



# BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club

**CELEBRATING 30 YEARS**



March, 2013

[www.bonnevillehealeyclub.org](http://www.bonnevillehealeyclub.org)

Vol. 30 No. 3

## PRESIDENT'S MESSAGE:

The Sweetheart's Dinner was a success. I'm sure you have all had a chance to read Jon's article on the website under Events. I agree with him whole heartedly!



The upcoming trip for May 31-June 3 to Ouray, Durango, Cortez, Colorado; onto Moab, and Green River, Utah, is as follows:

May 31 Ouray Victorian Inn      800-846-8729  
\$115 plus tax

June 1 Turquoise Inn & Suites 970-565-3778  
\$119 or perhaps \$99 plus tax

June 2 River Terrace Inn      435-564-3401  
\$104.35 plus tax

I've set aside a block of rooms at each location under the name of the Bonneville Austin-Healey Club. I'm still working with the Turquoise Inn on rates, and hope to have it resolved by our March meeting. Please call and reserve your room with your own card sometime before May 1.

The first day's drive (May 31) is a long day (6 ½ hours), but the other days are leisurely (3 hours). Mesa Verde National Park is about 10 minutes off the highway; some of you may not want to go there so you can go straight into Cortez to the Turquoise Inn, although it is an interesting Park.

Also, some have said they don't want to stay in Green River and will proceed to their homes. The River Terrace Inn is quite a nice motel, on the edge of the Green River. Each room has a balcony or patio that takes you out to

the grassy area along the river. They have a free hot breakfast that is quite good.

It should be a fun trip with a variety of climate temperatures. The Sun Valley trip sounds very nice as well, so please call Dave Maxwell and he will give you a confirmation number as well as the phone number to call to hold your room on your card. I have already done this and it went very smoothly.

All in all it's going to be a fun year for the club. Since we didn't discuss our suggestions for memorabilia to celebrate the 30th year of the club, we will at our March meeting so come prepared with ideas.

Keep 'em rolling,  
Ann

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## EDITOR'S COMMENTS:

If you read the newsletter like I do, by now you know of the clubs two big



trips. If you plan on joining us on the trip to Sun Valley give me a call so I can give you the confirmation number for the room. I have reserved all of the remaining King rooms and several two Queen Rooms that were available.

Next item is the trips to both Miller Motorsports Park and the Price Museum. Many Bonneville Austin Healey Club members have been to the museum at MMP and seen the fantastic Cobra Collection that Larry amassed. Gail Miller has continued the tradition by purchasing the "mirage" GT 40. The car is going to the Hilton Head Concourse in March so Craig Mossberg is arranging for us to visit the Museum in April. For the March event we will

go to the Price Museum of Speed on March 30<sup>th</sup>. Look for the particulars further into this newsletter.

This month's member Profile was submitted by Bob and Heidi Franke. The mailer page is devoted to "the one that got away". It sounds like we need to schedule a tech session on hydraulics soon.

Happy Healeying,  
Dave

a long list of sport cars, a 1967 Austin Healey Sprite 1275. It was primrose with a black top and interior. The car had been modified for drag racing, with a header and hot cam shaft. It was fast and the first car I had the pleasure of feeling the front end lift at about 85miles an hour!



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## Bonneville Austin-Healey Club 2013 Activities Schedule

March 26<sup>th</sup> Price Museum of Speed Tour. Dave Maxwell

April- Tour of the Miller Motorsports Park Museum date to be determined. Craig Mossberg to organize.  
May- Trip to Cortez, Co/Mesa Verde on May 31<sup>st</sup>- June 1<sup>st</sup>.

June- British Field Day on June 15<sup>th</sup> at Liberty Park in Salt Lake City. Rendezvous and Conclave to be held June 24<sup>th</sup>- 28<sup>th</sup>.

July- Sun Valley trip on June 30<sup>th</sup>-July 3<sup>rd</sup>. Dave Maxwell to organize. Healey Days will be held on July 26<sup>th</sup>-28<sup>th</sup>.

August- Impromptu day trip to be organized. Date to be announced.

September- Pot Luck Dinner at Jon Hansen's on Sunday, September 22<sup>nd</sup>.

October- Logan Canyon drive on October 12<sup>th</sup>.

November- Nominations Meeting.

December- Christmas Party on Wednesday, December 12<sup>th</sup>.

Tech Sessions will be scheduled throughout the year as needed.

This was followed by a string of other sports cars, 1964 TR4, 1964 Alfa Romeo Giulia Spider, 1966 Sunbeam Tiger, a 1959 Bugeye Sprite, and finally my 1963 Austin Healey 3000 BJ7, in February 1975.



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### Member profile Bob and Heidi Franke

My first entry into the sports car world was when I was stationed outside of London in 1972. I bought my first in

gauge reading 285 with oil smoke from the breather dripping on the exhaust was quite exciting!



As most of you know, the BJ7 was the first 3000 with a convertible top and roll up windows. Though the 3000 was only 12 years old, it had the usual rust in the rear fender dog legs and needed various repairs. A new clutch and brake system was in order and taken care of immediately.

My 3000 is a bit of a rare bird, being right hand drive. According to Graham Robson's book "The Big Healey", there were only 455, BJ7s produced for the home market from a total of 6,113, worldwide. It is a mid-production car being built 27-28 June 1963 and dispatched to Wimbledon Motors, London on 5 July 1963.

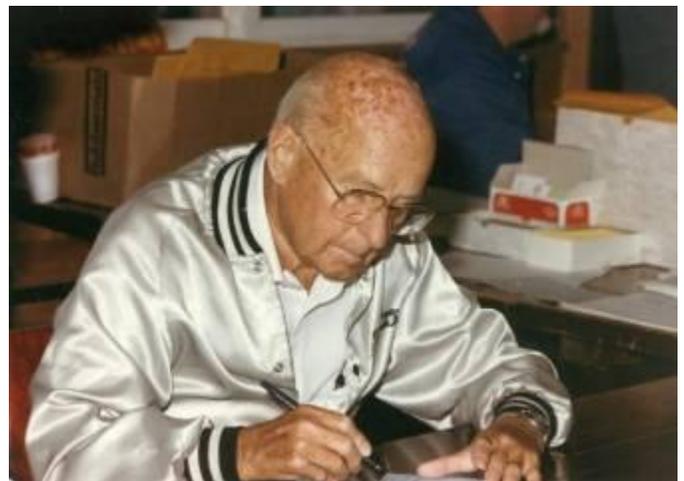
The 3000 and I have had a number of adventures, since it was my daily driver when I bought it and has served as a back-up car as well. The first long road trip was from London to Scotland. It was a great trip with lots of scotch drank and country roads driven. It started to make a clunking sound in northern Scotland, so I made my way back south and home without too much noise! Upon close inspection, I had lost one of the caps off a U-joint. A easy fix, but could have been quite disastrous if the drive shaft had come a drift.

The 3000 is well travelled having been licensed in England, California, Virginia, Washington, and Utah. I have made two coast to coast trips with it, first in 1977, from Hampton, VA down to Biloxi, MS, and then to San Diego, and again in 1983, from San Diego to Northern Virginia. They were both fun, in their ways, without too much drama. Though climbing out of Phoenix towards Flagstaff in 90 degree weather with the water temp

### **Resting after the long hot drive from San Diego to Flagstaff.**

Over the years I have had the pleasure of meeting and seeing many of the now well know Healey crowd and cars. It was a small but nice group of Healey people around London at the time. I had the opportunity to meet Thelma Segal and her son Bruce. I never did meet Sid, but I did get a tour of the cars in their garage by their son. And what a collection it was, SID 1, SMO 744, DD300, and more all bumper to bumper packed tightly in this small building.

I have been a member of the Austin Healey Club – Pacific Centre and was a member and the regalia chairman for a couple of years of AHCA - Capitol Chapter. Donald Healey would pass through the DC area on a number of occasions. I was able to have him sign my BL Heritage Limited certificate at the 1984 Conclave.



When Bruce and Inan at Healey Surgeons were restoring Goldie, they had never worked on a right hand drive car before. My 3000 was in the shop for some maintenance and they kept it for a while to see how things were fitted. I saw Goldie in the process of being resorted but wasn't able to see the finished car, as I had moved to Washington.

There is always a "One that got away" story. The one that got away from me was one of the later DRX Works Rallye Cars. About a month before I rotated back to the States from England, I was on another Air Force base and there it was with a for sale sign! The princely sum of \$6,000 was being asked. You could buy a fully optioned Z28 for less than that back then! If I had had more time, I would have tried to figure out a way to buy it.

Since coming to Utah, Heidi and I have enjoyed the 3000 taking runs up the canyons and entered it in several Concours d' Elegance events when it was still at the University of Utah.

Sadly, the 3000 has been more off the road than on the last 5 years due to me working out of the country and the clutch master slave cylinder having developed a leak. The tires have been on since 1984, as well! I plan on having it back on the road in time for its 50 birthday June 28<sup>th</sup>. There may be a tech session involved.



Happy Healeying!

Bob

## Price Museum of Speed

Bonneville Austin Healey Club members have the opportunity to visit the Price Museum of Speed on March 26th at 6:30 P.M. Because our visit will be a guided tour we have been asked to limit the number of attendees to around 25. If we have a larger group we can split into two groups at different times. If you are joining us on the visit I need you to **RSVP** to me by March 23, so that the arrangements can be finalized. The tour takes approximately 2 hours to complete. The Museum is located at 155 East 600 South Salt Lake City. There should be parking available just east of the museum, if the lot is full then it will have to be on-street parking.

Dave Maxwell  
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## SUN VALLEY TRIP

June 30 – July 3

Current plans for the trip are to leave Sunday morning around but, no later than 8:30 A.M. From the Salt Lake area we will travel to Logan UT and follow US-91 to Virginia ID. Then we will travel I-15 to Pocatello and have a lunch break.

We then will continue on I-15 to Blackfoot and turn onto US-26 until Arco. Turning then onto ID-20 to the Craters of the Moon National Monument. Time permitting we may take a break at the monument to take a look at the “Devils Vomit”. Our next road of travel will be ID-75 through Hailey and into Ketchum.

I have reserved rooms at the Tamarack Inn in Ketchum. The rate **including** taxes for the 3 nights is \$445.00. The rooms are either King non-smoking, or two Queens also non-smoking. The Hotel is within walking distance to downtown and all that Ketchum offers.

Monday and Tuesday we can explore the countryside in our Healeys. Returning to home on Wednesday, I plan on the straight line method, south to I-84, onto I-15 and home.

Contact Dave Maxwell for the number to confirm your reservation at the hotel.



The area around Sun Valley Idaho

### The 1954 Streamliner on the salt again.

Steve Pike has, by now, been on the salt at Lake Gairdner in Australia with his reconstruction of the 1954 Streamliner. I have not been able to find his times, but the website for the Dry Lakes Racing Association has both Steve and his son David listed, as well as photos of the car in the pits. [www.dlra.org.au](http://www.dlra.org.au) I hope that they have solved the problems that plagued the runs at Bonneville last fall.





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