



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



November 2010

www.bonnevillehealeyclub.org

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Presidents Message:

If you haven't read the article on the website about our trip to Colorado the following are highlights. Don Colman did himself proud by arranging a magnificent tour.



The tour consisted of the Colman's, Lewis's, Morrison's, McEligot's, and the McAllister's. We spent the first night in Moab; then on to Gateway, Colorado, via the La Sal Junction. The scenery through La Sal to Gateway on Highway 141 was absolutely breathtaking. We did have to slow some, due to a Bike Tour on the two-lane roadway from Nucla to Gateway, but this did not take away from the enjoyment.

At Gateway, we went through the Auto Museum which is quite spectacular, and then had an excellent lunch at the Gateway Resort's Bar and Grill. Then on to Cedaredge via Delta where we were welcomed by Donna and Gary Allen proprietors of the Cedaredge Lodge.

This was an extremely entertaining lodge. The rooms were all different; clean and comfortable, we did not lack for anything. Cedaredge Lodge is a resort in itself. Donna and Gary have worked very hard to accommodate everyone. There is a large covered deck with an outdoor kitchen; tables and chairs; lounge chairs and couches. They have a separate building for games: pool, air hockey, ping pong, skeet ball and darts. Another building with antique furniture just for private massages. There is a brook (noisy) that runs through the property along which they have placed a porch swing (from the trees) and a hammock, also, benches for reading.

In the morning, we drove up into Grand Mesa National Forest. Breathtaking views everywhere one turned. All in all, it was a fun time. The trip home was back up the Mesa and on to Grand Junction turning off at Loma towards Rangely. We had lunch in Vernal where we then parted ways: the McEligot's went north, the McAllister's went southwest, and the rest of us went west.

Next year we should plan on doing this same tour. Donna and Gary would love to see us all again and Don Colman will lead us on.

Doug and I have seen places that we otherwise, unfortunately, would have bypassed. That is one of the benefits of traveling with our club members, seeing places we might not choose to go on our own.

The meeting on November 9, at Red Robin, will be when we nominate new officers. Please try to attend. We will vote for new officers in December. Our Christmas Dinner is to be held at Faustinas, 454 East 300 South, Salt Lake, on December 4. Hope you all are planning on attending; it should be delightful.

Keep 'em rolling, Ann

FROM THE EDITOR:

Wow, its November already and time to begin thinking about what you would like to do next year for activities. My opinion is that we need to do more in the early part of the year. My summer is already filled with car events.



In this issue Jim Revel has recounted his experiences with the Colorado Grand, I'm sure you will all find it very interesting. In Jim's article he mentions Bob Griffin's paint scheme to recognize Carroll Shelby's 100S entry in the *Carrera Pan Americana Mexico Race*. That is the picture on the last page of the newsletter.

Also you will find the menu for the Holiday party. As for making your reservations, you should save the 44 cents postage and bring your check and entree choice to the meeting on the 9th. While there you can volunteer for one of the club offices. (Editor?)
Happy Healeying, Dave

Bonneville Austin Healey Club

Minutes of Meeting, October 12, 2010

Held at Joe Morley's BBQ

Called to Order at 7:30 P.M.

President Ann Lewis presiding

Attending: Doug & Ann Lewis, Bob Riemenschneider, Dave & Sandy Maxwell, Ron & Kathy Jensen, Jim Revel, Joe Morley, Alan Brown, Dil Strasser, and guest Jim Friedman. (New member?)

Treasury: Has a balance of \$4971.40. Annual increase attributed to the auction at Healey Days.

Membership: 50 members with the possibility of Jim Friedman making it 51.

Activities: Fall Color tour had no takers at the meeting so it was CANCELED.

November meeting at Red Robin: Nominations for next year's officers.

December: Holiday Party at Faustinas, including election of 2011 officers.

Ann Lewis reported on the Gateway/Cedaredge trip: Beautiful drive from LaSalle Junction to Gateway. Cedar edge Lodge was a great place to stay. The daily mileage was great, several short drives rather than long days on the road. Thanks Don.

Dave Maxwell listed the tentative plans for Steve Pike and the streamliner. Plans are to show the Streamliner at the Rendezvous in Vancouver, Washington in June. Then to Conclave in Colorado Springs, Colorado the first part of July. It then will be in The Salt Lake area until World of Speed in September. Dave has permission to show it at Healey Days on July 30th and at the Utah Concours in August.

Meeting adjourned at 8:05

Submitted by Dave Maxwell

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Bonneville Austin-Healey Club

2010 Activities Schedule

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

Holiday Party

December 4, 2010,
Social Time 6:00 PM Dinner 6:30 PM

Faustina
454 East 300 South
Salt Lake City

Menu

House Salad

butter lettuce • mixed greens • sherry vinaigrette • beet chips

Or

Butternut Squash Soup with Candied Pecans

Choice of one of three entrees

Salmon

whipped potatoes • vegetable medley • smoked shallot sauce

Chicken Breast

Herb Risotto • House Vegetables

Lasagna

Italian sausage • salami • grilled zucchini • roasted onion
• spinach • asiago • ricotta • cheddar • bell pepper puree •
balsamic reduction

Dessert

Molten Chocolate Cake with Vanilla Ice Cream

**Cost \$35.00 per person including tax & gratuity
No Corkage charge for wine**

**Parking on the street and in their parking lot, enter on
the East Side**

**Make your reservation by November 10th by
sending your check to:**

Jim Revel
2040 Mahre Drive
Park City, UT 84098

**Please make your check payable to BAHC and
include your meal choice**

My Experiences on the Colorado

Grand Rally

By Jim Revel

2010 was my 4th Colorado Grand, its 22nd year. Here is my report and retrospective on this fabulous event.

The 2003 Grand

2003 was my first as I was invited to ride with Mike Fisher a friend from Leland, Michigan for over 40 years in his 1959 BoCar one of the 31 cars built by Bob Carns in Denver between 1959 & 61. Mike races it at a number of vintage tracks along with his souped up 1960 Austin Healey with a factory but modified 6 cylinder 240 hp motor. The Rally is always run in mid September over 4 days starting and finishing in Vail with approximately 85 sports cars 1960 and older. It helps one to get in if you are a Grand veteran and your car or at least the model has some kind of a racing history. Many are worth up into the millions. In 2003 there were a couple of celebrities, Jerry Seinfeld in his 59 RSK Porsche and Tim Allen. I didn't talk to Tim but Jerry seemed like a regular guy and helped push us over one of the peaks when the altitude caused the carbs to load up and the car died but it got going on the downhill side. The 2003 Grand whetted my appetite to get into the new hobby of classic sports cars which has been very enjoyable and allowed me to meet many fun people with the same disease.

Like some other rallies the Grand is a charitable organization and through 2009 has donated almost \$3 million to various deserving charities. The largest donation was over \$1 million to the Colorado State Patrol Family Foundation for widows of troopers and their children to help with college. They provide 10 motorcycle officers to keep everyone out of trouble and to kick serious traffic violators out of the rally and occasionally give the high sign where it is safe to let them run a little bit. In 2010 three cars were kicked out when together they passed a trooper on a double yellow line. How stupid was that? Everyone starts, eats breakfast, lunch and dinner together with a cocktail party at the end of each day. The Grand was started in 1988 by Bob Sutherland an avid collector who wanted to share his Colorado back roads with other sports car enthusiasts.

The 2004 Grand

In the 2003 Grand I met Bob Griffin who was driving an Austin Healey 100S and after skiing together in Park City that winter and his having a serious ski accident we got to know each other better “by accident” and he healed up in time to ask me to join him in the 2004 Grand. We prayed for good weather as 100S Healey’s don’t have a top. I also didn’t know early on that his car was worth at least in the mid 6 figures. For that reason I didn’t ask to drive. Bob drives his 100S in numerous rallies’ including taking it twice to the Mille Miglia in Italy. See the picture when he and his wife Bambi were in the Copperstate 1000 in Arizona in April 2010. The stickers on the car are from the car show in Toronto when they honored Carroll Shelby as he drove a 100S with the identical stickers in the Panamericana Race in Mexico in 1955. By 2004 I had already joined the Bonneville Austin-Healey Club, the Utah Chapter of the Austin-Healey Club of America, but in comparison to the 100S I bought a poor man’s 1958 BN4 100-6 and had started its restoration. The biggest unfortunate happening in that Grand other than the normal breakdowns was when Eric Wittenberg’s recently off frame restored 1956 Austin Healey 100M collided with a deer. Fortunately no one was hurt but it was returned to a premier restorer Fourintune to start over. Without a top we were glad we had some warm clothing along as it got into the high 20’s on some of those high peaks in September. For more details on this see the article and pictures in the March 2005 HEALEY MARQUE.

The 2005 Grand

I finished restoring my Healey in time for the 2005 Grand and invited my son JP to join me for the week. We had some unforgettable experiences and got to know more of the “Granders” better from my previous two years in attendance. The Grand as well as Sports Car Market and Vintage Motor Sport magazines have professional photographers stationed along the roads and come up with some terrific pictures you can buy which we cherish. We again not only experienced some chilly weather but substantial sleet on one of the peaks out of Ouray but just kept on trucking and didn’t put the top up. Though the poor man’s Healey did have one. We had a breakdown that year when the top nipple broke off my distributor cap and after a 3 hour ride in a flat bed we arrived at our night’s stop in Crested Butte. I thought we were finished since I didn’t have a spare distributor cap and the other Healey’s were all 4 cylinders and mine was a 6 when Tom Ellis one of the Grand’s mechanics (they furnish several) came to the

rescue with a Lucas one for an Aston Martin and it worked beautifully. It was still on the car when I sold it several years later. See the article on that sale and pictures in the March 2008 HEALEY MARQUE.



Jim’s Jaguar on the 2010 Colorado Grand

The 2010 Grand

After a five year absence and saving my money for a 4th Grand I brought my wife Susan to Vail who followed me as I towed my latest entry a 1953 Jaguar XK120M Roadster which I had finished off the restoration of over the last 3 years. I had the help of a trusted mechanic who rebuilt the engine and installed a Tremec 5 speed synchromesh tranny and an expert upholsterer who installed Original Specification Jaguar Interior leather seats. Also many members of the Wasatch Mountain Jaguar Register Club helped a lot with advice. It is the Utah chapter of the Jaguar Clubs of North America. Like most 1000 mile rallies and there are several across the country they cost approximately \$5500 for 5 nights of lodging and food & drink for 2 people, including souvenirs. If you come earlier or stay later that is extra. We took our time getting there arriving in Edwards, Colorado on Friday before things kicked into gear in Vail. On Saturday we hooked up with friends and Sunday we registered and attended the driver’s meeting where the officials and troopers give you the rules of the road. This year’s Grand was from

September 12 – 17. My wife Susan joined me for the first day, an old friend, John Doak, from Baltimore came on board for the middle two days. I knew John from the early 60's and attended his Harvard Graduation in 64. He is quite the mechanic, has restored motorcycles, rebuilt engines and has done all kinds of mechanical work on numerous cars and knows a lot about classic sports cars, particularly Ferrari's, which I know very little about. As a result with his knowledge about cars and willingness to help others with their problems he fitted in and conversed better than I did as a 4 year veteran. My son JP joined me again for the last day, the banquet and the Concours de **non** Elegance and the road home with us towing the Jaguar. I emphasize **non** Elegance as they don't allow any cars to clean up after being on the road for 4 days. This is a tradition started by Bob Sutherland from the start and it still stands. It is wise to bring a co-driver who is outgoing and willing to mingle as there are over 200 attendees from all over the US and foreign countries as well. Your co-driver should also love classic sports cars and be somewhat of a motor head as there is an awful lot of that kind of talk every day. That's why my wife thought she would only be up for one day, however if I ever go again I think she would want to go for at least 2 days. My son is as addicted to vintage cars as much as I am.

Each driver is furnished a very well done trip tic and explanation book about the Grand with maps of each day of driving and the exact mileage noted between things of interest and turns. This year the Grand's 1093 miles were driven over four days with stops at the following cities:

Day 1 Breakfast & the Start at Vail, Lunch at Hotchkiss to Grand Junction for cocktails & Dinner 233 miles

Day 2 Breakfast at Grand Junction, Lunch at Ridgway to Crested Butte for cocktails & dinner 293 miles

Day 3 Breakfast at Crested Butte, Lunch at Salida to Snowmass Village, Aspen for cocktails & dinner 242 miles

Day 4 Breakfast at Snowmass Village, Lunch at Steamboat Springs, Vail for cocktails 325 miles, Silent Auction, Banquet, Awards & Live Auction. The largest item was a donated \$23,000 watch from Chopard & Hyde Park Jewelers which raised over \$35,000 in \$1,000 lottery chances sold.

Day 5 Brunch in Lionshead Village beginning at 9am and the Concours de non Elegance from 10am to 2pm. Entrants came from England, Puerto Rico, New Zealand, and the Netherlands, the East and West Coasts and

numerous states in between. Having been on 3 previous Grand's it was fun renewing previous Grand acquaintances as there are many veterans that have been to many more Grand's than I have. Some come every year.

This year there were 107 cars registered including sponsor cars and Board of Director vehicles. Mercedes is their major sponsor and also supplies approximately 7 cars for entrants to drive including the new SLS Mercedes Gull Wing when their cars breakdown. Other major sponsors were Hagerty Insurance, Greenberg Trauig, LLP, RM Auctions, Chopard USA, Hyde Park Jewelers. All entrants and their co-drivers receive Grand Logo gifts upon registration and at the finish line, including a hat, coat, tool kit and various other things.

The cars registered were 1 A.C. 1957 Ace, 9 Alfa Romeo's from 1934 to 65, 5 Allards from 1952-53, 1 Amilcar 1927, 2 Aston Martin's 1959, 2 Austin-Healey's a 1955 100S & a 1955 100, 2 Bentley's 1931, 1 BMW 1938 328, 6 Bugatti's 1925-36, 1 Cunningham C3 Cabrio, 1 & only Diedt 1950, (built for Rochester on the Jack Benny show), 28 Ferrari's 1950-62 and one 1995, 2 Frazer Nash's 1951-55, 16 Jaguar's 1939-60, 13 Mercedes 1954-63 (10 were Gullwings), 1 1937 MG TA, 2 Osca's 1954-59, 5 Porsche's 1959-65, 1 Shelby Cobra, 1966, 1 Siata 1953

One night at dinner we were talking to an entrant who had a 1959 250 Ferrari Testa Rossa and he said he paid \$17,000 for it in the 1970's and said it is now worth between \$6 & \$9 million. Sports Car Market's pocket price guide says it is worth \$7 to \$16 million. Can you imagine driving a car 1000 miles worth that much on Colorado's back roads? See Car # 34 on the web site.

The weather was spectacular, with the yellow Aspens in their fall bloom and no sleet.

Without going into detail and without regard to value on each of the cars, one stood out:

The 1954 Osca 1500 CC Sports Racer, owned by Miles Collier from his Naples, Florida 120+ car collection was Chassis # 1137 Osca's most famous racer as it won against 60 other giant killers at the 1954 12 hours at Sebring, while only 25 finished Osca's max speed was 130MPH with its 4 cyl. Double overhead cam engine it finished 5 laps ahead of its closest competitor as many fell victim to mechanical failures. Others in the race were C-Type Jags, 4.5 liter Ferraris, 5.5 liter Cunningham C-4R, Cad Allards, Aston Martin DB3S. 3 265 HP Lancia D24's with Fangio, Ascari and Taruffi driving. The Osca was entered by Briggs Cunningham for Stirling Moss and Bill Lloyd. Other Osca's finished 4th & 5th. Car # 66 on the web site.

There were only 2 Austin-Healey's on the Grand this year Bob Griffin's 1955 100S and Brian Murray's Modified 1955 BN1 100-4.

Bob purchased his 100S in Australia over 12 years ago with the help of Steve Pike of Bacchus Marsh and Tom Kovacs of Fourintune in Cedarburg, Wisconsin who fully restored the car. Bob has research all 13 previous owners and twice has invited the original owner's granddaughter to visit him on the Grand. The original owner was a lady from New York who was named sportswoman of year who raced the car in the US, Australia and New Zealand. This was Bob's 10th Grand in his 100S.

Brian purchased his 100 BN 1 from the Cape International in the UK after they completed a ground up restoration. It has an all aluminum body 100S grille, seats, Perspex windshield, and a modified engine with a LeMans kit and numerous other modernizations. It won best of show at the UK's Austin Healey Club National Concours where it received the Donald Healey Shield. Brian also has a 58 BN4 that was his first car. This was Brian's 16th Grand.

My advice is if you have a car that might qualify you should save up some money and enter it in the very well organized Colorado Grand. You will have a very enjoyable experience meeting some interesting people and have fun seeing some unbelievable cars on the beautiful back roads of Colorado. See their web site www.coloradogrand.com and click the photo's posted and see all the cars that were in the 2010.

Editor's note: I looked at the website and it is great.



**Steve Pike's Streamliner and Trailer.
Coming to Healey Days 2011**

Healey Sightings

Two Healeys were sighted at the Jordan High School's Homecoming Football Game. Joe Morley and Dave Maxwell used their Healeys to escort the finalists for the Homecoming King and Queen to center stage on October 22nd.



Joe Morley and passengers at Jordan High School



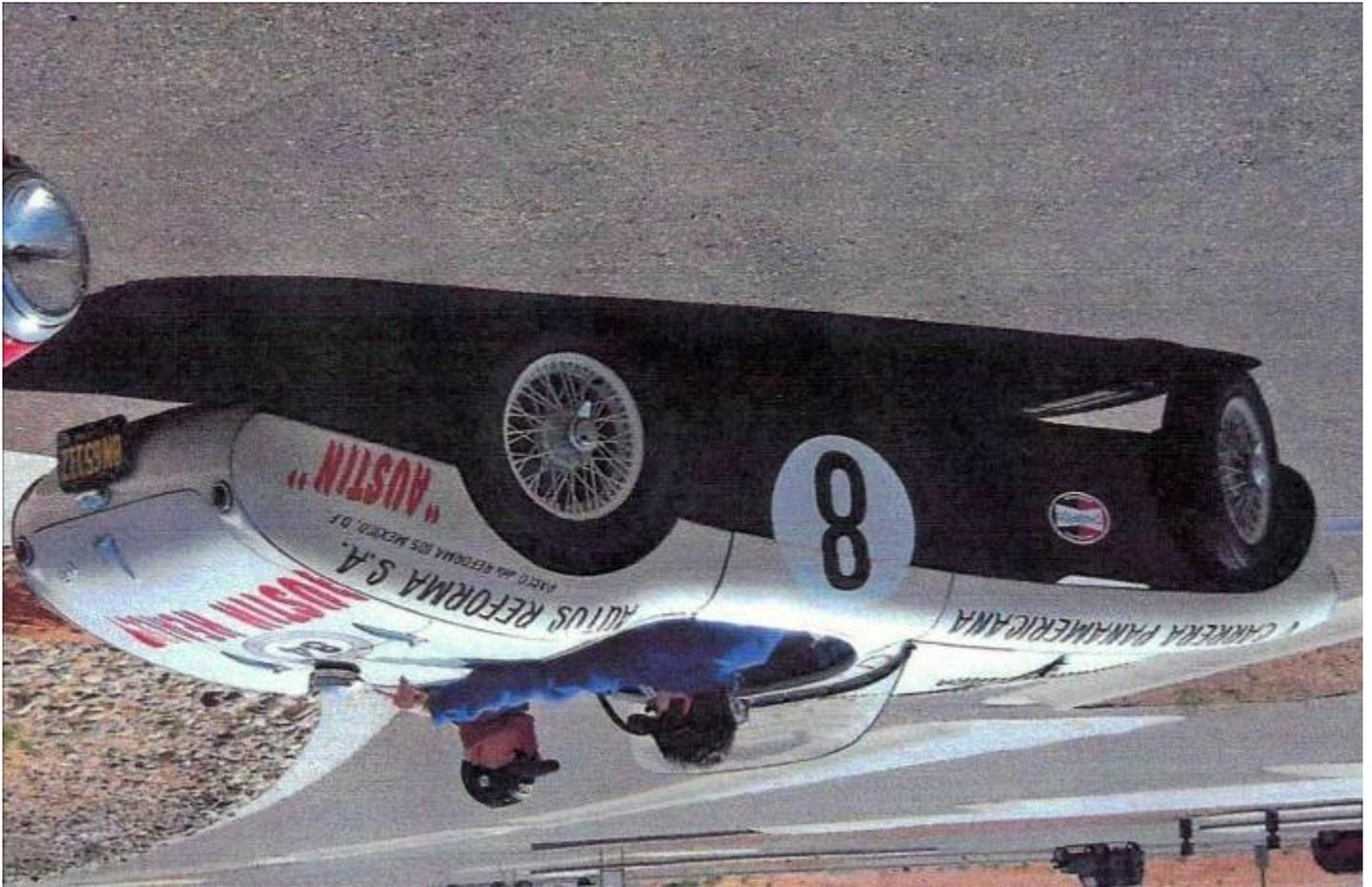
Who says a Healey can't carry three people?
Dave Maxwell and passengers



Top: Craig & Carol Mossberg's Sprite

Bottom: Henderson Family's BJ8





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