

M I D - O H I O

AUSTIN HEALEY

September 2009 Newsletter

On Sunday, September 13th we will head down to Hocking Hills. Probably too early to see any fall color changes, but the scenery is always interesting. We will meet up at the Ridge Inn in Laurelville at 12 noon. It is a new restaurant across from the Apple House at the south end of Laurelville and just past the school buildings on the left.

We have to let the restaurant know how many are coming so call me at 614-679-9207 or Stacy at 614-794-0120 if you are able to make the trip.

After lunch at the Ridge Inn we will head up Ridge Road, a very scenic road, and meander to Conkles Hollow. Rock House, Old Man's Cave and Ash Cave are also nearby. It is about an hour and a half drive from Columbus to Laurelville. Take 23S to 56 East – a pretty easy route. See map below.

Brian stated there was a good turn out at the Ice Cream Social. Also, order the new Healey t-shirts from Brian by August 31st. He can be contacted at 614-882-9117 or bmacbuddy@columbus.rr.com.

Susan's picnic was also well attended. Susan is heading to Scotland so she will not be going to the Ridge Inn.

Jane's son Adam always had a saying about Laurelville: "It's not the end of the world, but you can see it from there."

See you at the Ridge Inn.

Paul Stevens

Map to the Ridge Inn

Yahoo! Maps, Driving Directions, and Traffic - Windows Internet Explorer

http://maps.yahoo.com/_ylc=X3oDMTEwNmlycG51BF9TAzI3MTYxYkEYECZVjA2ZwLWJ1dHRvbgRzbGsDbGluaw--mvt=m&lat

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GET MAP AND DIRECTIONS Clear

7. Take exit #52/HIGH ST/CIRCLEVILLE onto S HIGH ST (US-23 S) toward #52/CIRCLEVILLE - go 5.4 mi
8. Continue to follow US-23 S - go 17.0 mi
9. Turn Left on TARLTON RD - go 3.8 mi
10. Bear Right on OH-56 - go 10.7 mi
11. Continue on WATER ST E (OH-180)
12. Arrive at the center of LAURELVILLE, OH

B Laurelville, Ohio

C Add another location

Click and drag to adjust your route.

Trip distance: 45.58 mi Time: 58 mins

Reverse Directions Round-Trip Go

FIND A BUSINESS ON THE MAP Clear

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Map

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Upcoming Events:

September 16-19th

Healeys return to Bonneville September 16-19. See more details at www.healeysreturntobonneville.com.

COLOUR OF TRADITION

Why did a particular dark shade of green become Britain's traditional racing livery.....

The following article was extracted from "CLASSIC and Sportscar" entitled *British Racing Green*, April 1990 written by Bill Boddy.

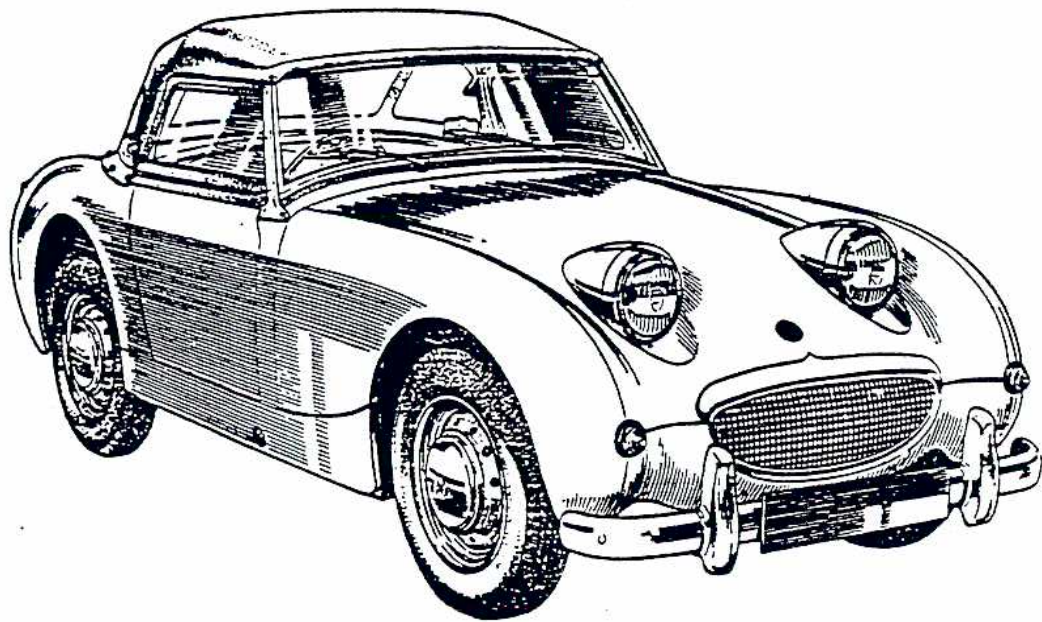
In the days before advertising and sponsors' decals obliterated the basic colour of racing cars. International colours were recognized in the field of Grand Prix racing and other events. It has become a legend, that cars such as the Sunbeam, which was the first British car to win the French GP (1923) and the great team Bentleys were painted British Racing Green. Those restoring Bentleys and other appropriate cars were delighted to discover that the prestigious paint mfg. Parsons', had a code number (479/16) covering the British Racing Green, or more correctly, Napier Green. Or even more correctly this colour could have been described as 'Panhard Green'. When the British racing driver Charles Jarrott went over to Paris in 1901 to see the powerful 40hp Panhard that he was to drive in the forthcoming 687 mile Paris-Berlin race he wrote afterwards:

"On entering the works, one of the first persons I met was M. Clement, and he very kindly conducted me to the shop which contained my car. It would be difficult to express my feeling of pride as I gazed upon the monster which I was to conduct in the first really great race of my life. I noticed particularly that the car was painted green - a beautiful rich, dark colour, which gave the car such a handsome appearance that I wondered why everyone else had not painted their cars green also. But M. Clement gave me a reason for this. He explained that my number in race was '13', and the reason it had been allocated to me was because no one else would have it. But they had been struck with the happy idea of painting the car green (the French lucky colour) with the object of nullifying the bad effect of the unlucky number.".....

So how did British Racing Green originate? To answer this we have to look at the 1902 Gordon Bennett race. It was part of the Paris-Vienna event, and Mr. Edge ran a 6 1/2-liter Napier and was the only finisher. This victorious Napier was painted olive green, perhaps because Jarrott had recounted to Edge his 'lucky colour' story of the previous year, but more likely because at this time Napier touring cars were usually this colour.

The rules of these Gordon Bennett races stipulated that whichever country won must organise the next year's contest on its own terrain. Edge having brought home the cup in 1902, Britain had to host the 1903 race. Racing on the mainland roads being illegal, a search was made to discover a suitable course in Ireland. In seeking the Athy course that was eventually used, the amateur sportsman Count Eliot Zborowski twice went to Ireland...The story goes that after inspecting this course in the Emerald Isle, the Count suggested that, as a gesture to the Irish, the British cars in the race should be painted emerald green.....

Yes, it was green for Britain in those days; but any shade was permissible, a far cry from 'Napier green' of old."



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