



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club

CELEBRATING 30 YEARS



December, 2013

www.bonnevillehealeyclub.org

Vol. 30 No. 12

President's Message:



We've now come to the end of the year and the end of my five-year term as president of the Bonneville Austin-Healey Club. As president of the club I haven't had to do much; the officers that are more involved are the Activities Chairman, Newsletter Editor and the Webmaster. So when others say "you're the President of a car club?" They think it is because of my expertise in autos. Ha! We club members know it was foisted off on me because no one else wanted to conduct the meetings and write a monthly article.

Thankfully, Dave Maxwell stepped forward and volunteered to be president for the upcoming year(s). The slate of new officers for the upcoming year is:

- President:* Dave Maxwell
- Vice-Pres.:* Ernie Reno
- Secretary/Treasurer:* Sandy Maxwell
- Historian:* Craig Mossberg
- Membership:* Jim Thornton
- Newsletter Editor:* Craig Mossberg
- Webmaster:* Jon Hanson
- AHCA Delegate:* Dave Maxwell

These, of course, are subject to being voted into office in December. We have chosen not to have an Activities Chairman for the upcoming year. Each event will be assigned to one(or more) individual(s) to spearhead.

We are still looking for an appropriate location for our "northern part of the valley" meetings. In the meantime, please be thinking of activities/events you would like to see for the upcoming year. With luck we can get more of you to participate in the club's 2014 events. Thank you all for your past support.

Keep 'em rolling,
Ann



Vice President's message:

By now, hopefully, the old cars have been prepared for their seasonal naps or ready for use when the winter weather permits. Aside from the obvious, such as oil and filter changes, checking, adding and/or flushing and replacing anti-freeze and a good cleaning inside and out should also be done. The tire pressure should also be checked. Tire pressure may lose up to 1 pound pressure for each 10 degree reduction in ambient temperature. If it's been a while since you have checked your tires, keep in mind that under inflated tires can contribute to steering and instability problems, shorten tire life and effect fuel economy. A blow out on the freeway could ruin your whole day!

This year let's not forget our less fortunate folks. Marion and I donate a frozen turkey or two plus some canned goods to the Utah Food Bank to help them through the holidays. They are grateful for any gift.

Happy Holidays to each of you..Miles of Smiles,
Don

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EDITOR'S COMMENTS:

One to go! At the Nov. meeting Craig Mossberg volunteered (?) to take over the duties of editing the Bonneville Banter. As I figured that the third time should be a charm and volunteered to lead(?) the club as president. I really would like to see us fill up the room at Faustinas on December 4th. If for some reason you are unable to attend the Holiday Party then by all means be at the January meeting all enthused and



ready to suggest a lot of good club activities for 2014.

At the tech session at the Young's (see Craig Mossberg's article) we talked about again having monthly tech sessions. If you have something that you need advice or guidance on your Healey, be at the January meeting and propose when and where the club can help. An important guideline for a tech session is if you need parts to complete the planned event, have them on hand. If tech sessions go like they used to you may only get one chance at your car being the Guinea Pig.

See you soon,
Dave



In addition to Bob Young; Doug Lewis, Dave

Maxwell, Ernie Reno, Jim Thornton, Dennis Gordon and Craig Mossberg attended the session.



This was a good

session that reinforced that there is always something new to learn during the club tech sessions. Thanks to Bob for hosting the tech session and for the coffee and juice and to Jim Thornton for the delicious sweet rolls.

Submitted by Craig Mossberg

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Editors note:

Since you will / should be reading this before the November 26th cutoff date, Call or Email Jim Revel with your intentions of coming to the party, and bring your checkbook to pay at the event.

Dec. 4, Christmas Party

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Holiday Party

**Wednesday
December 4, 2013, 6:00 PM Social Hour
7:00 PM Dinner
Faustina Restaurant
454 East 300 South
Salt Lake City**

November 16th Tech Session

Our November tech session was held at the home of our newest members, Bob and Carol Young. They have purchased a 1964 BJ7 project car. The car came with a rebuilt engine and transmission but needs reassembly and body and interior work. Bob has restored two big Healeys, an MGA and a 1965 Mustang in the past and Carol located this car in Wanship for their latest project.



The major objective of this tech session was to unravel the unfathomable mysteries of the Healey/Lucas wiring harness and electrical system. Bob's multimeter and wiring diagram were put to good use and a great deal of progress was made.

Menu

House Salad

butter lettuce • mixed greens • sherry vinaigrette • beet chips

Choice of one of four entrees

\$37 or \$45 per person including tax & gratuity

\$37

Salmon

whipped potatoes • vegetable medley • smoked shallot sauce

Chicken Breast

Spinach * bell pepper * feta cheese * soft polenta*
Asparagus * chorizo broth

Lasagna

Italian sausage • salami • grilled zucchini • roasted onion
• spinach • asiago • ricotta • cheddar • bell pepper puree •
balsamic reduction

\$45

Stuffed Beef Tenderloin Medallions

Asparagus * creamy peppercorn sauce * roasted fingerling
potatoes * cipollini onions * shiitake chips

Dessert

Molten Chocolate Cake with Vanilla Ice Cream

**Cost \$37 or \$45 per person including tax & gratuity
No Corkage charge for wine**

**Parking on the street and in their parking lot, enter on
the East Side**

**Make your reservation by November 26th by
sending your check to:**

Jim Revel

**2040 Mahre Drive
Park City, UT 84098**

**Please make your check payable to BAHC and no
need to select your meal choice as we will place our
orders that evening**

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**BONNEVILLE AUSTIN-HEALEY CLUB
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Membership Dues for 2014

Another year is almost gone. Soon you will receive a dues statement from AHCA or BAHC depending on your 2013 membership. Renewals are due Jan. 1st.

AHCA/BAHC members dues will remain 60.00 and you will continue to receive A.H.C.A.'s Magazine as well as all the benefits associated with the B.A.H.C.

BAHC only member's dues will be 15.00 since a payment of \$5.00 is required to cover the insurance premiums for the year. This is a like amount that is paid by AHCA members through their national dues.

For 2014 AHCA is calling for dues payment by January 15th. This is the cutoff date for being included in the 2014 AHCA National Members Directory. So, don't be left out.

We hope you will continue to maintain the level of membership that works best for you. Any questions please call or email me.

Thank you for your continuing support of B.A.H.C.

Jim Thornton
Membership Chairman
jimt@secten.com
Cell 801-201-4985

Member Profile

John and Barbara Proggess

I really never was a car guy like many of you. I got my first car after finishing my Engineering degree at Texas Tech in 1968. I was living in Houston, working for Amoco Oil and was 21, foot loose and fancy free so I bought a brand new 1968 Charger RT, four speed, posi-traction, the works. This car got me a little more interested in cars. I had that car for several years but was forced to sell it as my insurance company refused to insure me anymore. Imagine that! I met my wife Barbara in 1973 while living in Texas. She went to college in Colorado and always longed to be back in the mountains. About that time I had decided to make a job change so I called a head hunter and told him I wanted to find a Mechanical Engineering in a state that had mountains. He said he had job opening with a small oil company named Husky Oil in Salt Lake City. I said "where is Salt Lake City", and he said it was in Utah. My response was "where is Utah"? I flew up here for a job interview and visited the refinery. I had never seen a refinery that small! After meeting the people and touring the refinery the manager asked me where I wanted to go for lunch and I told him I didn't care. It was August so he took me to Snowbird for lunch outside in the court yard. Remember I was a flat lander from Houston. During lunch, he was talking about the job and I was just looking at the magnificent mountains and wondering how I was going to get this job. I called Barbara that night and told her she absolutely would not believe the mountains here! I said, "Honey, this is the place!" I gladly accepted the job, we packed the van and moved to Salt Lake that month.

Life was fairly normal from that point. We were fortunate to have two daughters and the priorities of family life kept us busy. I did not know it when we met but Barbara loved horses. About the time the kids were 7 and 9 we decided to move from 6800 south 1800 east and find a place with some land for horses. We could not find what we wanted so we ended up buying 4.3 acres in Kaysville, enough land for Barbara's horses and with the help of a friend who built houses for 25 years, we built our own home. Next obviously comes the barn. I designed it and Barb and I built our 36' x 48' barn.

In 1997 I started thinking that I needed a hobby for future retirement and I thought that it might be fun restoring a car. A friend of mine had an MGA and told me he knew where there was one for sale. I remember as a 14 year old kid I went for a ride in one that a neighbor had and I thought it was so cool, no door handles and no windows! I decided to take a look and that is when I met Jack Peake. At that time he had an MGA roadster, MGA coupe, Triumph TR3, MG TF and three big Healeys. I bought the 1962 MGA MK II roadster and started my road to restoration. At the time I had never rebuilt an engine, transmission or anything for that matter. I had a little experience with motorcycles but that is all. Things mechanical never intimidated me and I figured if someone else had built the car I should be able to fix it up. That restoration took me 3 ½ years between work and figuring out how to do everything on the car for the first time. I did all the work on the car except for the final paint job. The effort was fun and I enjoyed bringing something back from a rusted hulk to something nice and desirable. So I started looking for another project.



Barbara is not an open top person so I started looking for an MGA coupe as I thought they were really nice looking. I found one on-line in California. I drove to California with money in pocket and trailer behind car. Be prepared at all times. The person selling the car was the original owner and I bought it on the spot. It needed restoration but it had no rust and no damage and was complete. There really is something to be said about a California car. This car had never been apart and I was able to remove and save every bolt and nut. Again I did all the work except the final paint. This restoration took me 14 months as I had retired and I had much more time.

As the coupe was just about finished there was an add in the paper for a MG TF "ready for restoration". I went to check it out and make sure it was complete. The car had been 100% disassembled in 1971, body was sand blasted

and the owners wanted \$12,000. I told them if the car was drivable it might be worth that kind of money but not in pieces so I offered them \$4000. They said they would put it on EBay and I said fine and it that didn't work give me a call. They called me in two weeks and the car was mine. That restoration took me 14 months also and this time I tried my hand at painting. Painting really is an art and I don't know if I have the patience or skill to be a good painter. I have now painted four cars and painting is still one of those skills that I am not comfortable with.

I had been after Jack to sell me one of his Healeys but he always declined. Then one day I offered to get his TF running if he would sell me the Healey he had out in his back yard rusting away. He finally agreed so I loaded up his TF and took it to my shop. A couple of weeks work got the car running but the electrical needed much work so I trailered it to his garage. I went to his house and after exchanging money and freeing up a stuck wheel I loaded the Healey on my trailer. I was now the proud owner of a 1964 Austin Healey BJ8 Phase I. I started right away getting the car ready for sandblasting. I removed all the aluminum parts and sent it to the blaster. I could not believe my eyes when I went to pick up the car. The amount of rust holes was unbelievable. Every flat panel in the car was rusted away. Probably because of the 12" diameter hole in the top and being out in the weather for 12 years of so. I ended up replacing the trunk floor, all cockpit floor panels, toe boards, inner and outer sills, rocker panels, one complete out rigger, the bottoms of all four fenders, both B pillars and about 1/2 of the A pillars. Again I did all the work on the car including the painting. Being retired and still enjoying the effort, I worked an average of 6 hours a day, 7 days a week for 27 months to get the Healey finished. I noticed a flaw in the paint, little pin holes so I asked Dave Maxwell to take a look at it and he said it was solvent pop. What in the blazes is solvent pop? Dave explained the cause and the cure was color sanding and buffing. Here goes another job I had never done before. Two weeks later the paint looked fine.



Since finishing the Healey I have restored another MGA coupe for a local friend, an MG TD for my brother-in-law (one of those freebee projects!) and another MGA roadster that I currently have for sale. I am now in the middle of a 1960 Triumph TR 3A, don't have a clue what I am going to do with this car! I drive all my cars as much as I can. If I have to go on an errand I usually take one of the LBC's. I don't put my cars up for the winter. Winter is a perfect time to take the coupe for a drive if the roads are dry. We are members of the BMCU also and between both car clubs and Barbara's competition horse riding our summer weekends are full. I have been informed that my oldest daughter has selected the Healey as her car and my youngest daughter has selected the TF as hers. Obviously those cars will never be for sale! Oh, and I doubt very seriously if Barbara will give up her Coupe.

John and Barbara Progress

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BONNEVILLE AUSTIN HEALEY CLUB- NOVEMBER 12, 2013 MEETING

Ann Lewis called the meeting to order at 7:30 PM. The meeting was held at Joe Morley's.

In Attendance: Ann and Doug Lewis, Sandy and Dave Maxwell, Don Colman, Jon Hanson, Ernie Reno, Dil Strasser, Jim Thornton, Jim Revel and Craig Mossberg.

Membership: We now have 50 paid members. Carol and Bob Young are the newest members.

Treasurer's Report: The current balance is adequate for all club needs. Jim Revel will approach the Jaguar Club about their balance of \$65.73 for the Classic Car Show.

Delegate’s Meeting: Discussions were held regarding increasing participation in club activities. Some clubs offset a portion of the costs for some activities. The consensus is that tech sessions increase participation. Some clubs are showing cars and giving rides at hospitals. Other clubs are offering automotive scholarships. The Healey Marque is looking for a columnist and a tech editor. Anyone interested should contact Reid Trummel. There is no national dues increase this year. The 2014 Rendezvous (West Coast chapters) will be held in Bend, Or. ,probably in June. The 2014 Conclave will be held June 15th-19th in Homestead, Va. The 2015 Conclave (to be known as Enclave) will be held in Gettysburg, Pa. The 2016 Conclave will be hosted by the Ohio Valley chapter. Fred Dabney will take over as President of AHCA in 2014. The merger discussions with Austin Healey Club-USA are still on the back burner.

Editor’s Report: The member profile for December has been received. Members are encouraged to submit their profiles per schedule.

Activities Report: Jim Revel will confirm the details of the December 4th Christmas Dinner at Faustina’s in Salt Lake City. Details will be distributed via e-mail in the very near future. The group agreed we would extend an invitation to Jason Cale and his wife and son in appreciation for the Logan Canyon video shoot. The members all had seen the You

Membership

Web Master

Newsletter Editor/Historian

Tube film and were very impressed with the results. The 2014 Activities planning meeting will be held on January 14th. We agreed there will be no specific Activities chairperson and all activities will be organized by an individual sponsor.

Nominations: The 2014 Officer’s slate is as follows:

President: Dave Maxwell

Vice President: Ernie Reno

Secretary/Treasurer: Sandy Maxwell

Membership: Jim Thornton

Webmaster: Jon Hanson

Newsletter Editor: Craig Mossberg

Tech Session: Jim Thornton to confirm a Saturday, November 16th tech session at the Young’s house to check out their assembly project. The session will start at 10:00 AM.

Submitted by Craig Mossberg

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Ballot 2014 Officers Bonneville Austin Healey Club

President

Vice President

Secretary/Treasurer

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Bring to dinner on December 4th, or send to Craig Mossberg. 2026 Brady Creek Dr. 84093 By December 3rd.

DAVE MAXWELL

Write in _____

ERNIE RENO

Write-in _____

SANDY MAXWELL

Write-in _____

JIM THORNTON _____

Write in _____

JON HANSON _____

Write in _____

CRAIG MOSSBERG _____

Write in _____



Bonneville Banter
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