



Healey Happenings

Golden Gate Austin Healey Club

Volume 26, No. 6

November-December 2023



Run...Run...Rudolph!

Happy Holidays to all GGAHC Families

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The Golden Gate Austin Healey Club
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Calendar of Events

Contact David Nock to list an event:
events@goldengatehealeys.com. For a more complete list see
www.GoldenGateHealeys.com. You are advised to verify the
 dates of events that are not ours

DATE	EVENT	ORGANIZER
GGAHC EVENTS		
Feb 17th	GGAHC 2024 Planning Meeting	David Nock events@goldengatehealeys.com
May 13-17th	CA Healey Week San Luis Obispo	AHASC See Page 15
May 20-23-	Rendezvous 2024 Sooke BC	AHOABC www.healeys.ca
May 19-31	British Columbia Tour Group (2 slots remain!)	Steve Kirby, AHASC sackirby@pacbell.net
Monthly	Cars & Coffee	John Vranicar Secretary @GoldenGateHealeys.com
NON-HEALEY EVENTS		
See Web	Breakfast Club Rally	https://www.breakfastclubrally.com/
See Web	Cars & Coffee	https://americaonwheels.com/
Monthly	Sports Car Adventures	https://sports-car-adventures.com/
Apr 21-25	Hagerty California Mille	https://californiamille.com/

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Cover Photo: Approaching Geiranger Fiord. Norway, June 2023, well inside the Artic Circle on the way to the European Healey Meet.

Sonoma Plaza to Enkidu Winery Tour
Contributed by John Varnicar, Photos by Steve Darfler and others



On October 21 a bevy of Healyites met on a gorgeous Saturday to partake in a little excursion and camaraderie that began with a bit of free time at the Sonoma Plaza. The group reconnected at 1pm and were briefed on the tour route and final destination.

The tour began, and promptly got separated due to a small error. I was at the back and saw that the main column had not made the turn of the leaders, as they were out of sight. So much for preplanning. I quickly passed all and took over the lead followed by Dave Nock.

Dave did a good job of keeping me in check by slowing or speeding up to keep us together. We met the earlier lead group at a juncture and continued. The lead vehicles again quickly left us behind, but with Dave controlling my pace the rest of the tour was just

that; Beautiful and breathtaking with vistas of the Valley as well as plenty of Healey friendly curves.



Our final destination was the Enkidu wine tasting location where we shared charcuterie and sampled some

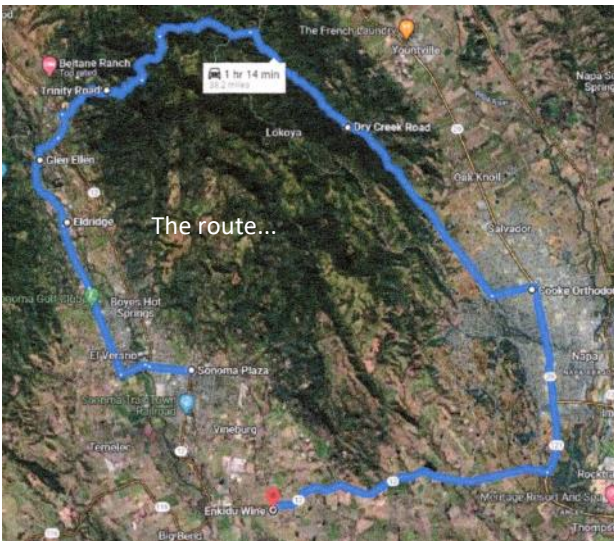
very nice wine on their patio. Members participating in the event were myself, Cully Anderson, Mike and Linda Allen, Rich and Helen Olson, John and Terry Kent, Harry Harami and Irene Medzyk, Patrick and Laurel Caskey, Mike Sonnerman, Dave and Jerri Nock, Mark Bramfitt, Steve and Patty Darfler, Steve & Kim Korby, and Greg and Sanlin Cory. I had a good time and hope others did also. The little side excursion during the run made it more fun in my book.



Editor's Note: Those who pay close attention to the published calendar in **Healey Highlights** may have noticed that John snuck this special event into the October event list. It had been a long time since I last navigated this delightful bit of road engineering (Dry Creek Road) which gives Healey brakes a good test of reliability and the upper body a workout, and it was worth every minute.

It is always a pleasure to be introduced to a new winery experience and destination. The Enkidu Winery has an extensive tasting room and outdoor gathering area. Several of their wines were in the sampling package, and John was kind enough to pick up the tab for the charcuterie boards that were provided. Several of the parties were observed loading up their 'boots' with homebound bottles of Enkidu's finest.

This was John's first tour to lead. We hope it will not be his last! There are far more roads and wineries to tour in the North Bay. Also...Note John has added his own version of 'Cars & Coffee' See the event calendar (Page 2)



Disney Family Museum & Tour

Led by Greg & Sanlin Cory



On November 4th a small group of Club members assembled on the Presidio Parade Green to tour the Disney Family Museum and take in some of the improvements that have happened on the grounds since the Presidio was abandoned by the military.

For those who chose not to, or couldn't attend, we think you should take advantage of the museum at some future date. It is not a tribute to the company, but rather a deeply personal history of the man, the family, and the evolution of the legacy cartoon industry. Multiple galleries are dedicated to different iconic characters and the techniques

developed to instill the personalities that made them household names. There are also rotating exhibits that touch on other aspects of Disney magic (currently Cats & Dogs) in a separate building.



A little background on the Presidio....The Spanish influence on San Francisco dates from 1769 when the access to the Bay was first discovered by Spanish expeditions. Briefly, an outpost existed near Lands End in what came to be known as the 'Outside Lands'. The wet and cold weather, and limited support from the Spanish for their troops, led to high desertion rates and, coincidentally, the demise of the adobe style fortifications due to the incessant fog dampness.

In 1775 the Presidio was established, still with commanding views to the bay entrance, and arguably better weather. The remnants of the original fortifications are still visible from inside the Officer's Club. The U.S. occupation of the Presidio started in 1846 where large numbers of soldiers were garrisoned during the Indian Wars, and subsequently the war with the Philippines. The concrete gun emplacements which now ring the entrance to the bay began construction in 1905, and Crissy Field (site of the first "dawn to dusk" transcontinental flight) were added in the 1920's. The major expansion of the post happened during WWII where over 1.7 million soldiers processed into the Pacific Theater. The weapon emplacements continued expansion, to include



Battery 128 in the Marin Headlands which housed the 16-inch long range cannons. The importance of the post was also elevated to become the headquarters of the Sixth U.S. Army and the Nike missile defense command, with Ft. Cronkhite (Marin Headlands) being one of the most top-secret posts in the country during the Cold War.



When military base closures started at the end of the cold war the Presidio was on the list. Virtually every real estate developer worth his salt sought to have the property sold to private developers and there were numerous proposals to develop thousands of homes in the Presidio, as well as the Marin Headlands. Senator Dianne Feinstein championed preserving it as open space and the entire 1,500 +/- acre property was transferred to the National Park Service as part of the Golden Gate National Recreation Area.

There was a catch to the transfer. One condition was that the Presidio become economically self-sufficient within 15 years of the transfer. If it failed it could be sold off to the development community. Self-sufficiency was achieved approximately 12 years later with the opening of the Lucas Arts complex. The Presidio is still evolving but is now highly sought after both for its unique housing and as locations for tech startups.



One of the reasons for the slow redevelopment of the area is the stipulation that there be no incremental building beyond the total square footage that existed at the time of transfer, as well as the environmental remediation of much of the land. (The military has never been known as being good landlords or land stewards.) Additionally, an extensive public planning process was required as part of the master planning that was greatly scrutinized and debated by every conceivable stakeholder group locally and nationally. It is within this difficult permitting process that the Disney Family Museum was finally able to be realized.



Our Healey group circled the wagons at 10:30 in the morning shortly after the museum opened. They employ a timed entry system that ensures there is never a surge that might detract from the vast array of exhibits. Design guidelines and historic preservation requirements keep the spaces intimate and spread throughout a network of repurposed office areas. The webpage suggests allowing two to three hours to experience everything to see. We allocated only two hours, and it was not quite enough and didn't allow for getting to the rotating exhibit.

An advertisement for British Car Repair, Inc. The image shows a man and a woman standing in a workshop. The man is wearing a dark jacket and the woman is wearing a light-colored blouse. In the background, there is a sign that says "ED WRIGHT'S" and a "CASH ON HAND" sign. The advertisement includes the company logo, which is a red shield with a white cross and a Union Jack pattern. The text provides the address, phone number, website, and the fact that the company was established in 1962.

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At 12:30 we gathered outside for a short walk to the Officer’s Club, now repurposed as a conference center and a Mexican themed restaurant called Colibri. The weather was delightful, and we secured an outdoor table for lunch.

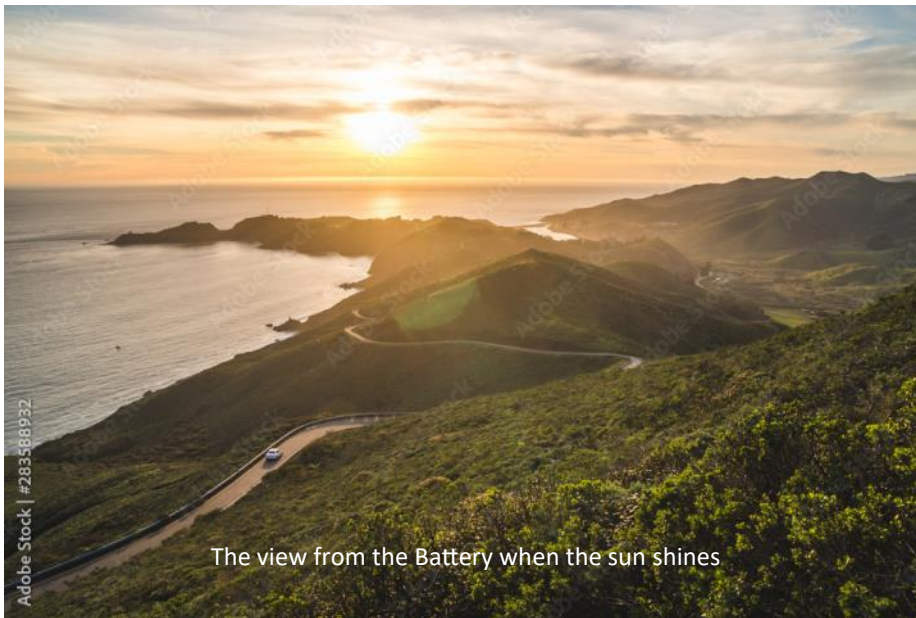
At approximately 2:00 PM we reassembled, saddled up, and headed through the Presidio to the Golden Gate Bridge for a quick jaunt towards Sausalito, veering left to head through the narrow tunnel into Ft

Cronkhite, ascending quickly up Conzulman Rd to Battery 128, also known as Hawk Hill. Unfortunately, the ‘marine layer’ hid all but fleeting glimpses back to the city and bay, but it is still a twisty pleasant drive in a Healey.



The Battery parking was full, the fog was cold with no visibility, and the stop was confined to letting admiring tourists take selfies around the cars. Then we proceeded down the one-way portion of Conzulman Rd to Point Bonita where the decision was to cut the tour short and return to the museum to catch the ‘cats and dog’ exhibit before closing. The return retraced part of the drive but included the eastly portion of Conzulman Rd which takes one back to the overlook above the Bridge and directly back to 101 and your choice of directions.

At the end of the day all in attendance said a return visit was advised to catch the three or four galleries which we were unable to get to. The main exhibits go from the pre-Steamboat Willy days to the opening of Disneyland. Colleen and Pete are diehard Disney buffs, complete with appropriate dress (except for mouse ears) and had great stories of being early patrons of Disneyland and the “E ticket” adventures. My connection is that most of my career was spent at the



The view from the Battery when the sun shines



firm that worked closely with Disney in concept development and site selection for virtually all Disney attractions and parks worldwide. It was a fun day!



Attendees:

- Haden Cory
- Greg & Sanlin Cory
- Marc & Patti Lewis
- Colleen & Pete Tortorice
- John & Cathy Turney



Check out this feature...To view the route in 3-D, download [GPX Player](#) from the Microsoft store (FREE) and click the link



track-my-journey (1).gpx



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The Members' Corner

Member-to-Member new product knowledge, service provider suggestions, performance improvements, favorite drives, etc.. A cornucopia of wisdom and useful tidbits

The purpose of what may be an irregular feature is to be entirely member driven by a desire to share collective product knowledge, technical knowhow, favorite drives, personal experience with do-it-yourself projects, repairs, improvements, and other tidbits stored in your brains that may be useful to others. Reprints of articles may also be featured (if reprint permission has been obtained). The intent is to create a repository of collective wisdom about our favorite marque in what is becoming an ever-shrinking pool of service providers and institutional knowledge. Below is an example...

BN1-2 specific Technical Tidbit Courtesy of Greg Cory

Hanging around with Stephen Kingsbury this past year I was intrigued by two small features on his BN1 that are simple, quick to install, and make life easier. The first is a vented fuel tank cap, the other is a modified hood strut. Both are available through **C.G. Hart & Associates, Ind in Carpentaria, CA** (hartcg@msn.com), are inexpensive, and can be installed in less than an hour.

The early cars obviously have fuel fillers in the trunk. The tank pressure needs to be vented, so fumes go directly into the boot, which ultimately permeate the lining and all that comes in contact therewith with a pronounced 'eau d' petrol'. Not a favorite fragrance to anyone that I know. The solution is a simple plastic swivel, a section of neoprene tubing, and a short metal tube that vents to the outside through the bumper brackets. See pictures below...

The other item is more sophisticated, equally brilliant and inexpensive, and solves the common problem early cars have with damaged and misshapen trunk lids due to the type of strut used, one that requires lifting the lid first to release and then lowering it. All too often the release does not work, which over time fatigues the metal and causes it to crack and/or bend. (Porsche 356 owners suffer from the same curse.) As may be seen in the photos a universally available gas strut connects to an supplied adapter that

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uses one of the bolts for the bumper bracket and connects to the existing strut bracket on the lid.

For some reason my BN1 lost the lid bracket at some point so I hand fabricated an alternative that is riveted to the lid frame rather than the lid itself. It works just as well, and if my calculations are correct would be equally adaptable to any big Healey. One only needs to measure the distance from the bumper bracket bolt to the spot on the frame where the main bracket will be mounted and purchase the appropriate length strut with the desired gas pressure (<https://www.liftsupportspot.com/>).



The one supplied in the kit is rated at 28 pounds and is @ 27 inches long. Because my mounting point was different and I was worried about compression pressure when the lid is closed I was more conservative and purchased a shorter one rated for 20 pounds.

Another near term project is to adapt this to my BJ8. Stay tuned...



**GGAHC 2023 Holiday Lunch
Eagle Vines Golf Club Dec 3**

This year the Club once again descended on Eagle Vines Golf Club clubhouse for the annual Holiday lunch. The previous year the assembled multitude allowed as how the food was great, the setting spacious, well lit, and beautiful, and the staff great. So, why change? It is also reasonably accessible from around the Bay Area and east into the Valley to Sacramento. The weather was sunny and mild, but most participants chose the family 'grocery getter' as transportation VS a Healey. A notable exception was Andy and Tracy Barger who brought their recently acquired BN2 (formerly Bea Henke's original owner ride) for all to admire.

The platform and program were familiar; an hour + of cocktail talk with old friends, copious quantities of tri-tip and salmon, and a run down of Club news and milestones. The success of CHW was discussed, with attendance at or exceeding the hoped for levels. This left the Club in a positive cash position for the year. Of course, the big boon to the bank account was the acquisition of the Barn Find and the subsequent disposition to a Healey enthusiast and good home in southern California where the intent is to 'keep it as is' in an unrestored but drivable condition.



A sidebar to the Club taking a small risk on that car is that other clubs are envious of the experience and the positive outcome. Moreover, Moss Motors got wind of it and hopes it inspires other clubs (not just the Healey ones) to emulate the initiative in the hope of ferreting out similar neglected treasures everywhere. So much so that we have been told GGAHC will be prominently featured in the Moss Motoring magazine this coming spring and therefore be part of their permanent article archives. (Of course, if the initiative takes off Moss revenue could go up which may add to the college funds of Moss employees...)



Another announcement was that GGAHC will be the host for the 75th anniversary of the Healey, once again returning to Lake Tahoe. So, mark your calendars for 2028. You have +/- five years to spit shine your ride.

Other Club business included discussions regarding leadership and elections. Marc Lewis and David Nock were re-elected for their existing positions as President and Event chair. Patti Lewis has generously agreed to remain in the Regalia position. John Turney will remain as Membership Chair during 2024.

Other roles will remain the same, apart from Editor. Marc had asked all board members to re-evaluate their roles and to make suggestions for any changes that might improve the Club. To expand and enhance the quality of

our newsletter I suggested making the editor responsibilities a shared position to create redundancy skills with the software and production. To my pleasure and surprise Steve Darfler had already shown interest in helping out, so starting in January we will co-editors. Steve and I have already discussed some refinements and hope it will lead to more member engagement, both with Healey Happenings and Club activities. You will notice some changes in format with this edition. A reminder...this is **YOUR** newsletter, so we welcome your suggestions and contributions! Submittals may be made to Editor@goldengatehealeys.com or reach out to either of us by phone.



Monterey Historics: Chapter III
Contributed by Greg Cory

August 12-20, 2023

This is an honest attempt at a real editorial. All thoughts are my own, and I don't expect everyone to agree with me. However, my observations are based on faithful attendance at this annual pilgrimage for 38 years!

The foolishness that has become known as 'Car Week' in Monterey has come and gone for the year. Over the years it has evolved from a single event (Pebble Beach Concours d' Elegance) to include the Monterey Historic Races on the same weekend. The Concours began in 1950 when Sterling Edwards, driving his own 'Special', approached the Del Monte Company to host the first 'real' road race on the West Coast since WWII. Racing had been championed by the Collier brothers who were behind most of the East Coast events (think Collier County, Florida). Del Monte introduced the Concours to feature the more genteel side of motorsports and to offer an alternative experience to the actual racing.

The Pebble Beach race only ran until 1956 when it was marred with a fatal crash. Laguna Seca opened a year later. A local architect was the site development chair negotiating permits with the Defense Department for access to the site. During the construction he went to lunch with the instruction to the bulldozer crew 'get down the hill any way you can'. Thus, was created the famous "corkscrew", a five-story left-right elevator drop turn that is famous around the world. The entire course took 60 days to construct for a grand total of \$125,000 (the equivalent of \$1,365,000 in 2023). The Historic Races, started by Steve Earle, came along later in 1974. A grand total of 66 entrants showed up in the first year, and the field more recently draws 400-500 vehicles with significant pedigrees, with acceptance going to the most 'important' historic cars out of applications from as many as 1,500 hopefuls.

Sanlin and I have been attending the Historic Races since 1985: same weekend, same hotel room. The treat has always been the honest real racing on Saturday, followed by the constant parade down Ocean Avenue in Carmel of classic sports cars entering Pebble Beach to attend the Concours on Sunday. We park on the balcony with the Sunday paper and a bottle of champagne, enjoying the ambiance of interested bystanders also drawn to the weekend for the historic element. Restaurants were crowded, but not inaccessible, and the human interface was always fascinating.

Obviously 2020 and 2021 were called off for logical reasons. During that time the operating permit with SCRAMP, the county entity entrusted with track operations since the beginning, was terminated. The management passed to A&D Narigi Consulting LLC, a local firm that had operated the Monterey Plaza Hotel. Their philosophy has been that the week is less about historic races than it is about family fun. Fast forward to 2022 in the post pandemic era. HSMA, the sanctioning body for 46 years was replaced with HSR which had created the successful HSR Classic Daytona 24 Hour event in operation since 2014.

The shuffling of management and change in philosophy has created a great deal of uncertainty over the entire week, now encompassing both the 'Pre-Reunion' weekend and the historic races, as well as the Concours. Car week now is the single largest economic event in the county totaling in excess of \$246 million in direct spending. This is separate from the \$400 Million in vehicle auctions (less than the previous year).

So, what has happened to the experience? In our opinion nothing good. The entire week is now dominated by, and oriented towards, the newer supercars, which in my personal opinion still all resemble door stops in their design, albeit with candy apple metallic hues visible from space rather than the Jelly Belly hues of precious years. The streets were also flooded with exotic 'wraps' that defied logic or understanding. One of the best events, the Ocean Avenue parade of the Concourse cars is gone due to the lack of sponsorship. In its place are three nights of Italian exotics piloted by drivers of questionable age and ability blipping the throttle to a packed crowd four deep on the sidewalk who cheer them on to make the most noise possible late into the night until the bars close. Restaurants are impossible to get in-

to, menu prices are through the roof, and the cost of entry to signature events is also reaching the limits of pain. The Concours is now over \$575 per ticket, the auctions now require advance registration, plus an entry ticket to attend, and track access is +/- \$100 for either Saturday or Sunday, and single day tickets are not offered. Hotels now require a four-night minimum at surge pricing.

What about the race experience? Over the years it has always been fun to watch what might otherwise be grudge matches between highly mismatched cars. After all, with historic races you never know who is going to show up, so some interesting duels have been common (i.e. a Corvette vs a Morgan...the Mog won). Not this year. Friends racing a '68 McLaren qualified 7th in class, but in the driver's meeting were told 'not to press', nor to change position. Ergo, have a nice drive, don't risk contact. Cost to compete has gone up significantly, and infield organization is lacking. As important, attendance is off tremendously which has led to other impacts: vendors are scant, including high value automotive ones, there are fewer food & beverage options, and the racing registration is way off. All of the events are now completed in a single day vs two days, the pits are about half full. The BMW corral where we normally park used to have over 200 cars: this year there were perhaps 40.

The long and short....it is not why we were originally attracted. It has been over commercialized, the focus is now on new exotics and \$\$\$, not the spirit of historic racing. The late-night noise reminded us of weekend fraternity parties or a raucous Airbnb next door. The hoteliers and merchants like the business and spending, but not the crowd.

We will reassess after next year when other friends are scheduled to race, but it may be time to move on. Nevertheless...here are some pics...excluding the Italians...



The things people cook up in their spare time. Street legal (sort of), tractor seat, air suspension, flame thrower exhaust, etc...

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Irene Medzyk, celebrating her mother's Centennial birthday, and Phil Foster at the Little Car Show in Pacific Grove. An all original 100-4 at the track (gotta love the trailer hitch), and George Vidovic's '68 McLaren (Python Racing from Australia) ready for action.





California Healey Week 2024

San Luis Obispo, Ca

May 13-17, 2024

Presented by the

Austin Healey Association

of Southern California (AHASC)

Get ready for great sports cars, scenic drives, lots of food options, wine tasting, friends, fun times and a beautiful location...California Healey Week 2024, hosted by the Austin Healey Association of Southern California (AHASC). The gathering will be held in San Luis Obispo, California from Monday, May 13th to Friday, May 17th, 2024. The event will be headquartered at the Embassy Suites in San Luis Obispo- <https://www.reservationcounter.com/san-luis-obispo/embassy-suites>. Registrations will be open for the event in early December. Watch for the registration at: [Home - Austin Healey Association of Southern California \(clubexpress.com\)](http://Home - Austin Healey Association of Southern California (clubexpress.com))

The historic town of San Luis Obispo offers the best of central California with Scenic drives along beautiful California coast, numerous quaint beach communities, and lots of local wineries in a relaxed and peaceful setting. Stroll through the historic downtown including the Mission San Luis Obispo de Tolosa dating back to 1772 where you can admire the early Spanish California architecture, plus find the perfect souvenir at a variety of charming boutiques and shops.



Spring is typically beautiful along the central California coast. We plan to have some beautiful drives through back roads and along the coast, with the option of visiting several of the many vineyards for wine tasting. In addition to San Luis Obispo, we have the options to visit Cambria, Avila Beach, and Ragged Point as well as other locations along the coast.



We also have an option along one of the scenic drives to visit Hearst Castle. Hearst Castle, known formally as La Cuesta Encantada (Spanish for "The Enchanted Hill"), is a historic estate located on the coast in San Simeon, CA. Conceived by William Randolph Hearst, the publishing tycoon, and his architect Julia Morgan. The castle construction began in 1919 and continued to evolve until 1947. William Hearst hosted numerous famous politicians and Hollywood elites in the day. It was one of the places to be seen. The Hearst property continues to be a working ranch with some of the most beautiful scenery in California.





On the way back from the tour, there are several beach side communities worthy of a stop for lunch and some celebration with our Healey Family and friends.

During CHW 2024, we will celebrate the 50th Anniversary of the Austin Healey Association of Southern California. We anticipate over 70 Austin Healey's of all years and models and over 120 participants, many from across the US.

The highlight of California Healey Week is the car show on Wednesday, May 15th. We have negotiated with the town of Morro Bay to hold the event along the Embarcadero with Morro Rock as the backdrop. There are numerous great restaurants along the Embarcadero catering to a wide variety of tastes. At the show, you will see some of the most beautiful Austin Healey sports cars around. The show is organized by Healey model, type, and year with public voting for awards in 9 classes plus Best in Show.



Many more activities are currently in the planning stages. You can either register online at www.austin-healey.org or by downloading a manual form. Hotel space is limited, so be sure to register soon to secure your place for this special Austin Healey event. Stay tuned to [Home - Austin Healey Association of Southern California \(clubexpress.com\)](http://Home-Austin Healey Association of Southern California (clubexpress.com)) for additional information and announcements.

Note: Once you register for the event, you will get a confirmation with instructions as to how to make your room reservations at the Embassy Suites- San Luis Obispo at our reduced rate of \$169 per night.