



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



March 2010

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Presidents Message:

March 2010! Already we are heading into Spring. I'm sure on the better days you all are out raking your garden beds getting ready for this year's planting season. Or perhaps you all are getting your "Spring Cleaning" done; you know scrubbing, painting, give-away and throw-away, organizing, etc., in your house and garage. Or like Caldwell's "Tobacco Road," **thinking** about doing these things (maybe tomorrow).



As you all know from reading our website, the "Sweetheart's Dinner" at the Cinegrill was enjoyable. There were 26 of us attending and we always look forward to the beautiful (and delicious) cookies Judy Brown makes for us. Thanks, Judy, you have your work cut out for you hopefully for many years to come.

I received flyers from the Austin-Healey Club of Oregon for the upcoming **Healey Rendezvous 2010** to be held in Eugene, Oregon, June 28-July 2. I will distribute them at our next meeting on March 9 at the Red Robin on Foothill Blvd. The Oregon club would like to know as soon as possible how many of us are planning on attending. You can go to www.healey-oregon.org/rendezvous-2010 for event updates and regalia info. And perhaps their registration form if you don't want to wait for the flyer.

The information for the Healey Heritage Conclave 2010 in Galena, Illinois, July 11-16 can be found in the latest **Healey Marque** magazine or at www.austinhealeyconclave.com. Dave Maxwell can answer most of your questions regarding this event.

February's Tech Session was held at Shawn Brown's garage in Farmington. I'm not sure the car actually got "tuned" sufficiently, but he did get help from Doug Lewis, Don Colman, Craig Mossberg, Jim Thornton, Jim Revel and John Progress.

This month's Tech Session will be held at Jon Hanson's garage on March 20 at 12 noon. I believe he said his brakes need bleeding.

See you all at the next meeting March 9.

Keep 'em rolling,
Ann

FROM THE EDITOR

Driving season for most of us is just around the corner, although I will admit to having exercised the Hundred a couple of times over the last 5 months. I haven't really got into driving as much as I would like to.



The Bonneville Austin-Healey Club has some really interesting events on the schedule this year. I am planning on attending most of them. Let's get the cars in safe and good running condition and really enjoy the Healey Experience.

In this issue is an article by Peter Brock that I reprinted from Classic Motorsports, one of my favorite automotive publications. Subscriptions (\$19.95 per year) call (800) 520-8292, or you can visit their web site at www.classicmotorsports.net.

Happy Healeying, Dave

ICONS OF DESIGN

21 Revolutionary Automobiles That Shaped Our Modern World

By Peter Brock

Photography courtesy of the manufacturers

What makes an automobile an icon of its era? To be universally recognized as exceptional, it must have that indefinable combination of design, engineering and sheer presence that we feel simply as admiration.

There's also the matter of quantity. Wide availability can make certain designs instantly recognizable and influential. On the other hand, even great cars can be bogged down by high production numbers; after all, dismissing the ordinary is a common mistake of collective wisdom.

And what about the very limited-production icons? Many of them were able to gain fame and acceptance because of their celebrated performance on the racing circuits of the world. Certain cars, like the legendary Ferrari 250 GTO or Daytona Cobra Coupe, were produced in such small quantities that even if you have the millions necessary to acquire one, you may have to wait years to make the purchase.

These cars fall into a special category of rareness: They're so valuable that they're seldom driven for the pure sensual pleasure of experiencing the unique characteristics that made them so successful. In this sense, scarcity itself is part of their allure. They are unobtainable art, outside the realm of what most of us could ever own and enjoy.

To qualify on my personal list of the 21 "most," a car must be beautiful, desirable, exciting or even cool, but it should also have been important

enough to set new standards or somehow change history. For this reason, each of my picks has a total production of at least 3000 units.

Anything less, and the car becomes too out of reach for those of us who simply want a great driver. Fortunately, that means every car listed here can be acquired for a relatively reasonable sum. Healthy quantities and availability have kept the prices within reason.

Age is also an important factor. While some great cars were produced in the right quantities before World War II, they are still very difficult to track down. Sure, thousands—even millions—of Fiat Topolinos, Citroën 2CVs and early VW Beetles were made, and time has proven that they were three of the greatest examples of revolutionary engineering from Italy, France and Germany. However, no matter how special they were for their time, their availability today is virtually nonexistent. So for this list, we'll stick loosely to the past 60 years. Let's say 1950 through 2009.

There's simply no comparison of "best" with these cars, so this is a list of the "most." Each of these machines is special in its own unique way, and each will evoke a variety of feelings depending on our preferences for style or engineering excellence.

For a guy, this would be like trying to compare Sophia Loren with Angelina Jolie; 60 years is a long time. Each has to be judged on merits according to the desirability of their eras. For this reason, I've ordered my picks by time, starting with the Sophias and ending with the Angelinas.

Design by Brock

There's no doubt that Peter Brock knows good design. He's penned everything from the split-window Corvette Sting Ray and world championship-winning Cobra Daytona Coupe to the Nethercutt Mirage and Hino Samurai. He's even put his artistic skills to work creating iconic race car liveries, company logos and advertisements.

A veritable prodigy, he was admitted to the automotive design program at the Art Center College of Design after presenting the admissions officer with a portfolio he'd drawn in mere hours. At the age of 19, he was the youngest designer ever hired by GM Styling. Later, Carroll Shelby hired him on the spot to work at Shelby America.

While design was a talent and a passion, Brock had always wanted to race in the pro ranks. By 1965, he was finally fulfilling his dream. He started a racing team called Brock Racing Enterprises, and his cars of choice were Datsun's early 2000 roadsters, the 240Z and the 510. What gearhead isn't familiar with BRE's singular red, white and blue design scheme?

More recently, Brock penned a sleek, contemporary version of his Cobra Daytona Coupe for Superformance in 1999. From 2003 to '06, he helped to restore the Lang-Cooper sports racer that hit the track in the 2006 Monterey Historics. Peter Brock will also serve as grand marshal at this year's *Classic Motorsports Mitty*, where BRE will be honored for its outstanding achievements in motorsports.

As the youngest designer ever hired by GM, Peter Brock penned the Corvette Sting Ray. He also transformed Shelby's Cobra into the streamlined Daytona Coupe that went on to win its class at Le Mans. Brock still dabbles in the art. Here he's working on a clay model of the King Cobra driven by Bob Bondurant.



Classic Motorsports 43



Austin-Healey 100: The Sports Car of Sportsmen

The 100 prototype was an aesthetic masterpiece that immediately caught the sporting public's fancy when it debuted at the 1952 London Motor Show. Although it featured rather compromised internals, its price and availability made it every man's dream sports car.

It might have lacked the performance of a Jaguar XK120, but the price undercut the Jag's popularity. The Austin-Healey 100, like the MG TC and XK120, was eventually redesigned to emerge as the larger, better-performing Healey 3000. However, like the later MGs and Jags, the 3000 never really matched the spare, graceful lines of the original.

The 100 wasn't really a great engineering feat, as it was pretty much a selection of existing components from the Austin factory's parts bins. However, it remains a good-looking car that's great fun to drive—especially thanks to its lay-down windscreen.

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Never Assume

His request approved, the CNN News Photographer quickly used a cell phone to call the local airport to charter a flight.

He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, 'Let's go'.

The pilot taxied out, swung the plane into the wind and took off.

Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot.

'Because I'm a photographer for CNN', he responded, 'and I need to get some close up shots.'

The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me, is You're NOT my flight instructor?'

Bonneville Austin- Healey Club

2010 Activities Schedule

MARCH

General Meeting @ Red Robin, 1353 Foothill Blvd.
March 9th. 7:30 pm.

Tech Session @ Jon Hanson's March 20th 12:00 noon.

APRIL

Ferrari Challenge April 10th -11th, Miller Motor Sports Park.

General Meeting @ Joe Morley's, 100 West Center Street, Midvale, April 13th, 7:30 pm.

MAY

General Meeting @ Red Robin, 1353 Foothill Blvd.
May 11th.

Tech Session May 15th. Place TBA

Zion National Park, May 21st to 23rd. Details to follow.

JUNE

General Meeting @ Joe Morley's, 100 West Center Street, Midvale, June 8th 7:30 pm.

British Field Day June 19th,

Trip to Glenwood Springs, TBA,

West Coast Meet, Eugene, Oregon, June 26th - July 2nd

JULY

AHCA Healey Heritage CONCLAVE Galena, IL. July 11th - 16th.

General Meeting @ Red Robin, 1353 Foothill Blvd. July 13th. 7:30 pm.

Healey Days Park City, UT. July 30th -August 1st.

AUGUST

General Meeting @ Joe Morley's, 100 West Center Street, Midvale, August 10th, 7:30 pm.

Mirror Lake Drive and Picnic August 21st.

SEPTEMBER

Meeting & BBQ @ Jensen's, Sept. 12th. Details to follow.

Tour Gateway Auto Museum. September 24th-27th.
Details to follow.

OCTOBER

Day trip Bear Lake via Logan Canyon, and Monte Cristo,
Oct. 9th.

General Meeting @ Joe Morley's, 100 West Center Street, Midvale, October 12th, 7:30 pm.

NOVEMBER

General Meeting @ Red Robin, 1353 Foothill Blvd.
November 9th. Nomination for 2011 Officers.

DECEMBER

Christmas Party Dec 2nd, place to be determined.



Jim and Cheryl Thornton's 1960 BT7

Ferrari Challenge

April 10th and 11th at Miller Motorsports Park



Club member Craig Mossberg is arranging for the Bonneville Austin-Healey Club to travel to Miller Motorsports Park to watch the Ferrari Challenge. Since the venue is rented to the Ferrari group we don't yet know all of the particulars for our club, but watch the website for more information. To learn more about the event you can go to this link:

<http://secure.ferrarichallenge.com/>.



Photo taken in the 1960's at Lions Raceway in Southern California. Submitted by Charles Mathews

HOW FAST ARE YOU GOING?

Is your speedometer accurate? How do you know? Most of our big Healeys were originally equipped with 590/15 bias ply tires. The only places left to buy this size of tire are the specialty tire manufacturers such as Coker Tire, and at a premium price. Most of us have been putting on 165/SR/15's, but they are fast becoming obsolete. I'm not sure what size tire will be available for my Healey next time I need tires.

I measured the circumference of a 590/15 tire to be 83 1/2 inches, mounted, at pressure, and hanging in the air. A 165/R/15 measured the same way was 81". This is approximately 3% smaller. A more accurate measure would have been to roll the car one complete rotation and arrive at the actual inches per revolution as the radial tire has a softer sidewall and would register even smaller.

Unless you have had either the speedometer's angle drive modified for your tire circumference, and, or the air gap that drives the speedometers needle adjusted, your speedometer will not be very accurate.

Rather than use my speedometer to tell my speed I use my Tachometer. At 60 miles per hour it will take 1 minute to travel 1 mile. When driving on a straight stretch of road I time my car between mile post markers, (not 100% accurate, but close enough) maintaining the same RPM of the engine. I have found that in 4th overdrive that my speed is about 2.2 times the RPM.

Here is a chart of seconds per mile to convert to various speeds.

80 seconds = 45 MPH	55 seconds = 65 MPH
72 seconds = 50 MPH	50 seconds = 72 MPH
60 seconds = 60 MPH	48 seconds = 75 MPH

I think I'll take a drive in my Healey 36 seconds per mile.

Happy Healeying, Dave



MEMBERSHIP REPORT

The Bonneville Austin-Healey Club would like to extend a welcome to two new members this year,

Shawn and Brittany Brown, owners of a Mark 1 Sprite.

Bill Kelley, owner of a BJ8.

The renewals are just about all in. If you haven't yet renewed your membership, you should do so soon so that you will continue to receive the *Healey Marque Magazine*, and the *Bonneville Banter*.

Jim Thornton



Old Reliable

Doug and Ann Lewis' well travelled BN7

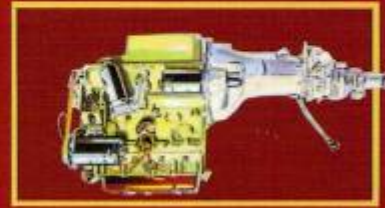
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