



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



February 2010

www.bonnevillehealeyclub.org

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PRESIDENTS MESSAGE:

As you all are aware, Don McEligot sent out, via email, a survey to each of us for our input. Jim Revel and I each received the written results you submitted. I recapped the results into percentages for your perusal.



Why you joined BAHC:

Parts: (sources and exchanges) 24%

Technical Advice: 65%

Drives and Social Events: 20%

Camaraderie and Commiseration: 44%

The above are the reasons for joining. But, after joining the **activities you like** or would recommend adding are as follows:

One-day Drives: 36%

Overnight Drives: 32%

Spur-of-the-moment Drives/Socials: 12%

Special Dinners: 16%

Tech Sessions: 20%

National/Regional Healey Events: 8%

Of course in the survey you all elaborated with particulars and explanations.

I am surprised to find that not everyone is reading the **Bonneville Banter**. Some of the "partners" are expressing the belief that the club belongs to their spouse and they are just following along. I personally feel we all have a say in this club and our input is welcome. Knowing some of

the "partners," I'm sure we can get some innovative ideas for our club.
Speak Up!

In the last newsletter I was remiss in not thanking Don Colman, Auctioneer Extraordinaire, for the great job he has done persevering in raising money for our club. Also, thanks to John Morrison and Jim Thornton for the use of their places for Tech Sessions. The Tech Session this month will be held at Shawn Brown's place in Farmington at 725 North 2050 West, on February 20.

Speaking of Tech Sessions, Doug is out in the garage now doing his preventive maintenance (and then some) so we can continue traveling with the club.

See you all on February 9 at the Cinegrill at 350 South 300 East, for our "Sweetheart Dinner." Keep 'em rolling,
Ann

FROM THE EDITOR



Here we are already one month into 2010. For those of you who know us, YES, Sandy and I did the annual Christmas Day drive in the Healey.

The planning meeting on the 12th produced what should be a great year for the Bonneville Austin-Healey Club. The schedule has a mix of one day drives/activities and overnight trips. They all sound like a lot of fun to me.

A few years ago Ron Christenson sent an email with the answer to many of the problems that we owners of British Sports Cars experience. I have copied it in this newsletter to see if it can solve any of the various problems that we have with our Healeys

I was organizing (moving things from one box to another) and came across a copy of the May 1996 *Classic and Sportscar* magazine with Healeys on the cover. On page 5 you will see a reprint of one of the pages from the article. I also came across many duplicate copies of *Chatter*, *Healey Marque*, *Healey Highlights* and *Austin Healey Magazine*. I will bring them to the March meeting for anyone who wants them.
Happy Healeying, Dave



Myron and Carolyn McAllister's 1967 BJ8

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Minutes of the Bonneville Austin-Healey Club Meeting, January 12th, 2010

Attendees: Dave/Sandy Maxwell, Don Colman, Jon Hanson, Doug/Ann Lewis, Jim Revel, Myra Strauchen, Craig/Carol Mossberg, Jim Thornton, Ron/Kathy Jensen, Bob Jahnke, Allen/Judy Brown, Kevin Cowan, Craig Ward, Ken Clifford and Shawn Brown.

Meeting convened at 7:50

The Holiday Dinner was reported to be a huge success.

Editor Maxwell has asked that newsletter submissions must be rec'd by the 25th of each month.

sanddmax@q.com.

The survey of members circulated by Don McElligot indicates that the majority joined BAHC for the comradery and technical support, in that order.

Treasurers report: Approx. \$4000.00 balance.

Membership: 29 members have paid for 2010 so far.

Upcoming events for February are:

Our Annual Sweethearts Dinner at the Cine-Grill restaurant on the 9th.

There will be a tech session on the 20th at noon for Shawn Browns' Sprite. 725 No. 2050 West in Farmington, Utah

Activities for the rest of the year were the main agenda item. Those events & activities are now available on the website.

Submitted by Don Colman

NATURAL LAWS OF BRITISH SPORTS CARS

As an owner of a British vehicle, you have undoubtedly found that, from time to time, the thing defies all known laws of physics. Distinguished researchers from all over the world have spent entire lives trying to understand such phenomena. Recently, the Five Laws of British Sports Cars were discovered, thus reducing most owners' dependency on sorcerers and prayer do keep such cars running.

Careless application of these laws to any individual auto may fix the problems of the moment, but cause hives or allergies in said owners.

THE LAW OF NON-FUNCTIONAL APPARATUS

"All British Sports Cars, regardless of age, shall have at least one system of component which does not work, and cannot be repaired. Such part shall never be

mentioned in the Official Shop Manuel, although there may be an out of focus picture shown.”

It goes without saying that such parts should never under any circumstances be removed, lest the natural balance of the car be upset.

THE LAW OF ELECTRICAL CHAOS

“All British Sports Cars shall be wired at the factory by a cross-eyed, color blind Lucas worker, using whatever supplies are within reach. All wires shall change color code at least once between energy source and component. All grounds shall be partially insulated.”

This tend to guarantee that the owner of such vehicles will eventually be intimately familiar with its electrical system, since he will need to trace out each wire, and then rewrite his Official Schematic, which will differ from all others in at least one area.

THE LAW OF PERSONAL ABUSE

“The more a British Auto breaks down, the more endearing it becomes to its increasingly irrational owner.”

For example, you purchase a British Sports Car, for all the money you ever hoped to earn, and receive a ticket for air pollution on the way home from the dealer due to vast clouds of smoke that follow you. Several return trips to said dealer, accompanied by your rapidly dwindling cash reserves, cures the smoking. But now, the engine sounds like a food processer full of ball-bearings. After replacing every component in the car, including the radio speakers, the noise vanishes and is replaced by an odor reminiscent of a major fire in a goat hair mattress factory. You still keep trying, God help you.

THE LAW OF UNAVAILABLE PARTS

“All parts of a British Sports Car shall be made of a material that is available in inverse proportion to its operating half life.”

Thus, the speedometer hold-down screws are made of grade 8 cold rolled steel, while the valves are of fabricated Unobtainium, made only at midnight by an old man width a pointy hat covered with moons and stars. Such parts will be backordered during the design phase of the car, and will remain so forever. Bribes, pleading and threats will be ignored.

THE LAW OF CRYPTIC INSTRUCTIONS

“Any official publications dealing with repair, maintenance or operation of a British Sports Car, shall be written such that every fourth word is incomprehensible to the average American. In the event

that a random sentence is understandable, its information shall be wrong.”

This is known as flat-tire English, where a sentence flows along nicely, then-Kaboom!

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**Kevin and Marie Cowan's 100 M
2009 British Field Day**

HAVE YOU PAID YOUR DUES YET?

Just a reminder, if you have not paid your dues for 1010 this would probably be a good time to do so.

We are looking forward to another great year and would like you to be with us. Plus you do not want to miss out on your copy of Healey Marque Magazine.

Thank you for your continued support of the Bonneville Austin-Healey Club.

Happy Healeying,

Jim Thornton

Bonneville Austin- Healey Club 2010 Activities Schedule

FEBRUARY

Sweetheart Dinner Feb. 9th @ Cinegrill 6:30 pm Social
½ hour 7:00 pm dinner

Tech Session Feb. 20th @ Shawn Brown’s 12:00 noon
725 N. 2050 West,
Farmington

BMCU Potluck dinner, annual meeting and planning for
2010 Feb. 27th.

MARCH

General Meeting @ Red Robin, 1353 Foothill Blvd.
March 9th. 7:30 pm.

Tech Session @ Jon Hanson’s March 20th 12:00 noon.

APRIL

General Meeting @ Joe Morley’s, 100 West Center
Street, Midvale, April 9th, 7:30 pm.

Ferrari Challenge April 10th -11th, Miller Motor Sports
Park.

MAY

General Meeting @ Red Robin, 1353 Foothill Blvd.
May 11th.

Tech Session May 15th. Place TBA

Zion National Park, May 21st to 23rd. Details to follow.

JUNE

General Meeting @ Joe Morley’s, 100 West Center
Street, Midvale, June 6th 7:30 pm.

British Field Day June 19th

Trip to Glenwood Springs, TBA,

West Coast Meet, Eugene, Oregon, June 26th - July 2nd

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 8th.

SEPTEMBER

Meeting & BBQ @ Jensen’s, Sept. 12th. Details to follow.
Gateway Auto Museum. September 24th-27th. Details to
follow.

OCTOBER

Day trip to 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 2nd, place TBA



Gateway Auto Museum



Mirror Lake

UTC



Zion Park

Canyon Overlook

Photo by Tom Putnak nps.gov

Copied from the May 1996 issue of
CLASSIC AND SPORTSCAR



The Healey's original profile was a classic of simple elegance: but under the skin was rugged, low-revving strength

LEN LORD'S EXPORT SUCCESS

Donald Healey's new Austin A90-powered sports car, the 100, was just ready in time to sneak into the 1952 Earls Court Motor Show as the stands were being finished, the cheapest Healey yet at £850 plus tax. As soon as Austin's dictatorial managing director Leonard Lord saw the pale blue prototype, tucked away behind a pillar, he at once offered to put it into mass production in numbers far higher than Healey had ever dreamed of – even though Lord hadn't got appropriate capacity to build the bodies. The deal was done, Wilmot Breeden was asked to make a new bonnet badge overnight, and when the doors opened next day the car had become the Austin-Healey 100. Nine months later it was coming down the Longbridge line at a rate of 100 cars a week, and the basic price had fallen to £750 plus tax.

In fact it was a bit less sudden than that. Lord had long been obsessed with having an exportable Austin for the lucrative American export market. While his hated rival Nuffield had had unexpected success with the MG TC and TD, the purpose-built Austin Atlantic had been a dismal failure. Then Lord got Jensen to put an open four-seater

body on the Austin A40, but of the 3200 built only 643 went to American showrooms.

He decided that a specialist manufacturer was more likely to come up with a suitable design than his own team, so he let it be known around the industry that he wanted a sports car based on existing Austin components that would be suitable for mass production. The deadline was the 1952 Motor Show, and three companies took up the challenge: Jensen, Frazer Nash and Healey.

Once Donald Healey had got his son Geoffrey to design that simple, sturdy chassis and Gerry Coker to draw those wonderfully elegant lines, the result was a foregone conclusion. The Frazer Nash made it to the Show, but was a disappointment. The Aldingtons had simply plonked the A90 engine, gearbox (still with steering-column change!) and back axle into a Targa Florio, reducing the basic price from £2200 for the Bristol-powered car to a still steep £1500. The prototype went to the US and was forgotten.

The Jensen was a neat little two-seater on a cruciform chassis frame, with an A30 grille. It wasn't finished in time for the Show, but Richard Jensen turned failure into opportunity. When he heard the news on that fateful opening day, he buttonholed Lord and offered to build the Healey chassis/body assemblies at West Bromwich, guaranteeing a capacity of 600

units a month. The ensuing contract provided the funds for Jensen to carry on with their own range of hand-built cars – using the 4-litre six-cylinder version of the same truck-based Austin engine.

Over the next 15 years more than 70,000 big Healeys would be built, with nearly 60,000 going to the USA to earn millions of dollars. Len Lord had his export success at last.



Jensen (left) and Frazer Nash lacked Healey's purity of line



Healey 100 prototype had disc wheels and lower headlights



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