

Healeys return to Bonneville 9/12-9/19 2009



CELEBRATING AUSTIN-HEALEY RECORD BREAKING

On behalf of Austin-Healey enthusiasts worldwide, a small group of Austin-Healey owners from across the globe have come together to provide their expertise and support for a re-enactment of the 1954 record breaking that Donald Healey, through his company the Donald Healey Motor Company, successfully achieved on the Bonneville Salt Flats. Today this group of enthusiasts have developed a project team that seeks to recreate Austin-Healey history.

The aim of the project team is to achieve this through entering and running faithful recreations of the two 1954 prototype Austin-Healey 100S cars at the Utah Salt Flats Racing Association's "World of Speed" event at the Bonneville Salt Flats held 16-19 September 2009. The Austin-Healeys at 2,660cc fitted neatly into the International and National Class "D" category, up to three litres. In 1953, less than 12 months after the launch of the Austin-Healey Marque, the company broke an impressive number of records in both the

Stock (Endurance) and Non-Stock (Modified) classes. Returning to the Bonneville Salt Flats in 1954, the company capitalized on that success and took their cars' achievements to the next level in both sophistication and results. That year saw the introduction of the 100S model at prototype level, developed from the company's considerable racing and record-breaking experience. The specifications for the record cars that year mirrored what was to become the company's limited production racing sports car for 1955, the 100S.

The project team's focus is on the configuration of the cars from 1954. This is due to a primary interest in the 100S model Austin-Healey by the team members. With this prototype 100S, a raft of records were taken from one hour through 24 hours. The 24-hour record was taken by the "stock" production car at 132.29 Miles Per Hour, while the top of that, the "Modified" production car achieved an impressive 192.62 Miles Per Hour. (Reprinted from Healeys return to Bonneville commemorative brochure)

I must say it was a very interesting and exciting 6 days at the salt flats.

We arrived on Monday in rain, rain, rain. We arrived early and spent some time with Tim Moran at his camp site.

Monday evening we spent with the crew from Australia, US, Belgium and England. Everyone was concerned about the amount of rain and the possibility of cancelling the event.

Tuesday the track was closed as it was flooded. The pits could not set up. The day was spent in the parking lot at the Rainbow Casino and Hotel where the crew were staying. It was the typical parking lot gab session. Many Healey enthusiast, owners and crew enjoying the gab fest.

Among the notables were Healey racer Phil Combs and John Chatham, both raced in the Healey Challenge in 1990 which included Black Hawk, Road America and Mid Ohio.

The parking lot attracted some interesting people with their vehicles. Two elderly men drove up on their motorcycles causing as much interest in the bikes as the Healeys. They were traveling for 3 weeks, camping along the way and driving the dirt bike, that was trailered, where ever they could find good dirt or salt to run. Said they would stay in a motel once in a while just to get cleaned up. They were old, interesting and funny.

Wednesday the track was also closed so Bruno and Charles Matthews, Team Manager and Nasty Boy, rented the small air port runway for the afternoon to run the cars. The endurance car ran and the smile was wide on Bruno's face. The streamliner did not run as it was having some problems.

Wednesday night they held the Wendover Revival Roundtable. Dinner, auction and question & answer session with the notables of the event.

Thursday the track was open and the race was on. Dunlap tires donated a huge canopy for the pit area. Thank goodness as that sun on the salt was a beast.

Friday and Saturday were also race days with many exciting times and also some long intervals between races.

There were many Healey enthusiast there to cheer on the Healey crew. They came from all over the U.S., Australia and England.

You can go to www.healeysreturntobonneville.blogspot.com there will be a new website at www.healeysreturntobonneville.com where pictures, videos, regalia will be available.



Roy Jackson Moore 9/2009 with Endurance car. Roy was one of the original drivers in 1954



The endurance car and the streamliner at the airport

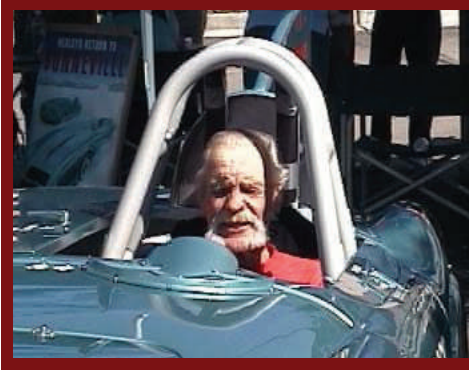
Below are the old fellows motorcycles and another interesting vehicle that showed up in the parking lot



Bruno Verstraete owner and driver of the endurance car making a run at the airport. Note



Burno making a run on the airport tarmac. I am surprised his face didn't crack from the smile he gave.



Leroy enjoying his chance to sit in the streamliner. Amazing the struggle they had getting in and out.



Several of the crew and enthusiast enjoying the sun in the famous parking lot sessions. David Pike, Steve's son in red shirt, drove the Streamliner on the Flats. He too was excited about the car's run.



David Pike at the pit on the salt flats.



Phil Coombs all smiles while sitting in streamliner.



Roy Jackson Moore



John Chatham and Helen Pike (wife of Steve Pike, owner of the Streamliner) at one of the parking lot gab sessions.



Bruno, at the Revival. The auction that was held that night raised monies that were donated to the Utah Salt flats Racing Association and the DMH Memorial fund.



This future Nasty Boy was spotted on the road to the Flats. He had driven it from Minnesota. No one was allowed on the Salt, so a lot of cars were waiting to get word if & when it





This plane landed on the salt flats near the Healey pits to bring parts for the Streamliner.



One of many stream liners that ran. This one had problems and the chute opened early. Several different cars blew engines just after starting and the track had to shut down to clean up all the parts.



Joe Jarick, Australia, waiting in the hot sun for his turn to run the Endurance car. Note the salt on front fender.



Endurance car heading back to the start line. As you can see we were under a canopy with nothing but salt around us.



Not sure if this is Joe or Bruno driving in the speed run.. We were at about the 2 1/2 mile mark and the cars were like toy cars. The track was 7 miles long.



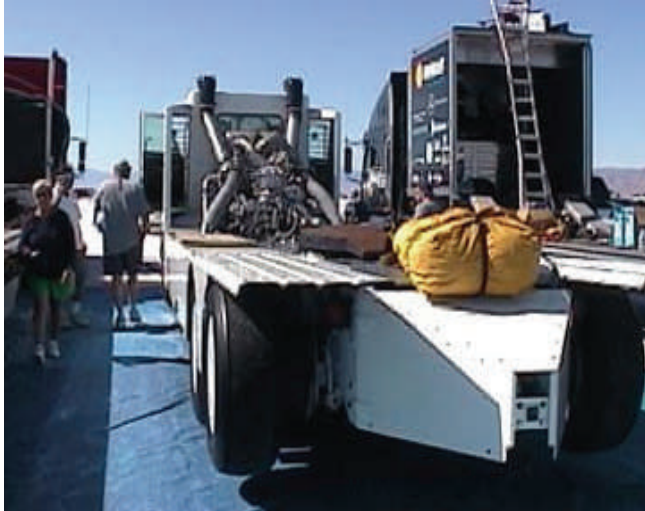
That thin line below the mountains is the start line. As I said, that was 2 1/2 miles from where we were viewing the runs.



The return with chase car after a successful run.



The endurance car taking off at the start line.



The Streamliner pulling out of the starting line on Saturday. It was ready to run and given the green flag, the push vehicle somehow managed to damage the chute port and they had to pull out. The track officials told Steve he could run without a chute if he didn't go any faster than 175MPH. He decided to pull out instead.



The center of activity on the salt for the Healeys was the under huge canopy donated by Dunlop Tires for the pit area. It was truly the



This was Ohio State University's entry. It is an electric hydrogen. It ran into problems at about the 2 mile mark and had to come off the track. It was very quiet. Couldn't hear it run at all

This yellow Citron was the slowest on the track.. I think I heard he did up to 70 something.

Ye Old Dragon was fun to watch. It was loud and smoky when he ran. That is quite an engine. He was trying to beat his former speed of 182.640.