



BONNEVILLE BANTER



Monthly Newsletter of the Bonneville Austin-Healey Club

June 2006

Web Site: www.bonnevillehealeyclub.org

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President's Message



Drive and Show Time

The month of May was a real busy one for many in the Bonneville Austin-Healey Club. We started out on the 5th with the trip to Bryce Canyon. There were the usual suspects on the trip. As you can read elsewhere in this issue, or on the Website, it was a great trip. I really enjoy driving the Healey on trips like this. It shows that even 50 years after being built, that the design and engineering of the Healey are one of the reasons that the marquee retains such a loyal following

The Tech Session on the 20th of May produced one of the better attended sessions of the year. Let alone a fun impromptu car show, with many spectators stopping by to see the cars. As a side note, I feel confident that at some future Tech Session, Doug Lewis will have a project to do on his own car. He comes to all the sessions and is willing to help everyone with their projects. I hope all the members that he helps express their gratitude to him.

June 24th and the British Field Day is fast approaching. The British Motor Club of Utah does a fine job with this event. The Bonneville Austin-Healey Club has been asked to help out with "crowd control" for the gymkhana. The course will have a sidewalk that crosses it. Our assignment is to be "crossing guards" to make sure that none of the pedestrians run into vehicles and do harm to the cars. The best way we can do this is for all of us to take a short shift on the flags. If the usual number of members attends this year, it will take about a 20 minute shift. We will set up a schedule as you arrive at the park.

Healey Days 2006 is fast becoming a reality. To alleviate stress on Jim Revel and his August wedding, Don and Marian Colman have volunteered to set up the event. Healey Days 2006 will be held August 12th and 13th at the Mt. Majestic Lodge at Brighton. Saturday will feature an All British car show, awards ceremony and door prize drawing, and a banquet at Molly Greens. On Sunday we will set up a funkahna course that will involve everyone in a bit of entertaining driving. Rooms have been set aside at Mt Majestic Lodge. The rate is \$78.95 per room, including two breakfasts at the Brighton Store. Watch for more on Healey Days 2006 as the event draws closer.

The Presidents Challenge is looking a little different than I expected, with only about 1/3 of the membership gaining any points on a regular basis. The idea behind the challenge was to get more members involved in the activities. Also I'm sure that many of you are as surprised as I am that I am not the "carrot" for the race, but that other members have out paced me in the standings.

The standings as of May 31 are: 1. Doug & Ann Lewis, 98 points. 2. Jim & Sheryl Thornton, 80 pts. 3. Ernie & Vickie Reno, 54 pts. 4. Don & Marian Colman, 52 pts. 5. Jim & Virginia Pearce, 44 pts. 6. Bob & Dixie Jahnke, 42 pts. 7. Dil & Diane Strasser, 40 pts. 8. Allen & Judy Brown, 36 pts. 8. Jon Hanson 34 pts. 9. Bob & Fran Riemen-schneider and Jim Revel tied with 32 pts. The way I interpret the scores are, if you bring a car to an event or meeting it helps. If you bring your significant other, it really helps. But the biggest bang for your involvement is getting articles in the Banter. See you at Liberty Park on June 24th, and Happy Healeying, Dave



British Field Day



June 24th, 9 a.m.–3 p.m.

at Liberty Park

That's right folks, the biggest change to the British Field Day this year is the location. It will be held this year at Liberty Park. So it's time for all British car and motorcycle enthusiasts to get their rigs out of the garage, clean and polish them up, give 'em a tune-up and get 'em running in tip top condition again. All British cars and bikes in any condition: 100 point restorations, works in progress or just your old beater daily driver are welcome – it just needs to be British! So if you're thinking, "my rig doesn't look good enough", think again. If you can get it there by driving, trailering or tow strap, it belongs in the show! The more, the merrier! All of the British car/bike clubs are participating so don't let those other marques make you club look like slackers. Call your fellow club members and get them to the event.

For the brave of heart, we will have the road course set up again this year on a closed access road inside the park and it promises to be longer and more challenging than previous years.

There will be music, laughter, shop talk, bench-racing, meeting new people, British specialty vendors, catching up with old friends, drawings for raffle prizes, etc. Liberty Park has lots of amenities, such as a newly remodeled food concession stand, one of the largest and best playgrounds in the city, the Tracy Aviary and a small amusement park which includes a Ferris Wheel and a Merry Go Round, so even if your family thinks you have a terminal case of the British car disease and doesn't share your passion for LBC's (little British cars), stuff the whole family into your LBC and come down anyway. There will be plenty for them to do while you are getting your fix.

Proceeds from this year's event will again be donated to the Food Pantry of St. Paul's Episcopal Church. Last year we raised enough money to pay for 80% of their year cash budget. They are also providing the volunteers to assist with the event so we organizers can have some fun too!

The event will be located in the northeast quadrant of the park. The easiest way to get to the event is to go to the corner of 7th east and 13th South and drive west one block on 13th South and then make a right hand turn into the park. When you have gone a little over a quarter of the way around the park, you will see the event on the left. Don't worry you can't miss it.

So, please, help support us in this very worthwhile cause and get your cars and bikes out and come join in the fun. Registration starts at 8:00 a.m. and we hope to have most cars in place by 9:00, but if you can't get out of a "honey do" project and get delayed – no worries. Come late! Registration fee is \$10 per car or bike. A \$5.00 donation is requested per adult and kids 12 and under are free. We also have a family pass available this year. Show up with the family for details.

**Saturday, June 24th, 2006, 9:00 am to 3:00 pm
at Liberty Park, 7th East and 13th South, Salt Lake City**

Don't miss out on the fun, fun and more fun. Don't forget to check out our new website at: www.britishfieldday.com. Hopefully it will be revised by the time you look at it.

Bill Davis

Bonneville Austin-Healey Club

General Membership Meeting

Minutes for May 9, 2006

Meeting held at Joe Morley's Restaurant
Called to order by President, Dave Maxwell at 7:36 p.m.

MEMBERS PRESENT

Jim Thornton	Dave & Sandy Maxwell
Joe Morley	Ken Clifford
Doug & Ann Lewis	Don & Marian Colman
Ernie Reno	Paul Strasser
Dil Strasser	Allen Brown

WELCOME

Report on Bryce Canyon Trip: Good roads, excellent scenery, fantastic fellowship, historic cabin accommodations and bad food. The Maxwell, Thornton, Lewis and Colman cars were joined by Jim Revel on Saturday.

OLD BUSINESS:

Item 1. The long awaited new banner should be reaching final resolution by the next meeting.

Item 2. Newsletter: To reduced costs, all recipients are urged to accept electronic delivery. Unpaid individuals will be dropped from the mailing list. All upcoming events will be listed in activities schedule. Commercial advertising will be considered for inclusion in the newsletter.

Item 3. Healey Days planning is ongoing. The Solitude Resort location has been ruled out due to excessive cost. Don Colman will provide choices for location, lodging and menus for Healey Days 2006.

REPORTS:

Item 1. Membership: 44 current paid Members.

Item 2. Treasury: \$3, 743.

ACTIVITIES:

Item 1. May 20th Tech Session, noon, 5700 Holladay Blvd.

Item 2. June 17th Tech Session, Noon, Sec-Ten, 63 W. Truman Ave.

Item 3 June 24th British Field Day at Liberty Park. Bill Davis is seeking help for the Gymkhana layout from the Healey Club. Contact is Dave Maxwell.

NEW BUSINESS: Repair and maintenance procedures performed on Austin-Healey automobiles was discussed at length. The consensus seems to be that anything from adjusting tire pressure to replacing a crankshaft is a two hour job.

Meeting adjourned at 8:23 P.M.

Don Colman

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

Jun. 17 – Tech Session, Noon at Sec-Ten, 63, W. Truman Ave. (2332 South)

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

Jun. 18-22 – **Ohio Odyssey, National Austin-Healey Conclave**, Akron, Ohio

Jun. 24 – **British Field Day**, Liberty Park, S.L.C. (See article on page 1)

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. 12-13 – **Healey Days**, Mt. Majestic Lodge, Brighton, UT See President's Message in this month's newsletter for details.

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, 7:30 p.m., at Marie Callender's 1109 E. 3900 South, Salt Lake City

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

2006 BONNEVILLE A-H CLUB OFFICERS

President/ Delegate	Dave Maxwell 1752 Paulista Way, Sandy, UT 84093	943-4803
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Bryce Canyon Trip

By Duff Lawson

When I was growing up, we called them junkyards, they were something that you weren't supposed to associate with and I suspect that all mothers thought of them as unsavory business. A reputation that was probably not unjustified since the wallpaper was usually old Playboy centerfolds. Anyway, sometime later, I guess maybe when I was in high school, came the first transformation and they started to be called auto-wrecking yards. They were still primitive, though, usually a random assortment of cars in a former pasture, with an old dilapidated barn for storage and maybe a couple of other out-buildings, usually made out of old pallets, left over plywood and various colors of tar paper shingles. Regardless of the name though, the draw was still there for me. It was like a magnet. My eyes and my feet just could not stay away. You had to be careful though, it was always muddy, even in the summer, with a thin film of old crankcase oil swirling rainbows on the puddles, and a strange, unsettling musty odor, if the previous customer had actually closed the door when they were finished looking inside, which was rare.

One old car after another, sometimes in rows, sometimes stacked two or three high, but often just scattered about. Were the proprietors going for chaos theory? Was there some greater plan known only to the tow truck driver, or were they just dropped wherever was convenient? Probably the latter, but whatever, it added to excitement for me because you were never sure where you would find what, next. It drew me to walk through them though, pausing every now and again to look at the twisted and rusting sheet metal. What happened to that one, what story could it tell? Was it a head-on collision, T-boned, rollover, rear-ended, or did someone just decide they were done with it, and cast it aside? What tiny bits and pieces of passed over treasure could still be mined from them? OK, dream a little, what could ya do with that? Whatever, the answer for me was invariably the same; it would take too much time, money, and skills that I did not possess, to do anything with!

As with all other things, though, the passage of time changed the business and the name yet again. Though it was at least twenty-five years ago, I still remember the first modern auto dismantling and recycling center that I went to in Portland, Oregon. It was a ten-story warehouse, all immaculately painted, perfectly clean, and brightly lit. As the cars were brought in, they were first drained of all their messy fluids and given a thorough wash. Followed by the removal of any broken glass, sharp metal, or other potentially dangerous objects that could cause a less than observant customer to be injured. Then the popular items like taillight lenses and side view mirrors were removed, placed on cardboard, shrink-wrapped with all the pertinent details and hung on pegs in the main showroom. It was so sanitized and organized it was like standing in a Sears! Each of the floors above was dedicated to a different make of car with all of them on jack stands sitting in perfect rows. The floors were spotless, not a speck of dirt or any drops of oil anywhere. What a difference from what I remember when, if you were not careful, you would step in a cow pie!

It's hard to find any of the old style salvage yards these days, but there are a few that I have always wanted to stop at. For instance, there is one on the north side of I-80 near the Wyoming border, I'm not sure if there is even a freeway exit for it, and two others north of Kingman, Arizona before you get to Hoover Dam. They elicit for me that same old excitement of what might you find next. I don't know that I will ever stop though because I don't want to hear that old phrase, "I'm sorry, our insurance policy prohibits customers from going into the yard." That was another phase of the business and boy did I sure get tired of hearing those words! It seems, nobody goes out looking for parts any more anyway, but who can blame them. Who has that kind of time anymore! Besides, it's so much easier to pick up the Moss Motors or Victoria

British catalogues, dial an 800 number, and in two days the UPS guy will ring the doorbell. By the way, why do we still call it "dialing a number"? There hasn't been a "dial" on them in years. Never mind, sorry I digress. There has been another big change in the business, and I'm not sure when it happened, but somebody decided that going out looking for parts must be entertainment because now Pick-n-Pull and Tear-a-Part, where you can still go into the yard, charge a \$2.00 admission just to look at the wrecks, whether you buy anything or not!

All of this came to my mind a few weeks ago when I realized that the back-up light assembly from an MG would work really well on my utility trailer. Deciding to take the easy way out and grabbing the aforementioned catalogues, I was disappointed to discover that they wanted, I felt, a rather extreme \$29.95 a piece for said items! Now I know that all of you will understand exactly how I feel when I say that if they were going on my car, that would be one thing, and I would have no problem with that price, but for my crummy old utility trailer? I DON'T THINK SO! Therefore, I found myself mulling about junkyards again and started remembering some of my old haunts. One that came to mind and that I am sure all of you will also remember, was Foreign Motor Salvage out off Beck Street.

A few days later I happened to be out in that area, so I decided to stop by and take a look for said items and also just to see what else I might see. As I drove up, I could just tell there was going to be a problem. The new sign read "Performance Auto Parts." I drove on down the street, as I remembered that all of the old stuff had been moved to a different yard several years ago. Uh oh, what happened to all that old stuff? A quick trip back to get approval to go into the yard and then, unfortunately, the sad confirmation I had feared. Two very old Renaults, a few Fiats, hey, wait just a second, by golly, a really nice looking Saab Sonnet, and it's surprisingly complete! I wonder what ya' could do with that ...no, no, no, I still can't do that! Get your mind back on track, and anyway the unthinkable was true, not a single British car in sight! A trip to the, "freshly remodeled" office to talk to the "new owners." Oh boy, I fear that no good will come from this. "We crushed them." I stood there in what must have been wide-eyed, drop-jawed horror. "Crushed?" I said. "Yeah, we had to go with the business that we know. There just isn't enough call for that old stuff anymore and besides, we needed the space." You want to talk about crushed; I was floored! Where are the welding tanks, I need a hit of oxygen! How could this be possible? All of those haggard Healeys, all of those tattered Triumphs, all of those mutilated, grungy MGs and the twisted remains of I can't even remember what all else! My mind was reeling! What a cruel fate. I have often felt that the Gods had it in for little British cars, we have after all, watched the demise of nearly the entire industry, but this must surely be the final, tragic indignity!

I got back in my car with a heavy heart, if only we had known, perhaps we could have saved a few of those old holey souls from their unholy pancake demises. Or at the very least, scavenge those last few tiny bits and pieces of passed over treasure. Oh well, as they say, the times, and I guess yet again, the businesses, they are a changin'. So my message is, mourn the passing of old junk yards and of time.



Bonneville Banter

Bonneville Austin-Healey Club Newsletter
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Healey Days

August 12-13, 2006

Brighton, Utah



Bryce Canyon Trip



Bryce Canyon Trip



BAHC Meeting



Tech Session