



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



April, 2011

www.bonnevillehealeyclub.org

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Presidents Message:

It is spring! Some of you know I am married to "Farmer Lewis." This is the time of year he comes to life. He has a 30 x 50-foot vegetable garden in our backyard with some raised beds and "flat land" plantings. He also has a greenhouse where he starts his plants from seed. He even starts our petunias for baskets and planters from seed. I know. It is not that economical to start from seed, what with all the pots, tubs, fertilizers, soils, heating cables, lights, etc. But it is a challenge!



He takes cuttings from last year's geraniums and right now our greenhouse is bursting with bright, colorful blooms on each of his 45 geranium plants. He also grows fuchsias, bacopa, asparagus ferns, and coleus for our planter boxes. And then, of course, there are all the vegetable plants, and herbs.

Most of Doug's time is spent adjusting temperatures in the greenhouse; watering; transplanting to bigger pots; covering certain plants; and adjusting lighting. Next comes the tilling of the garden soil and then laying out the drip watering system for each plant in the garden as well as in each of the three raised beds. Each drip system is then added to timers for on and off times so we can be able to travel with the Healey club.

The club's first overnight event will be the drive to Lehman Caves on May 21-22. There should be an article in this newsletter letting you all know the particulars. We will also discuss this at our April 12 meeting at Red Robin.

The April event will be the day tour to the Golden Spike area and then on to Lunch/Dinner. This also will be discussed at our April 12 meeting.

Keep 'em rolling,
Ann

FROM THE EDITOR:

Spring is here!!! At least that's what the calendar says. Do you have your Healey ready for a year of great driving events? The Bonneville calendar has some really good events set up, I hope that you can made most of them. I did the annual check up on the Hundred a couple of weeks ago. You know the drill. Change the oil, check all the fluid levels, Lube the chassis, and Make sure the batteries are clean and full. Last year was the wheel bearing re-pack and brakes adjust as well as the brake fluid and coolant change so this year was only a check on those items.



The reason I bring up the maintenance items that we should be doing is I have been busy repairing items on a car that was hardly driven and only had oil changes and lube jobs for maintenance.

The brakes felt really hard. They should have because the pistons were stuck right next to fully applied, and didn't retract properly. The car was running rich. One jet was stuck in the full choke position, and the choke levers were frozen tight.

The coolant had long ago lost any corrosion protection and the heater valve was ruined, and leaking. The gasoline in the tank needed to be drained before any tuning could be done.

The way to prevent these kinds of problems on your Healey is to follow a set maintenance schedule. (Preferably by time not miles) and even more important DRIVE THE CAR and put on some miles.

At the March meeting a proposal was made to make a donation to a charity. Bring your ideas to the April meeting at Red Robin on the 12th. I have an idea or two about charities that are worthwhile, but let's hear yours.

In the May 2011 issue of *Classic Motorsports* are two articles that I found very interesting. One was an article on a 1953 Nash Healey Le Mans Coupe that is being vintage races. The article goes into detail on how the Nash Healey came about and covers much of the cars racing history. I have lifted and re-printed in this issue the second article, Peter Brock's column, which discusses the two value systems that our collector cars are subject to. Enjoy the piece.

There have been some changes in the activities schedule. Be sure and keep up with the events by checking the website and coming to the meetings.

Happy Healeying,
Dave

Bonneville Austin-Healey Club

2011 Activities Schedule

APRIL

Apr. 12, Meeting @ Red Robin.

Apr. 17, Trip to Golden Spike.

MAY

May 10, Meeting @ Joe Morley's.

May 21-22 Trip to Lehman Cave & Baker UT.

JUNE

June 14, Meeting @ Red Robin.

Tech Session TBA.

June 18, Day trip, East Canyon to Taggerts,

JULY

July 3-8, AHCA Conclave in Colorado Springs,

July 12, Meeting @ Joe Morley's

July 29-31, Healey Days, Park City.

Jim Revel & Kevin Cowan arranging.

AUGUST

Aug. 9, Meeting @ Red Robin.

Aug. 13, British Field Day.

Aug. 27, Utah Concours @ Thanksgiving Point Gardens.

SEPTEMBER

Sept. 13, Meeting @ Joe Morley's.

Sept. 14, World of Speed.

Sept. 16-19, Trip to Grand Mesa, CO. Don Colman.

OCTOBER

Oct. 7-9, Fall Trip to Jackson Hole.

Oct. 12, Meeting @ Red Robin

NOVEMBER

Nov. 8, Nominations Meeting @ Joe Morley's
Tech Session TBA

DECEMBER

Dec. 3, Christmas Party, TBA.

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Lehman Cave Excursion

The Lehman Cave trip is scheduled for May 21-22. We will be staying at the Border Inn located on the Utah/Nevada border at Hwy. 6 & 50. A block of rooms (under the BAHC or perhaps Doug Lewis) has been set aside until May 1, for our reservations. The rooms in the block are all Queens (non-smoking) at \$59 per night, they have a full menu restaurant open 6 a.m. to 10 p.m., a 24-hour casino,

and a service station, snacks and groceries, souvenirs etc.

Call the Border Inn at 1-775-234-7300 for your room reservation to hold on your own card for the night of May 21, 2011.

Lehman Caves and The Great Basin National Park are approximately 13 miles from the Border Inn. The Caves' year-round temperature is 50 degrees and a jacket is suggested, be sure to wear sturdy shoes. The only items visitors are allowed to bring into the caves are a camera, jacket and flashlight; **nothing more** not even water.

Groups are limited to 20 people. We will be there during their fall and winter schedule. There are only four tours daily: 60 minute tours at 11:00 a.m. and 3:00 p.m. and 90 minute tours at 9:00 a.m. and 1:00 p.m. (all Pacific Time).

Ticket prices are \$8.00 for 60 minute tour and \$10.00 for the 90 minute tour. These can be reduced by 50% for the holder of a Golden Age pass; card holder only, no family members. They recommend we get our tickets in advance.

Tickets can be purchased by calling 775-234-7331 ext. 242 between the hours of 9 a.m. to 4 p.m. (PDT). These tickets must be picked up at least 15 minutes before the tour. If not, they will go on sale and our purchase price will not be refunded. Isn't it nice to have power?

We will discuss all of this at our next meetings on April 12 and May 10.

Good luck,
Doug Lewis

Bonneville Austin Healey Club

Minutes for March 8, 2011

Meeting held at Joe Morley's Restaurant
Called to order by President, Ann Lewis at 7:31 p.m.
Members Present:
Dave & Sandy Maxwell, Jim Thornton, Doug & Ann Lewis,
John & Gloria Morrison, Allen & Judy Brown, Ernie Reno
Jim Revel, Craig & Carol Mossberg, Don Colman, Joe Morley
In attendance as new members were Pam and Jim Zeberlein.

Reports:

Treasurer: Sandy Maxwell
The current state of the treasury is \$5,235.91, in the bank.

A suggestion was made that we fund a donation to a charity. The suggestion was briefly discussed and tabled for later consideration.

(Secretary's note: Why don't we just refund the national dues and allow each member to donate to the charity of his/her choice?)

Membership: Jim Thornton

Jim reports 39 paid members this month, up 10 from January. Brian Bacigalupo has sold his car and that introduces new members to the group, Bob and Pat Markmann. We look forward to their participation.

Editor: Dave Maxwell

John Morrison needs to attach the minutes to his emails if they are going to get printed.

Webmaster: Jon Hanson

Not present.

Activities: Jim Revel, chair

Tech sessions will be held on the 3rd Thursday of each month by appointment. If you have a project and want help you need request a tech session. Contact Jim Revel. There will be no Tech Session in March.

A drive to the Golden Spike National Historic Monument is the next club event. It is scheduled for April 17. The plan is to meet at the Home Depot (2100 So. 300 West) parking lot. The drive will commence at 10:00 a.m., with you or without you.

Other events were reviewed, including the drive to Great Basin National Park and the Lehman Caves in May. The starting point will be announced at the April meeting. Go here to see what you will be missing if you don't go: http://www.nps.gov/grba/planyourvisit/lehman-caves-tours.htm#CP_JUMP_196450

Refer to the January Banter for the complete schedule of club events and other local and national events that involve Healeys.

Healey Days is scheduled for July 30 & 31. Reserve the date.

Details will follow.

Other Business:

Joe Morley would like to receive any photos the members may have of Jim Pearce or in which he appears. They can be emailed to Joe at joemorley@comcast.com

Dave Maxwell reports that the Healey Streamliner will not be coming back this year. The current economy is too soft to finance the large expenditure required. *Maybe we could get a little stimulus money!*

British Field Day is scheduled for August 13.

Dave Maxwell warns that it is important to plan your way to Conclave early as there may be no room for a stop in Steamboat on the way over. Seems there is some large activity that will be taking place and reservations could be at a premium.

The next **regular business meeting** will be held at Red Robin on April 12, at 7:30 p.m., come on out.

Meeting adjourned at 8:02 p.m. WHAM, BAM, THANK YOU MA'M



Golden Spike "Joining of the Rails" Celebration

BROCKON By Peter Brock

"The Crystal Ball"

As traditional, old-school car guys, we're passionately devoted to almost anything mechanical, historical, aesthetically wonderful, or even just plain rare—whatever permits us to stand in wonder or, better yet, propels us faster than anyone could have imagined back in the day. And we're always being asked, "Why?"

Our value system for old cars and their mystique doesn't align well with our rapidly changing world, and yet the value of what we squirrel away somehow seems to keep rising. Rarity has its price, but for how long? And then there are those other continual questions concerning worth (as opposed to value), as if it were the money that really mattered.

Automotive treasure never seems to make any sense to people without passion. It's never been easy to explain to your next-door neighbor, who wonders what it is you do night after night all alone in your garage. Wives or girlfriends either get it, learn and join in, or eventually drift away—maybe even to the guy next door.

Trying to peer into the future is always fraught with peril; we risk getting blindsided by some emerging technology we didn't even know existed when asked to comment on what we might expect somewhere down the line.

Practical electronics have been around since the early days of the telegraph. Back then, pundits in the local saloon were earnestly trying to convince those who would listen that

breeding faster horses for the pony express was the way to go.

That's always been a problem with becoming too expert in any specific field of interest. Just when you think you've got those Webers really dialed in and even your friends are asking you to tune theirs, some kid shows up with something called fuel injection.

Electronics have gradually changed everything we know—or think we understand—about almost everything. Most important, at least to us gearheads, is the fact that infinite streams of precisely measured electrons have had an incalculable impact on our automobiles. Everything we do to evaluate, change or improve the focus of our attention is now somehow more effectively measured by an electronic device.

In some ways this constant eradication of mystery by electronic analysis makes life easier, faster and sometimes even less frustrating. However, it has also eliminated the pace of human discovery that made analyzing the source of a high-speed miss or stumble so interesting and even pleasurable to share with those who value the intellectual exchange of ideas.

That much slower verbal interchange of past experiences is part of what we value in messing with old iron. Having the chance to talk with the people who were actually involved in some manner with these icons makes the experience of working on them even sweeter, as the historical context is every bit as important as the mechanical attributes.

Those grizzled vintage racers of yesteryear couldn't rely on electronics. Instead, they usually had faster, far more practical methods for solving problems. I once asked Smokey Yunick why the exhaust headers on his race cars each had a tiny hole drilled just past the flange. He just looked at me as if the answer was completely obvious, then said, "If the car comes into the pit with a dead cylinder, all you need to do is look at the color in the hole to know which plug needs changing."

As time goes by, modern data control systems gradually replace that simple, practical

black magic called experience. While data systems are faster and more practical, sometimes they aren't as interesting, fun or even personally satisfying as doing it the old way, and they cause us to lose much of the purpose of collecting and working on history. At the present ever-increasing rate of change, interest in things automotive could fade away entirely. That's why it's important to preserve old cars.

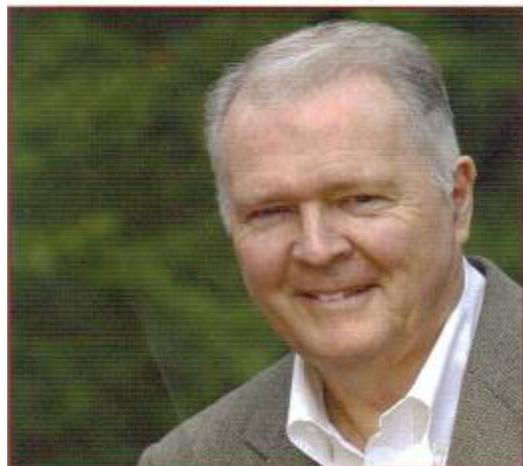
Consider now the ever-increasing application of electronics and microcomputers in modern automobiles. The technology for these new models advances so quickly that by the time the first owner is ready to sell, any electronic spare parts needed to effect a repair will have already become obsolete in terms of the manufacturer's next generation.

By the time the aforementioned model is 10 years old, the teams of engineers who designed its electronic technology will have retired or progressed so far that they will have forgotten how it was originally conceived! The components will be considered so out of date that service facilities will have moved on to equipment matching the more modern systems, and technicians will have little in the way of expertise or hardware to repair the vehicle.

Want to add some new instruments to the car? Not possible, as the central control unit won't permit an addition that wasn't programmed into it from the start. Carburetors? Points-type ignitions? You've got to be kidding. In 10 years, today's vehicles may be repaired with used replacement parts scrounged from a wrecking yard, but the cost of doing so will exceed the value of the car.

In short, a modern vehicle's useable lifetime will soon match that of a contemporary computer. It'll be simpler, faster and cheaper to buy a new one than repair something that doesn't match the sophistication of the latest offerings. Doesn't exactly sound appealing to today's classic car enthusiast, does it?

So take good care of your old iron. Its value is that it's simply understood and can be repaired or modified right there in your garage. Better yet, it's something to be savored between friends, like a fine wine. It won't disappear after the moment, but will always be there until it's passed along to another enthusiast who understands its value.



Peter Brock's CV could serve at least two careers: As a designer, he has the 1963 Corvette and Cobra Daytona Coupe to his credit, while his team's racing exploits 40 years ago helped put Datsun on the map.



JIM REVEL'S LATEST AUSTIN HEALEY

A 1960 BN-7 A real black beauty

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