



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



September, 2012

www.bonnevillehealeyclub.org

Vol. 29 No. 9

President's Message

We have started winding down the summer season with two great barbeques. The first was at Keith and Liz Mott's Logan, Utah home. The home is over 100 years old and in the Logan Historic District. The landscaping, which is under Liz's direction and care, is not 100 years old. It is beautiful! The entire Mott family was there to see that we all enjoyed ourselves; which we certainly did. You will find pictures and more enlightenment under News and Events on the club's web site thanks to Jon Hanson.



It will be somewhat difficult for the Mott's to join us on club events. They both have demanding occupations that don't free-up much time. Considering they live in Logan they are already about two hours away from the beginning of our tours which can add to the difficulties. Of course the McEligot's, the Jensen's, and the McAllister's can also identify with these problems.

This now brings me to the second barbeque, which follows the tour of the UMFA's exhibit "Speed - The Art of the Performance Automobile" Since I am writing this information before the event, I cannot tell you how wonderful this all will be. I do know Jon will "knock himself out" on preparing this for all of us.

Jon has recently had a complete remodel and renovation done to his kitchen and dining room which a lot of us are anxious to see. He also has revamped his back yard from the last time we were there for a barbeque. I hope it is up for the croquet tournament; I have a score to settle.

This is a somewhat short article due to the fact I "spaced it off." I have no excuse, but for using "old age" as the reason. Maybe next month's article will be more informative and worthy of your intellect.

Keep 'em rolling,
Ann

FROM THE EDITOR:

I am an avid reader of the newspaper column "Click and Clack" that is featured weekly in the Utah



Rides section of the local paper. The August 11, headline really caught my attention. ***The problem with classic cars is finding a mechanic who knows how to work on them.*** Don't we all know that is the just one of the problems we face owning a "classic" car.

The article discussed a 66 Mustang with a probable carburetor problem, but the real gist of the article was that most modern mechanics do not have the knowledge of how the "classics" work.

That led me to thinking of not just the mechanical skills that a "classic" require, but of the replacement parts that we need. The supply of quality parts seems to be getting smaller every time I order a part. Not just for our beloved Healeys, but for other makes and models of "classics". The prices go up, but the Quality seems to be going down : (

Enough of my ranting on that subject, let's move on to the fun things.

September 8th to 11th is the World of Speed. The real feature for us is that Steve Pike will be bringing the re-creation of the 1954 Healey that DMH ran on the salt. Steve is going to attempt to reach speeds in excess of 200 MPH. I'll be there, I hope to see you there too.

I wish more of the club were joining us on the Torrey Zion's trip October 5-8. There is still time to get the lead out and join us.

This month the Member Profile is on Bob and Pat Markmann. What an wonderful addition to the Bonneville Austin Healey club that couple make. As

usual the great photo on the mailer page was taken by BAHC member Joe Morley.

Hope to see you at the museum on Wednesday.
Happy Healeying,
Dave

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Bonneville Austin-Healey Club

2012 Activities Schedule

September

9/4 -9/11 World of Speed. The Bonneville Healey Streamliner will be running.

9/11 Meeting @ Red Robin

9/22 Utah Concours

Tech Session TBA

October

10/5 - 8 Trip to Torrey, Zion Lead by Jim Revel

10/9 Meeting @ Joe Morley's

Tech Session TBA

10/14 Trip to Mirror Lake/Evanston

November

11/13 Nominations meeting @ Red Robin

Tech Session TBA

December

12/1 Christmas Party, place TBD

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Torrey - Zion Trip 10/ 5, 6, 7

Anyone Else care go? So far we have Revel's, Maxwell's, Lewis', McEligot's, and McAllister's. We are in Torrey on the first night staying in the Howard Johnson's and Springdale the second night at various places. I have two motel reservations held for someone else at Zion in Springdale if anyone else cares to go. If so email me at jimrevel@aol.com or call me at [435-640-3347](tel:435-640-3347) if I don't hear that anyone wants them by the end of the month I am going to let them go.

We will be spending the Sunday night at the McAllister cabin on Fish Lake..

Thanks, Jim

BONNEVILLE AUSTIN-HEALEY CLUB

2012 OFFICERS

President: Ann Lewis: 801-255-8161

8226 Bryce Dr., Sandy, UT 84070

CorrigA9@msn.com

Vice President: Don Colman: 801-942-5259

6866 Pine Rock Drive, S.L.C., UT 84121

oldnamloc@msn.com

Activities Chairman: Jim Revel: 435-640-3347

2040 Mahre Drive, Park City, UT 84060

jimrevel@aol.com

Treasurer: Sandy Maxwell: 801-943-4803

1752 Paulista Way, Sandy, UT 84093

sanddmax@gmail.com

Secretary/Historian: Craig Mossberg: 801-942-0750

2026 Brady Creek Dr. Sandy, UT 84093

cmossberg@comcast.net

Membership: Jim Thornton: 801-485-9404

3503 Millcreek Cir. SLC, UT 84106

jimt@secten.com

Newsletter Editor: Dave Maxwell: 801-943-4803

1752 Paulista Way, Sandy, UT.84093

sanddmax@gmail.com

Webmaster: Jon Hanson: 801-583-7512

1375 Roxbury Rd. S.L.C., UT 84108

jmh-consulting@earthlink.net

AHCA Delegate: Dave Maxwell: 801-943-4803

Bob and Pat Markmann



Driving a British sports car is a special automotive experience. These wonderful cars have a

unique charm that quickly captivates the imagination and excites the spirit. One can easily envision the gentility of motoring through the English countryside in a vintage roadster.

Here too it is remarkably easy to be seduced and enamored by a little two-seater roadster that exhilarates the spirit, driving on winding country roads with the top down and the wind caressing the senses. Ah, the open road. You just never tire of the romanticism of the cars with their Freudian curves and low-slung stance enhancing the sensation of speed. One always seems to wonder how loud first gear will whine, or when the exhaust will stop its back draft or, the rain will hold off until you have returned safely back to the garage.

The British are so proper yet, with these wonderful cars, they showed their stiff upper lip character sacrificing comfort for adventuresome motoring. Lance Armstrong would be uncomfortable sitting six inches off the road in a position better suited for a yoga instructor. Not the Brits. No place for luggage either; theoretically, that's why the luggage rack was invented. The Brits are comfortable with adventure as well as the unpredictable.

So, as an undergraduate student almost a lifetime ago, I noticed an English Literature professor tooling up to class in a MG, vintage early 1950's. British Racing Green of course. Attired in a well-worn tweed jacket with leather elbow patches; proper chapeaux; pipe; carrying Dickens perhaps. The scene was impressive and created a lasting impression. Very British and totally cool. And this was in New York.

This seduction eventually resulted in the purchase of a 1966 MGB. Pat and I loved this car and zipped all over the Northeast from the streets of Manhattan to the Long Island beaches to the Vermont mountains. We thoroughly enjoyed our adventures with the car. We have fond memories of carrying extra coolant to quench the thirst of an overheated engine in the sweltering summer traffic; we have fonder memories of the heater quitting on a cold winter evening returning from a ski area in the Catskill mountains; we have vivid memories of the extra towels we carried to block out the cold air and rain that came through the openings where the top joined the body. Nevertheless, life was simple and enjoyment effortless. These little challenges were quickly dismissed for the greater pleasure of the driving experience.

But alas, we needed a "larger family car" as our first child was beckoning. We made a decision to buy a "bigger" Volkswagen Beetle. This we considered a practical choice although we did succumb to a rather

ostentatious option, a sunroof. A subconscious nod to the "open road."

But we always seemed to reminisce, somewhat fondly, about British roadsters in general and MG's in particular. Forgotten were the trials and tribulations of weather, along with the challenges of Lucas and Smith. So, much later, with the children grown and our judgment clouded by the forgiving warmth of the Atlanta climate we came across a 1952 MGTD. Boy it didn't take long to be seduced all over again. That car could go all day at 45 miles per hour through the gentle rolling hills of North Atlanta and not even break a sweat. But, even though this fine little roadrunner could double as a golf cart, the sweet smell of exhaust back draft made the next decision easy.



The MG TD ready to roll

In 2005 we discovered that Morgan was importing 112 new Roadsters models into the US that somehow met current US safety requirements. The model sported the vintage Morgan body design, including white ash wood frame, coupled with modern running components. Vintage design; Ford and Jaguar components; airbags, plus the ability to select paint color and interior appointments; an extra added bonus was the inclusion of air conditioning and cruise control: a marriage made in heaven. Pat jumped right on this.

Outfitted in Ferrari Corsa Red paint, it turns out to be a real head turner. Fun to drive. And the sweet memories of errant exhaust fumes were eradicated by the marvels of the catalytic converter. But, sometimes one has to be careful about what one wishes for. It seems we overlooked the simple concept of "roll up windows." The Morgan, true to its British roots and in an effort to simplify production, manufactured the model with standard bolt on side curtains. Probably made the air conditioner more efficient.



Wouldn't you just love this car too?

If the truth were told, this worked just fine for us for a long period of time since we did not drive the car in inclement weather; or, if there were some potential for rain in the forecast we would bring our rain slickers. Of course, there was plenty of space for the slickers in the antique suitcase we had mounted on the optional luggage rack. The British are outstanding when it comes to advance planning and anticipating future needs.

But this minor inconvenience did impact our future thinking. Pat insisted that any more British automotive acquisitions must have roll up windows as well as adequate trunk space for a weekend jaunt. Enter the Austin Healey.

Jim Revel called in February 2011, after a BAHC meeting, telling us that a Club member, Brian Bacigalupo, was interested in selling his 1966 BJ 8. A few days later when I spoke with Dave Maxwell about the car, he wondered what took me so long to call. The car has an interesting and wonderfully intricate history with Dave and Sandy as well as a rich legacy in Salt Lake City. You guys are incredibly convincing. The car satisfied most of the items on Pat's requirements list.



The BJ 8 in the Markmann's driveway

We are delighted with the Healey and are more than appreciative of the modern conveniences of the BJ 8: roll up windows, luggage space in the trunk and jump seat area as well as the awesome engine that enables the "Big Healey" to effortlessly cruise through the mountain passes. And yes, the slickers usually stay home.

Bob and Pat Markmann



The Markmann's stable of Fine British Cars



**BONNEVILLE AUSTIN HEALEY CLUB-
AUGUST 14, 2012 MEETING MINUTES**

Ann Lewis called the meeting to order at 7:30 PM. The meeting was held at Joe Morley's.

In Attendance: Ann and Doug Lewis, Sandy and Dave Maxwell, Jon Hanson, Keith Mott, Don Colman, Ernie Reno, Joe Morley, Jim Thornton, Dil Strasser, Allen Brown, Carol and Craig Mossberg.

Treasurer's Report: As agreed in the July meeting, a donation of \$500.00 was made to the Utah Food Bank. Healey Days income was within \$20.00 of expenses for the car show. The auction results met Don Colman's goal. The club will also make a \$500.00 donation to Drive Away Cancer. Jon Hanson will determine the address for the donation. Dave Maxwell is communicating with John Nikas (Grace's driver) about a possible Utah visit.

Membership: There are 48 paid members.

Editor's Report: Bob Markmann is responsible for the September "Member Profile" article. Allen Brown is next on the profile article list for the October newsletter. This is due to Dave Maxwell by 9/25/12.

Activities: Jim Revel was unable to attend but provided a list of topics for discussion.

August 18th- Club BBQ at Keith Mott's home (123 N 200 W in Logan). Meet at Home Depot parking lot (3rd West, 21st South-SLC) at 10:00 AM. 11 members are currently planning to attend.

August 29th- Speed Exhibit at UMFA and cook out at Jon Hanson's. Meet at UMFA at 2:00 PM. Tickets are available at the door. 14 members indicated they would attend this event.

September 8th through 13th- Healeys Return To Bonneville at Wendover.

October 5th, 6th and 7th- Torrey/Zion Trip- Advise Jim Revel if you are interested in just going to Torrey and drive home a different route skipping Springdale.

October 14th- Day Drive to Mirror Lake.

Other Business: Don Colman will take minutes at the September meeting.

The club has purchased a 10' by 20' pop-up canopy. This will be loaned to Steve Pike for use at World of Speed (Healeys Return to Bonneville). Don Colman volunteered to store this canopy at his garage.

A lengthy discussion was held on future Healey Days. Some members felt a simpler and less expensive approach might be better than the current Park City approach. The Classic Car Show could still be held with more organizational responsibility shifted to the Jaguar Club. A single day event in the Salt Lake Valley including a show and possible driving or rally component held earlier or later in the summer might attract more Healey participation. Members are encouraged to give this some thought and be prepared to discuss at the September and October meetings.

The meeting was adjourned at 8:23



Hope to see you on the Salt Flats



BONNEVILLE BANTER
Dave Maxwell, Editor
1752 Paulista Way
Sandy, UT 84093