

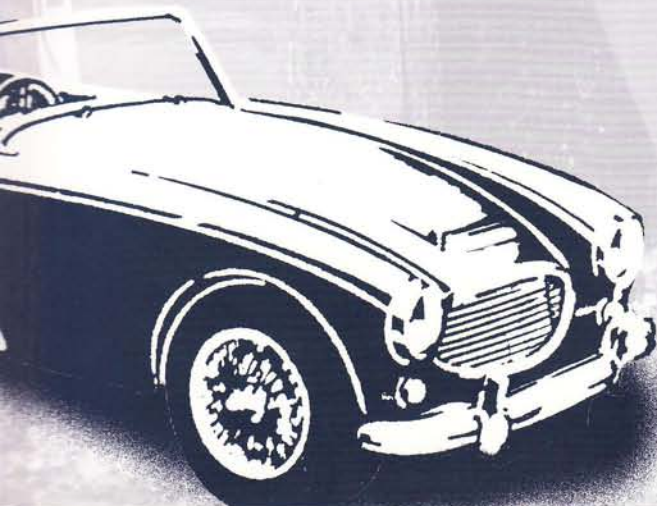
Pigs'n'Frogs



Rückblick. 50 Jahre Rallye Spa-Sofia-Liège 1964 ...

Veranstaltungen. Die Classic Days auf Schloss Dyck ...

Technik. LED-Leuchten/Ölfilter/Windschutzscheibe ...



Veranstaltungen



20 Juli 2014: Erster Ausflug mit „Fröschen“ in Bayern/Produced and Organized by J. Weststone

Last February during the Austin Healey Stammtisch gathering in Muenchen, I suggested that we organize a “Frosch Ausflug”!

Tina Barth responded immediately and offered to help me as I had no previous experience in organizing such a project. Knowing that my time would be somewhat limited, I began the planning very early. This paid off as the road book needed to be finished already by June 1st and all meeting points and reservations for restaurants had to be made well in advance.

Tina gave me help with translations and providing me the information as to what was needed. The Muenchen Stammtisch was kept well informed, and even the big Healeys or “Pigs” were more than welcome to join in the fun.

Finally the big day – July 13 – came ... and we had 12 or 13 cars of which 11 were Bug Eyes, or, as we say in Germany, “Frogs”.

I was up at 5:00 a.m. that morning studying weather radar and weather charts. When I turned on the computer, I quickly noted that the first cancellations, four, had already been already posted.

It then got very dark in Muenchen and started to rain a lot, even more than a frog would enjoy! At 5:30 a.m. the decision was made to postpone our event a full week to July 20. It was a very hard decision to make, but the right one, I can now say afterwards. Three or four of the original members originally registered could not come for the new date, but several new people joined in, offsetting their absence.





On the 20th, our numbers registered eight "Frogs" a single 100/4 Healey, and one BJ8 A.H. 3000, in all 10 participants.

We began the day meeting at Lido by Seeshaupt on Starnbergersee scheduled to depart at 9:15 a.m. The place is fairly terrible, but the toilets were clean and parking lot was good, as was the coffee. Our waiter hated us for coming so early, but so what? That's life!

Our start was super, with no problems; first via Habach to Murnau finally stopping for a head count at the beginning of the road to Linderhof. Out of 10, we were only six but eventually our lost souls did show up. Then, off we went for my favorite stretch of curves on the way to Plansee, Austria. It being a Sunday I expected traffic, but hardly expected to encounter bicycle races crossing the road!

Our cars all suffered as the Austrian police stopped traffic entirely thus allowing all of the mountain bikes to cross the road. One "Frog" over-heated. Another lost electrical power, but the others managed to get through the pile of traffic to our circle turn off leading to the Alpen Hotel Ernberg, our lunch stop. The Ernberg's owner, Hermann Weidinger, (who has been taking care of my guests at Johns Bavarian Tours for the last eight years) was waiting for us. Ernberg is one of the finest restaurants in the area with very reasonable prices and super 5-Star chef! (Do note: Reservations preferred 00 43 (0) 5672-71912).

Hermann invited us to park the cars on the grass behind the patio. As always, the drinks and food were on the table in a flash and our hungry Healey owners were very happy.

Again I was trying to keep an eye on the radar as the clouds to the south were closing in fast. When it started to rain lightly, everyone's sprang into action hustling to get their tops up, assuming that they had one!

We then returned to pay our tabs; then, it was again off to the races, now in pouring rain. At this point it was good everyone had road book, since one of our Bug Eye Sprites which was still on Plansee had to be saved. We moved out of the grass field slowly and over the curb, except for one who took the curb head on and damaged his muffler and more ... Later in the day, he had to call the ADAC for a rescue mission.

We continued on in pouring rain for 35 minutes taking the tiny roads to Pinswang and finally back to Germany via Füssen. There being too much traffic on the road to Steingarten so I decided to turn off on the road to Lechbruck; that was a delight for all, less traffic, and above all – SUN!

Our group then continued on over hills and curves to Rottenbuch, then Weilheim, and then finally to our pit-stop at Andechs Monastery.

Just a few more kms down the road was Schloss Seefeld, our dinner stop.

Because the weather was poor earlier, they had tables inside for us but we quickly decided to sit in the sun outside and enjoy the atmosphere. Only one car was lost, everyone else was there to enjoy a good Weißbier which was rightfully earned by virtue of having to undergo multiple weather situation changes.

It was a delight to see that everyone was happy and well off. No one wanted to leave, but at 19:30 hr we all went home in different directions. With the tops down and smiling!

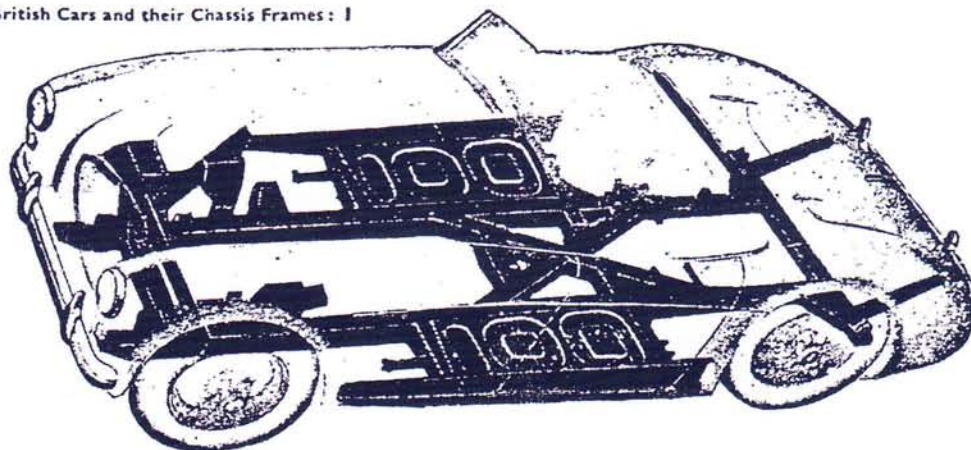
Many warm wishes and thanks have been given and received by everyone who took part. Originally, I had hoped for up to 20 cars to participate however our 10 turned out to be just the right number: Sum Total Evaluation: Total Success as everyone enjoyed every minute of our 170 km trek through Upper Bavaria and Northern Tirol.

Respectfully submitted, JBW

The Autocar

18 FEBRUARY 1955

British Cars and their Chassis Frames: I



Austin-Healey—The chassis frame of the Austin-Healey 100 is manufactured by John Thompson Motor Pressings Ltd. This frame has a number of interesting features, notably the carbon arc welded box section of the main members, the fabricated front suspension members and the composite construction of frame, outriggers and floor panels which are designed to integrate with the body frame and scuttle, thus achieving the required structural rigidity.



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