



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



January, 2011

www.bonnevillehealeyclub.org

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Presidents Message:

The Christmas dinner at Faustina was a great success. Jim Revel did an excellent job of selecting a suitable location. Not only was the room more than adequate for dinner, but it lent an atmosphere for sociability during the cocktail hour. The food and service were superb. I agree with Jon Hanson; we should consider it for the Christmas Dinner of 2011.



And now, we begin a new year. Happy New Year!

They say "old" people can't handle change. Fortunately, we are not "old." We won't be repeating the same events year after year. Or have I misunderstood? Maybe it isn't same old, same old. Perhaps some of us call that "Tradition." We've had some great events in the past that warrant repeating.

Of course, the biggest reason these have been great events is the people that attend them. I personally find you all interesting and entertaining. I enjoy spending time with you all. With the diversity in this club, it is easy to look at a situation from many angles and try to understand others' way of thinking.

I look forward to you all attending the next meeting to help select events for this year. If you cannot attend the meeting and have some ideas for events you'd like to present, send an email to Jim Revel for consideration.

Keep 'em rolling

Ann

FROM THE EDITOR:

I hope that everyone is having a great holiday season. I am writing this before the 25th, but I have got the 100 ready for the annual Christmas drive.



Now it's time to register for the Conclave in Colorado Springs. The article in the last Healey Marque made me add a drive to the top of Pikes Peak to my "to do" list. Now the problem comes on which activity to miss so that Sandy and I can do the drive up to the summit, or do we add another day to the event?

In this issue, Jim Thornton has a reminder for the annual dues. You will also find a short report on the Holiday Dinner. And John Morrison sent an article on acceleration. I find it very interesting, and am sure that any gear head would feel the same.

Happy Healeying, Dave

Membership Dues for 2011

By now you should have received a dues statement from A.H.C.A or B.A.H.C. depending on your 2010 membership. Renewals are due Jan. 1st.

As a reminder, A.H.C.A. raised their dues to \$50.00 and we lowered ours to \$10.00

We hope you will continue to maintain the level of membership that works best for you. I encourage

you to join both for a total of \$60.00 so you will continue to receive A.H.C.A.'s Magazine.

Thank you to those of you that have paid already. We hope to hear from the rest of you soon. Any questions please call or email me.

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

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Bonneville Austin-Healey Club 2011 January Planning Meeting

January 11, 2011 Joe Morley's BBQ

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Holiday Party

The Bonneville Austin Healey Club held their annual Holiday gathering on December 4th at Faustina, an Italian Restaurant. Combined with the party was the election of officers for 2011. The results of the balloting can be seen in the listing of officers on this page. Here also are several photos from the event.



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Let's try to comprehend the amount of force produced in just under 4 seconds!

There are no rockets or airplanes built by any government in the world that can accelerate from a standing start as fast as a Top Fuel Dragster or Funny Car!

DEFINITION OF ACCELERATION

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona, CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron, OH).

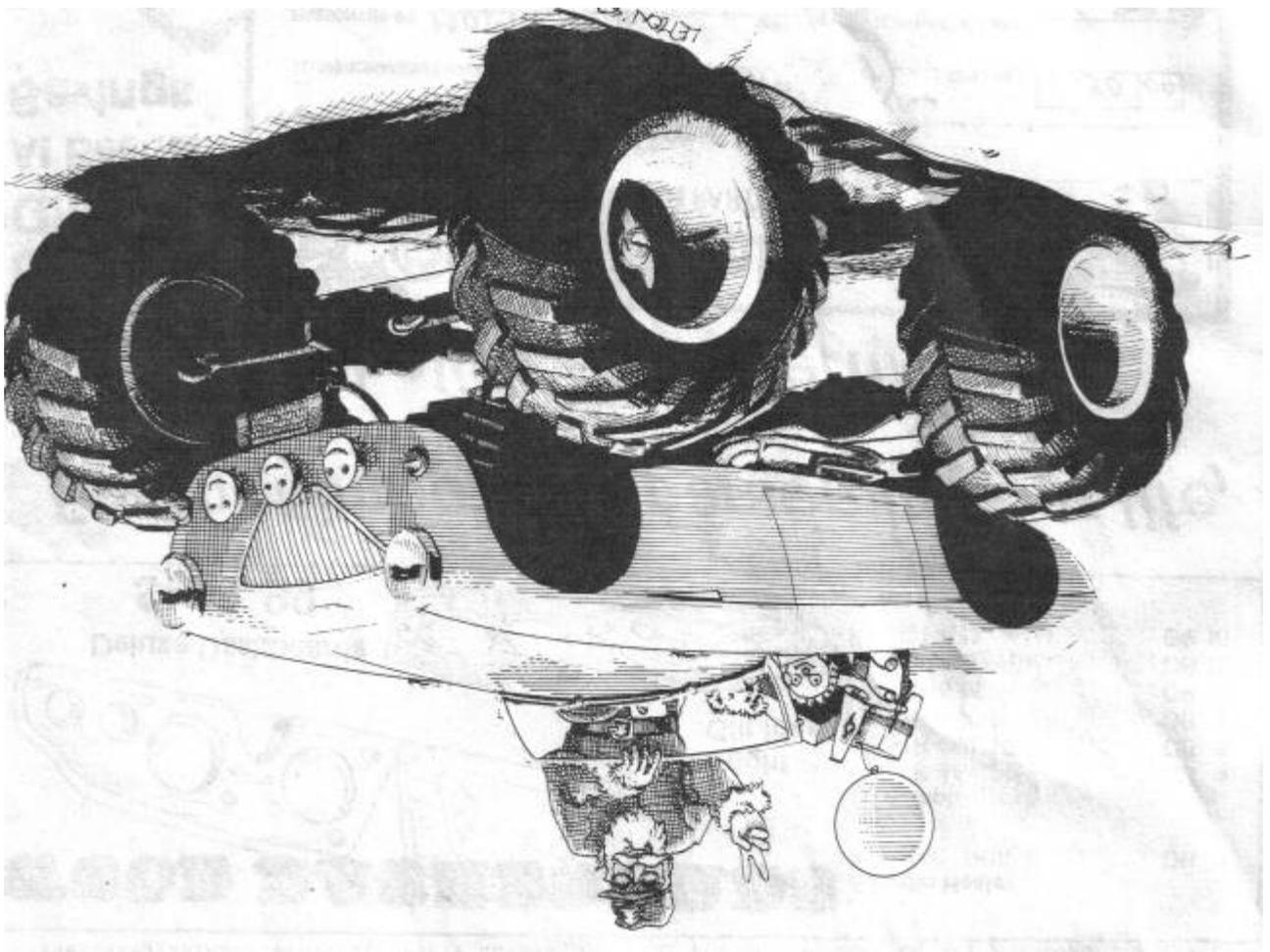
Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

..... and that my friend, is ACCELERATION!



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