



# BONNEVILLE BANTER



Monthly Newsletter of the Bonneville Austin-Healey Club

October 2006

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

Vol. 23 No. 10

## President's Message

### 50 Plus

We did it!! The Bonneville Austin-Healey Club crossed the 50-member mark. That news got me thinking back to the beginnings of the club. In the fall of 1982, John Morrison placed an advertisement for Austin-Healey parts in the newspaper. What he did was invite the interested people to a meeting at his business. As I remember it, about 40 people were at that first meeting, where forming a club was the main topic. There were a few more meetings set up and in 1983 the Bonneville Austin-Healey Club was officially started. The official roster for 1984 had twenty members. The club's membership stayed around 20 members for the next 15 years. In 1992, after the International event in Breckenridge, Colorado we affiliated with the Austin-Healey Club of America. Around that time we fell victim to Geoff and Margo Healey's desire to hold a major meet around the Bonneville Salt Flats. Sadly Geoff Healey passed away before the club hosted Austin Healey owners from around the world at Healey International '97. The efforts of the members of the Bonneville Austin-Healey Club put the "little club that could" on the map.

The club has grown slowly since then and our current number of 50 is only one more step in the growth of the Bonneville Austin-Healey Club. Let's all welcome the newer members and encourage them to participate in the club events. The real purpose of the club is to help people to enjoy Austin-Healey cars. By participating in the club and its activities we can help to grow the Bonneville Austin-Healey Club even more.

Starting next month the club newsletter will be mailed only to those members who have requested "mail" copies. Otherwise we assume that you are downloading the newsletter from the website <http://www.bonnevillehealeyclub.org>.

PLEASE don't let this change deprive you of the *Bonneville Banter*. If you still want to receive your newsletter by mail be sure to contact Allen Brown 277-9016 or [allengbrown@gmail.com](mailto:allengbrown@gmail.com)

Happy Healeying,

Dave



## President Challenge

Doug & Ann Lewis	215
Don & Marian Colman	169
Jim & Cheryl Thornton	168
Bob & Dixie Jahnke	119
Allen and Judy Brown	110
John Hanson	105
Ernie & Vickie Reno	99
Jim & Virginia Pearce	98
Jim & Susan Revel	86
Tom & Ann Henderson	72

## BFD BBQ Raffle Winners

The following BAHC members have raffle prizes to claim from the British Field Day BBQ held recently:

Dave Maxwell  
Ernie Reno  
Jim T (Thornton?)  
J. Hanson (Jon?)

The prizes are being held at the London Market.

## *Bonneville Banter Distribution Notice!*

At the August General Meeting, it was decided that starting with the Oct. issue, the standard method of distribution for the Bonneville Banter newsletter (in color) would be via the BAHC website @ [www.bonnevillehealeyclub.org](http://www.bonnevillehealeyclub.org) If you don't have access to the web, a black and white copy will be mailed to you upon request.

To receive your newsletter by mail, please notify:

Allen Brown, 1965 Cecelia Circle, S.L.C., UT  
84121, Phone: 801-277-9016 or  
E-mail at [allengbrown@gmail.com](mailto:allengbrown@gmail.com)

## **Bonneville Austin Healey Club**

Minutes for September 12, 2006

Meeting held at Joe Morley's  
Called to order by President Dave Maxwell at  
7:30 p.m.

### **Members Present:**

Joe Morley	Dave & Sandy Maxwell
Jim Pearce	John & Gloria Morrison
Doug & Ann Lewis	Don & Marian Colman
Dill Strasser	Jim Thornton
Allen Brown	Bob Riemenschneider
Ken & Elisa Clifford	Jon Hanson

The August meeting was held at Marie Callender's and the minutes were published in the Banter. No discussion of those minutes was undertaken at this meeting.

Healey days was a club success. While the public participation was down, the members had a wonderful time. Weather was great. Food delicious and we were treated well. Credit goes to Don Colman for putting it together.

Don Colman thanked the people who helped him and supported the meet. Especially Dave & Sandy, Doug & Ann and Jim Thornton.

### **Old Business:**

**Item 1.** The trip to Jackson, Wyoming has been cancelled, unless someone wants to volunteer to breath life into it. No member in attendance volunteered.

**Item 2.** The Fall Color Tour is set for September 30<sup>th</sup>. Rendezvous point is Olympus Hills Shopping Center. Departure is at Noon. Bring cameras and a lunch. We plan to stop at the Strasser's cabin on the way down to enjoy lunch and company.

No other old business was brought up.

### **Reports:**

1. The treasurer is not in attendance. therefore no report.
2. The editor, Allen Brown will continue with **one more** printed mailing. If you desire a printed version, you must contact Allen.

3. Jim Thornton reported that the club now has 50 subscribed members. The all time high and fantastic milestone.

### **Activities**

- a. Jim Pearce will host the tech session on Saturday to get his car running again.
- b. The next big activity is the Holidays Dinner. Bob & Dixie Jahnke are selecting a venue and making arrangements.

The meeting is adjourned at 8:35 p.m. **MOVING RIGHT ALONG.**

John Morrison

### **Bonneville Austin-Healey Club Proposed 2006 Activities Schedule**

**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**

<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 <a href="mailto:allengbrown@gmail.com">allengbrown@gmail.com</a>	<b>277-9016</b>
<b>Webmaster</b>	<b>Jon Hanson</b> 1375 Roxbury Rd. S.L.C., UT 84108 <a href="mailto:jmh-consulting@earthlink.net">jmh-consulting@earthlink.net</a>	<b>583-7512</b>

I was interested by an article in Roadster which I read the other day. I shall reproduce some of it below. The area described is where I live. i.e. the Police Station in question is 2 miles from my house. (Devon, South west UK. Very rural area). This part of Devon now has a large Motorway (Freeway to you'all!?), but in 61 it had not reached Devon. Nor would it for years. But, the West of UK was and remains very popular with British holiday-makers who used to make best speed through central Devon on the A38 to and from the North and South Devon and Cornwall coasts. Local police forces used to employ "Chase Cars" to help control things. Mind you, I'm not sure if the 70 mph max was in by then. Probably. I don't know if this has been on the net before, if so, apologies. I have barely touched the text. Some of it is a bit too "local interest" to make much sense to you, and you have to remember that, despite everything, the author was a young policeman-not a Works mechanic...so forgive him for the "mechanical fuel pump" etc...

The article is headed with a photo of a Mk1 and goes on: "of one of the two Austin Healey 3000s operated by the Devon Constabulary from about 1961-2 on. I was fortunate enough to be part of the two-man crew at Cullompton, in 118HTT whilst the other, 117HTT was at Exmouth. The cars were supplied by Pikes of Exeter, the main Austin dealer, and if my memory is correct, they were the first thousand pound patrol cars after the Jaguar.

In those days the force carried a wide selection of vehicles with little thought of the benefits of having a fleet of the same manufacture. Apart from the two Healeys, there were Standard Vanguards, a Riley Pathfinder, Ford Zephyrs, Vauxhalls, Bedford Vans (or Flying Greenhouses as they were known), a Jaguar, an Austin Mini Cooper and Austin A70s, A90s and A95s. As a twoman team, we were expected to care for our vehicles and of course we cherished them, looking after them with a sort of loving care. Servicing was done at Exeter H.Q. under the Chief Mechanic, Albert (can't think of his surname) and when we took the cars in, we were expected to don overalls and assist in the servicing by draining oil, removing and cleaning plugs and so on. We were allocated 4 hours a week, normally Sunday mornings, to clean and attend our car.

The Healey was a superb vehicle to drive, described as an occasional 4-seater; in fact, the rear seats were hardly usable as seats and had to carry our books (and flasks of coffee, etc.) so they were hardly sat in. Taking prisoners proved to be a problem, especially the approved school abscondes, etc. On one occasion we caught two, so one sat between us and the other on the lap of the observer! Police markings were not possible owing to the fine nature of the vehicle front, although for some time we carried a chrome bell as the only token of our identity as a police car. The Healeys were fitted with a removable hard top, a folding soft top and also a tonneau cover. We were very fortunate when in the summer periods, we were able to drive about open topped with our chin straps down to keep our headgear on. Driving without caps was most certainly not permitted. Being black, we were often able to spot traffic offenses, which would have been avoided owing to the presence of a properly marked police car, and we have even been overtaken by coaches/lorries against double yellow lines.

Speeds of well over a ton were possible on the Waterloo Straight near Willand and on the Rockbeare Straight, about the only roads providing the opportunity in those days. We were often allocated special jobs, such as following Eastern Bloc diplomats, as they often took great amusement in trying to lose their "tails". They knew we were there and we knew that they knew, and when handing them over on the Somerset border generally waved at each other with smiles and vigour! Of course, Cullompton was on the main A38, the main route into the county for holiday-makers from the North, Midland and Wales. The use of the car on Saturdays was therefore not practical, so we were expected to take to two wheels, Triumph 350 or 500cc motor cycles. These were issued at the start of the holiday season and then returned to H.Q. at the end of the season. It was almost taboo for any other driver to take our prized Healey out. Not many wanted to do so because of the knack required to get in and get out of it, and of course in those days it was a very fast car, probably the most potent in the force fleet. When one was issued to Cullompton, I was still a novice

driver, so many assumed that I would be sent elsewhere. As a single man, I was expendable, but remained to drive the new sports car. Goodness knows what the insurers would have costed out my cover! However, as I said, things were done differently in those days.

The car had little quirks of course. On one occasion I returned from a spell of annual leave and took the car out on patrol in the normal way. I hadn't seen or spoken to my co-driver prior to my return. I drove into the Exeter boundary and was returning to Cullompton, when the car died on me. I coasted to a lay-by and noticed that the fuel was low and supposed that I had allowed the car to run dry, a bad thing to do. I hailed a passing motorist and asked him to call in at the nearest garage for them to come to me with petrol. No sooner had this been done when the radio called for me and directed me to nearby Pinhoe, where a burglar had been disturbed. I had to report a breakdown, but with no mention of low fuel, and waited with growing anxiety. The petrol arrived and still 118HTT refused to start. The Force mechanic was summoned and when he arrived he simply banged the floor behind the front seats and immediately the mechanical fuel pump could be heard ticking away, and of course the car started. Apparently my mate had experienced similar problems and forgot to mention it to me.

On another occasion, the evening before a promotion examination at Torquay, we were hit by a sudden snow storm which almost prevented our return to Cullompton. After dealing with several accidents, we managed to make it back in the middle of the night with the sump ploughing a furrow through the snow. She proved to be a good stable car in those conditions owing to weight. We found that even used in Police work, she returned high mileage on the Michelin X tyres. Little or nothing of a major nature ever went wrong with the car. There were no leakages or any teething problems and the Healey proved to be very trouble-free.

The radio took a large percentage of the small boot area, meaning that we were able to carry very little by way of equipment, signs etc. When the car was new the old valve radios were still on issue, and when the new transistor model came in, it helped a little. Accident attendance was therefore a little haphazard to say the least and we often relied on other cars or the local sergeant, to attend with additional accident signing.

We attended some horrific accidents on the old A38, yet seemed to manage somehow. I recall that one night we were on a convict checkpoint in Cullompton Main Street in cold and snowy conditions, when a motorist brought word of a series of bad accidents at Burlescombe on the A38 in the blizzard conditions. My mate remained at the checkpoint while I attended the accidents on my own with no lights, signs or other aids. The scene was that I shall never forget, with cars in ditches, etc. and several injured persons. How different the situation is now but we were the only car in the East of the county and had nobody else to call for assistance.

On another occasion we were on the same checkpoint in the middle of the night when a Healey came along driven by a girl with a male passenger. They drove off towards Taunton and of course in the stillness of the night we could hear the unbroken and wonderful sound of the three-litre engine. However, suddenly there was the sound of a smash and, upon investigation, we found that the car had hit a wall, killing the driver. The passenger tried to say that he had been driving (because of the insurance situation and that the driver possessed no license) but we were able to rebut that knowing that it was impossible to change places in a Healey while it was in motion! (or stationary for that matter!!)

As far as I was concerned, it was a great privilege to have been able to drive such a wonderful vehicle as part of my duties. The sound of a 3000 engine is something that is still a great pleasure to me, being quite unique even after nearly four decades. I simply hope that 118HTT is still going strong. When I left Cullompton, she had recorded 70,000 miles and, because of our loving and dutiful care, the car looked as good as new. What her final mileage in police service was, I don't know, but the present owner can take comfort in the knowledge that in her first years of ownership she received nothing but care and respect."

Submitted by John Morrison

## **Bonneville Banter**

Bonneville Austin-Healey Club Newsletter

Allen G. Brown, Editor

1965 Cecelia Circle

Salt Lake City, UT 84121-1302



**See the Article about Healey Police Cars on Page 3**

Simon Lachlan found this article detailing the use of Healey's as Police Cars in the UK and it was submitted by John Morrison.

**See the article and photos of BAHC Fall Color Tour On the BAHC Website:**

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

## The Millcreek Canyon Fall Color Tour



