



# BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club

**CELEBRATING 30 YEARS**



November, 2013

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

Vol. 30 No. 11

## President's message:



I'm sorry we missed the drive through Logan Canyon. It sounds as though it was a good time in spite of the chilly weather. We all will be anxious to see the video when it is edited; I'm sure there are shots of the beautiful fall colors in the background. Perhaps there could be some filming in the late spring of next year to include the greenery and wild flowers these areas offer.

We are heading into the season for "Thankfulness." You know, this is where we all give thanks for what we have and how fortunate we are. Preparing for the upcoming holidays may be a bit stressful, but still all in all enjoyable.

Besides preparing for a Thanksgiving meal we have to be prepared for the Christmas Season. I've suggested to Doug that we put our outside holiday lighting up now while our hands and feet can handle the weather. Usually we are out in the yard in the cold and windy winter trying to string lights along the house and trees. I'm sure some of you have already started your Christmas Shopping. Of course, you won't forget during the Season of Giving to donate to your favorite charities.

The November meeting includes the nominations for the next year's officers. Please step up and volunteer to help with one of the positions coming available. Here's a thought: maybe you won't commit for a full year's position so you commit to be an officer for three months to be followed by someone else handling that position or...? Hey, whatever it takes to keep our club viable.

Keep 'em rolling,  
Ann

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## EDITOR'S COMMENTS:



November already! It looks like the main driving season is over. You may see a Healey or two on the road in the coming months, but like mine, it will be for maintenance and not much of a tour. In this issue you will find an article on the Logan run. I/we had a great time. Sorry more didn't take the drive.

Since I have run out of my stockpile of Member profiles, I lifted an article from the Healey Museum on Donald Healey's last attempt at Le Mans. I think you will like it. Hopefully I will have more profile articles in the future.

Happy Healeying, Dave

# Bonneville Austin-Healey Club

# Logan Canyon Run

## 2013 Activities Schedule

**Nov. 12, General Meeting, Joe Morley's, 7720 S, 100 W. Center St., Midvale, 7:30 pm.**

**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

**President:** Ann Lewis: 801-255-8161  
8226 Bryce Dr., Sandy, UT 84070  
[CorrigA9@msn.com](mailto:CorrigA9@msn.com)

**Vice President:** Don Colman: 801-942-5259  
6866 Pine Rock Drive, S.L.C., UT 84121  
[oldnamloc@msn.com](mailto:oldnamloc@msn.com)

**Activities Chairman:** Jim Revel: 435-640-3347  
2040 Mahre Drive, Park City, UT 84060  
[jimrevel@aol.com](mailto:jimrevel@aol.com)

**Treasurer:** Sandy Maxwell: 801-943-4803  
1752 Paulista Way, Sandy, UT 84093  
[sanddmax@gmail.com](mailto:sanddmax@gmail.com)

**Secretary/Historian:** Craig Mossberg: 801-942-0750  
2026 Brady Creek Dr. Sandy, UT 84093  
[cmossberg@comcast.net](mailto:cmossberg@comcast.net)

**Membership:** Jim Thornton: 801-485-9404  
3503 Millcreek Cir. SLC, UT 84106  
[jimt@secten.com](mailto:jimt@secten.com)

**Newsletter Editor:** Dave Maxwell: 801-943-4803  
1752 Paulista Way, Sandy, UT.84093  
[sanddmax@gmail.com](mailto:sanddmax@gmail.com)

**Webmaster:** Jon Hanson: 801-583-7512  
1375 Roxbury Rd. S.L.C., UT 84108  
[jmh-consulting@earthlink.net](mailto:jmh-consulting@earthlink.net)

**AHCA Delegate:** Dave Maxwell: 801-943-4803



The fall color tour on Saturday October 12<sup>th</sup> was a great drive. Besides catching the leaves in full color we participated in a photo

shoot for a YouTube video.

Participants for the drive were Kevin Cowan in his 100-M, Jim and Sheryl Thornton in their BT-7 Keith and Matt Mott in their BT-7, Dave and Sandy Maxwell in the BJ-8, Bill and Anne Rideout in their Porsche 911, Joe and Lora Morley in the BMW M-5, Don and Julie McEligot in a Toyota, and Ernie and Vickie Reno, also in a Toyota.



The group drove to Moore's Café in Willard for a brunch, and to organize the photo shoot. We began the video right away and the cameras were rolling through the drive up Sardine Canyon and into Logan. We followed the old Canyon Road to the park where it intersects with the main road to Bear Lake. As usual the cars had a lot of attention from the people there. One group just couldn't get over the joy of honking Kevin's horns.

The camera crew set up the best places to get the photos, and we were off. The people manning cameras were: Jason Cale, his wife Becky, and



their son, Miles, also manning a camera was Matt Mott.



Assistant Cameraman Matt

There were many places that they set up that made the shots completely spontaneous as we wouldn't/couldn't see them as we drove by. (No posing for the shot)

We continued to the Bear Lake Overlook where it was decided that the people going back to Salt Lake would travel through Evanston. And the Logan contingent would go back down the canyon.

What a way to end the "driving season". We had a great time, a lot of fun, and I can hardly wait until Jason finishes editing the video so we can re-live the ride.

Dave and Sandy

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# The Healey SR

*the story of the last Healey at Le Mans*

The three-year assault on Le Mans by Donald M. Healey CBE and his son Geoffrey Healey from 1968 to 1970 was probably one of the last sole manufacturers attempt at this event which almost resulted in success.

In December 1967 the end of an era was marked by the decision of BMC not to continue manufacturing Austin-Healeys, coupled with the

infamous withdrawal by Lord Stokes of any kind of support for competition and also for the sports car clubs, specifically MG and Austin Healey. The inhouse magazine Safety Fast came to an end and was replaced by Austin Magazine.

In November of 1967 Donald Healey decided to have a last attempt at Le Mans with an all British built entry and also a car built within the confines of the Donald Healey Motor Co. at Coten End, Warwick.

The car was to be designed using proven engineering techniques, with a rigid base construction, built up from single-curvature sheet metal panels which could readily be reproduced as a series-production job.



Known as the Sub Rosa car (secret) the company worked through the winter of 1967 and 1968 but before they got more than 3 months down the road in anticipation of the published Le Mans entries they announced the SR Healey-Climax with a Press release on 16<sup>th</sup> February 1968.

By using their in-house manufacturing and locating a Coventry-Climax V8 engine and Hewland gearbox this was to be an all British entry which history will show was to be the last.

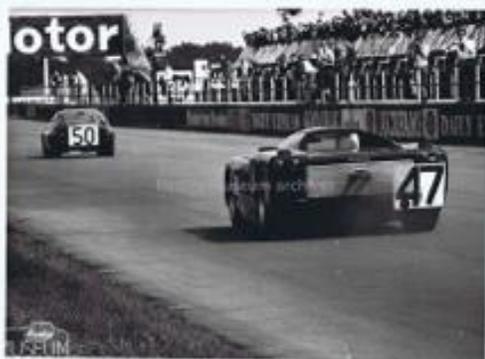
The car made its first outing at Silverstone still in its unpainted Birmabright Aluminium bodywork, tested by a number of very experienced drivers including Andrew Hedges, Clive Baker and John Harris.



Time was against the project but due to the now famous (infamous) Oui or Non! -! referendum by Charles De Gaule, Le Mans that year was postponed from mid June until 28/29<sup>th</sup> September, which must have helped the DHM Co. get the car much nearer to where they wanted to be by the time of the event.

As is well documented. Clive Baker and Andrew Hedges were the drivers in 1968. Having practiced in the "spare" engine the week before, by race day the race engine was installed and Clive Baker took the first session. Within three hours the car (No: 47) was dogged with Clutch and gear selection problems and retired.

In 1969 the SR (No: 37) had been modified with a bigger radiator now mounted in the front of the car



instead of by twin radiators on each rear wing, the oil cooler radiator had been moved from the front to the rear wings, and the air intakes made smaller, and small aero foils fitted to the rear. Drivers for this year were Clive Baker and John Harris. Again Clive Baker started the race, and was involved in the section where a Porsche had a major shunt. Debris from the crash was attributed to blocking the air intakes, together with the SR having been held up on the circuit, and the resulting overheating caused a head gasket to blow and the car once again retired.

For 1970 entered as XR37 (No: 34) it was decided to modify the car dramatically and move up to 3 Litre engine size.

As was the fashion at the time, the car was modified into an open "Barquette" or "Spyder" by removing the Coupe' panels, roof and windscreen and cutting the car basically in half - extending the wheelbase dimensions by 6" and fitting a 3 Litre Repco-Brabham V8.

This car was driven by Andrew Hedges and Roger Enever, and despite a 1 & 1/2 hour (90 minutes) pit repair to replace clutch gearbox components, also the car being involved in a shunt with a Porsche, and Jim Cashmore the DHM Co. Workshop Supervisor lying in the pit lane bending bodywork back with his legs!! The car ran extremely well despite torrential rain for most of the race.



XR37 at one time was 10th overall and with just 14 minutes of the race left (23 hours 46 minutes) whilst lying in 14th overall a ballast resistor rivet shook loose and the engine expired.

## BONNEVILLE AUSTIN HEALEY CLUB- OCTOBER 8, 2013 MEETING

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, Don Colman, Ernie Reno, Allen Brown, Lora and Joe Morley, Sheryl and Jim Thornton, Don Hughes, Dil Strasser, Carol and Bob Young and Craig Mossberg.

**Membership:** 49 paid members. Carol and Bob Young are potential new members. They have a big Healey that is complete but in need of assembly.

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

**Editor's Report:** Dave still needs Member Profile articles for the newsletter. If you haven't written your Profile yet, please do so and supply it to Dave Maxwell so it can be used if a member does not supply a Profile per schedule. Dave also asked for input for the five minute chapter activities presentation that he will make at the AHCA Delegate's Meeting in Indianapolis in November.

**Meeting Location:** Jim and Sheryl Thornton checked out Robintino's and found they did not have a separate meeting room available for meetings. The November meeting will be at Joe Morley's.

**Activities:** The Fall Color Drive and filming is Saturday, October 12<sup>th</sup>. The drive will start at 8:45 AM at Home Depot's parking lot at 21<sup>st</sup> South and I-15.

The November meeting scheduled for November 12<sup>th</sup> is the Nominations Meeting. Several current officers have expressed a desire to be replaced with "new blood" for 2014. Please come prepared to volunteer for one of these positions.

The December meeting will be the officer's election and Christmas Party.

**Other Business:** We still need ideas on how to proceed with Healey Days for 2014. It has been suggested that we separate Healey Days from the Classic Car Show and hold it earlier in the year in the Salt Lake Valley. This could include a Gimmick Rally and small car show. Don Hughes will investigate the use of Sam's Club parking lot for this function. We need to finalize our approach by the January schedule organizing meeting.

The meeting was adjourned at 8:05 PM.

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### The Joys of the Self Employed



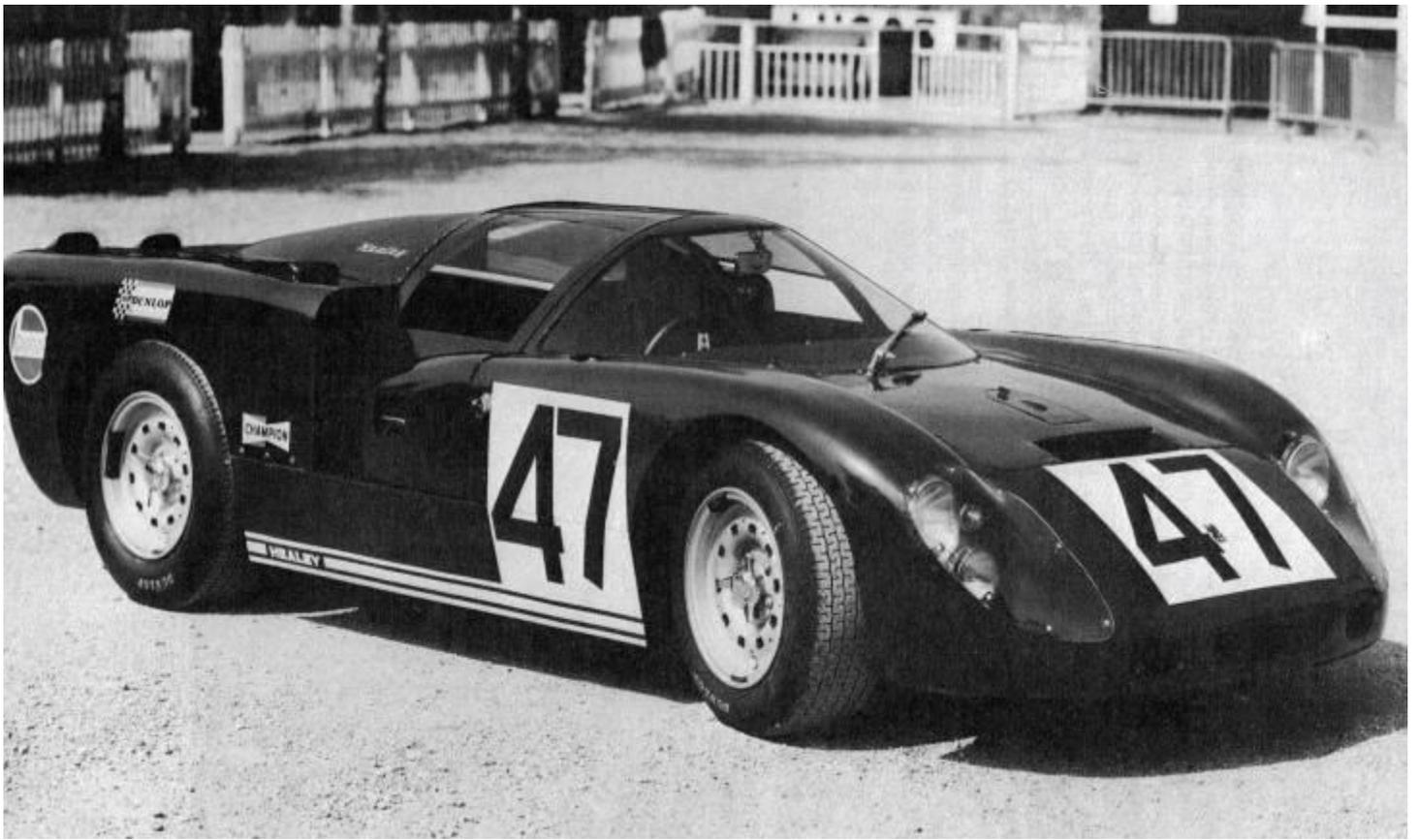
**The Australian Taxation Office suspected a fishing boat owner wasn't paying proper wages to his deckhand and sent an agent to investigate him.**

**ATO AUDITOR:** "I need a list of your employees and how much you pay them".

**BOAT OWNER:** "Well, there's Clarence, my deckhand, he's been with me for 3 years. I pay him \$1,000 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of the work around here. He makes about \$10 per week, pays his own room and board, and I buy him a bottle of Bundaberg rum and a dozen Crown Lagers every Saturday night so he can cope with life. He also gets to sleep with my wife occasionally".

**ATO AUDITOR:** "That's the guy I want to talk to - the mentally challenged one".

**BOAT OWNER:** "That'll be me. What'd you want to know"?



Bonneville Banter  
Dave Maxwell, Editor  
1752 Paulista Way  
Sandy, UT 84093