And, it was on this bleak landscape that we started experiencing clutch issues, random moments where no gear could be engaged, requiring turning the car off, putting it in gear, and praying for the best. Haden and I skipped the next leg of the trip to Avignon and the Verdun Gorge (Europe's Grand Canyon) in favor of freeway driving with fewer shifts, joining the group again for lunch in Cannes some 500 KM later.

The next few nights were spent in a delightful hotel in Camogli, an Italian cliff village near Portofino and at the gateway to the Cinque Terre. By cliff I mean there are elevators between streets, and the rail line is three blocks above the waterfront: you may hear it, but cannot see the trains from the adjacent street. Haden and I took this opportunity to limp back to Genoa and drop off the BJ8 for shipment to Oslo for EHM 2023, transferring our worldly goods to a rental Fiat econobox for the duration.

We motored in relative comfort to Tuscany where we rejoined the group at the Agriturismo hotel Belagaggio, one of over 2,000 family farms that operate small boutique lodges as part of a government program to stimulate economic growth.



*Healeys at Rest @ Camogli*



*Things go 'bump' in the night...*

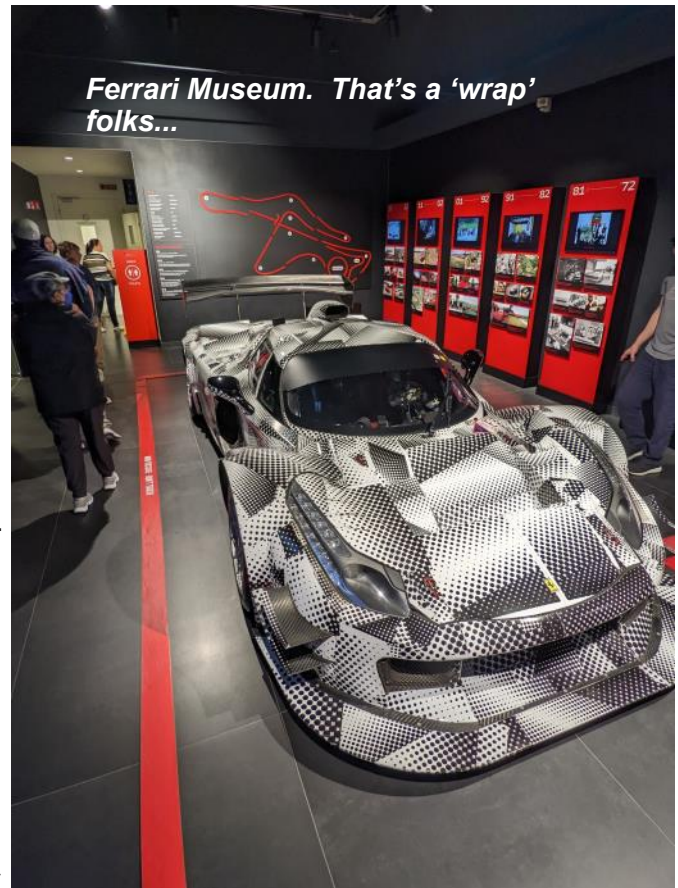
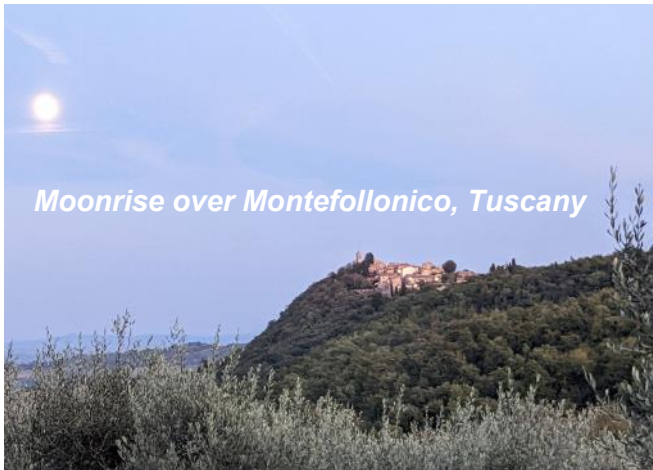


*Group dinner @ Tenuta Santo Pietro, Tuscany*

it was here on a dark night, on a freshly resurfaced road with no lights, and a shoulder with a 6-8 inch drop, that Ed and Alexandra McWilliams left the road and found a tree. They were one of four cars with similar fates over the previous 90 days: same turn, same tree. Minor injuries, but an unfortunate end to a miraculous tour. They were just returning from a medical checkup in the early morning as the remainder of the group fired up their cold and angry cars in the pre-dawn light for the trek back to Genoa to drop their cars. As of this writing their car is still in Italy with an uncertain future. Ed and Alexandra utilized the high speed rail system and joined the remaining group in Milan. A few others left the next day for return to the States, but the majority had extended the trip to take in the Lake region.



Of course, Italy being Italy there was a rail strike so the side trip to Lake Como was scrapped and the remainder of the time was spent exploring Milan. Rogers and Lorraine Hemphill are the proud owners of a newer Ferrari purchased from a dealer, which supposedly entitled them to tour the inner workings of the Ferrari factory. Since the opportunity was last minute, despite their best efforts, they could not arrange the tour. Still, Haden and I accompanied them for a tour of the factory grounds and the museum. It is hard not to be impressed with the efforts to protect and project the brand, and the side trip was well worth the effort.



Thus ends the 2022 tour. Steve is now focused on EHM 2023 and the post-meeting tour of Norway, Sweden, and Denmark. In orchestrating these events he is part den mother, masterful storyteller, and part drill sergeant. The term “herding cats” comes to mind. 2022 only had 12 cars. 2023 has 40 from the United States signed up. All but a few will be ‘newbies’ to the rigor of these drives, and mechanical problems may be more prevalent than this year, both in frequency and scale. Virtually all of the cars from 2022 that are being stored for the winter will be going through some remedial repair over the winter. This year repair parts were ordered that never caught up with the group due to customs issues. Finding mechanical expertise was a crap shoot despite there being a massive number of classic sports cars in Western Europe. We are working with affiliated clubs in Scandinavia to figure a supply chain and pre-qualify repair locations along the projected route. Steve will break the U.S. contingent into smaller flights of +/- six cars and is recruiting leaders for each: Haden has been selected as one, which relegates me to navigator. Can't wait for round two...





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**MEMBER PROFILE: Janelle Saur**  
*In Her Own Words*

At one of our GGAHC Xmas lunches a few years ago I bumped into Janelle and was surprised to learn that she was in possession of a Nasty Boy Healey. Given her petite stature and gender she is the antheses of other Nasty Boy owners I have encountered. So how did her ownership come about? In her own words....

I am a commercial property management consultant by day. I've been interested in technology since I was a kid in the 1980s on my first computer.... a "portable" Kaypro II.

As for cars... as the only child of a German mechanic. That should explain it all.

I unexpectedly invaded my parents lives after 15 years of globe-trotting marriage. My Dad was in his late 40's and all of a sudden had a baby girl. They settled-down and I grew-up with Barbie dolls, model trains and die cast heavy equipment models as toys.... my Dad was a heavy diesel mechanic.



I don't collect cars. I buy ones to drive and use. I save and invest... Once that "fun" account gets to a certain amount I can go look for something interesting. That's what happened with my Healey. I have always thought the "Big Healey" was one of the most beautiful car of the period. They were never on my radar; always way out of my budget. In 2014 I was saving for a Porsche 914 (back when they were affordable) when my shop-owning buddy told me about this "Hundred". It was affordable because it had a V8 and hadn't run for 15 years.



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A green and white Austin-Healey convertible car is shown in the advertisement. A Union Jack flag is also visible in the background of the ad.

Backstory... My first car in 1990 was a 1979 Peugeot 504... diesel. Purchased for \$500 from a nice elderly lady. I loved that painfully slow car but wow did I love driving that thing. Would love to rally one someday.

That Peugeot set me on a path of flawed but amazing cars. They had to be balanced and fun cars; able to daily drive if needed so nothing wild or exotic. So after driving the Peugeot on the freeway became "exciting" due to speed... or lack... I bought a 1985 BMW 325e. The E30 was lovely and the eta engine was a bit diesel-like so I felt at home. Next was my first new car which I purchased on "[CarOrder.com](http://CarOrder.com)" a 2000 Audi A4. After that I purchased the beast... 2004 VW Touareg... V10TDI. It is my favorite all-around vehicle I've ever owned.... With an extended warranty. That is a story for another time but it was brilliant. Now I drive a 2018 BMW i3s and it is a perfectly designed and engineered urban car that is a joy to drive. So between my Dad's love of Mercedes, model electric trains, diesels, tech... it was inevitable that I'd want to take the Healey electric for the next 66 years. Below is the information on the car...

### **1956 Austin Healey 100 BN2-L/232090 – Modified**

**History:** The history card notes the car was built 04/30/1956. Originally painted Old English White with a Black Duotone and red interior. The story goes that the car was owned by a Doctor and ended-up in the Central Valley after some undisclosed engine issue.

A new owner in the 1980s didn't want only four cylinders. He commissioned a San Rafael custom shop to create a "sleeper". A car he could drive to the dragstrip, win and leave. The shop normally built kit Cobras so they had experience "upgrading" tiny British sport cars. Result... except for the side pipes... nothing gave it away.... Until you started it or opened the bonnet. The conversion was "sympathetic"; with only a small notch in the frame for the alternator. Well maybe not too gentle... the entire firewall was removed and the engine slotted so far back, it is really a front-mid. engine car in current configuration. The result... the car has a very balanced character at high speed.

After completion the car only went a few thousand miles before the owner passed away. The custom shop helped the family find the Healey a home with another client that was waiting for his kit Cobra to be completed. Once that car was done this Healey was stored (yes, in a barn) for 20 years until 2015 when I purchased it.


Despite the long slumber and critters... the engine started easily (and very loudly) with a service. It literally shakes my garage every time it starts. The first few years of my ownership has been small upgrades (rad) and general fixes and maintenance. I haven't done any major cosmetic work. The car is a pleasure to drive fast but the non-boost anything makes around town a workout. Parallel parking is my enemy. Also, Healey hot foot is furnace level with the headers so far back. Lingering issues with heat, California gas not getting along with the Carbs had me considering fuel injection.

Future plans: After owning an electric car for four years, I'm going full electric Healey as soon as feasible. As much as I love the beast of a V8; it's not my style and not comfortable for longer drives. It is a bit shocking that this "built" V-8 is not much heavier than the original engine. The car is very surprising but it is a bit "much". I enjoy light, balanced cars more than huge horsepower numbers. Electric motors can give me what I want at a level of horsepower suited to the design of the "Hundred".

In its current form the "Nasty Boy" is a blast to drive but in a very particular way. Personally, I think I will enjoy a well-balanced electric motor/battery more. The good news is companies are now coming out with drop-in crate solutions for SBC engine mounts so I anticipate the conversion to become easier and more affordable very soon.

Eventually the car will go in for a full cosmetic restoration but for now the 50' rule is fine.  
Specifics:

- **Engine:** "S CAR GO" built V-8 Chevy 400 small block, 6.6 liter CI, Holley carburetor, Torker intake manifold
- **Fuel:** Original fuel tank to mechanical fuel pump.
- **Cooling:** in 1980's Healey radiator was re-cored and modified for SBC also with custom cooling ducting.

- The first thing I did was had that swapped with a custom Wizard Cooling radiator and electric fan.
- **Exhaust:** Custom headers and side-pipes
- **Transmission:** Hydra-matic turbo 400, transmission oil cooler
- **Rear Axle:** Narrowed Ford 9" with Strange Engineering axles
- **Front/Rear Suspension:** Original coil springs/lever shocks (Front), Leaf with additional adjustable shocks (Rear).
- **Brakes:** Front Girling Type 14 disks/rear drum; dual cylinder with balance bar
- **Wheels/Tires:** 42mm hub, 72 spoke; 15 x 5.5 Dunlop (front); 15 x 6 Dayton chromed wire wheels (rear)/ Pirelli P6000 185/70
- **Electrical:** Harness upgraded and system updated to single 12V battery. 

## CLASSIC CAR ELECTRIFICATION

*Contributed by the Editor*

So as noted above Janelle wants to go electric. Purists may consider that sacrilidge, but it is becoming more common than we know. Given her tech and mechanical focus Janelle has already identified a couple of companies she is considering for the job. By happenstance the trip to Goodwood provided an opportunity to find out a bit more about the trend...

One of the exhibitors at Goodwood had a very familiar hood sticking out of the tent: a certain long nosed Healey with a full conversion. Revival Auto ([revival.autos.com](http://revival.autos.com)) is based in London but was the brainchild of a Callifornia native. They have adopted our familiar cars as their platform and showed off a very sanitary example during the races. Interestingly, rather than go fully automatic they have kept the transmission and overdrive so one still gets to dance with the pedals to keep some of the feel of the car. The current version only has a range of about 100 miles, but an extended battery will boost that to @ 200 miles within a few months from publication of this newsletter. The current version takes about 4 hours to charge. Depending on if you are buying a car from them or converting one you own the estimated cost is \$70-\$130 K. My last couple of days in London were rainy and cold so I chose not to take a test drive.



Another distributor has adopted the MGB as its platform ([rbwevcars.com](http://rbwevcars.com)). Rather than resurrecting older cars they start with new pressings from the frame up. Still very sanitary looking and all new technology, the cars also are registered as new vehicles and therefore qualify for all the tax breaks associated with electric vehicles.

A third firm that Haden knew about ([lumaz.design](http://lumaz.design)) is located adjacent to the Silverstone racetrack and concentrates currently on very high end platforms: specifically Bentleys, pre-XKE jags, Aston Martins, and Land Rovers. We got the tour of the premises but were not allowed to take pictures for obvious reasons. However we can attest to the fact that the work is concours quality, right down to every screw head being aligned, with their own paint, body, and upholstery shops. The cars start as donors in the \$300K to \$500K range and go out the door at \$1.3 million +. Each of the current crop, @ 10 of each marque, are all spoken for.

Their main thrust however will be in converting large scale fleet vehicles. The assembly line is currently focusing on Mercedes truck platforms (think garbage trucks) because of the popularity and durability. Each gets the same treatment with full modification from the ground up, some even being modified to include rear

wheel steering to accommodate tight European roads. (The engineer in charge of the program is an ex Cal Poly SLO engineer so my guess is the rear wheel steering may have been imported from the Rose Bowl Parade floats) The trucks can be converted and refurbished for less than the cost of a conventional IC rig, and they believe production will ramp up to as many as 1,000 units a year.

And most recently there was the annual SEMA (Special Equipment Market Association) festival in Las Vegas, the the trade organization for all sorts of gadgets for cars. This year Superformance, one of the aftermarket producers of Cobras, GT40's, etc was there with their own examples of electric vehicles promising horsepower in excess of 1,000 and torque in excess of 750 ft lbs. Where does it all end?



## HealeyDoc's Corner

The decisions have been made. The 2023 California Healey Week will be in September 2023 at a new location on the California side of South Lake Tahoe. We have finalized the contract for the hotel, and we hope you will be pleasantly surprised at the deal we have. There is an event page on the GGAHC Facebook page that will have any updates and registration info posted.

These events are key to the club being able to do the things we do. And one of the biggest incomes for the meet are from the silent auction. We are in need of someone to take the reins of the auction and run with it. Mike Scroggie from the Southern California Club will be lending his wisdom and contacts for the auction. We have had a couple of new tours this last couple of months which were well attended. First Jerri and I hosted a new tour up the historic US 40 to the Donner Summit Historical Society. The other new event was hosted by retired newsletter editor Mike Sonneman. This was his first time as a tour host, and he put together a great tour to the Electric Railroad Museum. Finishing up the Fosters Bighorn in Rio Vista for lunch. Then in September and October we had the Ironstone Concours, along with our last tour of the year along the northern coastal route.

Then it's our last chance to get together this year at our annual Christmas Luncheon on December 4<sup>th</sup> at Eagle Vines Golf Club in American Canyon.

We are looking for some new locations for tours in 2023 and beyond. Do you have a cool place to visit, or maybe a crazy collection of something that other member may be interested in. This may be something for a future tour. If you have anything that the membership may enjoy and are not able to organize a tour, let Marc Lewis or myself know and we can team up for a new tour.

You never know you may collect clocks, comic books, or motorcycles and the next thing you know there is another Healey owner that enjoys the same crazy collections.

This is my last Presidents column after many years as an officer of either Pacific Centre, Central Valley Region and Golden Gate AH Club it is long overdue. It all started in 1989 as the Pacific Centre club historian, then we jump ahead almost 35 years later, and here we are. Time to step down kind of. Marc Lewis will be taking the helm of the GGAHC and I have volunteered to take the position of Events. So that means that you will still be getting all those annoying email reminders.

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

Happy Healeying

**David Nock**

**NEW MEMBERS: Randy and Evelyn White**  
*In their Own Words*

Elaine and Randy purchased their car through Dave Nock's connections. It is one that his shop restored a few years ago and which has seen minimum road time since. They chose to show it off during the outing to Jenner in October.

Hi there. I had a Austin Healey 3000 MKIII when I was in high school. I didn't have a dime to spend on it so I did all the work on it and subsequently it was a wing and a prayer every time I drove it. It's been almost 45 years since I owned that car. But, I always loved the lines of the car and thought it was beautiful.

My wife Elaine and I have been married for almost 38 years, have 2 daughters , 3 dogs and now 2 granddaughters! Over the last 38 years I've often talked



about that Austin Healey and how much I really loved it. Then about 4 months ago my wife said .. we need something to do!! Why don't we buy an Austin Healey and join a group and meet some people! I thought about it for about a good long 2 seconds and said ok!!! .. let's find one! So, off we went scouring every viable lead all over the United States, from LA to Indiana to Florida! It's a long and funny story ... and I honestly should have written everything down because it would have made a great movie! But in the interest of space... thru a series of sheer coincidences we found a beauty just about in our own back yard . Last week we signed the DMV papers. We are now proud owners of a 1963 BJ7 . Love it ! Our first event with the GGAHC will be Oct 22, the Marin /

Sonoma Coast drive. We look forward to meeting you all ! Hope the weather is great.. but if not, it will just be another piece of our story .

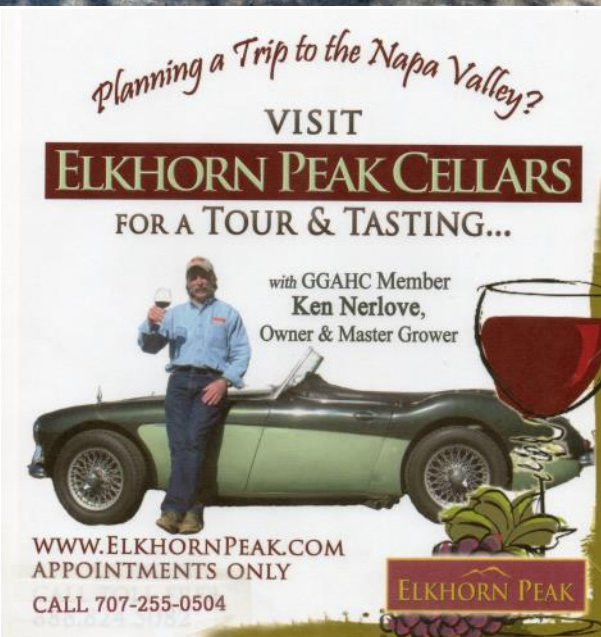
Funny how life can come full circle in many ways!!

Looking forward!!!

Elaine and Randy White 

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# Healeymarket



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

For Sale

1964 Austin Healey MK BJ8, Phase 2



Red w/ black leather interior, Sun Fast top. Chrome wire wheels. Mechanically strong, cosmetically nice with minor flaws on close inspection. Unrestored. Reliable.

Offered at \$54,500. Contact Jess at: [jessdesign@twc.com](mailto:jessdesign@twc.com)

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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](mailto:events.ggahc@gmail.com). For a more complete list see  
[www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com). You are advised to verify  
the dates of events that are not ours

DATE	EVENT	ORGANIZER
12/4	Christmas Party	Dave Nock

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## EDITORIAL COMMENTS



As we turn our attention to coming events in 2023 I also would like to encourage more members to reach out with ideas. There are yet roads to be discovered and new experiences to share. There are no bad ideas, and even excursions that folk have enjoyed previously may be worthy of a repeat so that others may share. We ask only that if you plan and lead an event that you take responsibility for a short written summary of the experience and pictures. Your humble editor is merely the messenger and scribe, not the original author of all content.

You may have noticed a few minor tweaks in the newsletter layout and format. If you have any ideas for improvement please let me know!

Please keep the sunny side up!