



# BONNEVILLE BANTER



Monthly Newsletter of the Bonneville Austin-Healey Club

May 2006

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

Vol. 23 No. 5

## President's Message

### It's Been a Busy Month



Happy times are here! I am now the proud owner of two Austin-Healeys. No that is not my typo, but that of the DMV and the data base they use for registration. Many thanks to Don Colman for doing the ground work on the title discrepancy for our beloved Austin-Healeys. The Registration on the 100 was due in April so I got my safety inspection and the papers in order. The BJ-8 was a different situation; it wasn't even an Austin-Martin like the Hundred. It was originally titled by the motor number, which has corroded away due to leaking welsh plugs. For that car, I gathered the prior registrations back to when it was called an Austin, the title, which said "unverified make", and the British Motor Heritage Certificate. In case they wanted to inspect the VIN number I drove the Healey to the South Salt Lake DMV office, arriving at 11:51 A.M. on a Wednesday.

When my number was called, 12:03 P.M., I took my folder full of papers to a window. I gave the clerk the copy of the letter that Don Colman had received, and said that I had two titles to correct. The DMV agent was very helpful, and we worked through the screen to correct the 100. When we started the BJ he found, as I had told him, the model was listed as a pickup truck with a 12,000 pound GVW. He corrected the title, using the Heritage certificate to verify the VIN number. I then registered the '56 as a real Austin-Healy 100 convertible. (Correcting the data base spelling sounds like another Don Colman project for another year.) The DMV clerk took a copy of the previously mentioned letter to confirm why the titles were changed. I walked out the door of the DMV at 12:20 P.M. Each title had a cost of \$6.00 which I wondered if I should be responsible to pay, but to get the paper right I really don't mind paying it, probably much cheaper than litigation later on.

Saturday April 22<sup>nd</sup> marked one of the best short outings that the Bonneville Austin-Healey Club has had. I led the group from Conveyors and Equipment out to Miller Motorsports Park. I didn't get a count of the number of cars we had in line, but it stretched out quite a ways behind me. Bryan Miller and Karen Andrews gave a great orientation and overview of the park and the goals they are aiming for. We were then shown the special mustangs that are raced by Tom Mabey and Bill Murray. They are not your "off the showroom" cars. We were also introduced to the special Mustangs that will be used in their driving school and for racing and rental at the Miller Motorsports Park. They are very similar to the Shelby, Ford, Hertz "GT H" rent-a-racer, due out later this year. Kind of a "GT M" model, also not your every day Mustang.

We then loaded into passenger vans and went around the perimeter of the track. For being built on basically flat land, they have made some interesting elevation changes. Then, the highlight of the day, we followed the pace car onto the East Track for about 5 miles of closed circuit driving. I was able to stretch out the Hundred about as far as I cared to. I had the advantage because I was right behind the pace car. Some people farther back were hindered by the "accordion" effect.

The organized tour over, we split up and went our own ways. Several of us drove into Tooele and had a great Mexican lunch before heading home. I hope we made a good enough impression on the Motorsports people that they would consider doing this kind of tour again, but as far as I know, this was probably the one and only time for this kind of tour.

Finally, for those of us going on the Bryce Canyon Tour, and anyone else interested in going. You can still get rooms if you don't have them yet. We will meet Friday May 5<sup>th</sup>, in the south parking lot of the Southtowne Mall and leave at 9:30 A.M. Any questions on the event call the Hosts, Doug and Ann Lewis (255-8161).

Happy Healeying,  
Dave

### Bryce Canyon Trip, May 5-7

If you are planning to go on the Bryce Canyon trip, call the Bryce Canyon Resort, 1-800-834-0043, to reserve your room and take it off the guaranteed reservations that are in Jim Revel's name for May 5<sup>th</sup> & 6<sup>th</sup>. They have cottages, cabins and regular motel rooms. Mark your calendars, reserve your rooms for Friday and Saturday nights (May 5<sup>th</sup> and 6<sup>th</sup>), and prepare for a fun event. (See additional information in Dave Maxwell's column on this same page.)



**Bryce Canyon National Park**

# Bonneville Austin-Healey Club

## General Membership Meeting

Minutes for April 11, 2006

Meeting held at Marie Callender's, 1109 E. 39<sup>th</sup> South  
Called to order by President, Dave Maxwell at 7:30 p.m.

### MEMBERS PRESENT

Jim Pearce	Dave & Sandy Maxwell
Bob Jahnke	John Morrison
Doug & Ann Lewis	Don & Marian Colman
Ernie Reno	Bob & Fran Riemenschneider
Don Hughes	Brian Bacigalupo
Dil Strasser	Allen Brown

The March meeting was held at Joe Morley's and minutes for that meeting were published in the Banter. No discussion of those minutes was undertaken at this meeting.

### OLD BUSINESS:

**Item 1.** The club banner is on hold pending the return from Arizona of John Evans. John has generously offered to produce a new banner without charge. John Morrison is not doing well getting it completed. Artwork is now available.

**Item 2.** In an effort to reduce costs Jon Hansen has undertaken an email blast "Notice of Publication" for the Banter to all members with registered email addresses. Please notify Jon via email if you have an email address and did not receive a notice. Dave Maxwell welcomes your comments concerning this change.

**Item 3.** Healey Days venue was discussed. Can we hold Healey Days at a venue in the northern end of the state? The club is requesting suggestions.

### REPORTS:

**Item 1.** Membership: Jim Thornton could not be present for this meeting. He reports that 40 members are current and that 5 have apparently dropped out, as they have not paid this year.

**Item 2.** Treasurer's report, Bob Jahnke reporting: Current status is that the bank account is positive and currently stands at approximately \$3,725 with possible payables of \$100 for miscellaneous expenses for the Banter.

**Item 3.** Newsletter: See Item 2 in old business. Jon Hansen was not present.

### ACTIVITIES:

**Item 1.** The tech session was set for Sec Ten at twelve noon, April 15, 2006. Side curtains and upholstery are the projects this month.

**Item 2.** April 22, 2006: Dave Maxwell has arranged with Miller Motorsports Park for the club members to have a tour of the facility and the track. Bring your driving gloves. Meet at Conveyors & Equipment at 10:00 A.M. for arrival at the Park at 11:00 A.M.

**Item 3.** May 5, 6 & 7. Make your reservation for the Bryce & Zions trip. Jim Revel has charged a block of rooms to his personal credit card. Call Bryce Canyon Resort directly to reserve your room and let them know you are taking one of those rooms. Let Jim know that it is done. Call Ann or Doug Lewis

for other information 255-8181. On line at:  
<https://secure.zaurak.lunarpages.com/~natio16/bryceorder.html>

**Item 4** May 20<sup>th</sup> Tech Session: John Morrison garage: 5009 Holladay Blvd. What do you need to do to your car for the next event?

**Item 5.** June 15-17<sup>th</sup> Take your pick: Hot Spot Rally in Thermopolis, WY, or Cache Valley Summerfest Art Fair in Logan with the VMCCA Classic Car Show.  
<http://www.thermopolis.com/carshow.html> or  
<http://www.loganutah.org/parksrec/summerfest/index.htm>

**Item 6.** June 24<sup>th</sup> British Field Day at Liberty Park. Bill Davis is seeking help for the Gymkhana layout from the Healey Club. Contact is Dave Maxwell.

Meeting adjourned at 8:35 P.M.  
John Morrison

## Bonneville Austin-Healey Club Proposed 2006 Activities Schedule

**May 5-7** – Bryce Canyon weekend tour, Jim Revel has made some reservations. For details, see President's Message, Page 1, last paragraph and Bryce Canyon article, Page 1.

**May 9** – General Meeting, 7:30 p.m. at Joe Morley's, 100 West Center St., (7720 South), Midvale

**May 20** – Tech session at John Morrison,s, 5006 Holladay Blvd.

**Jun. 13** – General Meeting, 7:30 p.m., at Marie Callender's 1109 E. 3900 South, Salt Lake City

**Jun. 17** – Tech Session, place TBA

**Jun. 17** – Summerfest Car Show, Logan, UT, See invitation on Page 3 of April Bonneville Banter.

**Jul. 11** – General Meeting, 7:30 p.m. at Joe Morley's, 100 West Center St., (7720 South), Midvale

**Jul. 15** – Tech Session followed by BBQ, volunteers needed for location

**Jul. 21-30** – Healey Rendezvous 2006, Nelson , B.C.,

**Aug. 8** – General meeting, 7:30 p.m., at Marie Callender's 1109 E. 3900 South, Salt Lake City

**Aug. Saturdays** – Reserved to determine date for Healey Days

**Sep. 12** – General Meeting, 7:30 p.m., at Joe Morley's, 100 West Center St., (7720 South), Midvale

**Sep. 15-17** – Annual Jackson, WY overnight

**Oct. 10** – General Meeting, place TBA

**Other Oct. Activities** – TBA

**Nov. 14** – General Meeting, nominations, 7:30 p.m. at Joe Morley's, 100 West Center St., (7720 South), Midvale

**Nov. 18** – Tech Session, noon, place TBA

**Dec. 9** – Holiday Party and Elections, time and place TBA  
**The club will also hold several one day driving events throughout the year**

## President's Challenge Top Ten Standings

	Mtgs.	Tech	Events	Drives	Other	Total
Doug & Ann Lewis	12	8	4	8	30	72
Dave & Sandy Maxwell	24	10	8	16		68
Jim & Sheryl Thornton	2	6	4	12	30	66
Bob & Dixie Jahnke	6	10	4	12		42
Don & Marian Colman	8		4	8		40
Ernie & Vickie Reno	4	10	4	8	10	36
Dill & Diane Strasser	8	6	4	6		26
Bob & Fran Riemenschneider	8		4	10		32
Jon Hanson	2		4	14		30
Jim Revel	2	4	4	6		26
Allen & Judy Brown	4	8	4			26

(The point totals include 10 points for dues paid by 2/1/06. "Other" includes committee work and articles submitted to the newsletter)

## Reviving the Austin-Healey

By Thomas K. Grose

Bath, England – Detroit’s automakers in the mid-20<sup>th</sup> century were unparalleled at turning out big, often clunky cars for the masses. Yank Tanks, they were called over here. But when it comes to making sleek sports cars – fast, loud, and fun to drive – the Brits were the masters. The list of classic British sports cars from that golden era reads like a near-endless road of excitement, from MG to Aston Martin to Triumph to...Austin-Healey, an iconic marque that reach its apogee between 1959 and '68 with the 3000, a powerful roadster with sexy curves.

Now, nearly 40 years after the last 3000 rolled off the line, an Anglo-American consortium, HFI Automotive, plans to begin production of a new Healey sports car “designed to be the 3000’s spiritual successor, a modern interpretation of the Healey,” says Tim Fenna, HFI managing director.

As with the original, the main target market for the new Healey is the U.S. Between 1952 and 1972, 200,000 Austin-Healeys were built, and most were sold in the States. Donald Healey, who with his son Geoffrey created the Austin-Healeys, “adored” America and set land speed records at Utah’s Bonneville Salt Flats, says granddaughter, Kate Healey.

**The “Bugeye.”** A former top engineer at Triumph and rally driver, Donald Healey started his own motor company in 1946, often teaming with established carmakers, including America’s Nash. But it was in 1952, in conjunction with the Austin Motor Co., that he wowed the auto world with the Austin-Healey 100, so named because it could exceed speeds of 100 mph – extraordinarily fast for those days. Several versions of the 100 were made during the ‘50s, before the line gave way to the 3000. In 1958, Austin-Healey also began making the Sprite, nicknamed the “Frogeye” or “Bugeye” because of its bulbous headlights. It was redesigned and renamed in 1963. Austin-Healey had by then become part of British Leyland, which pulled the plug on the marque in 1972.

HFI’s Fenna, owns Frontline Spridget, which supplies spare parts for original Austin-Healeys. His first car was a 1953 model 100 that he rebuilt, and re-launching the brand is a dream he has long harbored. Two years ago he put together a team and began wooing the Healeys – Kate, sister Cecilia, and their mother, Margot (Geoffrey’s widow) – eventually persuading them to license to HFI the right to the Healey name for an unspecified seven-figure amount. That in itself was an achievement. The Healeys over the years have spurned many suitors, including BMW. “It was an emotional decision,” says Kate Healey of the agreement with HFI. “It’s our heritage, our name. It had to feel right.” Fenna says the Healeys will be “significant” partners in the venture, particularly helping with marketing.

HFI has a much-tested 3000-inspired prototype it will unveil later this year, perhaps at the London Auto Show in July. Production and delivery should begin in mid-2007, Fenna says. The group plans to sell “thousands” of cars a year. “Our cars are being designed to meet U.S. certification,” Fenna says. “You can’t design to meet those standards and build only a few hundred.” Already HFI is reserving the first 203 cars for buyers willing to pony up a down payment of about \$1,700 (203 is the speed at which Donald Healey set a land speed record 50 years ago); it has gotten about 30 takers so far. The company also plans to eventually produce a new version of the Sprite.

Analysts salute HFI’s entrepreneurial spirit but doubt its chances for success. “It’s not easy to make cars as a small player, because you have no economies of scale,” explains Garel Rhys, and auto expert at the University of Cardiff. That rules out making cars priced much lower than \$40,000. So a new Healey could find itself competing against the popular Porsche Boxter (base price of \$45,000). Competition is tough at half that price, too: That’s where Mazda Miatas and Toyota MR2s reign. Fenna is for now keeping mum on the pricing.

**Classics.** While Austin-Healey is a much-venerated name among older enthusiasts, for most car buyers younger than 40, it’s not an instantly recognizable brand. “There’s not a lot of pent-up demand. If people are that keen on the original, they can have the original,” says Jay Nagley, a consultant at Spyder Automotive, referring to the robust market for classic Austin-Healeys. Fenna says that while it’s important to evoke the spirit of Austin-Healey, the marketing won’t be based on history. It will be sold as a new sports car for new generation of buyers.

But that’s problematic, too. Many large automakers now sell top-quality, stylish sports cars. To succeed, the new Healey has to be better than a Boxter. And how do they do that? What’s more, buying from manufacturers with reliable dealer and service networks gives customers a peace of mind that HFI may find hard to match. The big players also invest hundreds of millions of dollars in designing a car. Fenna admits HFI can’t spend that kind of cash, but says potential buyers will be impressed once it’s announced who’s involved with the new Healey. The design team is European, with American input, and HFI’s other partners are “big, serious players from the auto industry.”

The Healey’s return could coincide with the relaunch another famed British sports car. Nanjing Automotive Corp. of China last year bought the assets of bankrupt MG Rover and says it wants to start making the MG TF in England again. The dawning of a new era for classic British sports cars? Perhaps. This time, however, the competition won’t be dull Yank Tanks from Detroit but slinky, British-inspired sports cars from Germany and Japan.

(Article submitted by Jim Pearce)



Next Generation. A drawing of the Healey coupe planned by HFI

### 2006 BONNEVILLE A-H CLUB OFFICERS

<b>President/ Delegate</b>	<b>Dave Maxwell</b> 1752 Paulista Way, Sandy, UT 84093	<b>943-4803</b>
<b>Vice President</b>	<b>Doug Lewis</b> 8226 Bryce Dr., Sandy, UT 84070	<b>255-8161</b>
<b>Activities Chairman</b>	<b>Jim Revel</b> 5251 Cove Canyon Dr. #8 Park City, UT 84098	<b>435-640-3347</b>
<b>Treasurer</b>	<b>Bob Jahnke</b> 1490 Princeton Ave., S.L.C, UT 84105	<b>583-3021</b>
<b>Secretary</b>	<b>John Morrison</b> 5009 Holladay Blvd., S.L.C., UT 84117	<b>277-4835</b>
<b>Membership</b>	<b>Jim Thornton</b> 3503 Millcreek Cir., S.L.C., UT 84106	<b>485-9404</b>
<b>Newsletter Editor</b>	<b>Allen Brown</b> 1965 Cecelia Cir., S.L.C., UT 84121	<b>277-9016</b>
<b>Webmaster</b>	<b>Jon Hanson</b> <a href="mailto:jmh-consulting@earthlink.net">jmh-consulting@earthlink.net</a>	<b>583-7512</b>

## Bonneville Banter

Bonneville Austin-Healey Club Newsletter  
Allen G. Brown, Editor  
1965 Cecelia Circle  
Salt Lake City, UT 84121-1302

### Get ready for Healey Rendezvous 2006 Nelson, British Columbia, Canada

The Austin-Healey Owners Association of British Columbia will host Healey Rendezvous 2006 at Nelson, B.C. in the Selkirk Mountains, July 24 -28, See link for registration application form on BAHC website in "Events and News" section.

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

[www.healeys.ca/m\\_21.asp](http://www.healeys.ca/m_21.asp)

[www.nelsonbc.ca/](http://www.nelsonbc.ca/)



**BAHC Cars and Members at Miller Motorsports Park, April 22<sup>nd</sup>**

(Photo by Jim Thornton)

