



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



July 2010

www.bonnevillehealeyclub.org

Vol. 27 No. 7

Presidents Message:

Well summer is here; that means time for the annual family reunion.



My grandmother's family came to the United States from Sweden as converts to the Church of Jesus Christ of Latter Day Saints. They settled in Bear River City and lived in a dug-out along the banks of the Bear River while they built a dwelling in the fort. My grandmother was born in that dug-out in 1867.

The Swedes were hard workers but they did enjoy their parties and celebrations. These converts enjoyed their tobacco, coffee, tea, and alcohol and the dances held in the "meeting house." Swedes most always celebrate the summer solstice with a Midsummer Festival held around the 21st of June. The foods are plentiful with the flavors of fish, meatballs, potatoes, dill, cucumbers and whatever can be harvested at that time especially strawberries done up in all kinds of ways.

My grandparents had eight children that lived into adulthood, and they had families of their own, who had families and so on and so on. Needless to say, it amounted to a very large group when we would gather. Each one of my grandparent's children (my aunts and uncles) would take turns at being in charge of the reunion. Being in charge means picking the location, handling the reservations and sending out the announcements to all, as well as hanging the "Family Banner" and arranging for table decorations.

My sister and I were in charge this year. We chose Wheeler Historic Farm for our location. We worked hard covering tables and arranging flower baskets, setting up the buffet tables, making sure we had enough room for appetizers, salads, breads, side dishes, meats, and the desserts. And yes, we still drink our coffee. After all, we are Swedes.

We've been having these reunions for many years now. But, it seems the later generations are losing interest. The older ones were the ones that had a closer knit, a stronger feel of family. The older ones have been passing away and we are the grandchildren, great grandchildren, etc., we all are getting more distant emotionally from each other. And, of course, we are becoming "watered down," less Swedish. This year's reunion we had only about 50 relatives attend. The food was great and the conversations were lively, and the small children loved seeing the farm animals.

I'm going to miss my family reunions.

I hope to see you all at Healey Days in Park City.

Keep 'em rolling,

Ann

FROM THE EDITOR:

By the time that you read this month's Bonneville Banter, Sandy and I will be at



the Rendezvous in Eugene Oregon. In this issue you will find updates on Healey Days, British Field Day, The Concours d'Elegance and an article garnered from the March 1951 *Popular Mechanics Magazine*, compliments of Don Marsh.

Check the Activities Schedule and mark your calendars for the events you would like to attend and we'll see you there.

Dave

BRITISH FIELD DAY

Here we all thought that only British cars marked their territory with oil. It appears that Chevron does it too.

If you have been living in a cave or out of town you may not have known of the disaster that caused the BMCU to move the British Field Day to July 17th. The schedule will be the same as it would have been in June. Liberty Park, enter from 13th South. 9:00 A.M – 3:00 P.M. More details at www.bonnevillehealeyclub.org.

GATEWAY & CEDAR EDGE, COLORADO

Sept 24th-27th

Friday Sept 24th: Salt Lake to Moab via I-15, Utah 28, I-70, and Utah 191.

Saturday: Moab to Cedaredge, Colorado via LaSalle Junction, with a stop at Gateway and the Museum.

Sunday: Tour the Grand Mesa and surrounding area.

Monday, Sept. 27th: Cedaredge to Salt Lake via Douglas Pass and Vernal, Utah

Lodging: Sept. 24,

Days Inn in Moab (435-259-4468) Single King \$95.00. Double Queen \$120.00. Includes Continental Breakfast.

Sept. 25th and 26th

Cedaredge Lodge (970-856-3728) \$64.00 to \$79.00 per night. There will be a Bar-B-Q for us on Sunday evening.

Please make your own reservations soon. Don Colman has held 6 rooms at both locations. They are held under BAHC/Dan Colman. Please let Don know if you are planning on going, and also when your reservations are completed. 801-942-5259

Bonneville Austin Healey Club

Minutes for June 8, 2010

Meeting held at Joe Morley's Restaurant

Called to order by President, Ann Lewis at 7:34 p.m.

Members Present:

| | |
|------------------------|------------------|
| Dave & Sandy Maxwell | Don Colman |
| Jim & Sheryl Thornton | Doug & Ann Lewis |
| John & Gloria Morrison | Allen Brown |
| Joe Morley | Jon Hanson |
| Jim Revel | Dil Strasser |

Special Guests:

Jack Huggins
Rachel Huggins

Reports:

Treasurer:

Treasurer was not in attendance. The report was made by Dave Maxwell. He reports a bank balance of \$4,531.32. The bank requires new signature cards and bylaws copy.

Membership:

Jim Thornton, membership chair reports 46 paid members.

Editor:

Dave Maxwell requested that contributions be available no later than the 25th. Earlier if possible.

Webmaster:

Jon Hanson expects a statement from the website host in the next month.

Activities:

Jim Revel reports that BAHC and BMCU are invited to participate in the rallye that has been scheduled for Saturday, June 12.

British Field Day will take place at Liberty Park, north of the pond on the east side, on Saturday, June 19.

23 cars are pre-registered for the Healey Days Main Street Car Show. Registration is \$12 per car. Jim will appreciate early registration so to assure that there are enough cars to make it worthwhile. Raffle and auction items need to be delivered to Jim R or to Don Colman.

Don Colman has 3 cars (couples) set for the drive to Gateway, Colorado. It is important that your hotel reservations be made NOW. The motels are in Moab and Cedaredge. Keep in mind that the Colorado elk hunting season will be getting started and rooms will become scarce. The price of rooms in Gateway were considered to be too high.

A Drive to Mirror Lake is scheduled for August 21.

The meeting for September will be held in Utah County and hosted by Ron & Kathy Jensen on Sunday, the 12th. Ron has suggested the venue will be Diamond Fork (wherever that is).

Everyone has their car in order so no Tech Session is scheduled for this month.

Meeting was adjourned at 8:04. If they get any shorter we can just have Joe put in a drive-up window.

Healey Days 2010 Registration

Classic Sports Car Show _____ \$12.00

Owner _____

Club
Affiliation _____

Make of
car _____

Year _____

Wasatch Back Tour _____ No Charge

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

Healey Days / Classic Sports Car Show & Tour

July 31st from 10am to 2pm

Cars in place by 9:30am

On lower Main Street North of 8th Street

August 1st for the Tour

As you know the above is just over a month away and we need some more reservations for the show, tour and for the banquet. We have 29 cars from the BAHC, WMJR & BMCU registered @ \$12 each, and 16 are from BAHC members, surely more of you would like to attend. Seven have signed up for the tour, to be led by Dave Maxwell, at no cost, details later. If you care to enter your car please send me \$12 per car with your car's registration herein and \$35 for each person coming to the banquet at the Grub Steak. Make your checks payable to BAHC and send them to me.

Jim Revel

2040 Mahre Drive

Park City, UT 84098

See the menu below and we will order off the menu when we get there at 6:30. Be sure and bring some things for the auction to be held there by Don Colman, Master Auctioneer We also need things for the raffle at the show and save some money for a hat or two as we have ordered 4 different styles.

***DON'T MISS OUT ON THE FUN, THIS IS OUR BIGGEST
EVENT ALL YEAR***

ENTRÉE SELECTIONS:

Grilled Free Range Chicken Breast
*choice of barbecue, teriyaki, southwestern glaze,
garlic butter or plain*

8 oz. Prime Rib of Slow Roasted Beef

Northwestern Salmon Filet

Top Sirloin of Certified Black Angus Beef

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

BONNEVILLE AUSTIN-HEALEY CLUB

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Bonneville Austin-Healey Club

2010 Activities Schedule

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 4th, **Faustinas**, 454 E. 300 South Salt Lake City

The 2010 Concourse d'Elegance

Local car clubs have again been asked to participate in the Concourse d'Elegance at Thanksgiving Point. I need to know how many Bonneville members would like to show their cars. They may limit the number of cars from each club, so let me know soon so that we can hopefully display all the cars from our club that would like to participate. Dave

Here is the tentative schedule for a week of Automotive Fun

Concours Golf Tournament

Tuesday, August 24. Location: Fox Hollow Golf Club located at 1400 North 200 East in American Fork, Utah. Tee Time: TBD.

Concours Speedway

Thursday, August 26. Location: Miller Motor Sports Park located at 2901 Sheep Lane in Tooele, Utah. Time: 12:00 noon.

An evening with Arnold Friberg

Thursday, August 26. Location: The 29,000 square foot home of Ronald Gunnell in Holladay Utah. Time: TBD

Concours Motoring Classic

of Art. Time: the Springville Museum 10:00am - 2:00pm Friday, August 27. Location: Starting at Thanksgiving Point Gardens and concluding at

Concours Banquet

Friday, August 27. Location: Thanksgiving Point Garden Room. Time: Reception starts at 6:00pm and the banquet starts at 6:30.

Concours Saturday

Location: Thanksgiving Point Gardens. Time: Gates open at 10:00am and the event runs to 8:00pm.

Events, times, dates, and locations are subject to change. Information is deemed to be accurate at the creation of the Utah Concours d'Elegance website. Event information will be updated when event details are finalized.

Nash BUILDS A SPORTS CAR

IF AMERICA'S new sports car, the 1951 Nash Healey, has a nautical line or two in its low, racy body there is a good reason. The car first saw the light of day on a tablecloth in mid-Atlantic. Bent over the tablecloth were the heads of two ocean-liner passengers: George W. Mason, president of Nash Motors, and Donald Healey, the noted British custom sports-car builder.

Healey told Mr. Mason he was coming to America to find an automobile engine for a sports-car body. The Nash president told him to look around, and drop in on Nash. Healey looked around and came back to the Nash plant in Detroit.

The chance meeting of these two automotive tycoons has resulted in the first American sports car to be introduced by a major auto maker since the

Low and luxurious, the two-passenger Nash Healey sports car has an estimated speed of 125 m.p.h. It stands only 38 inches from road to top of hood.



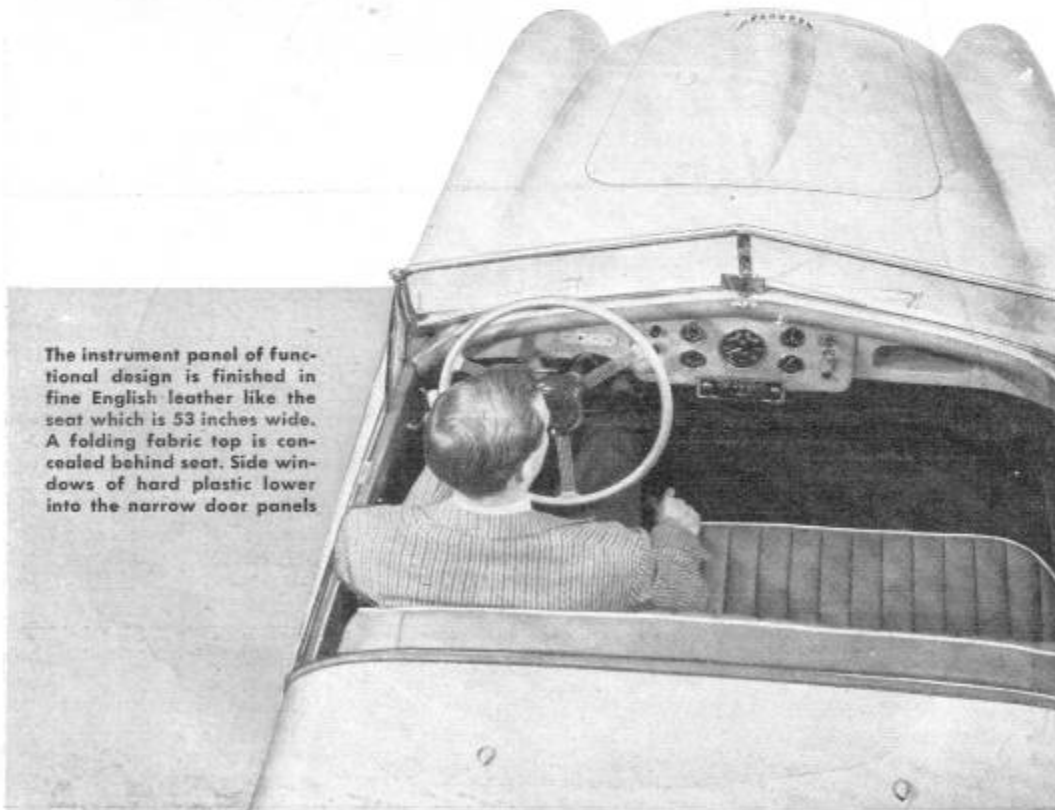
mid-'20s. (Remember the Stutz Bearcat and the Jordan Playboy?) The two-passenger Nash Healey will also be strictly a luxury item and according to reports will sell for "\$3500 and up." It has an estimated speed of 125 miles per hour.

The front grille of the Nash Healey follows the familiar Nash Airflyte design. Its low streamlining is accentuated by a broad hood and car-long horizontal lines that flow gracefully from front to rear. The car measures only 38 inches from road to hood top. Body panels as well as many structural parts are made of aluminum. The car has a curb weight of about 2600 pounds, a wheelbase of 102 inches, over-all length of 170 inches and width of 66 inches. It has a turning radius of $17\frac{1}{2}$ feet and road clearance of 7 inches. The instrument panel is of functional design with leather finish and the adjustable single seat is upholstered in high-grade English leather over latex foam cushions. Because of the low seat, the steering wheel is adjustable.

Bodies for the Nash Healey will be built by the Donald Healey Company in England which has been catering to the taste of European sportsmen for years. The engine (basically Nash Ambassador) and other mechanical parts are being built by Nash in

the U. S. The engine is a six-cylinder overhead-valve, high-compression job specially equipped with an aluminum racing head and other major modifications for high speeds. The new aluminum cylinder head offers a compression ratio of 8.1 to 1 with developed power of 125 horsepower at 4000 revolutions per minute. There are two S.U. horizontal British carburetors working in conjunction with an oversized sealed-in intake manifold. Passages of the latter are found directly in the main engine castings, water cooled on two sides, providing even gasoline distribution and improved temperature control. This temperature control makes it possible to use the more efficient higher compression ratios and thus squeeze the maximum power from the gasoline. The crankshaft is 100 percent counterbalanced, providing uniform load-carrying ability to meet the increased thrusts of the higher compression ratios on main bearings.

Another major feature of the car is its chassis utilizing the Healey "trailing arm" front-end suspension. This was developed by Healey to help his fast, low sports cars hold the road on curves and aid the driver in steering at all times. The front wheels are mounted on "swinging arms" pivoted ahead of the wheel center line. This arm is



The instrument panel of functional design is finished in fine English leather like the seat which is 53 inches wide. A folding fabric top is concealed behind seat. Side windows of hard plastic lower into the narrow door panels

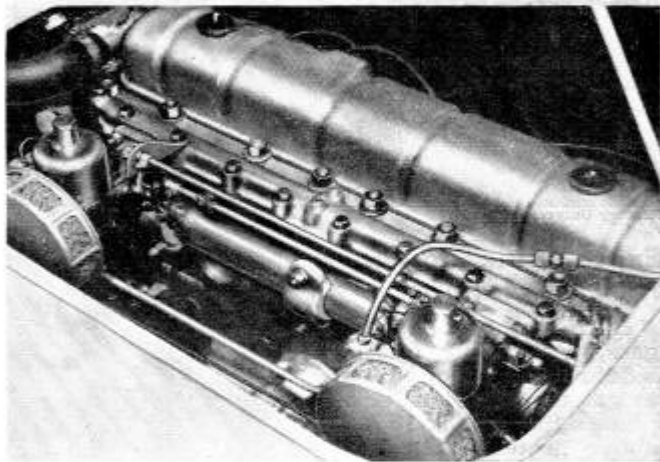


Long hood of Nash Healey gives continental look to the sports car which has an over-all length of 170 inches. The body panels and many structural parts are aluminum

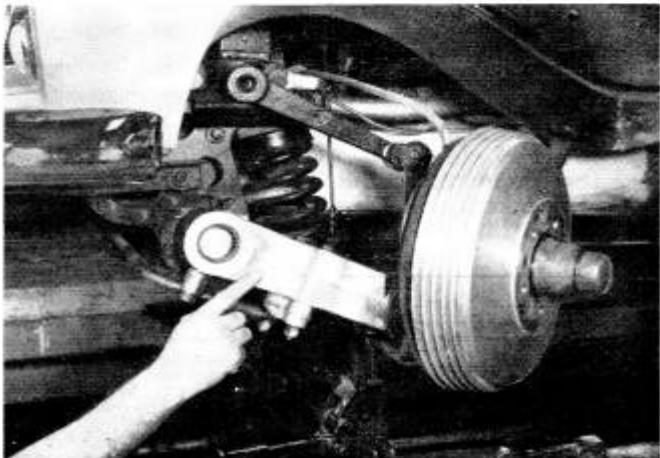
cushioned against a coil spring. In taking bumps, each wheel deflects vertically in an arc without change to tread or camber.

Rear suspension of the Nash Healey also employs coil springs combined with direct-acting shock absorbers mounted in towers attached to the chassis frame. This suspension is similar to that used in the Nash Ambassador with modifications in spring design and shock-absorber calibration to accommodate the weight and operating characteristics of the Nash Healey. It has a torque-tube-type drive, making it possible to use coil-spring suspension at the rear. Torque tube and propeller shaft of the Nash Healey are shorter than those used in the Ambassador due to the sports car's shorter wheelbase. With a rear tread of 53 inches, the rear-axle shafts and tubes are shorter. The car is equipped with hydraulic Duo Servo brakes and 6.40 x 15 white sidewall tires. Overdrive permits high road speeds with moderate engine speed. Structural members of the chassis frame, typical of English sports cars, are massive to withstand extreme stresses.

The Nash Healey has a folding fabric top located behind the seat with soft plastic rear window. The side windows are of hard plastic and lower into the door panels. Spare tires and luggage compartment are reached through a nearly horizontal rear deck.



Power plant of the sports car is the Nash Ambassador six-cylinder overhead-valve, high-compression engine equipped with two S.U. horizontal British carburetors. Below, experimental setup shows how front wheels are suspended on "trailing arm"





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