



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



April 2010

www.bonnevillehealeyclub.org

Vol. 27 No. 4

Presidents Message:



It's spring. Time for the snowdrops, crocus, tulips, daffodils, violets and forsythia to start blooming. I'm tired of snow and cold! It's time to get those Healeys on the road, with the warm sun shining down on us and the wind blowing through our hair. Of course, some of you may have a different way of putting it. Sheryl Thornton would not say it's delightful to have the wind blowing through her hair. It turns her hair into "dread-locks."

The March 20 Tech Session at Jon Hanson's house was a success. Jon served Pizza, and Vegetarian Lasagna and drinks. There were ten club members to bleed the brakes:

Allen Brown, Shawn Brown, Terry Hartt, Doug Lewis, Dave Maxwell, John Morrison, Ernie Reno, Jim Thornton, Craig Ward and, of course, Jon.

It was good that Dave (the one and only) showed up to save the day. Apparently, when using silicone brake fluid a different method of bleeding brakes is applied, of which most of the others were not aware.

I hope you all now have your cars in "good" running order. We have an event with our Healeys every month from now to November.

April 10, instead of going to Miller Motorsports Park, we are going to the Air Museum at Hill Field Air Base. I understand there are some new additions to the museum that we, as a club, have not seen. After trekking through the museum, we will find a great place to have lunch. I believe the

particulars for meeting place and time is elsewhere in this newsletter.

The meeting this month is back at Joe Morley's on Center Street in Midvale. See you all there.

Keep 'em rolling,
Ann

FROM THE EDITOR:



Its spring time, the driving season is here NOW. Is your car ready for a great event filled summer? I'm ready for a couple of the events, and making plans for more. First one coming up is on April 10th. The club will be visiting the Hill Air Force Museum in Roy. This is a change from the original event because the Ferrari people did not want to share the spotlight with the likes of us Healey owners.

The second event on the schedule is the trip to Zion's National Park. We will travel through Cedar Breaks on the way down and then on to Zion's on Saturday. If you are going, you need to get your rooms booked as the park gets busy that time of the year.

Then in June, Sandy and I are heading up to Oregon for the Rendezvous with other Healey owners. We will travel up to Portland after the meet to spend some time with Sandy's sister. Then it's back home to clean up the car for Healey Days.

In this issue there is a page from a book **Sports Cars** by Doug Nye. Hope you like it.

Happy Healeying, Dave

Bonneville Austin Healey Club

Minutes March 9, 2010

Meeting held at Red Robin on Foothill Blvd.

Called to order at 7:30 p.m. by President Ann Lewis

John & Gloria Morrison	Jon Hanson
Doug & Ann Lewis	Craig & Carol Mossberg
Dave & Sandy Maxwell	Allen Brown
Ernie Reno	Joe & Lora Morley
Jim Thornton	Don Colman
Shawn Brown	

Reports:

Treasurer:

Bob Jahnke was not in attendance but on 3/4/10 the bank balance is reported as \$4,496 and change.

Editor:

The cutoff date for contributions to the newsletter (contributions greeted with glee) is the 25th of each month.

Webmaster:

Reports good spirits TODAY!

Membership:

Jim Thornton announces official new members:
Shawn Brown
Bill Kelly
Steve Schweitzberger

Activities:

The trip to Miller Motorsports Park for the Ferrari Challenge event is canceled. We will go to the Hill Field Air Museum. Following a vigorous debate regarding the meeting place (and time ed.) it was set for the Home Depot parking lot with we're outa here at 9 a.m.

December's Dinner Meeting is tentatively set for ***Faustina***, 454 East 300 South, on Thursday, December 2. The date requires review considering that it is not n a weekend. **Stay Tuned.**

Rendezvous 2010

This event is the West Coast annual meet. This year it is set for June 28 –July 2, 2010at the “elegant” Valley River Inn in Eugene, Oregon. The website is www.healey-oregon.org/rendezvous. Zion Park trip on May 21-23 is set for staying in Cedar City and Springdale. The hotels for the trip are the Abby Inn in Cedar

City and the Mont Clair in Springdale. There is no room block so you have to call and guarantee your reservation early.

The planned drive to Gateway Colorado is scheduled for 3 days, Sept 24-26. The first night is set for a stay at Mom's in glamorous Green River, UT. The second night will be in Cedaredge, CO.

News of note: Sir Sterling Moss had an accident in his home when he stepped into the elevator without looking and fell into the shaft breaking bones in his feet and ankles, and damaging some vertebrae.

Meeting adjourned at 8:40

John Morrison



Jon Hanson's BJ8



Bruno Verstraete's endurance car enjoying a Swiss winter. Notice the registration plate on the car.

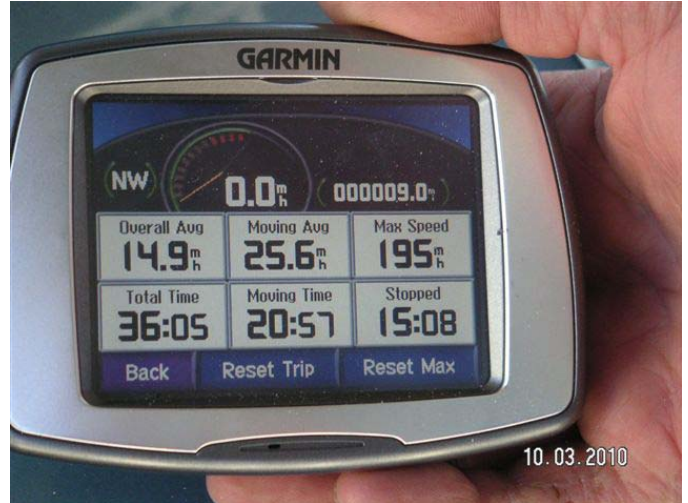
“HEALEYS ARE MADE TO BE DRIVEN”

Photo from:

RETURN TO BONNEVILLE NEWSLETTER # 15
Check the BAHC website for your copy

BREAKING NEWS FROM DOWN UNDER.

The Return to Bonneville Streamliner has now been clocked at 195 miles per hour on Lake Gairdner in southern Australia.



Photos copied from
RETURN TO BOMMEVILLE NEWSLETTER #15



Found this book in an antique store on the Oregon coast several years ago.

Dave

Austin-Healey 3000
1963, Great Britain

When the 2.6-litre Austin-Healey 100-6 was announced in 1956, it was obvious that its sales potential could be greatly enhanced by the competition possibilities of the six-cylinder engine. However, the bodyshell used by the 100-6 was more a 2 + 2 than a traditional two-seat roadster, offering shelf space behind the front seats for two small children or a 'transverse normal adult'. This made the car some 450lb heavier than the basic four-cylinder Austin-Healey 100, but weight was trimmed with great success by the British Motor Corporation competitions department at Abingdon, who took the 100-6 and modified it not for racing, but for the arduous sport of rallying.

Thus the 'Big Healey' came into existence in rally trim, finished in the factory colours of red and white, and festooned with long-range driving lamps and spotlights. The raucous six-cylinder cars came into their own after 1959 when the engine was taken out to 2912cc to produce the Austin-Healey 3000. By 1965 this power unit was delivering a reliable 160bhp, while the body and chassis proved robust enough to withstand the worst buffets and batterings of the roughest international rally conditions. Essentially the rally Healeys were excellent high-speed open-road competition cars, but when driven in the early sixties (notably by dirt-road-bred Finnish aces like Timo Makinen) they also made their mark on loose-surface forest stages in such gruelling events as the British RAC Rally. In 1961 and 1962, crewed notably by Stirling's sister Pat Moss with Ann Wisdom,

and by the Morley twins Donald and Earle, the big Healeys won the testing Liège-Rome-Liège, and in 1964 the Austrian Alpine Rally. The production road-going versions basked in the reflected glory of these achievements until February 1968, by which time over 50,000 of the large-engined Austin-Healeys had been built.

Sadly, management panicked at the introduction of restrictive legislation in the large American export market, killing off the Healeys in favour of the misbegotten three-litre-engined MGC. Datsun in Japan studied the Healey theme, and updated it in their very successful 240Z, showing what could have been done with just a little enterprise.



▲ At its best when sitting down under power, the Austin-Healey 3000 rally car in the rain on one Epreuve.

► The legend of the 'Big Healey' grew in the forest rallies of the late fifties and sixties in Britain and on the open road rally races of the Continent. Here in the forests that barking three-litre six-cylinder scatters loose stones as a works driver powers out of a curve.



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Bonneville Austin- Healey Club 2010 Activities Schedule

APRIL

CHANGE OF PLANS

Trip to Hill Air Force Museum: April 10th, Leave from Home Depot Parking lot 300 West 2100 So. 9:00 A.M.

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.

If you are planning on going I would advise making your reservations as I am afraid at Zion they will get away from you as they are not held and most of the other places are getting booked. Also please call Jim Revel if you are going and have made your reservations.

For May 21:

The Abbey at Cedar City 435-586-9966 mention BAHC and the \$67 rate.

For May 22:

At Zion, The Mont Clair, 435-772-0266 mention the \$116.96 rate and a sports car club, quoted by Brook.

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

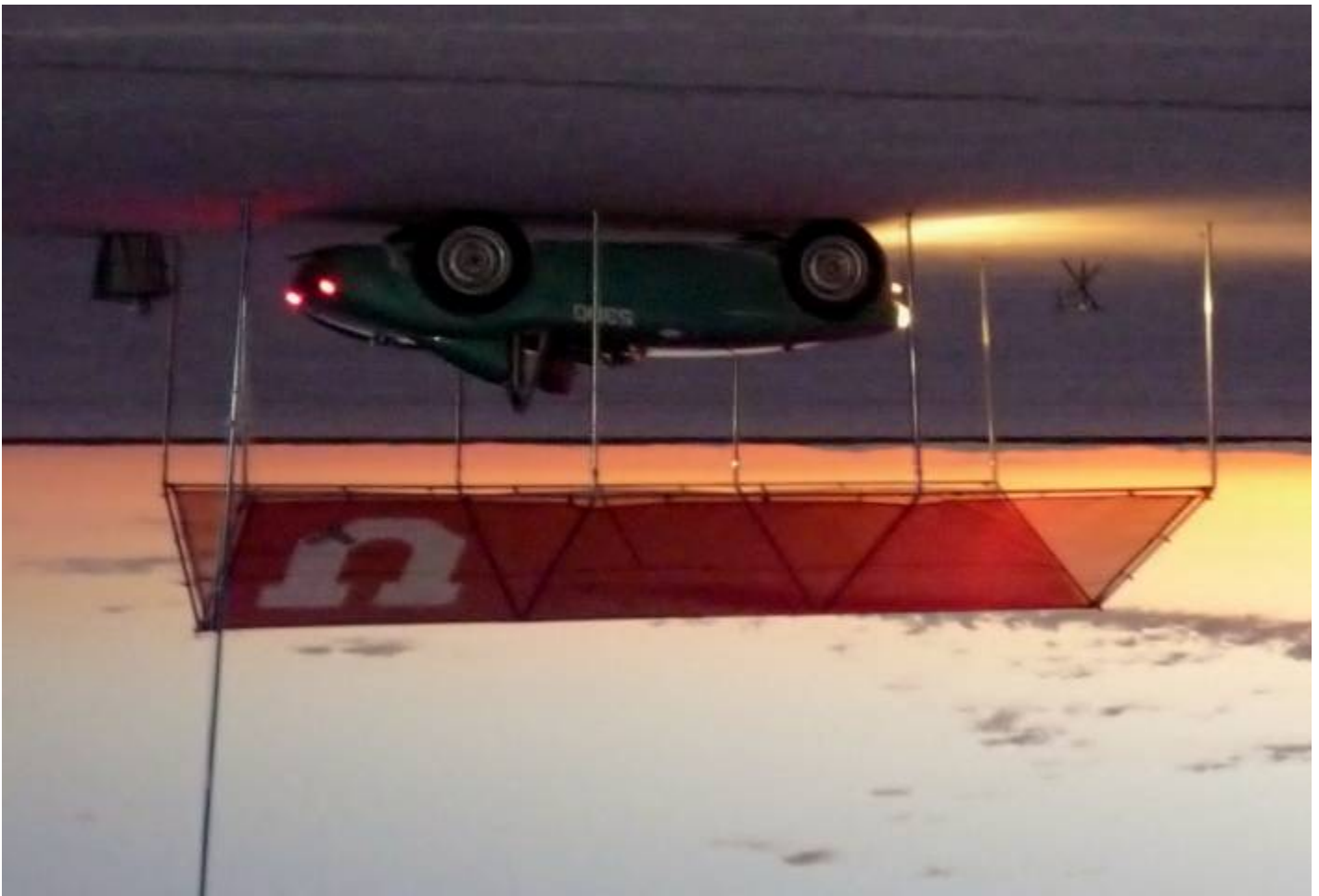
General Meeting @ Red Robin, 1353 Foothill Blvd. November 9th. Nomination for 2011 Officers.

DECEMBER

Christmas Party Dec 2nd, place to be determined.



Don and Marian Colman's BN7



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