



# BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club

**CELEBRATING 30 YEARS**



June, 2013

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

Vol. 30 No. 6



## VICE PRESIDENT'S MESSAGE:

Summer is finally here and with it comes the bird deposits on your Austin Healey paint. To remove, use a mild auto cleaner & a very soft cloth. Do not use

a circular motion. Stubborn Spots may require a bit of Iso rubbing alcohol. Be sure to wash off the alcohol completely.

I've broken my own record by selling two cars in less than a year. Now I can't decide whether to just enjoy the extra space or take on "just one more" project. At my age, a long-drawn out restoration might not get finished. I would have some interest in a Sportscar or small power boat project. If you know of something of that nature, please give me a shout.

Have you heard the rumor that all new editions of classic and collector car repair manuals will contain regional bus schedules?

Miles of smiles, everyone and I hope you won't have to take the bus home.

Don

## EDITOR'S COMMENTS:

The year is coming to the mid-point. I have been watching for



Healeys on the road and have noticed that unless I am parked somewhere I don't see any. I will be the first to admit that I haven't been on the road much, but I have used up a tank of gas. Now I need to go talk to my banker about the money to fill up again.

The group will be leaving for the Southern trip on Friday May 31<sup>st</sup>. Then on June 30<sup>th</sup> we will be travelling to Sun Valley. I have released the rooms that were being held for the club, but if you wish to go on the trip you can make a reservation on your own.

In between the trips will be the annual British Field Day on June 15, at Liberty Park.

If you want a sweat shirt with the 30<sup>th</sup> anniversary logo, be sure and get your order in and paid by the 11<sup>th</sup>, as the order will be placed on the morning of June 12.

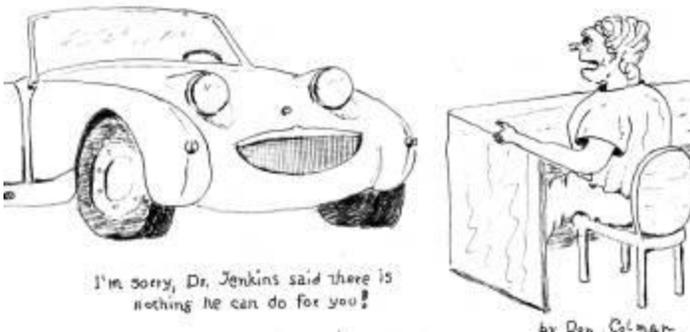
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## Bonneville Austin-Healey Club

### 2013 Activities Schedule

**May 31-Jun. 3:** Trip to Cortez, CO / Mesa Verde. Ann Lewis to organize. Please see information in the March Newsletter for information on this trip and lodging reservations

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I'm sorry, Dr. Jenkins said there is nothing he can do for you!

by Don Colman

**Jun. 11:** General Meeting, Joe Morley's BBQ, 7720 S, 100 W Center Street, Midvale, 7:30 pm

**Jun. 15:** British Field Day, Liberty Park, SLC.

**June 24-28:** Healey Rendezvous 2013, South Tahoe, CA, Hosted by the Golden Gate Austin Healey Club. Registration deadline is April 30, 2013. See link below for more info and registration form.

**June 30 - July 3:** Sun Valley road trip (TBA), Dave Maxwell to organize.

**July 9:** General Meeting, Red Robin, 13th S. and Foothill Drive, SLC, 7:30 p.m.

**July 26-28:** Healey Days, Park City (TBA)

**Aug. 13,** General Meeting, Joe Morley's, 7720 S, 100 W. Center St., Midvale, 7:30 pm.

**Aug (?)**: (TBA)

**Sept: 10,** General Meeting, Red Robin, 13th S and Foothill Dr, SLC, 7:30 pm.

**Sept. 22:** Pot luck/BBQ at Jon Hanson's place, SLC (TBA)

**Oct. 8,** General Meeting, Joe Morley's, 7720 S, 100 W. Center St., Midvale, 7:30 pm.

**Oct 12:** Fall Colour Tour, Logan Canyon (TBA)

**Nov. 12,** General Meeting, Red Robin, 13th S. and Foothill Dr., SLC, 7:30 pm, nominations meeting

**Dec. 4,** Christmas Party (TBA)

Tech Sessions will be scheduled throughout the year as needed.

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## BONNEVILLE AUSTIN-HEALEY CLUB

### 2013 OFFICERS

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## BONNEVILLE AUSTIN HEALEY CLUB-MAY 14, 2013 MEETING MINUTES

Ann Lewis called the meeting to order at 7:35 PM. The meeting was held at the Red Robin.

**In Attendance:** Ann and Doug Lewis, Dave and Sandy Maxwell, Jon Hanson, Bob Jahnke, Jim Revel, Myra Strauchen, Joe Morley, Dil Strasser, Jim Thornton, Don Colman, Don Hughes and Carol and Craig Mossberg.

**Treasurer's Report:** The current balance is adequate for all club needs.

**Membership:** We have 49 paid members. Only one of last year's members has not renewed their membership for 2013.

**Activities:** Those attending the Ouray/Cortez/Green River trip will meet on Friday, May 31<sup>st</sup> at Macy's parking lot in Southtown Mall at 7:00 AM. The June BAHC meeting is on June 11<sup>th</sup> at Joe Morley's.

British Field Day is Saturday, June 15<sup>th</sup> at Liberty Park in Salt Lake City.

The Sun Valley trip is scheduled for June 30<sup>th</sup> to July 3<sup>rd</sup>. Contact Dave Maxwell for details.

The July BAHC meeting is July 9<sup>th</sup> at Red Robin. Healey Days are July 26<sup>th</sup> through the 28<sup>th</sup>. Jim Revel confirmed that the Wasatch Jaguar Club will participate in the Classic Car Show on July 27<sup>th</sup>. Jim

Revel will also investigate alternative lodging to the Shadow Ridge condos used for the last few years. The August BAHC meeting is scheduled for August 13<sup>th</sup> at Joe Morley's.

Jon Hanson will organize a day drive for August. Details to follow.

Later activities are per the previously published schedule.

**Other Business:** 30<sup>th</sup> Anniversary Sweatshirt orders are being taken on a pre-paid (\$40/each) basis by Dave or Sandy Maxwell. Orders must be placed no later than June 11<sup>th</sup>. The production order will be placed with the embroiderer on June 12<sup>th</sup>.

Ann Lewis was contacted by a Healey owner from the Virgin Islands who was travelling through Salt Lake in early July and was interested in participating in a BAHC activity. Jim Thornton will contact the individual for more details to determine if he could be accommodated.

The meeting was adjourned at 7:56 PM.

Submitted by Craig Mossberg

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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.

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.

## 30<sup>th</sup> ANNIVERSARY SWEAT SHIRTS

At the March meeting it was decided to have a sweatshirt to commemorate the 30<sup>th</sup> year of ***The Bonneville Austin Healey Club.***

The logo that was chosen was the club logo with 1983-2013 and 30 years embroidered on the front. A full zippered, hooded, and pocketed sweat shirt was selected. They are available in Adult Sizes S—4XL.



Here is a look at the sweatshirts and the logo.

As mentioned in my column, we plan on only ordering once as the 19,900 stitches are very expensive if done in smaller numbers. We

will have the sample of the sweatshirts at the meetings so you can check the size to order. Running the three sizes for samples cost a tad over \$45.00 each. The selling price of the sweatshirts will be \$40.00 each including sales tax, with the club covering any additional costs.

The order will be placed on June 12<sup>th</sup>. All orders need to be pre-paid. You can bring your order to the general meeting in June, OR you can send the order and money to:

Sandy Maxwell  
1752 E Paulista Way  
Sandy, UT 84093



## MEMBER PROFILE

### BILL AND MONI DAVIS

I grew up in Pittsburgh, Pennsylvania. I have been a car guy for as long as I can remember, and a tinkerer too. I was the kid that if you gave him a bicycle for Christmas, the first thing I would do is take it apart. It took a while to learn put them back together - at least correctly. Long before I had a drivers license I would look forward to the early fall special edition of Parade Magazine that came with the Sunday paper where they profiled all of the new car models, at least American ones. I'm probably dating myself by describing this or maybe I quit reading Parade Magazine a long time ago. I would study every new model, especially the high performance ones, and could spot them a mile away with 100% accuracy. My first love were American Muscle cars as this was the golden age of them - the late 1950's, all of the 1960's and very early 70's. Not too surprisingly, the first car I actually purchased and owned myself was a 1966 L88 427 Corvette roadster. For those readers not familiar with what an L88 option was, it was the full race 427 cubic inch engine that was a special order item. It was actually rated as having less horsepower (430) than then the top rated tri-power option that was rated at 435 HP. The devil was in the details because they rated the gross horsepower figure at 1800 RPM less than the actual redline of 6800. What they weren't telling you was that the HP at the redline was more like 550! Blueprinted and slightly tweaked they were an honest 600 HP. This was toward the tail end of what were called the "horsepower wars" that American manufacturers were waging. About this time the Feds were starting to take a dim view of the goings on so instead of inflating horsepower figures, they actually started deflating them by doing things like rating the HP at an RPM where the engine wasn't even breathing hard yet.

The Corvette I owned was a special order from Chevrolet Engineering to test out the L88 option that was officially released in 1967 although as an official option there was a mandatory heater/defrost delete along with a mandatory radio delete. Did I say the feds were starting to take a dim view of these things! I still regret selling it because if I still owned it and sold it now, retirement would be a lot closer - like as soon as I cashed the check!

When I bought this car I didn't know how to drive a standard transmission, so I had to have the owner deliver it to my house. I remember the mileage was 27,001. I couldn't drive it but I sure knew what I wanted! I don't remember much about learning how to drive a stick but one of the reasons I sold it after a year or so was because it was going to need some serious engine work. I considered shipping the engine to Smokey Yunich to have it rebuilt but I was in college. Even though I was in my fast cars, loose women and strong drink phase of life I was starting to concentrate more on the latter two :-). They seemed less expensive at the time although experience proved that this was just an illusion. Anyway in the process of learning to do power shifts I missed a couple going from 2nd to 3rd and buried the needle of my 8000 RPM tachometer hence the looming engine problems. I was trying to imitate the power shifts I experienced with a friend who was a professional drag racer. His left foot and right hand moved so fast that you literally couldn't see them move and his right foot never came off of the floor! I wasn't as good :-). The first and only ride I ever took with him driving my car was both terrifying and the most thrilling thing that had happened in my life up to that point. I knew the car was fast but I didn't know it was that fast! You can say what you want about American Muscle cars but for what I call "balls out thrill factor" they are hard to beat!

I guess I had better start talking about Austin Healeys or I am going to lose my audience :-). Believe it or not, I can still remember seeing my first Austin Healey. It was in Pittsburgh. It was a Big Healey and was the ice blue color with white coves. It was washed

and polished and gleaming and stunning. It was like seeing a bit of color in a black and white movie. I had never seen anything like it before and never forgot it. Later in High school, I was in the same class as a couple of identical twin brothers who were ironically Davis's too, although they weren't relatives. They owned a big Healey but I wasn't impressed, as theirs was a somewhat rusted out hulk that needed a paint job badly. Up close I wasn't impressed with things like the wire pull interior door release. I was still in my Corvette stage. When I moved to SLC, I went to a yard sale and someone was selling a Bugeye. I remember being shocked as I could not conceive of a car that small. It was green and \$800 and I didn't buy it but I never forgot it either. A few years later I contemplated buying a Mk 3 from Jerry Black Import Motors on State Street. I can't remember the price, color or why I didn't buy it but I do remember the exhaust note and the pipes. It was a dual setup that exited in front of the driver's side rear tire like a 100S. I remember deciding then and there that if I got an English sports car that I wanted one with a real engine that was real big as I think I was still overly influenced by cutting my teeth on a 7 liter Corvette. I decided that the minimum size engine I would even consider was coincidentally 3 liters. None of these itty bitty British 4 cylinder engines for me! Surprisingly then my first AH was a Ferrari yellow 1959 Bugeye that I bought about 10 years ago from a member of British Motor Club of Utah who was retiring and moving to Oregon. He was really an MG guy and was selling off his least liked car - but it ended up in good hands - mine (note from wife - that is not true, it is hers!). Later I purchased/saved another 1960 Bugeye from Roy Beale that was languishing in the back lot of a body shop that the owner got tired of people stopping by to see if it was for sale. I think Roy dragged it over there but after the owner got the quote to paint it, he abandoned it. 3 or 4 years ago I bought my first Big Healey. It is a 1957 BN4. I sort of saved it too. It is a true basket case as it is totally disassembled with all of the smaller bits in baskets! It is actually a very low mileage vehicle; I learned some of the history of it, and it has been sold as a project for at least the past

35 years. I hope to not pass it along as a project to the next owner! Last summer I saved another relic, a 1962 Mk 2 Sprite. I hope to build it into a vintage racer before I die.

I suppose it is inevitable that I would end up in the car business. My other love is vintage Land Rovers. I started Great Basin Rovers about 20 years ago. It is a specialty Land Rover parts business. My specialty is high performance/heavy duty drive train. We design and have manufactured our own brand of CW&P gears, axle shafts, prop shafts etc. About 10 years ago we added a remanufacturing facility and have started to offer complete remanufactured exchange Land Rover differentials, which has turned into a major part of the business. We ship complete differentials all over the country and occasionally internationally.

To end on an Austin Healey note, I have decided to expand into remanufacturing Austin Healey differentials with the same idea of supplying the local and by extension, the North American market. To do this I need to accumulate core differentials. So, to all of you AH parts hoarders out there, here is your chance to clean out your garage. Anyone who has big or little core AH and Spridget differentials, and wants to sell them - let me know.

Lastly, I am married to a car girl - Moni Schwaerzler, an ex-pat Austrian, who enjoys all cars especially Austin Healeys. She even seems to think that the Ferrari yellow Bugeye is hers! (Note from writer to same mentioned wife - it is mine as stated above!)

Bill Davis

*Editor note: I was unable to find pictures of Moni's, rather, Bills Sprite so I took some off the internet.*

2013 Classic Sports Car Show & Tour  
July 27th from 10am to 2pm Cars in place by  
9:30am  
On lower Main Street North of 7th Street  
Park City, UT

July 28th for the Tour

The BAHC Bonneville Austin Healey Club & WMJR, The Wasatch Mountain Jaguar Register are sponsoring the show again this year. Also the British Motor Club of Utah members will be invited as well as anyone that wants to register their sports car @ \$12 each until July 10<sup>th</sup> after that the cost will increase to \$15. The maximum cars we can register this year will be 60 cars on a first come first serve basis, so get your reservations in now.

A Wasatch Back tour on Sunday will be led by someone from the WMJR at no cost, details later.

Please send me \$12 per car for each car's registration attached \$15 after 7/10. Make your checks payable to BAHC and send them with the registration. If you plan to attend the banquet at the Grubsteak at 6pm after the car show also send me \$42.50 per person attending. See Menu attached but no need to give me your choices as we will order individually that night.

Also if you plan to spend one or both nights in Park City please let me know by email as I am researching the best deals and need to know how many rooms will be needed. No one was happy with the accommodations last year and I will advise you what I find

Also any things you could donate for the raffle after the show and for the auction after the Banquet would be appreciated.

The WMJR is going to help out financially and with volunteers this year. Also Susan and I will be hosting a BYOB social at our home at 2040 Mahre Drive, Park City, Utah, before dinner from 5pm to 6:30pm for any BAHC & WMJR members that will be staying in Park City on Friday July 26<sup>th</sup>.

Let me know if you plan to attend so we will know how many to plan for.

## WELCOME TO THE GRUB STEAK RESTAURANT

### ENTRÉE SELECTIONS:

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**Roasted Chicken  
on a mound of red skinned mashed  
potatoes**

**8 oz. Prime Rib of Slow Roasted Beef**

**Northwestern Salmon Filet**

**Baby Back Pork Ribs  
slow cooked with soy, beer and garlic,  
glazed with  
Grub Steak barbecue sauce**

**The Grub Steak Tender Cut  
fresh herb butter**

**All items include your choice of fountain  
drinks, coffee or tea, a trip to the salad bar,  
a classic caesar salad, or wild rice and  
mushroom soup as well as a choice of  
baked potato,  
mashed potatoes, lemon rice, steak fries or  
creamed spinach and a selection of dessert  
from our tray.**

# Registration

## ***Classic Sports Car Show***

July 27, 2013

10AM TO 2PM

BAHC & WMJR Classic Sports Car  
Show \$12.00, \$15.00 after 7/10/12

Owner

\_\_\_\_\_

Club Affiliation

\_\_\_\_\_

Make of  
car \_\_\_\_\_

Year \_\_\_\_\_

#Cars\_\_\_\_\_ Going on Wasatch  
Back Tour No Charge

Please make checks payable to  
Bonneville Austin Healey Club  
(BAHC).

#\_\_\_\_\_ Coming to Banquet after the  
Car Show include \$42.50 per person  
in above check.

#\_\_\_\_\_ Planning to attend Friday  
Social at the Revel's

Send your registration form and  
remittance to:

Jim Revel  
2040 Mahre Drive  
Park City, UT84098



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