



Jim & Ida Morton in their BJ8

In This Issue

Event Reports
Healey Rendezvous... 1
Healey Conclave..... 4
Hagerty's Top 10 Brits 9
Marty's Minute..... 10
Calendar..... 10
Event Announcements 11
HealeyMarket..... 13
Fleur de Lys..... 14
Newsletter/Club Info... 14

Event Report

***Healey
Rendezvous***

by Rich & Lynn Kahn



Healey Rendezvous 2011 was hosted by the Cascade Austin Healey Club in Vancouver, WA. We decided to take a couple of days to drive to Rendezvous and in the process saw some beautiful areas of Oregon that we hadn't seen before. We arrived Monday afternoon, June 27, at the Heathman Lodge in Vancouver, Washington. It's a beautiful craftsman style lodge that looks like it should be nestled in the forest somewhere. There were about 90 cars registered, 8 of which were from the Golden Gate Austin Healey Club comprising 15 people.

- Cully Anderson – 1958 100-6 BN4
- Len and Kip Hartnett – 1967 3000 BJ8.
- Roger and Donna Hawk – 100 BN2
- Richard and Lynn Kahn – 1964 3000 BJ8
- Arita and Richard Mango – 100M
- Tim and Kathy Marshall – 1959 100-6 BN4
- Terry and Linda Parsons – 1974 Jensen Healey
- Jim and Maurita Walton – Nash Healey

Continued on page 2

**ICE
CREAM
SOCIAL**

AUGUST 28
See page 11

**SHE TRIED TO BE
GOOD**

She signed up for the
Marin Sonoma Tour
August 13 See page 11



Healey Rendezvous (continued)

The reception on Monday night gave everyone an opportunity to reunite with old friends and view the items being offered in the silent auction. We found a picture of a lady sitting in a white AH100 who looked exactly like Donna Hawk, and Roger decided they had to have it. Somehow he managed to pre-buy the picture for Donna!

The rain held off for a couple of hours so the car show participants could have their pictures taken leaving the lodge and enjoy a short time at the park viewing all the cars and voting. After lunch there was a "rocker cover" race. Yes, just as you would imagine some ingenious person took old valve covers and converted them into racecars. One was even made into a diorama! Richard Mango and Roger Hawk had an opportunity to choose a rocker cover car and compete in the races. Roger won the race, but we think he had insider information as to which "car" to choose! The Golden Gate Austin Healey Club had four winners:

- First Place 100M – Richard and Arita Mango
- Second Place 100M – Roger and Donna Hawk
- First Place 100-6 BN4/BN6 – Jim and Kathy Marshall
- Fifth Place MKIII BJ8 – Len and Kip Hartnett

Tech talks provided not only hints on keeping your car running but also on keeping shiny and clean! Once again this year, Steve Day held a Ladies Tech Talk session that was very well attended. The ladies learned all about carburetors, radiators, gas octane levels and the cause of dieseling.

Wednesday's Photo Rally was very different and a lot of fun. In the process participants had an opportunity to take in some of Washington's beautiful back roads scenery in spite of the rain. It ended at Cresap Bay Recreation Area and Merwin Lake.

The tour to Mt. St. Helens was cancelled due to the rain and as a result the Photo Rally had a larger participation than originally planned. The rally was led by Reid Trummel. There were three segments; at each stop the navigator received a sheet with eight pictures. The navigator was responsible for writing down the order in which the pictures were viewed on the drive. Each sheet included at least one *bogus* picture. There was a six-way tie for first place but



Seated: Len Hartnett (left) and his son Kip (right). Standing L to R: Donna Hawk, Roger Hawk, Rich Kahn, Linda Parsons, Terry Parsons.



Rocker cover car race



Healey bowling

Continued on page 3

Healey Rendezvous (continued)

Len and Kip Hartnett won because they noted that there was a second almost identical picture of a sign with the writing on three lines instead of two!

We didn't take the riverboat cruise but heard all that attended had a wonderful time. They saw some beautiful scenery, and the rain that threatened never arrived!

A new event to this year's Rendezvous was Bowling. The pins were plastic blow-ups and a large rubber ball was set on a tee. The object was to hit the ball with your car so it knocked over all the pins. Sounds easy? Not really! Jim Marshall took second place in this event!



Huddling under a rain shelter

The banquet on the final night was a lot of fun. With a 50's and 60's theme to this year's Rendezvous there were posters for each year starting in 1953 thru the mid-60's set up around the room with pictures, news stories and events that took place that specific year. For those of you who know Bill Bolton, the tri-carb guru, he was presented the President's Award by his club for lifetime achievements! A very well-deserved recognition.

Austin Healey Rendezvous 2012 will be hosted by the Austin Healey Owners' Association of British Columbia at Tigh Na Mara Resort near the beautiful seaside town of Parksville on Vancouver Island. The Club has set up a Facebook page if you'd like to follow the plans and see pictures of the venue. However, the Club web site is also helpful: <http://www.healeys.ca/>

Again, we took a couple of days to make the drive home. In the process we had to replace the fuel pump out in the middle of nowhere, dodge deer taller than the car that seemed to want to bolt across the highway in front of us, and avoid decapitation by a truck carrying a piece of machinery that stuck out a good 6 feet on either side of the vehicle. It's a good thing Healeys are low! But it wouldn't be a great trip without a story, would it?

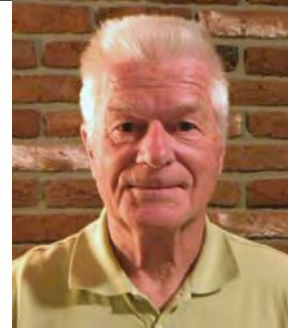


Event Report

CONCLAVE 2011

OR "CAMARADERIE ISN'T DEAD, BUT CHECK MY CAR"

by Nick Klein



Healey Conclave 2011 was held in Colorado Springs, CO, from July 3—8. The event drew 165 cars and about twice that many people. I have prepared this article with input from my travel colleagues, with additional photos contributed by Marty Allen and David Nock.



Marty's geyser



Marty demonstrates to Nick that a good mechanic gets both feet off the ground



BUNDRGN gets a ride

Getting there

On Thursday, July 30 the occupants of seven cars met in Sparks, NV for lunch at the Black Bear Restaurant. The members were Marty Allen and Sandy Merritt, Jim and Ida Morton, Steve and Kim Korbay, Steve and Karen Thomas, Phil and Sue Foster, Ted Shelton and us—Nick and Sandy Klein. This was the Group of Seven. Another Group of Three cars departed a day later and took a different route—via Highway 50 across Nevada. That group consisted of David and Jerri Nock, Gary and Peggy High, and Mike Sonneman.

The trip started out uneventful; we spent the first night in Winnemucca and dined that evening at a Basque restaurant, *The Martin Hotel*. The plan was to leave early the next morning to beat the heat between Winnemucca and West Valley City, our second overnight location, but that was not to be because of a slight oil leak from the spin-on oil filter associated with the newly installed oil cooler on Steve Korbay's car. A local shop found the unit to be only finger tight. Once we entered Utah we noticed that the streets and highways were in much better condition than California. I guess the Feds are pumping a lot of funds into their highway system.

On the morning of day three the plan was to leave early for Montrose, CO, but when I checked my oil in the morning I found that the dipstick was restricted and I could not withdraw it. The head of a hardened bolt holding the alternator had snapped off. Oops, my turn. Thank you Home Depot for having a store in that city. But of course there was no bolt of the correct length,

Continued on page 5

Conclave 2001 (continued)

so I bought a piece of threaded bar 12" long and cut it with a hacksaw. After a delay we finally got started and somewhere in the middle of the day Marty stopped at the side of an offramp and opened the radiator cap. He called that a "stupid guy thing" because all of a sudden we were at the geysers in Yellowstone. Four bottles of drinking water got us to the next town where he bought some antifreeze to replenish the lost fluids.



The views ranged from superb...

Unfortunately my troubles were not over. On Hwy. 70, even with Moab and Yellow Cat, with the temperature hovering around 105 degrees on blacktop our car decided *this is it*. The fuel pump just wouldn't pump anymore. Vapor lock? Possibly. We don't know, but it worked the next morning again until...but that's for later. All this time Steve and Kim Korbay stayed with us while Karen and Steve Thompson were on the phone in Grand Junction arranging for a tow truck and trying to pinpoint our location. Four and-a-half hours later, due to some mix-ups by the AAA dispatcher, the tow truck finally arrived. Steve told him he'd follow, to which the driver replied: "Can you go 85?" He really did, with our Healey **BUNDRGN** bouncing on the flatbed. Now it was getting dark, and Sandy and I were worried about Steve and Kim being the last car out. But they made it by 11 pm.



...to ominous.

Meanwhile Marty told us a story about he and Phil driving through the town of Montrose. Phil's car wasn't running well at idle and, as a matter of fact, it didn't idle. It just stopped if he slowed down too much. So to make things more difficult for Phil a train came through town, causing Phil to divert into a parking lot and drive around and around to keep the engine going until the train passed and he could proceed to the hotel. His troubles weren't over yet. Trying to time the traffic lights—and I think there are about 27 on the main street—he misjudged one of the lights and it was kind'a reddish but that wasn't the only red light—the problem was that the other red light was pulsating with a siren attached to it. Everything turned out OK (no citation) and the policeman, Phil and Marty had a nice talk after shaking hands.

The next day my fuel pump worked again. This time we actually left early and all the cars, huffing and puffing, made it up to Monarch Pass (elevation 11,312 ft). Marty Allen's car was running progressively worse, and he almost didn't make it over the pass. The last two thousand feet of elevation he crept along in second gear at 20 mph, but made it to the summit. The drive down was absolutely beautiful! Remember the vapor lock? It happened

British Car Specialists

Since 1957

- Restoration
- Used Parts
- New Parts
- Service
- Repairs

Austin-Healey
Triumph
MG

209-948-8767
2060 N. Wilson Way
Stockton, CA 95205
www.BritishCarSpecialists.com



The next day my fuel pump worked again. This time we actually left early and all the cars, huffing and puffing, made it up to Monarch Pass (elevation 11,312 ft). Marty Allen's car was running progressively worse, and he almost didn't make it over the pass. The last two thousand feet of elevation he crept along in second gear at 20 mph, but made it to the summit. The drive down was absolutely beautiful! Remember the vapor lock? It happened

Continued on page 6

Conclave 2011 (continued)

again 9 miles before we got to Colorado Springs. To the rescue came David Nock with a new fuel pump, which seems to have cured the problems because it got us all the way home.

Let me digress for a moment and expound on the situation. My car is a 1966—that's 45 years old. Any car that old, English or American, driven 1,200 miles each way in extreme heat, is bound to have some issues. My problem happened to be the fuel pump, but with cell phones, AAA, and Moss drop-shipping parts the next day it's not that bad a situation. I'm saying that so as not to deter you from taking your next trip. Then there is the biggest asset—friends. They won't leave you stranded because you wouldn't do that to them.

Meanwhile, the Group of Three that left a day later (Friday) had a *dog day afternoon*. On Interstate 80 at Soda Springs construction reduced traffic to one lane. Unfortunately it was the 4th of July weekend and traffic was heavy. The group spent 3.5 hours driving 15 miles, forcing repeated stops to let the cars cool. Upon learning that they would have much more of that situation to endure, they turned around and drove back to Auburn. They took Highway 49 to Placerville, then Highway 50 to Carson, Nevada where they arrived at about 11pm and spent the night. The next day they had to make up lost time, so they drove 658 miles in 16 hours. There was rumor of people being surgically removed from their car seats followed by spinal decompression exercises.

Being there

In Colorado Springs we met other Club members Gary and Peggy High and Mike Sonneman, who came with David and Jerri Nock to the Crown Plaza hotel (The Group of Three cars). Sheila, David's sister, had taken the train.



UNION JACK
 CLASSIC AUTO RESTORATION & REPAIR
 BRITISH PARTS DISTRIBUTOR
 WWW.UNIONJACK.COM
 13555 Depot St. PO Box 551 San Martin, CA 95046
 408 686-1101 Fax 683-2447

The next day saw us at Bancroft Park where we exhibited our cars throughout the park and surrounding streets with shops and some restaurants in the area. Gary and Peggy's car took second place, and Steve and Karen's car got honorable mention. Some people took advantage to go to the Air Force Academy

Continued on page 7



The Group of 7 at Monarch Pass (eastbound)—the Continental Divide.



A plethora of Healeys



Staging for the gymkhana

Conclave 2011 (continued)

straight from the car show for that night's 4th of July celebration and fireworks. The schedule was somewhat grueling for a hot day, as they weren't allowed to leave the base until 11 pm that night. That made for too a long day, so must of us did not attend.



Scenes from the Awards Banquet

On Tuesday was the Gymkhana and Funkhana at Pikes Peak International Speedway. This was done very well and all the participants enjoyed it. Phil Foster took second place going through the chicanery of cones, and Marty and Sandy took first place in the Funkhana. A number of drivers drove a few laps on the adjoining oval race course. Marty, Phil, David and others took advantage of the facility to drive six laps in a formula one race car (for a fee) whereas Mike Sonneman drove a Legend car around a twisting course. I've never seen guys so excited and enthusiastic.



On Wednesday several of us took the cog railway up to Pikes Peak, and during subsequent days we drove to the Garden of the Gods with its beautiful red rock formations. That afternoon, while eating lunch in Manitou Springs on the patio of a restaurant, a very memorable thunderstorm left us wet and shaking in our shoes. David drove his car up to Pikes Peak and luckily made it back down before the deluge. There are numerous nice things to see in the area. In the evening we all went to the Flying W Ranch. The Ranch put on a very nice western show and served dinner on tin plates and coffee in tin cups. The food was good and plentiful but I don't know how the cowboys on the range held those hot cups of coffee.

My wife Sandy participated in an introductory session of valve cover racing, hosted by Ed Neumeyer, for future events. More to come about this event later. Sandy also received first place for her Arts and Crafts photo entry.



Dinner at the Flying W Ranch

Getting home

The return trip home was marred by the unfortunate breakdown of Ted Shelton's car. After coming through the Eisenhower tunnel on highway 80 close to Vail, Ted noticed that his pedals got very slippery. Leaking fluid from the master cylinder was the cause. Coincidentally his fan scored the radiator. Marty arranged to have the tow truck deliver Ted's car to a U-Haul place where a truck and trailer were available to haul it home. Through all this Ted kept his good-natured disposition.

Continued on

page 8

Conclave 2011 (continued)

Subsequently, Marty split from the group to hurry home but broke down on Interstate 80 in Wells, Nevada. He made cell phone contact with David Nock in Austin, Nevada (Highway 50), who left the two other cars in his group and drove north to meet Marty who was towed to Battle Mountain. David got the car running again, and both proceeded home with the two cars left in Austin.



Dave and Terri Nock were the only ones who drove to the summit of Pike's Peak

I'd like to close this article with a big *Thank You* to all of our partners who supported us. Having them part of our adventure made it all the more enjoyable.

Also a special thanks goes to David Nock who looked after our cars and kept them going when they coughed and sputtered.

If it weren't for the support of our friends, the long trip to Colorado would have been other than pleasurable, however we were fortunate to travel with a very close-knit group. In retrospect I think our theme was "It is what it is."



Collins

Classics

Service • Repair • Restoration • Evaluation



(650) 685-4477

609 California Dr.
Burlingame, CA. 94010
collinsclassics@comcast.net



Hagerty's Top Ten British Cars to Buy Right Now May, 2011



1968-2006 Morgan Plus 8 — An aluminum V-8 in a car similar to an MG TF is a recipe for big fun and the Moggie delivers. Recently out of production and always in demand, there's nowhere to go but up. *\$35,000-\$65,000*



1978-79 TVR 3000S roadster — A bit obscure, but this car really has it all, great looks, a sophisticated tube chassis and plenty of power via a 2.9-liter Ford V-6. Low production numbers mean a potentially long search, but this is one vehicle that's bound to appreciate in the long run. *\$16,000-\$20,000*



1967-74 Lotus Elan +2 — One of if not the only case of the 2+2 coupe being prettier than the roadster, the Elan +2 may well be the prettiest collector car you can buy for under \$25,000. Rare, from a storied marque, quick and very attractive make for a good proposition for future appreciation. *\$15,000-\$22,000*



1977-80 Lotus Esprit S1-S2 — Another Lotus, this one the wedge icon Esprit by Giorgetto Giugiaro. Good enough for 007 to use in several outings, Esprits are the supercar bargain and not likely to stay cheap forever. *\$12,000-\$15,000*



1995-2004 Aston Martin DB7 — The DB7 sits on the cusp between used car and collectible — it's finished depreciating and nearly anything Aston Martin has been hot in the collector car market of late. Hold time may be a bit longer, but it seems a relative certainty for collectability. Opt for a manual transmission coupe. *\$26,000-\$60,000*



1989-2000 Aston Martin Virage — The DB7's predecessor was a hand-built car in the tradition of the David Brown-era cars. It's big, brawny and fast and stands out as undervalued among Astons and supercars in general. Like the DB7, a manual transmission coupe is the way to go. *\$35,000-\$70,000*



Triumph TR8 — Sub-\$15,000 V-8 roadsters are thin on the ground these days. While the wedge styling of the TR8 is a bit polarizing and quality control issues were legendary, survivors have been sorted out and can be quite entertaining. *\$9,000-\$15,000*



Jensen Interceptor — A British interior complete with Connolly leather and a polished walnut dash, Italian styling by Vignale and a Chrysler 440 V-8 can only be a Jensen Interceptor. They're worth twice in the UK what they're bringing now in the U.S. This situation won't last indefinitely. Buy one right now. *\$15,000-\$25,000*



Alvis TD/TF21 — Relatively unknown in the U.S., the Alvis TS21 has the same upper-crust British look as a Rolls or a Bentley, but with available ZF 5-speed gearboxes and wire wheels, is much more sporting. They're generally priced at about half of what you'd think to look at them. *\$25,000-\$50,000*



Jaguar E-type SIII — Some people compare the SIII E-type to the 1970s version of Elizabeth Taylor. Still, the complex V-12 SIII has its merits. Anything else with a V-12 in front, wire wheels and a manual transmission will set you back more than \$600,000. Prices have been on the rise lately. *\$25,000-\$65,000*

Marty's Minute

Marty Allen
GGAH President



July 2011, has come to a close, and the two biggest Healey events for this year are now in the history books. Nineteen cars ventured out to Rendezvous or Conclave. Conclave was one of the best showings ever for our club. I was in the seven-car group out to Colorado and returned with that group part of the way, then out on my own for a day, and the last day in the three-car group. As Murphy's Law would have it, I broke down when I went out on my own. But, with AAA and David Nock, I was not down for long.

Three cars in the Conclave group used AAA on our trip, and it was wonderful to have. Their Premium membership gives you four flatbed tows a year—one 200-mile and three 100-mile tows for an annual cost of \$109. I can also send my car out on a flatbed to the shop in Stockton if I do not have the time to drive it out or don't have a ride back home. There is a BMW shop in southern California that picks up and delivers customers cars this way just for service. My point is, this is the best \$109 you will spend while owning a Healey. Hopefully, you will never need it, but it does give you piece of mind. The sight of a flatbed truck when you are with a broken Healey is priceless.

I was glad to have driven the 2,800 mile round trip to Colorado. Our few problems were really minor for the most part. I could have done with a little less heat. I spent most of the trip looking for the AC button, which I never did find, but it somehow switched on when I got back in the bay area. We have great stories to tell and they will get even better with time. We are all in agreement on one point, next year's Conclave in Louisville will have a few less California cars!



Calendar of Events

Contact Jim Morton to list an event:
Themortons@starstream.net. For a more complete list www.GoldenGateHealeys.com

August 6-7. 24 Hours of LeMons (yes, lemons). Thunderhill Raceway. "Where Halloween meets gasoline." www.24hoursoflemons.com.

August 13. GGAHC Event. Marin-Sonoma Tour. See page 11.

August 13-14. Bethel Island 50's Bash Car Show. www.bethelisland-chamber.com/

August 15-21. Monterey Auto Week. www.seemonterey.com/concours for a list of car shows, driving events, and auctions.

August 28. GGAHC Event/National Healey Club's Ice Cream Social. See page 11.

August 28. Hillsborough Concours. See page 12. www.hillsboroughconcours.org/

September 11. Chico Concours d'Elegance. www.chicoconcours.com.

September 18. GGAHC Supported Event. Danville Concours. See page 11.

September 24. Ironstone Concours at Murphys. www.ironstonefoundation.org.

September 25. Cole Valley Fair in the heart of San Francisco. *Cars on Cole* is a vintage car show catering mostly to local entrants. www.cviasf.org

October 15-16. GGAHC Supported Event. California Autumn Classic in Morgan Hill (British Car Show). See page 12.

October 29. GGAHC Event, Fall Colors Tour. See page 12.

December 3. GGAHC Event. Dinner cruise and annual meeting on the San Francisco Bay.

Marin-Sonoma Tour Saturday, August 13

Mark your calendars, start your engines, and come with an empty stomach. We'll call this the **First Annual Marin/Sonoma Wine & Cheese Drive**. Our day will begin by meeting at the Strawberry Plaza in Marin. This plaza sits next to the Safeway at the Tiburon/Mill Valley exit off of 101. Be there by 9:30am.

We will meet in front of Starbucks, which faces the 101 Freeway. And, as luck would have it, there is a bagel store right next to Starbucks. We will leave at 10:00 AM sharp.

From there we will get on some really nice driving roads in Marin, while working our way over to Stinson Beach. We will then continue North on Rt. 1 to Point Reyes Station. Then it is off to The Cheese Factory. Here you will sample cheese, fresh bread and wine, all at no cost. This fine dining experience will take place on their hand crafted picnic tables overlooking their own private lake.

From there we will head to Sonoma, where we will have lunch on the square. We have two great choices for lunch, one of which will be chosen when we arrive. From there we will venture over to Artesia, one of my long time favorite places. You will sit on a wonderful deck viewing San Francisco on a very clear day, or looking at miles of vineyards on a cloudy day. You will receive a complimentary glass of champagne as you enjoy all the elements that make California so wonderful.

If you are going to attend this one-day event, please email me by Friday, August 5th.

Marty Allen: (510) 845-7585
martyallen@aol.com



ICE CREAM SOCIAL

**Sunday, August 28,
11:00am—2:30pm**

Fosters Freeze, 653 Merchant Street, Vacaville, CA. The Club will pay for the ice cream (up to \$5) for any member and passenger who RSVP - AND drive a Healey.

NOT A MEMBER OR PASSENGER? NO RSVP? NO HEALEY? NO FREE ICE CREAM!

RSVP Len Hartnett,
phone/fax **707-448-3027**, or e-mail

thehartnetts@earthlink.net

GGACC Supported Event

*Danville
Concours
d'Elegance*
Cool Cars for a Cause

Supporting Parkinson's Research
and Patient Care
September 17th & 18th, 2011



Danville Concours d'Elegance
Driving tour on Saturday, September 17
Concours on Sunday, September 18
11:00am to 4:00pm

Approximately 200 exotics, vintage race cars and motorcycles will be displayed along Hartz Avenue in downtown Danville. Activities include wine tasting, silent auction, celebrity visits, and entertainment. Financial proceeds go to benefit Parkinson's disease research, treatment, and patient care.

www.danville-delegance.org

Event Announcement



**2011 HILLSBOROUGH
CONCOURS D'ELEGANCE**

Featuring Bugatti and Packard
August 28, Crystal Springs Golf Course

<http://www.hillsboroughconcours.org/>

GGAC Event

**FALL COLORS TOUR
OCTOBER 29**

THE THIRD ANNUAL TOUR OF THE SIERRA FOOTHILLS IN THE VICINITY OF NEVADA CITY IS PLANNED FOR SATURDAY, OCTOBER 29. OUR HOSTS BOB ALTIERI AND RICHARD BUCKLEY ARE WORKING ON THE ITINERARY. DETAILS TO FOLLOW.



GGAC Supported Event



**The 19th Annual Cali-
fornia Autumn Classic**

British Sports Car Concours and Tour with
Welcoming Saturday Dinner

October 15-16

in Morgan Hill, CA

(Just 10 minutes south of San Jose off of
Highway 101)

The California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950's and 60's. All Classic British sports cars (2-seaters and their jumpseat derivatives) are invited to participate. There will be 26 silver trophies for all marques. The event is held on the main downtown street of Morgan Hill. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

www.autumnclassic.100mregistry.com/

**FREE Parts & Accessories
Catalogs**

Choose from These Catalogs: Order Toll Free 7 Days A Week

• Austin Healey
• MGA
• MGB & MGC
• AH Sprite & MG Midget
• Sunbeam Alpine & Tiger
• TR2 TR3 TR4 TR4A TR250
• TR6
• TR7 & TR8
• Spitfire & GT6

SUNBEAM

MG

TRIUMPH

BRITISH MOTOR HISTORICAL APPROVAL

BRITISH MOTOR HISTORICAL APPROVAL

24 Hours Online Ordering... Fast, Simple & Safe
VictoriaBritish.com

Newsletter & Web Site Management

Editor: Loren Parks (530) 893-8643
LorParks@gmail.com

Web site: www.GoldenGateHealeys.com

Webmaster: David Cross (408) 893-4912
dcross95020@yahoo.com

Contact Loren Parks for advertising rates.

Golden Gate Austin Healey Club Officers

President: Marty Allen. (510) 845-7585
martyallen@aol.com.

VP Membership: Nick Klein. (408) 264-2411
Klein.ahc@att.net.

VP Legal Counsel and Secretary:
Lee Bardellini. (510) 582-6246
HeLeeEsq@aol.com

VP Treasurer: Dan Sekella. (925) 825-8966
Sekella@pacbell.net

VP Events: Jim Morton. (916) 207-8166
Themortons@starstream.net

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

The Golden Gate Austin Healey Club is affiliated nationally with the



Golden Gate Healey Happenings is the official publication of the Golden Gate Austin Healey Club Inc. and is published for the benefit of its members. Material which appears in Golden Gate Healey Happenings represents the opinions of the authors and does not express the positions of the Golden Gate Austin Healey Club Inc. unless specifically noted. We do our best to insure accuracy, but cannot be held responsible for omissions or errors.



Fleur de Lys

by Loren Parks

During my recent trip to Portugal I happened across this vehicle in one of the main plazas of Porto, where a book fair was setting up for the day. I found identification on the back above the doors—Fleur de Lys (lily flower)—and looked it up on the internet later. I had assumed that it was made in the 1920's, but now I'm not sure. It turns out that a British firm by the name of Fleur de Lys Automobiles International began making reproductions using modern Ford components in 1983. The principal model was the Newark, shown above, but variations were offered including window vans and catering wagons. The brochure can still be viewed in PDF:

www.fleurdelys.sitew.com/fs/Fleur_de_Lys/42f1t-Folder_GB_2.pdf

Production apparently stopped around the early 1990's, but I can't find a definitive reference. Since I couldn't return to examine the vehicle in greater depth, I'll never know if it was original or a reproduction.