



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



February, 2012

www.bonnevillehealeyclub.org

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President's Message:

Coming into the 21st Century for some of us in our 70's can be quite confusing and somewhat difficult; for others it seems to run quite smoothly. I'm speaking of all the computerized electronic "stuff" we contend with. I know they are supposed to make our lives easier, but somehow. . .



Take, for instance, our lawn and garden sprinkling systems with all the different timers. When Doug was diagnosed with cancer we talked about all the problems this could create. One of the biggest turned out to be our sprinkling system. We have a rather large yard and garden to water. There are seven different timers each with four to nine stations to program. These were all put in at different times of landscaping and no two are the same. And only Doug knows how to program each one for individual stations for different length of time on different schedules. He had tried to show me how each works, but we both threw our hands in the air and walked away.

Then there is the heating and air conditioning thermostat. It must be programmed to be warm and comfortable in the morning when you arise and prepare for the day; then it must be set lower while you are away from home during the day; raised up again for late afternoon for dinner preparation and evening pleasure; then lowered for the night's sleep. But, there is a different schedule for weekends. It took me several years, but I have finally mastered this, although we cannot change our daily routines.

We have lights on the house, outside and porch. The switch has a timer. This timer tells the lights when to come on in the evening and when to go off in the morning. Sounds simple enough. This timer was so sophisticated that it required us to input the day of the month, sunrise and sunset, and whether it was standard time or daylight savings time. It's working, but has to be changed with the seasons. So why did we have to input all that information?

We are slaves to the car-repair companies. There once was a time when you knew something was going wrong with your car and you could possibly fix it. But now, the check engine light comes on. You have to have it decoded, and then they tell you which computer module needs to be replaced in the engine. Can you do that?

I could go on with all the different things we have to use and program. There are our cell phones; our cordless phones; our digital cameras; our MP3 players; our garage openers; our coffee makers; our dishwashers; our DVD players; our DVR machines. Doug and I are now mastering the art of streaming movies through Netflix. Of course we had to know how to use our computer; get a router; and a Blue-ray player, but now we are having trouble seeing to read the screen to select the movie. Oh well, we are trying to go with the flow, but we do have a lot of hysterical moments.

We still have our Healeys that are not computerized and they can be fixed by an "old-fashioned" mechanic. I'm sure there are several of them in the club, thankfully.

Keep 'em rolling,
Ann

Bonneville Austin-Healey Club

2012 Activities Schedule

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FROM THE EDITOR:

This month we are profiling, if that's the word, Jim Revel. Enjoy the article. You will find the names of



the next twelve months featured members listed in the minutes of the January meeting. I will be contacting you around 6 weeks before the article is due.

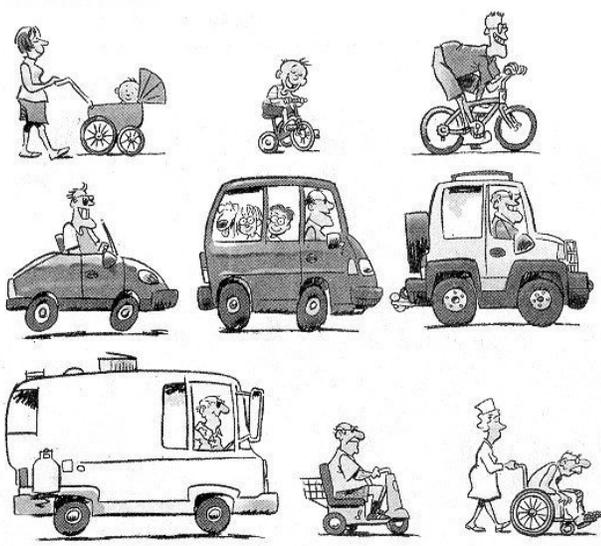
Speaking of articles, the winter edition of Moss Motors' British Motoring has a page on Bonneville Austin Healey Club member Phillip Hoopes and his stewardship of a very rare Triumph. If you don't receive copy of British Motoring you can find a copy at: www.britishmotoring.net. Of interest also in the magazine is an article about John Nikas and his "Drive Away Cancer" drive.

See you at the Cinegrill.

Dave

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The Wheels of Life



February

2/15 Sweetheart Dinner & Meeting @ Cinegrill
Arranged by Jim Thornton, will order from menu but let Jim know if you plan to attend. Social 6:30 Dinner 7pm

March

3/13 Meeting @ Red Robin
3/17 Tech Session at Barneck's TB confirmed with them

April

4/10 Meeting @ Joe Morley's
4/28 Trip to Taggart's, float trip for some, lead by Myra Strauchen

May

5/8 Meeting @ Red Robin
Tech Session TBA
5/18-20 Trip to Jackson Hole lead by Jim Revel

June

6/17-21 AHCA Conclave Louisville, KY
6/12 Meeting @ Joe Morley's
6/16 British Field Day, possible trip to Heber Airport 6/9

July

7/10 Meeting @ Red Robin
Healey Days in Park City 7/27-29 dates TB confirmed
Tech Session TBA

August

Utah Concours unknown date or interest in going
8/14 Meeting @ Joe Morley's
Tech Session TBA
Trip to Keith Mott's for a barbecue in Logan Canyon Jim Thornton to arrange with Keith and determine date & time.

September

9/11 Meeting @ Red Robin
Tech Session TBA
9/14-17 Trip to Torrey, Zion Lead by Jim Revel

October

10/9 Meeting @ Joe Morley's
Tech Session TBA
10/14 Trip to Mirror Lake/Evanston Lead by Dave Maxwell

November

11/13 Nominations meeting@
Tech Session TBA

December

Christmas Party date & place TBD

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Member Profile:

My Love for Austin-Healey's and British Cars Started Early in Life

By Jim Revel

As I graduated from High School in 1957 I drooled over a few Healey's that I saw on the street but they were way out of my affordability range. My first car in 1956 was a 1949 Jeep Willys Overland station wagon that I bought from a girl that was a family friend for \$200, more in my range.

In February of 1959 I joined the Air Force for six months active duty, a better choice than the draft. However, between 1960 & 62 when I worked full time and went to college part time after being asked to take a vacation from Indiana University due to my poor grades I bought and owned my first British Car a 1958 MGA. See the picture of my Mother posing in it. Strange as it may seem I bought it from the same family friend as the Willys and even more ironic is when I met Susan 12 years ago I learned she knew her from Dayton, Ohio and we saw her recently when we visited some of Susan's friends in Ohio. Even more Ironic I sold the MGA to a friend who drove it to California for his teaching job just out of college who I still keep in touch with and he attended our wedding. Also he is an Austin-Healey 100 owner near San Luis Obispo, CA and gave me a lot of advice when I started looking for my first Healey. The MGA taught me a lot about Lucas and how to tap on electric fuel pumps to keep them working.



I bought and sold lots of cars during my high school and college days that I lowered and raked etc. etc. that I won't bother to name except a few that I bought with a friend outside of my daily drivers. With my partner we had a 29 Model A Ford Sedan, a 35 Ford Sedan and a 39 Ford Sedan. If you want to hear some boring stories ask me to tell you about our experiences with them.

What really got me hooked on Healey's though was in 1964 when a college friend who with his family including wife and 3 boys in their 20's recently visited

Susan and I to ski let me share his Black 1960 3000 BT7 for the summer. We drove his car from Kentucky to Martha's Vineyard and worked in a large Edgartown, Mass. Resort. I lied my way into a fry cook's job and he was a bell hop. Enroute we learned it wasn't a good idea on a steep hill to gear down and constantly flip the overdrive into 4th gear without accelerating first as we managed to break off the splines in the rear wheels. Fortunately in 1964 their replacements weren't too hard to locate on our travels to Martha's Vineyard. See pictures of us with the same pretty girl standing outside that car which she liked a lot better than us. I don't know how we got that much stuff to stay on the luggage rack.



In 1966 I bought a British Racing Green 1959 Jag XK 150 Drop Head Coupe from the original owner at midnight on State Street in Chicago for \$800 as he was angry about the clutch going out. Ask me about the story that goes with that and I will bore you again. I kept it for 2 years, did some simple work on it and sold it for a profit as family obligations and business opportunities dictated a different direction.

Then in 1969 I bought another XK 150 Jag, a 1961 Drop Head Coupe, from a former landlord, and original owner. It was a far better Jag than the previous one. It was black with red leather interior, my favorite color combo and a custom air conditioner. I kept it for a few years, sold it to acquaintance for a decent profit and could tell you more stories about that car that would bore you. I should have kept that one.

About 7 years after that I bought a non British car that later became my first foolish entrée into restoration. My son was six and we saw a 1950 Ford Convertible sitting outside a house near ours and rain was pouring in the ripped top but for \$300 the original owner parted with the car. I stored that one for about

10 years in various places and then had it restored including the engine being rebuilt and new OEM fenders & rocker panels. That restoration cost \$5,000 (not off frame). After much fun driving it in parades and driving to Michigan from Indianapolis with the top down and my two retrievers in the back seat I sold it several years later for almost what I had in it when a buyer showed up with 50 \$100 bills in hand.

After that I had mostly sensible cars then in 2003 trouble started again when a friend asked me to ride with him in his 1959 Bocar in the Colorado Grand 1000 mile rally in Colorado. Seeing the wonderful 85 cars that were in the Grand, I got excited about owning a classic sports car again and the only thing I saw that I thought I might be able to afford was an Austin-Healey. However at that time I didn't know the two in the Grand were way out of my price range. A 1955 100S and a 1956 Factory 100M both restored by Fourintune. I got to know the owner of the 100S and he invited me to ride with him in the 2004 Grand. More related stories I could bore you with around that experience.

So I then joined the BAHC and started my naive search for my first Healey. I searched everywhere and almost bought one in Cleveland but I called a club member there and he offered to go look at it for me as he didn't have a lot of confidence in the seller's descriptions. After seeing it he advised me to pass. Then several club members recommended I look at a club member's 1958 BN7 that was for sale. Don Drew was a long time member of the BAHC but had only done the minimum to the car and I wanted to restore it. I had some ill-founded concerns about whether a new member would get the straight story about the condition of the car versus loyalty toward an existing member but I soon learned members just wanted someone to be active in the club and restore the car, so I bought it. Between 2003 and 2005 Will Jamison did most of the mechanical work so I would feel comfortable taking it on rally's and Dave Maxwell did his magic on the body and paint work and other mechanicals. Then Jim Thornton and I did the seats, interior and trunk over a two week period working nights and Saturdays in his shop so I could take it on its first rally to Jackson Hole which I did with Susan and thankfully with no problems. We estimated the engine had been rebuilt about 30 years previous. In September of 05 my son JP and I drove it on the 1000 mile Colorado Grand Rally with only a minor problem when part of the distributor cap broke inside. Since no one else in the Grand was driving a six cylinder

Healey a mechanic produced an Aston Martin Lucas Cap and it worked fine.



Then in 2007 I found a 1953 Jag XK120 that most of you remember that I thought was a rare find so I sold my Healey on EBay for \$35,000, \$1,000 less than I had in it, another long story I could bore you with. With Will Jamison's and Dale Hancock Upholstery's help I had the restoration of the Jag finished.

By then I wanted a 100-4 as my next Healey and I had been trying to buy one that was in Park City from the original owner for 3 years to no avail. However in the Healey Marque Magazine there was a red over black one for sale by a Minnesota Club owner that had been off frame restored by 5 club members over a number of years. I flew up there inspected the car and bought it. See picture of it. I met two of its previous owners and communicated with the other 3 owners multiple times.

Then when I returned home the other 100 was offered to me which I thought was one of those rare BN1 Factory 100M's so I bought it too. After an inspection by Will, Dave and the receipt of a Heritage Certificate I learned that it was a LeMan's kit conversion and coupled with that and what it was going to cost to have it restored I sold it on EBay to a man in Italy for a profit.

In September of 2010 Susan, my son, a friend and I drove the Jag in the Colorado Grand as I had decided to sell it since it was too valuable for me to justify that much value sitting dormant in my garage all winter. Consequently in January of 2011, I sold it in the Phoenix RM Auction for a handsome profit. A profitable but bittersweet sale.



Soon after that I found my 1960 BN7 3000 for sale in the Austin Healey Magazine and I realized it was a model in a color that I had wanted for some time, all black with red leather interior and chrome spoke wheels. Then I learned that the person that restored it had an impeccable restoration reputation and this was his 6th and final restoration, so Susan and I flew up to Seattle to see it in Port Townsend, Washington. After an inspection and a drive I bought it and arranged for shipment back to Park City. More stories about it I could bore you with. I then decided one Healey was enough for me so I put the 100 on EBay and sold it to a guy in Japan for \$2,000 less than I had in it. Fortunately I made enough profit on the Jag to pay for 2/3rds of the BN7. Parting with the Jag made me realize I was far more of a Healey Guy than a Jag aficionado. As you can see I am subject to falling in love with a different Healey Model at least every month, so who knows what is next. At the moment though I am very committed and satisfied with the BN7, particularly with the recently meticulously restored original 2 seat hard top that Dave Maxwell worked his magic on.



Love those Healey's

Bonneville Austin Healey Club-January 10, 2012 Meeting Minutes

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

In Attendance: Dave and Sandy Maxwell, Ann and Doug Lewis, Jim Revel, Merlin Judkins, Don Colman, Joe Morley, Jon Hansen, Ernie Reno, Jim Thornton, Allen Brown and Carol and Craig Mossberg.

Treasurer's Report: current balance of \$5,341.40.

Membership: 26 members have paid 2012 dues to date.

Editor's Report: Drawing was held for "Member Profile" newsletter articles. Articles are due as follows:

- Feb.: Jim Revel
- Mar.: Don Colman
- April: Don McEligot
- May: Kevin Cowen
- June: Joe Morley
- July: Phillip Hoopes
- Aug.: Bob Jahnke
- Sept.: Bob Markmann
- Oct.: Allen Brown
- Nov.: Terry Hartt
- Dec.: Myron McAllister
- Jan.: Bob Riemenschneider

The editor requests that the article be submitted by the 25th of the month before it is scheduled.

Other Business: Dave Maxwell explained the Austin Healey Club of America liability insurance question. The club maintains a \$2,000,000 liability and \$2,000,000 umbrella coverage but it is always secondary to the individual's policy. The member's individual policy is always the primary coverage for both liability and medical claims. The club's policy only takes effect when the primary coverage is depleted and then, only if a mistake in club leadership direction, is involved.

Activities: The following activities are scheduled:

- Feb. 15: Sweetheart Dinner at Cinegrill on Wednesday, Feb. 15th. Jim Revel to make reservations.
- Mar. 12: Tech session on brakes at Doug and Kristine Barneck's. Tentative date is 3/17.
- April 12: Myra Strauchen volunteered for possible float trip/ lunch at Taggart's. Myra also volunteered her hanger at Heber, possibly in conjunction

with Commemorative Air Force event. Date to be finalized.

May 12: Jackson Hole on 5/18 and 5/19 possibly at Moulten Ranch. Jim Revel to arrange reservations.

June 12: British Field Day, Liberty Park, Salt Lake City. Craig Mossberg to coordinate.

July 12: Healey Days in Park City tentively on July 27-July 29. Possible Poker Rally on 7/29. Dave Maxwell to coordinate.

Aug. 12: Club Barbecue at Keith Mott's in Logan. Club to pay for food. Jim Thornton to follow-up on date and time.

Sept. 12: Southern Utah trip based on Beehive Targa route on September 14th through the 17th. Jim Revel to coordinate.

Oct. 12: Mirror Lake Highway day trip on Sunday, October 14th. Dave Maxwell to lead.

Nov. 12: Nominations Meeting on 11/13/12.

Dec. 12: Christmas Party. Jim Revel to establish place, date and time. Dave Maxwell will also try to establish a club tour of the Price Museum of Speed before it opens to the public.

The meeting adjourned at 8:35PM.

Submitted by Craig Mossberg

MEMBERSHIP DUES

It's Past Time To Renew - Membership Dues for 2012.

The renewal form you received is not clear. It would be helpful if you would please address your check to B.A.H.C.

Again we thank you for your continuing support of B.A.H.C.

Jim Thornton

Membership Chairman

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