



BONNEVILLE BANTER



Monthly Newsletter of the Bonneville Austin-Healey Club

October 2007

Web Site: www.bonnevillehealeyclub.org

Vol. 24 No. 10

President's Message

Fall is in the Air



Here we are already in October. Where did the summer go? For the first time in a lot of years I need to change the oil in the Hundred because of time not miles. Some of that may be attributed to finishing the Sprite and driving it and not the Hundred, but then I have not even driven the Sprite enough to warrant changing the break-in oil. Also the fact that we didn't attend the Rendezvous in Richland, Washington kept the miles driven lower than normal.

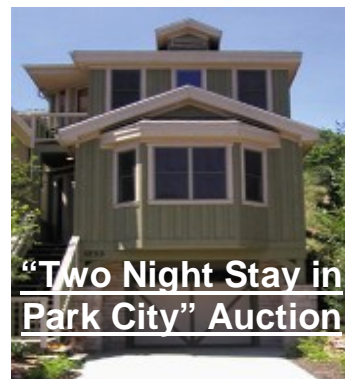
Speaking of national meets, it is time to start planning the trip to Conclave, to be held in San Diego in 2008. This will probably be the closest AHCA Conclave to us for a long time. Sandy and I have been looking at maps and trying to design a trip that we can enjoy. The Conclave is focusing on 50 years of the Sprite, and I would love to take mine, but with the 948, smaller passenger compartment, and lack of luggage space, I'm sure we will be taking the Hundred. If you are: 1. Planning to Go, 2. Contemplating Going, or 3. Just Curious About Going. Let' get together and make some plans.

Jim Revel has offered to donate to the Bonneville Austin-Healey Club, a luxury, two night stay in Park City. I don't have all the details now but watch for the auction news on the web site, in this newsletter, and your E-mail boxes.

The planned event for October is a fall color tour. The trip we took over the Alpine Loop has the Oak leaves turned red, but the Aspens were still green. I don't know how long that the colors will be out there so we need to set a route and date at the meeting on the 9th. (The 2nd Tuesday) If you are unable to attend be sure and watch the web site for details.

Happy Healeying,

Dave



"Two Night Stay in Park City" Auction

I was going to donate this for Healey Days, but a friend of mine was going to use it, now he isn't. I bought a two-night stay at "Empire Place" in Park City at a fundraiser auction and I can't use it. It supposedly has a value of \$700, it has 3 bedrooms, 3 full baths, could sleep up to 10 including bunk beds for kids, or 3 couples could share it. I have seen it and it is nice, 5 TV's, sound system, hot tub, 3 cars can park on site. It is near Park City Mountain Resort and is available if not rented until 11/20/07, weekly or week-ends. For more details, go to: www.parkcitylodgings.com

Should you have an interest email me with your bid. Dave Maxwell and I discussed this and we felt the mini-mum bid should be \$150, which has already been exceeded. The deadline for bidding will be October 9th at our club meeting. All proceeds will go to the Bonneville Austin Healey Club.

Jim Revel: Jimrevel@aol.com

Alpine Loop Drive and Sunday Brunch

Our drive on the Alpine Loop, September 16th, was spectacular. The leaves had turned to red, orange, yellow and gold. The morning air was absolutely perfect and, of course, the scenery is always beautiful. We stopped at Sundance for a morning beverage and a walk through the grounds; then onto Midway to the Homestead for brunch. The winds were strong in the Heber Valley, but the temperature was perfect. The food was good and plentiful. This event was enjoyed by Bob and Dixie Jahnke; Dave and Sandy Maxwell and Doug and Ann Lewis.

Ann Lewis

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Bonneville Austin Healey Club

Minutes for September 11, 2007

General Business Meeting held at Marie Callender's Restaurant

Called to order by President, Dave Maxwell at 7:35 p.m.

Members Present:

Jim Thornton	Dave & Sandy Maxwell
Doug & Ann Lewis	Bob & Fran Riemenschneider
Ernie Reno	Allen Brown
Don Colman	

1. Attention was called to the newsletter date for the General Meeting of Sept. 12th (should have been Sept. 11th), which may have had a bearing on the attendance

2. Feedback on Healey Days

- Net Gain of \$412.00
- Newspaper classified ads did not make fiscal sense.
- Banquet food was not as good as prior year.

3. Car Show at Miller Motorsports Park was announced for Friday.

4. Membership Report: Jim Thornton

The BAHC has 47 paid members. Jim will put an article in the Banter about 2008 dues

5. October Tech Session

Jim Thornton proposed to hold the October Tech Session at Manny Tafoya's to help an old friend and sometimes member do some work on his Healey Hundred. The motion passed. Since Manny lives near Magna, comments were made that the day would also be considered a drive for many members.

The meeting was adjourned at 8:15 p.m. as darkness fell upon the meeting room.

Dave Maxwell



Alpine Loop Drive Scenery

Bonneville Austin-Healey Club Proposed 2007 Activities Schedule

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

Oct. ? -- Fall Color Tour, Date and other details to be decided at Oct. 9th Meeting

Tue., Nov. 13th – General Meeting, 7:30 p.m., at Marie Callender's 1109 East 3900 South, Salt Lake City

Sat., Dec. 8th – BAHC Christmas Party and Dinner. Mark your calendars now.

2007 BONNEVILLE A-H CLUB OFFICERS

President/ Delegate	Dave Maxwell 1752 Paulista Way, Sandy, UT 84093	943-4803
Vice President	Doug Lewis 8226 Bryce Dr., Sandy, UT 84070	255-8161
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Donald Healey

1898-1988

A Treatise on the Importance of Smoke
by Joseph Lucas

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of visible spectral manifestation known as “smoke”. Smoke is the thing that makes electrical circuits work. Don’t be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly release large quantities of smoke from the electrical system.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national de-fense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation to the mysteries of electrical components and why they fail.

“A gentleman does not motor about after dark.”
Joseph Lucas, 1842-1903

I learned a long time ago that once you let the “Factory Smoke” out of any electrical device, it is next to impossible to replenish.

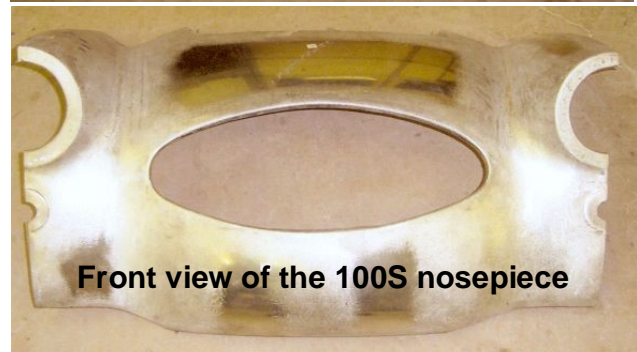
Submitted by
 Craig Mossberg

100S...Replica of Replicas
by Ron Varley

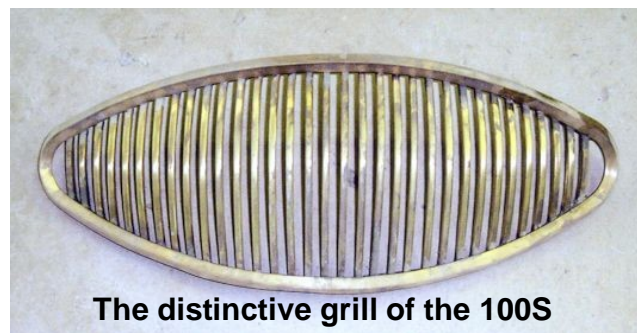
Story has it that Donald Healey was less than pleased with the front end of the 100-4. So much so that when the car was introduced at the Earls Court Motor Show in 1952, he had the car nosed into a corner. Nevertheless, the car went into production as designed and became a stunning marketing success. The marketplace apparently did not share DMH’s misgivings about this design detail. The first 100S was produced in 1955 and its kinship to the 100-4 is unmistakable, but for one obvious cosmetic difference. Perhaps at Donald Healey’s prompting or simply because no one was completely satisfied with the kite-shape design of the 100 grille, Gerry Coker redesigned the front clip and grille for the 100S to everyone’s approval. One has to wonder why this redesign wasn’t adopted as a running change to the production 100 because it was indeed a big improvement. The revised nosepiece is the key component to the 100S conversion. These are made to order by Austin Healey Spares in England, as are most of the parts for these conversions.....



Hand crafted nosepiece



Front view of the 100S nosepiece



The distinctive grill of the 100S

Excerpts from an article that appeared in the Gateway Healey Association, Side Curtain News, Sep. 2007

Bonneville Banter

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