

HEALEY HIGH ROADS

The Newsletter of the Capital Area Austin-Healey Club

July, 2004

Priceless

Braille Rallye Held By Fred McConville

July 10 was a beautiful Saturday for the 42nd Annual Braille Rallye sponsored by the MG Car Club, Washington, DC Centre.

Jack White, Dick Williams and Fred McConville and their Big Healeys joined forces with about 16 MGA's and B's at Burke Lake Park in Northern Virginia to provide the automotive power for this fine event. The Rallye benefits the Lighthouse for the Blind and is simple in concept and execution. The Club member drives and his or her guest, who may be sighted or sight-impaired, serves as navigator over the prescribed course of about 40 miles. The directions were clear and uncomplicated and the object of the exercise was to provide our guests from the inner city with a pleasant and unusual experience along with a great drive through the countryside.

The event started and ended at Burke Lake Park located about 5 miles South of Fairfax, VA. About 15 guests participated and the first car (Jack White) was off the line at about

Clifton, VA and the surrounding area. The weather was perfect, almost all of the intermediate observations were confirmed by all, though I don't know anyone who found the "gargoyles" along Colchester, and there were no accidents or incidents. The cars returned to the Park in about an hour and there was a hearty lunch provided by the sponsors for all concerned.

Compliments are extended to the MG Car Club for a well organized and supported event on behalf of a very worthy cause. And The Hunt Country Classic Car Show to be held in Middleburg, VA on October 10 this year is also sponsored by the MG Car Club and is another opportunity for us to work with this fine fellow-LBC organization.

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“CAPITAL CLASSIC” IN COLONIAL WILLIAMSBURG GREAT SUCCESS!

By Jeff Ade

What do typhoons, James Shields and Austin Healeys have in common? *The 2004 Capital Classic!*

CAAHC members in attendance were: Jeff and Sue Ade, Jack and Pam White, Fred and Dot McConville, Dick Williams, Bob and Missy McKenna, Maurice and Rebecca Maxwell, Allen and Marian Feldman, Herman, Susan and Leila Farrer, Mary Oritt, Gary and Mary Palsgrove, Keith Pennell, Don and Kathi Margeson, Steve and Kris Garrett, Fred and Anne Hufnagel, and Dan Healey. Additionally, Darrell Miller and Keith Pennell of the Tidewater Austin-Healey Club (TAHC) joined us--quite a nice gathering and one we'll remember for a long time.

The Capital Area Austin Healey Club motored (boated?) to Williamsburg on June 4 for a three-day holiday from the DC area and an opportunity to enjoy our cars and fellow club members. Friday was not kind to our trip down to Williamsburg - Fred McConville lead a determined entourage of Healeys through an all-day downpour that lasted better than 12 hours. The soggy group of Healeys was welcomed to dinner at Guiseppe's that evening by Jeff and Sue Ade where we all enjoyed a hot meal and had a chance to dry out.

The Feldmans continued to brave the elements and were the only ones to drive a Healey to dinner! The Hufnagel's and Dick Williams chauffeured the entire group to the restaurant and we had a great time discussing the rain, enjoying the great food and syncing up about the events for the weekend.

Saturday morning was almost clear....at least it wasn't raining. Everyone who parked in our "Healey" lot had a chance to open the top, pull out the carpets, seats, and wet clothes and hang them up to dry out. Once the cars were tended to, everyone put on their Williamsburg passes and were off to the Colonial Area to view the sites and shop. Upon our return to the cars, we had a nice selection of club regalia waitingnew club shirts, hats and outer wear. Check with Anil to get yours - the club sold approximately 30 items on Saturday morning!

After a quick lunch, Jeff and Sue lead us on a 50 mile jaunt on the Colonial parkway from Williamsburg to Jamestown, Yorktown and back to Williamsburg. We had a great chance to visit and learn about our country's formative years and enjoy the company of our fellow Healey club members in the process.

Unfortunately, Fred met one of 'Virginias finest' during his entrance to Jamestown and is still in shock over the incident. However, in keeping with the spirit of the day, the club stopped on the Parkway and had a group picture taken by Dick Williams, our new club photographer. We're all looking forward to sharing pictures....

That night, everyone headed over to Shield's Tavern for an authentic 18th century meal. During dinner, we were serenaded by a troubadour and charmed by the one and only Gary Palsgrove himself. What a treat! The meal consisted of a variety of soups, salads, vegetables, meats and desserts – all passed to around the table to the last person until all were served--Very authentic indeed. The meats were all presented on a skewer, a good time was had by all and we trundled off to our rooms in anticipation of the Sunday gymkhana.

The Ades had enlisted the able help of Gary, Jack White and Fred McConville to help lay out the cones at the James Blair Middle School parking lot. After successfully requesting the soccer teams move their cars, we got to work. The layout was a replica of the 1982 Snowmass Conclave gymkhana and proved a tremendously hilarious as 50 year olds in 40 year old cars tried to navigate 80 cones. Laurel and Hardy have nothing on the CAAHC!

However, it's fair to say that everyone had a great time and the cars all survived to make the trip home. Even though times through

the cones were normally quick, penalties for missing a gate(s) or running over a cone added to the overall times. The Garrett's in their Sprite were within 7/100's of a second of each other with Steve taking honors over Kris. Word has it, that's the first time he's ever beaten her...another story for another day. Jeff took honors for the Big Healeys, narrowly beating a number of close times. We were all in agreement that the award for most attractive Healey went to Keith Pennell in his two tone Healey Blue/White BJ8 with a white interior and wide whitewalls. Keith still has the original spare in the trunk...hope to see he and Darrell again.

After the last regalia was sold and the cones were picked up by the entire club, we all said goodbye and safe journey home. I think the club had a fine time and is looking forward to the 2005 Capital Classic.

***MY FIRST TRIP
IN SHE-LEY
(AKA HERBN7)
By Mary Oritt***

This was my (maiden) voyage or I might say my (maid/made) voyage. I felt self-assured with a sound car, gassed up, tuned up, equipped with highlighted road maps, cell phone numbers, AAA card, Hagerty insurance car, phone contacts, etc., and whatever else my husband Michael could do to ensure that my first Healey excursion (kind of like a kid going to camp) would be a safe and memorable time. This was my first solo trip in my 1960 BN7, a birthday gift from my husband in 2002. It was just what I was DREAMING OF! Isn't he wonderful!!

ATTENTION ALL GIRLS, my Mother always told me "IF YOU CAN'T BEAT THEM, JOIN THEM", and that's exactly what I have done! Being a psychotherapist and looking at my relationship (with Michael of course, then my Healey) joining him in this very unique world of cars would definitely ensure COMPROMISE in my marriage. I will tell you the car came after long days of helping him in the garage (the usual "can your step on brake or rev it up", road test, Healey club meeting and events and most important, ATTENTIVE LISTENING to his venting or reviewing the trials and tribulations with his Healey. Now I am hooked.

This was the day, my first jaunt going to Williamsburg, VA for the Capital Austin Healey Club's Annual "Classic" 2004. I remember the morning that I hit the road, my memories of high school hit me like a summer ray of sunshine. Although my first car was a 1966 Volkswagen beetle (bug), I was brought back to the days of my first British Car, shared with my boyfriend during my Senior year of high school. I guess the car bug was instilled in me as a child, my father being the owner of several Phillips 66 Gas Stations, where I had my first real job pumping gas and delivering good, proper curbside service to all the customers who drove in. I remember my Daddy saying, "Greet 'em with a smile", just like I now feel received by all the Austin Healey people. Also, I remember the endless hot summer days in the lift area (garage) or the pits (racing track, every Saturday night). In my youth and early teenage years I was called a "Grease monkey".

Yes, I recall that warm, exciting feeling continuing to grow as I glided through the countryside of St. Mary's County. I recalled that feeling of wind blowing through my hair, not to mention the occasional thumbs up or beep from passers by. The real kicker was when I stopped at the Virginia visitors center after crossing the Potomac River bridge. I walked in the welcome center for the usual pit stop and chatted with the gentlemen attending the counter. It started to drizzle outside and I excused myself to run out and zip my tonneau cover. When I returned

the gentleman, Tom was staring out the window with a glaze in his eyes. He asked, "Is that an Austin Healey?" I heard his stories of owning an Austin Healey. I came to learn that this is a frequent happening for most Healey owners. Being a good citizen I listened until I realized I had to meet the Healey caravan on Route 17. My husband in his attempts to make this the best trip ever arranged for me to hook up with the McConvilles, Feldmans, Palsgroves, etc. I gently inserted myself back in the conversation (after listening to 15 minutes of HIS Healey) and told him I needed to hit the road. I say my goodbye and did an about face and headed to the door. When I made it outside I noticed Tom was in tow, I asked, what's up. Tom said, "I just have to hear you crank her over" I guess for Tom and his Healey it was "Love at First Sight". Being the showoff that I am, I started her up and gave her a couple of good rev's. Tom cracked a smile, I said hop in and I'll take you for a quick spin. Forgetting that he was in charge of the Visitors Center, Tom gladly hopped in and I gave him a good go around of the parking lot. When departing, Tom stood there shaking his head and remarked, "I should have never sold my Healey.

Back on the road, I was instructed (by Michael) to meet up with the other Healey crew at Point Royal, where Route 301 meets 17. Directions in the passenger seat I proceeded down the road in the pouring rain (a good way to find out where your leaks are). Trekking in from the rain I arrive to no one there, so I parked up my Healey and

headed into Horne's (when's the last time you head of this establishment) and parked at the coffee counter. No sooner then I sat down a call came in on my cell phone from Fred Mc Conville advising me that their ETA was delayed to traffic, so I said, not a problem and decided to order from the menu. It wasn't a few seconds later a gentleman came up to me and said "I used to own an Austin Healey", ordered a cup of coffee, and I knew what I was in for. After lots of conversation from many up at the coffee bar and an EXCELLENT pecan waffle I heard the rev, rev, rev in the parking lot, here arrived the caravan in the rain. I believe there were seven dedicated Healey drivers that went to any lengths to cruise the road, "Hat's off to them".

After a brief crew conversation we were back on the road, revving our way to Williamsburg, stopping of course for lunch.

Williamsburg was magical, historically and personally. My heartfelt thanks goes to all the Healey Club members who made my solo drive a stress free experience. The times when Herman was helping me to figure out my clunk in the front wheel, a fellow member excusing me for accidentally taking his new car cover, Chris and Steve for ushering me and encouraging me to participate in my first Gymkhana, also Jeff Ade and Gary Palsgrove for laughing me through the gymkhana track, and Gary/Mary, Chris and Steve for pushing me off to start her up when my starter gave out and lastly for the Garret's ushering me to

the point on the road where I would not have to crank her up again.
Oh yes, and finally to my wonderful husband Michael for MY HEALEY.

So ladies, you're probably saying, "What's the Point?"

And I reply, in a quick review:

1. Join them.
2. Compromise
3. Listen
4. Compete
5. **AND WIN!!!!!!!**

You too can click your Ruby Slippers and "Have all your dreams come true".

***HUNT COUNTRY
CLASSIC INFO
ON THE WEB—
REGISTER NOW!!***

PRESS RELEASE--The Hunt Country Classic British Car Show, to be held this year on the 10th of October is arguably the best British Car Show in the mid-Atlantic United States. Held at Willoughby Farm near beautiful Middleburg, VA, it is hosted by champion race car driver, Bill Scott, and his wife Barbara, and put on by the MG Car Club Washington DC Centre. The show includes not only classic British cars, but legendary British bikes, exotic British sport cars, upper class touring sedans, race cars, plus the best MGs, Jaguars, Triumphs, Healeys, Sprites & Midgets, Rolls Royce & Bentley, TVR, and Morgans. Awards are given to winners in 22 classes. One special award given is the "Ambassador's Choice Award", presented by the Ambassador, or his designee. In addition to the beautiful Automobiles, there will be hayrides, apple cider pressing, pipers, a silent auction, a most unique pioneer log cabin, and real British "pub food". A fall British

Car Show in the beautiful Virginia Hunt Country! It just doesn't get any better than the Hunt Country Classic.

Directions: From US Rt 50 west of Middleburg take Zulla Rd (Rt 709). Turn right onto Rock Hill Mill Rd (Rt 702). Willoughby Farm will be on your left. After leaving Middleburg there will be signs directing you to the Hunt Country Classic. For further information contact Tom Herrick at (703) 933-0811 or our web site at www.mgcarclubdc.com.

A Note From The Editor:

After receiving the above information I emailed back a comment expressing my hope that this year the HCC organizers would see fit to resume having separate classes for Healeys--one for side-curtain cars and another for convertibles--as they had in past years but not in 2003. I was advised that award classes are drawn up on the basis of pre-registrations and that last year not enough Healey owners pre-registered to support giving out separate awards.

Not that we're competitive or anything, but I personally

don't like showing in the same judging class against BJ 7's and 8's as I think they have much wider appeal to drivers of other marques than do roadsters. (Of course, I've been told by convertible owners, that they felt at a disadvantage showing against "traditional side-curtain cars", so go figure....) But the point is that pre-registration is offered for a reason. Since many of us go to this event each year, let's plan on sending in our entrées early enough so that everyone will be happy.

No whining--MHO

***LANCO MEET
REPORT
By Bob McKenna***

The LANCO (I think this stands for Lancaster County) MG Club sponsored "The British Invade Gettysburg" British car meet on July 10-11 at the Prime Outlets in Gettysburg. There was a poker run on Saturday and the car show on Sunday. The car show attracted over 200 cars and included the popular marques. Obviously, the MGs were well represented as were

the Triumphs. Capital Area Austin Healey Club members who drove their cars were Jeff and Sue Ade (driving the Healey), Bob and Missy McKenna, and Jim Sasser. Dan Healey and Allen Feldman attended but came in Dan's truck (Allen is still recuperating and it is painful for him to get into his Healey). There was no judging so everyone could relax and simply enjoy being around other enthusiasts.

The Prime Outlets center provides an excellent venue for the event. The "main street" of the shopping center is reserved for show cars only. Parking is arranged as you arrive so the different marques are mixed and lets each car stand on its own. There are plenty of stores to shop and/or get out of the heat. And there is a food court. The weather was delightful except on the return trip when a rain shower passed through Frederick. But, overall, it is a well organized event, at a good location, with nice people and beautiful cars. It is an event everyone should consider in the future.

"HEALEY HIGH ROADS" is the official newsletter of the Capital Area Austin-Healey Club.

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field is limited to 150 cars so pre-registration is strongly encouraged. Go to www.tracltd.org for a registration form and more information.

August 11-- Austin-Healey Encounter will be held at Pocono Manor Golf Resort & Spa, Pocono Manor, PA from August 11-15 this year. This event is sponsored by the Austin-Healey Sports and Touring Club and always draws a large number of Healeys from the Mid-Atlantic region. The 26th Encounter will feature a rally, a gymkhana and car show and an awards banquet. More information and a registration form can be found at www.austin-healey-stc.org.

August 15—Club meeting tentatively scheduled in Crofton, MD—details to of where and when to be announced.

September 4—A relatively small show (about 30 cars are expected) will be held at Homestead Gardens located about 9 miles West of Annapolis. We understand that Rolls-Royce/Bentley will be the featured marques but a few of us should show up so they know there is some competition out there. This may or may not be a judged show but it has the advantage of being held at a venue that the distaff side will find appealing (great flowers, plants and such). Jack White is the coordinator and more information will be circulated and posted on the website when available.

September 5th--The Washington Times Car Show will be held at the Spring Hill Recreational Center in

***THE GHOST OF
EVENTS YET TO
COME....***

By Fred McConville

We're about halfway through this year's driving season and it's a good time to look down the road (so to speak) at what lies ahead.

July 31--Third Annual Brits By the Bay Car show sponsored by Triumphs Around the Chesapeake Ltd. This event will be held at Down's Park in Pasadena, MD. The show

McLean, VA. Each of the invited cars has been featured in Vern Parker's "Out of the Past" column which appears weekly in the paper. The cars are uniformly superb examples of the sculpted lines and finely crafted beauty of cars gone by. Most are US cars but at least one Healey will be invited so come on out and vote for Dick Williams' car to win, place or show. The car was a winner last year. This show is smaller, more selective, and, in this writer's opinion, better than the Sully or Fairfax shows. It presents excellent examples of the restored vintage autos in the Capital area. Mid-September (some of the dates are still in flux) will bring the Annual Healey Surgeons Picnic/Crab Fest at Bruce and Inan's farm on the Eastern Shore, a get together at Bill Nalley's place in Annapolis (I am told he has a very fine collection of cars), and our regular monthly meeting now scheduled for September 19. Once the dates are sorted out we will circulate and post more complete information. Our September meeting was going to be combined with a Club drive> along the Potomac and a picnic at the home of Allen and Marian Feldman--however, Allen doubts he will have fully recovered from his recent chest injuries by mid-September and we have rescheduled those events to November. See below.

September 25--"MG's on the Rocks" is an annual event at Bel Aire, MD sponsored by MG's of Baltimore. On its heels will be:

September 26th--"Meeting of the Marques" sponsored by the

Susquehanna Valley Vintage Sports Car Club will be held at Boiling Springs, PA. Once again, as more information becomes available it will be circulated and posted on the website.

But Wait--there's more !!

Also on September 24-26 Summit Point Raceway will be the venue for SVRA (Sportscar Vintage Racing Association) Vintage Races and tickets will run about \$20-30 per person. Go to www.summitpoint-raceway.com and click through to the 2004 Schedule for more information. This will be exciting!

October 1st – 3rd – Waynesboro, VA, Shenandoah Valley British Car Club will host its 23rd Annual Fall British Car Festival. This will be held in conjunction with the Waynesboro, Virginia Fall Foliage Festival in the beautiful, historic Shenandoah Valley. This is always a great event. Go to: <http://svbcc.net/home.htm> or contact Michael Brittingham, 540-456-8436, (President@svbcc.net)

October 10--This year's Hunt Country Classic Car Show will again be held on the grounds of Bill Scott's estate outside of Middleburg. The premiere Fall car show for British cars in this area, it is sponsored by the MG Car Club of DC and always draws great cars and great people. More information about the show and registration can be found elsewhere in this issue.

October 16--The Annual Rockville Antique and Classic Car Show will

be held at the Rockville Center City Park on the grounds of the Glenview Mansion. This year's show will feature the 100th Anniversary of Rolls -Royce (you know; of "My other car is a" fame) and the 40th Anniversary of the Mustang (Reminder: There are some things you can do in a Healey that are downright unsafe in a Mustang...and vice versa) More than 400 cars are expected. About 40% of those will be non-US marques and will include a goodly number of Jags, Rolls, Healeys, Porsches, etc. More information about registration and other matters will be circulated when available.

October 17--Don and Kathi Margeson will host the First Annual Mason-Dixon Rallye/Club meeting/ barbecue featuring a challenging course over Northern Virginia and Maryland roads. Come one, come all! More info to follow.

November 7 is the date for a Club drive along the Potomac (foliage should be nice!) followed by a picnic at the Feldman's. We may also combine those events with an early monthly Club meeting. More information will follow and be posted to the website.

So check your schedules and mark your calendars. There' a lot to do out there. But most of all, start your engines. Nothing can beat a good drive in your Healey--and you can do that all by yourself !

***BRITISH CAR DAY
2004 AT LILYPONS
By Matt Siegel***

Date Line: June 27, 2004, Lilypons,
Buckeystown, Maryland

Mother Nature must have a soft spot in her heart for Little British Cars. On this particular Sunday, she outdid herself and provided a magnificent day with a clear blue sky, temperatures in the low 80*s and no humidity. Can you believe that? Around here, in late June?! Thus, all takers enjoyed a wonderful British Car Day 2004. Further, a bucolic setting amidst gently rolling grounds with lily ponds, and plenty of room

for anything British that rolled, added to the success of the day.

The Annual British Car Day was hosted by the Chesapeake Chapter of the New England MG T Register. BCD Chairman, John Tokar, who conducted a tech session for our club this past year, and all of the BCD staff put on a grand event at Lilypons Water Gardens in Buckeystown, MD. With over 200 preregistrants, plus "drive-ups," the day-of-event field-total climbed to over 435 cars! Word has it that over 3000 spectators shared the day as well. The main field accommodated the cars comfortably. Food vendors and merchants shared space down below.

Nearly 40 absolutely breathtaking Austin Healeys and Jensen-Healeys also contributed to the enjoyment of the day. The high-ground location of the Big Healeys, near the entrance, set the stage as our Big Healeys were among the first to be seen by attendees and spectators. I heard more than a few people exclaim, "Wow!" "Just look at these!" "These are unbelievable!" In addition, it is now my firm belief that Austin Healey historical production records are highly inaccurate. Clearly, there were well over one million Austin Healeys made. That is based on the fact that everyone and anyone that I have ever spoken with regarding these cars has owned one. In addition, everyone's boyfriend/girlfriend, parent, aunt/uncle, cousin, etc., has had one too.... and they all share the conviction that they "never should have sold it!"

Those who have one now, and who were in attendance include: For Big Healeys, 29 cars (maybe a new record for turnout) Dean and Sue Turner; Fred McConville; Eric Parlet and Kathy Bliss; Don and Kathi Margeson; Bob and Missy McKenna; Herman and Susan Farrer; Ralf Berthiez; Chauncey and Audrey Lofton; George Phillips; Dick and Marian Williams; Anil and Shanthi Fatterpaker; Tom Whippo; Mac Holt; Jim Cox; Tim Flaherty; Gary and Janice Hemphill; David Cieslikowski; Don and Susan Nalley; Matt, Elisa and son, Mark Siegel; Geoffrey Young; Brian Gray and daughter; Dan Tiedge and his son Spencer; Frank Curtis; Steve Caldwell; Doug Peterson and his daughter Shannon; Dan Healey and his brother Ed; Vincent Marie; Sam and Karen Johnston; Pete Groh; Jeff and Sue Ade (who showed their magnificent Mark IX Jaguar); Allen and Marian Feldman; and Greg Koehler. On the Sprite side, there were 8 cars at the show and the following attendees: Will Hess; Charles Gaba; Neal Brewer; Biff Jones; Randy Astarb; Bill Rogers; and Joe and Kathie MacInnes. (Note: I seem to be missing one Sprite owner/member so I apologize to whoever you are.) Don Pritchard and Robert Clark were there with their Jensen-Healeys.

As mentioned, our Healeys were amazing this year. Everyone must have spent the winter working hard to get their car(s!) into tiptop shape. Nearly every single car was just beautiful. Some sported new paint jobs and others had new interiors. There were Big Healeys – early year 100s through “last call” BJ8 Ph2s;

Sprites both Bug Eye and Square (stock and race prepped); and a few Jensen-Healeys too. Winners included: First Place: Jim Cox’s Pacific Green over White 100-6; Second place: Mac Holt’s magnificent silver over black BJ8 (not to be confused with the equally stunning black over silver car of Dick Williams); Third Place: Tim Flaherty’s Dolomite White 100.

CAAHC members, and other Healey owners, made the day special. Several of our members’ contribution of time and effort to the event were significant and deserve recognition. In particular, Sue Turner put in long hours at the event registration desk on Sunday. Fred McConville, Dick Williams, and Tom Delaney helped layout the fields on Saturday and arrived early to help on Sunday. Our CAAHC regalia tent volunteer, Shanti Fatterpaker, also deserves thanks. Allen Feldman, broken ribs and all, should get a “walking wounded” (or is that “driving wounded”) award for pre-event efforts, and then for simply coming to the show. I don’t know how he got in and out of his “Big Healey.” Ouch.

Gary Hemphill and a few other mechanically proficient kind souls deserve thanks too. Brian Gray’s beautiful Healey Blue over White 100 was being a bit cranky – or, more accurately not cranking, and needed some TLC. Gary and a SWAT Team pit crew rose to the challenge and helped Brian make sure that his car was up to the task of the ride home (under its own power) with his lovely daughter. Our Healey family takes care of its own!

In addition to the beautiful day and our Healey's participation, there were many other LBC's. The host MG club certainly had a large turnout, followed closely by row after row of Triumphs. Others included the Rolls and Bentleys; Lotuses; Morgans; TVRs; Jags; a good turnout of Sunbeams; and even a British military troop personnel carrier – take that Hummers and SUVs!!!

The only room for improvement that I heard voiced related to “car classifications” or “groupings” for judging purposes. As related to Healeys, all Big Healeys (early 100s to late BJ8s) were grouped as one category. Given the large number of these cars, they could have, as is often done at other shows, been grouped as 100s, and perhaps early 3000s and late 3000s. That decision may have been a function of preregistration numbers. Similarly, I believe that Sprites and Jensen Healeys were grouped in what became a big mix of “Miscellaneous & Limited Production.” That category, which included a fair number of marques worthy of their own division or identity based on number of participating entrants (e.g. TVRs), seemed somewhat jumbled together. Food concessions also had a hard time keeping up with demand, and lines were long. It seemed as if both food and merchant vendors were somewhat less in number than in prior years – Smokey Glen's captive food service not withstanding.

Nonetheless, and all in all, a fun day, a beautiful day, a LBC day, ... A Healey day!

Editor's Note—In past years when this show was at Bowie and well-attended by Healeys there were always separate Healey classes for side-curtain and convertibles. Despite the large number of Healeys in attendance it is usually the pre-registrations that are taken into account when establishing judging classes. So though this year's outstanding turnout should certainly prompt separate classes for next year's event, nevertheless it behooves us to register in advance (saving a few bucks in the process) and thus put the promoters on notice to order an extra set of trophies.

***GRAND SPREE IN
PITTSBURGH
By Michael Oritt***

Mary and I spent last weekend in Pittsburgh enjoying the Pittsburgh Vintage Grand Prix, and for those of you who are unfamiliar with this event please visit the website at:

<http://www.pittsburghvintagegrandprix.com>

The GP is actually a full week of car-related activities culminating in a two-day takeover of Shenley Park in the Oakland area of Pittsburgh.

Saturday about 700 cars participate in various shows (broken up by countries of origin), during which 200 or so vintage racers practice and qualify on the road course which winds through the show venues. Sunday is given over to racing, and many of the Pittsburgh-area car clubs, auto-related retailers, and other organizations and civic groups erect tents and set out elaborate spreads of food and drink for VIP and other spectators.

In view of the weather forecast, and having recently returned from Conclave in San Antonio, I felt that I had already logged a sufficient number of "Healey Miles", so we loaded the 100 on the trailer. Though the Pennsylvania Turnpike connects directly from I-70 just over the Maryland line into Pittsburgh it seems to be in a perennial state of construction, and so we opted to take I-68 out to Grantsville, MD and then traveled on surface roads (routes 40 and 51) to enter Pitt from the south—altogether a better plan with great driving, particularly in western MD and SW Pennsylvania. We easily found our way to the Holiday Inn University Center, adjacent to the Pittsburgh University campus and numerous cultural attractions, where we offloaded the Healey and parked the towcar and trailer. *(Note—if you are considering attending the PVGP make your hotel reservations several months in advance—this is an extremely popular event and often coincides with PITT activities).*

Saturday's forecast was for scattered showers in the afternoon and

apparently everyone was optimistic as the show field—set upon the Golf Course in Shenley Park—quickly filled up. No less than 35, maybe more, Healeys of all vintages parked on the fairways. CAAHC members Don and Kathi Margeson showed up in their BJ8 and Biff Jones brought his black Sprite. Other club members (Lynn Rose, Dean and Sue Turner and Ralf Bertheiz—and probably someone else whose name escapes me) were also present *sans Healeys*.

The weatherman must have been in collusion with the event organizers, as no sooner had the lion's share of attendees appeared than the skies opened up, and rain was with us off and on for the balance of the afternoon. I started the day with windshield folded and top stowed, but needed to erect the hood for the ride home. Charlie Braum, a Three-rivers (Pittsburgh) Austin-Healey Club member who owns a 100, was parked next to me and we managed to erect both the windshield and put up the top in one minute flat—no doubt a world's record!

Despite the weather, Saturday was anything but a washout. A golf umbrella was all that one needed to keep dry, and throughout the day the roar of revving engines and squeal of tires pushing around corners served as a powerful lure to entrants and spectators, and the several corners nearby the show venues were packed with onlookers as entrants in Sunday's races vied with each other for pole positions and found the bets lines around the track. The course is about two miles along a narrow two-

lane road, which winds through the park. Large trees line the route and Jersey barriers guard the corners, making this a challenging event indeed.

Sunday promised better weather and I drove the Healey over to the tent set up by the Three Rivers AHC near the clubhouse and not far from the racing action. See the results of the various races on the above-referenced website and you'll get a sense of the variety of cars participating—this is a very challenging event to both car and driver and draws out many of the usual "well-heeled" racers as well as those operating on more modest budgets, and the extravagant "support vans" so often seen at Summit Point, Watkin's Glen and the like are not a part of this scene. Rather, you'll see "Mom and Pop" teams who roll their cars out of car trailers and then set up tents alongside. A walk through the pits gave plenty of opportunity to talk with the racers and see the cars "up close and personal.", and if you're lucky, you'll be able to help with a tire repair or the like. In any case, you'll probably see cars the names of which have not crossed your mind for many a year—when's the last time you said the words "Fiat-Abarth Zagato", "Crosley Special" or "Cisitallia"?

We watched several of the groups race till mid-afternoon when the skies began to threaten, thanked our hosts and called it a day. We took the short drive back to the hotel, loaded up the car and drove home, again taking the scenic route.

I had a great weekend of both “showing and going” and Mary also got to enjoy the Frick Conservatory adjacent to the Park and several other of the town’s diverse cultural attractions. Put the Pittsburgh Vintage Grand Prix on your schedule of events to take in for 2005—you won’t be disappointed—but make reservations early.