



# The Healey Enthusiast

Volume XVIII No. 7

July 2007

## **RENDEZVOUS 2007 !**

### **Ruttger's Sugar Lake Lodge – Grand Rapids, Minnesota**

The Minnesota Jaguars ran the event this year, and they did a splendid job ! Austin Healey club member George Arthur was the chairman, and he and his staff stepped right up to produce a great weekend for all of the attendees.

There were greeters and refreshments at the front door for people arriving on Thursday afternoon. That evening, the complimentary refreshments and food were attacked enthusiastically. Mike and Gloria Lynch were in charge of obtaining sponsors. They had a lot of goodies, and the board with the winning numbers for free goods was closely watched.

Friday was Gymkhana and Touring Day. Tom Hazen and staff had a great Gymkhana layout at the school in town. They were busy timing the drivers from about 10:00 am to 2:00 pm. There were many Tours to pick from, so there was something for everybody. From Judy Garland, to Forest History, to an old car collection, etc. There was a bit of rain on our parade, but it did not last.

Saturday was bright and shiny outside. There was a driving Rally engineered by Ed Solstad in the morning. It is a beautiful area in which to be roaring around the countryside. The Ladies had a very popular Garden Tour, (on two buses) in Grand Rapids, organized by Barb Martin. Shopping was included, and they came back smiling and happy. In the afternoon, the Car Show was set up on the lawn by the lake – right on the resort grounds. That is a beautiful setting, and the cars looked gorgeous. This was a charity event again with people voting for the best cars in several categories by putting dollar bills in the containers by each car. The car having the most money in each category won.

In the evening, the Awards Banquet was held in the large dining room at Ruttgers. The Banquet Buffet was delicious, as it has been in past years. Afterwards, the awards were handed out. They were beautiful compositions of select hardwoods made by (as usual !) Dale Martin. ( It seems as though there are several active people that belong to both the Healey and Jaguar clubs ! Thank goodness for their “dual citizenship”!) George did a great job of Emceeing the program, and then Mike ran the live Auction of some outstanding gifts. It was a great time !

Sunday morning brought the moisture back, but it quit by noon. People packed up and said their warm goodbyes – some until next year. This was especially true of our Canadian friends. They were well represented and contribute a lot to the fun social atmosphere of this annual event. It's up to Manitoba next year !!

By G. Ronning

See pictures Page 14

## **July Events**

**Wednesday July 11 PIE**

**Saturday July 14 Gymkhana Brown&Bigelow**

**Saturday July 19 -22 Kohler International - RoadAmerica**

**Friday July 27 Drive In Movie Nite Woodbury**

**Sunday July 29 InterMarque Picnic Cherokee Park St. Paul**

**SQUARE PEG CLOSED June 30 & July 7**

**Alternate is Egg and I on University Avenue St. Paul**

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# Presidential Polemical Exhortations



By Mike Manser

Hello Healeyphiles...

"Can I give you a lift?" I can't seem to depart from talking about lessons learned or some conceptual ideas in this column... and this month will be no different. Protection is the theme this time. Protection in my broad definition is the ability/capacity to prevent some entity from impinging upon some other entity unduly, unnecessarily, or unwantingly (I encourage you to add any other fun "ly" that might apply). I was in the garage last week learning my lesson about protection...you probably know where this is going....I do too but for some reason I need to be reminded of it from time to time. Now, as you may know I tend to be very safety conscious. This stems from a childhood where skateboards, BB guns, slingshots, minibikes, and any other potentially dangerous items were banned from our house. This type of protectionism comes from a mother (an ER nurse) and a father (a policeman) who saw all the byproducts of these potentially unsafe products...yes, my life was sheltered...I made up for part of it when I bought a skateboard at 37. Despite this generally safe nature when I working on the race car I managed to draw blood when my head served as a metal frame finder (like a stud finder but with pain), my head again served as a sort of magnet for a wrench that slipped off a nut, and when my finger served as a 'stop' between two pieces of metal. Nothing major, the blood loss was not enough to cause unconsciousness or dizziness...but at the conclusion of three days of being banged, battered, and bruised I reminded myself of the lesson of physical protection and perhaps the greater lesson...the need for safety equipment...at all times. Through all of this I kept reminding myself that I really enjoyed working on the car despite the flow of blood and explicatives. In my tormented mind which was being held in place by a tormented body I am now sure there was different protectionism occurring everything I reminded myself of the enjoyment...psychological protectionism. "What did the jack say to the car?"

## THE HEALEY ENTHUSIAST

The official publication of the Minnesota Austin Healey Club, THE HEALEY ENTHUSIAST, is published 12 times per year for the benefit of its members. Articles which appear in THE HEALEY ENTHUSIAST are the opinions of the authors and do not express the position of the Minnesota Austin Healey Club on any matter unless specifically noted. We do our best to ensure accuracy but cannot be held responsible for errors and omissions. Contributions are welcome on any subject related to Healeys, club members, or of general interest to the classic car hobby. Material from THE HEALEY ENTHUSIAST may be reprinted in any other publication provided reciprocal article use permission is granted by that publication. Deadline for submissions to the editor is the 15<sup>th</sup> of the month prior to the next issue. Classified ads are free for MAHC members, \$5.00 for non-members. For display rates contact newsletter advertising. The Minnesota Austin Healey Club is affiliated with the Austin Healey Club of America.

## PIE

### (President's Informal Evening)

**Date:** Wednesday July 11th

**Time:** 7:00 p.m. (or before)

**Place:** Fort Snelling Officers Club

This location is on Hwy. 5 (east of I-494) on the southeast side of the Mpls./St. Paul Intl. Airport. Exit at the Post Road ramp, turn south (east) towards the river and proceed on to the road heading for the park, take the first left and wind around to the Officers Club building.

Come and enjoy refreshments and/or food with the friendly club members, catch up on news & events, and discuss cars & restorations.

## Breakfast at the Peg

This casual event every Saturday morning about 8:30 continues to be very popular! Great food, reasonable prices, & friendly LBC car enthusiasts make it a great place to keep in touch. **Meet in the room added on just for us!!** The location again is:

**The Square Peg Diner**  
2021 East Hennepin Ave. Mpls.



## PIE REPORT

By Tom Moerke

PIE on 6-6-07 was lots of fun

In attendance were Wayne Soderbeck, Dick Mathews, Dale Martin, Curt Carlson, Dan Wolters, Rich Stadther, Liz Stadther, Larry Nimmerfroth, Greg Lauser, Gary Ronning, Barb Ronning, June Moerke, Herb Miller, Jan Huston, Tom Moerke, Andy Lindberg, Dave Lee, Scott McQueen, Marsha Miller, Jim Kriz, Darrell Pearson, Mike Manser, Jack Stein, and Tom Hazen.

Much discussion on the upcoming Rendezvous with most members planning to attend. Greg Lauser mentioned he intended to Leave Ruttgers and drive around lake Superior on the north side to go to Conclave.

Tom Hazen discussed the Afton Hill Climb which again was a great success with a new wrinkle this year. Everyone received a speed reading on the hill. Tom Moerke, Tom Politiski, and Steve Rixen had an attractive blonde photographer ride with them taking pictures for the Mpls newspaper. So far no pictures in the paper.

Mike Martin brought a new Panasport type wheel he had purchased from Victoria British.

Gary Ronning brought some regalia to show and deliver.

A lot of tales from Motrah 007.

Curt Carlson is resigning as membership director and who will replace him. Two people have indicated they would do so.

Wayne Soderbeck and Jan Huston talked about their Winery Trip which they are planning for Sept. 30th.

NEXT PIE IS JULY 11, 2007 at Fort Snelling  
2<sup>nd</sup> NEXT PIE is AUGUST 1, 2007 at Fort Snelling.

## TECH TIP:

# The Most Dangerous Tool You Own

By Doctor Ernie of Dead Lake Motors

This might surprise you but it's your own brain. It is a wonderful machine. It has almost unlimited capacity. It can learn and unlearn. It has fascinated scientists for all of time, and still is the most studied thing today. With all of its capacity, it has some faults. The fault I'm writing about today was taught to me in a very painful way last week. Actually I was vaguely aware of this fault for sometime, but chose not to learn from it. But I've learned from it now in a big way by the loss of a finger.

This fault, if that's a correct term to use, is that the brain can be programmed to go into an automatic mode. The brain will automatically tell what muscles to do what and when. Here's an example: Driving a stick shift (manual transmission) car, the sequence might start with: 1 The light turning green, 2 You push the clutch in, 3 You move the shift lever to the side, 4 You move the shift lever forward, 5 You step on the gas, and 6. You let out on the clutch. I bet you didn't know it took that many brain steps. In fact there's many more steps mixed in at the same time like braking and steering. What I'm getting to here is actually thinking about it. And there's the fault. Automatically your brain will do all those steps as fast as you can count to 6. But if you change any one of those numbers, or add or delete a number, all of a sudden you have to reprogram or take over manually and that's where human error has a great tendency to screw things up.

Here's an example: After over three hours of mowing with my hydrostatic mower, my brain was programmed to 1, 2, 3, and 4, over and over at least a hundred times. Then I got stuck in some soft ground. So I 1 Slowed down the 16 HP motor, 2 put the hydrostatic shift lever in neutral, 3 raised the mower deck, 4 got off the tractor. All four steps done, right? WRONG, I needed to do another step (number 5) shut off the mower deck. But after 3 hours of mental and physical fatigue my brain was still in automatic mode. You can imagine the rest of the story, but this is the same reason that seasoned pilots land with their wheels up, doctors leave tools in bellies, and policemen confront armed robbers with empty guns. Something disrupted their 1, 2, 3, and 4 steps and off comes a finger or worse.

All you people out there be alert, it's the most common things you do that can ruin your whole day if you stay in your brains automatic mode when you should have kicked it into manual.

## **The VP REPORT**      **by Tom Moerke**

June isn't over yet, at least when I write this but it sure has been full of wonderful events. I've had nothing but fun and I didn't do a lick of work. Tom Hazen did his usual wonderful job on the Hill Climb, The Jaguar Club hosted a great Rendezvous, and Tom Hazen again did his usual at the Amery Speed Event, and on Saturday the 30th some of us are going to Chetek, WI for the car show there. These are just the events June and I went to. But we had a great time at all of them thanks to the hard work of so many volunteers. How in the world can we thank them and show them our appreciation. Oh, we also went to the Intermarque Sunday Picnic in Cherokee Park in St. Paul.. This was hosted by the Triumph Club. While we did get lost following a Google map, once we got there we had a fine time. Thanks to Kim Kiser for this idea and there will be two more: at the end of July and August. The real skinny on how to get there is to cross the high bridge, turn right as soon as you can and turn right again at the tennis courts and keep going to the park. Its a big park with plenty of room. I suppose you St Paul people didnt need that info. The nice thing about the picnic besides all the good picnic food was meeting people from the other clubs. I met Steve Jensen from the Lotuseaters Club who has a very nice 74 Jensen-Healey. Nice car! Rendezvous at Rutters was smoothly organized and very friendly, as we drove up to the lodge after a hot trip we were greeted by smiling Jaguar Club members offering us cool refreshments. That evening we drank free draft beer and greeted old friends from bygone rendezvous. On Friday the gymkhana was held at the high school in Grand Rapids. Mid afternoon the rains came, did they ever! Simon and Lorna Bosworth who had driven up in their tricked out mg midget with a 5 speed and 15in. wheels, and fuel injection and oh the list goes on went sailing on Sugar Lake. During the middle of the storm their sailboat overturned and no one could see them. They clung to the overturned sailboat over an hour until the storm lifted and someone came to rescue them. That night quite a few people helped Tom Politiski celebrate his birthday. We can't really mention some of the gifts he received. On Saturday the Flying Monkeys Rally was held. Rallymaster was Ed Solstad, so you know it was a good rally. Saturday night the Banquet was held. George Arthur was the mc and he and Mike Lynch and Andy Lindberg were great as was expected and the food was great with fish, steak, and chicken as the entries. Dessert wasn't bad either. Sunday morning it started to rain as we were checking out. It rained a lot but finally about 11 am most people started to pull out with great memories and anticipation of Rendezvous next year in Pinawa, Manitoba. The location is east of Winnipeg and a nice way to go would be thru International Falls with a left turn at Kenora. At Pinawa next year in 2008 our club will announce where the 2009 rendezvous will be held. Where should it be? The Jaguar people say that big hotel in Ashland has become more receptive to sports car people. Please think about this and bring your thoughts to PIE which will be July 11th The name of that big hotel is hotel Chequamegon.



# Events Schedule 2007

- July 11 \*\*** **PIE Meeting** - (Wed) Meet at 7:00 p.m. See page 3.
- July 14 \*\*** **Gymkhana** – (Sat) Meet at 10:00 a.m. in the Brown & Bigelow parking lot at 345 Plato Blvd. in St. Paul. Scott McQueen will be making the arrangements.
- July 19–22** **The Kohler International Challenge** (formerly called the BRIC) This is the big annual vintage car race event held at RoadAmerica in Elkhart Lake, WI. For details, call Jeff Johnk, Dan Powell, or Jeff Lumbard.
- July 27 \*\*** **Drive-In Movie Nite** – (Fri) Andy Lindberg is bringing us back to the 50's with this event in Woodbury. Plan to come early and tailgate. Details later.
- July 29** **InterMarque Sunday Picnic #2** – (Sun) Cherokee Park St Paul Kim Kiser for details
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- August 1 \*\*** **PIE Meeting** - (Wed) Meet at 7:00 p.m. See page 3.
- August 3 – 5** **Donnybrooke Road Racing Revival** Brainerd International Raceway
- August 18 \*\*** **Lauser / Stine Tour & Picnic** – (Sat) There will be a short Tour ending up at Carl & Betty Stine's for a Picnic at their very interesting farm in Beldenville, WI. Details later.
- August 25 \*\*** **Amery Airport Event 2007 #2** – (Sat.) – This event was so well received last year that Tom Hazen and Tom Moerke will be having "two more runs at it" in 2007 ! See page 8
- August 26** **InterMarque Sunday Picnic #3** – (Sun) Cherokee Park St Paul Kim Kiser for details
- 
- September 5 \*\*** **PIE Meeting** – (Wed) Meet at 7:00 p.m. See page 3.
- September 8** **Wheels 'n Wings** – (Sat) 8:00 a.m. Always a lot of cars and a lot of books. Airplanes, a train ride, hot dogs, and friendly people make it an enjoyable day in Osceola, WI.
- September 14-16** **Fall Vintage Race Festival** - Held at RoadAmerica in Elkhart Lake, WI. A great opportunity to see vintage racing up close. Call Jeff J., Dan P., or Jeff L. for details.
- September 30 \*\*** **Wine Tour** – (Sun) – We will venture to one of the local Taylors Falls wineries to taste some of the recent vintages. Should be delightful! Details later. Wayne Soderbeck and Jan Huston are coordinating

**\*\* - Denotes an official MAHC club activity**



## Events Schedule 2007

<b>October 3 **</b>	<b>PIE Meeting</b> – (Wed) Meet at 7:00 p.m. See page 3.
<b>October 6 **</b>	<b>Adopt A Highway Clean-up</b> (Sat.) The second of our two clean-ups for the year is to take place on this date. Details later.
<b>October 7</b>	<b>Fall Color Tour-</b> (Sun.) The final drive of the year to enjoy the Fall tree colors. Details later.
<b>November 7 **</b>	<b>PIE Meeting</b> – (Wed) Meet at 7:00 p.m. See page 3.
<b>November 10 **</b>	<b>Charity Event</b> – (Sat) Dale Martin will check the possibility of our club taking part in a food packaging charitable exercise. Details later.
<b>November 17 **</b>	<b>Annual Business Meeting Party</b> – (Sat.) The annual business meeting, election of officers, and dinner banquet will occur on this evening at the Officer's Club. Details later.
<b>December 1 **</b>	<b>Planning Breakfast</b> – (Sat) The schedule of events for 2008 will be on the agenda for this meeting. Tom Moerke will select the site.
<b>December 5 **</b>	<b>PIE Meeting</b> – (Wed) Meet at 7:00 p.m. See page 3.
<b>December 8 **</b>	<b>Tech Session</b> – (Sat) – Dick Mathews will check into the possibility of our having a Tech Session at a local shop that does custom mechanical work.

## Events Schedule 2008

<b>June 5 – 8 **</b>	<b>Rendezvous 2008 Pinawa, Manitoba</b>
<b>June 28 - Aug 3</b>	<b>VELOCITY: the Art of Motion</b> <b>Automotive Fine Arts Show in Hopkins, Minnesota</b>

## Events Schedule 2009

<b>June 2009 **</b>	<b>Rendezvous 2009 - Minnesota</b>
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\*\* - Denotes an official MAHC club activity

# 6th Annual Gymkhana Invitational



## Team Healey Challenge

**Event Date:** Saturday July 14th

**Time:** 10:00 am, until approx 1:30 or 2:00

**Location:** Brown & Bigelow Parking Lot

*345 Plato Blvd E. St. Paul, MN (Plato exit, Hwy 52)*

**Driver Admission:** free to all Austin Healey Club Members,  
Other vintage cars \$10, modern cars\* \$20 (\*limited to 10)

Test your driving skills around pylons on a custom designed  
*course, on a genuine Minnesota parking lot. Requirements to compete include a waiver  
signature, a Snell 85 helmet (some loaners avail), seatbelts and a safe car.*

10:00 a.m. Mandatory Drivers meeting to explain safety, discuss the  
features of the course, walk the course and discuss course management.

Refreshments (pop & water) will be provided.

At the conclusion of the runs those interested will retire to GEORGE'S on Plato (formerly  
Awada's) -2 blks away....for a little something to eat/drink.

**On site Registration 9:00- 10:00**

Spectators are welcome!

Contact **Scott McQueen** for pre-registration or  
register on-site day of event  
tel:(612) 623-4938  
[mcqueen.scott@comcast.net](mailto:mcqueen.scott@comcast.net)



# Healey Hillclimb VI June 2, 2007

FTD	Driver	Year	Make	Model	Car#	1st run	2nd run	C	Spd	3rd run	C	Spd	4th run	C	Spd
47.28	Pat Harker	2004	Rocket	shifter kart	82	done	47.91	72		47.34	74		47.28	75	
49.85	Chris DeLadi	2004	Rocket	shifter kart	24	done	DNF	74		49.97			49.85	76	
57.53	Jay Luehmann	1974	Porsche	911	36	done	58.54	72		57.53			57.78	69	
58.40	Mark Utecht	1988	Ford	Mustang rally car	83	done	59.28	67		58.87	72		58.40	73	
58.68	Andy Christ	2005	Subaru	WRX STi	3	done	58.68	60		59.38					
58.75	Glenn Ciegler	2006	Aston Martin	Vantage	71	done	59.12	55		58.75	60				
59.50	Keith Anderson	1983	Audi	Coupe Quattro racer	6	done	59.50	68		1:00.10	68				
59.59	Chris Campbell	2003	Saab	9-3	913	done	1:02.31	59		1:00.53			59.59	61	
59.65	Matt Cramer	2005	Mitsu	Lancer Evo XIII MR	8	done	1:01.53	63		1:00.34			59.65	50	
59.65	Paul Weidner	1959	A-H	Sprite race car	77	done	1:00.63	54		59.65			1:00.16	51	
:00.22	Rich Stadther	1963	Elva	Courier race car	95	done	1:06.71	53		1:04.59			1:00.22	61	
:01.25	Tom Moran	2004	Mini	Cooper S	22	done	1:01.78	43		1:01.25	50				
:01.25	Josh Thoma	2004	Subaru	STi	203	done	1:02.57	68		1:01.25	67		1:02.53	69	
:01.44	Leon Carter	2005	Subaru	WRX STi	13	done	1:01.44	55							
:02.25	Phil Ethier	1994	Mazda	Miata	7	done	1:03.88	1 57		1:02.25			1:02.69	58	
:03.03	Greg Smith	1997	Dodge	Neon race car	41	done	1:04.38	54		1:03.03	58				
:03.25	Aaron Courteau	2001	BMW	Z3	4	done	1:05.25	41		1:03.25			1:04.63	49	
:04.75	Dan Goffman	1989	VW	Golf	998	done	1:07.44	1 50		1:04.75	53		1:04.10	1 53	
:05.16	Craig Murphy	1965	Morris	Mini Cooper	007	done	1:05.16	50		1:05.43	51				
:06.00	John Hertsgaard	1964	Lotus	Super Seven	19	done	DNF	53		1:06.00	46				
:06.22	Steve Rixen	1957	A-H	100-6	27	done	DNF	51		1:06.22			1:06.41	51	
:06.59	Josh Jutting	1994	Honda	Civic del Sol	5	done	1:04.59	1 56		DNF			1:06.81	55	
:06.63	Ernie West	1974	Jensen	Healey	14	done	1:09.03	51		1:06.63	51		1:08.46	50	
:07.03	Joel Schmidt	1975	Triumph	TR6	15	done	1:11.06	1 46		DNF	50		1:07.03	50	
:07.32	Josh Ellis	1973	MG	B	49	done	1:09.28	50		1:08.72	48		1:07.32	50	
:07.40	Mark Brandow	1967	MG	B GT	47	done	1:09.12	49		1:07.40	47				
:07.47	Steve Rindt	1973	MG	Midget race car	42	done	DNF	52		DNF			1:07.47	35	
:07.66	Terry Tobin	1990	Audi	Coupe Quattro	159	done	1:08.81	49		1:07.66			1:07.72	47	
:08.00	Tom Fuehrer	1995	Ford	Mustang race car	195	done	1:08.00	59		1:07.69	3 61		DNF	52	
:08.75	Wayne Lee	1972	BMW	2002	109	done	1:08.75	52		1:14.41	1 53				
:09.47	Dave Meek	1960	Jaguar	XK150	21	done	1:09.47	45		1:12.82	48				
:10.22	John Hagen	1963	TVR	Granduna	63	done	1:09.06	1 51		DNF			1:10.22	48	
:10.41	Tom Politiski	1986	Morgan	4/4	11	done	1:12.39	46		1:13.96			1:10.41	47	
:11.91	Tom Hazen	2004	Rocket	shifter kart	0		1:11.91	53							
:13.78	Hank McCarthy	1991	Mazda	Miata	416	done	1:18.50	44		1:15.34			1:13.78	45	
:14.81	Joe Sarych	1969	Am. Mot.	AMX	20	done	1:17.00	54		1:14.81			1:12.93	1 48	
:16.32	Tom Moerke	1972	MG	Midget	16	done	1:20.19	43		1:16.32	41		1:17.94	41	
:17.81	Bob Jensen	1962	MG	A	18	done	1:19.81	36		1:17.81	42		1:17.85	42	
:19.00	Mike Guanella	1972	Citroën	SM	12	done	1:23.57	42		1:22.46	40		1:19.00	42	
:21.03	Duane Kruse	1968	Triumph	TR250	66	done	1:22.87	42		1:21.03	40				
:24.09	Al Cady	1965	A-H	3000 Mk III	9	done	DNF	48		1:24.09	D 42				
:36.16	Andy Lindberg	1978	Citroën	2CV	10	done	1:36.16	32							
	Dick Mathews	1957	AC	Bristol	1	done	DNF								
Total Runs:						42	43			39			27		
										Grand Total:			151		

# PASSING GAS

By Aaron J. Courteau

Passing Gas. Everyone does it. When it happens as designed, it's a thing of beauty. When there's something wrong – well – things get ugly.

Things had been ugly and getting more so for quite a while on my pretty red Westfield LOTUS XI. Why is this being written about in a Healey Club Newsletter? Well, other than me being one of the newest members of the club, the little Westie runs a BMC A Series 1275 and 4 speed rib cage box exactly like many of you Sprite Owners.

This car is special in that it is one of the few factory completed Westfield LOTUS XI's out there. I bought it from the original owner who despite outfitting it with every conceivable option, barely ever drove the car. It had just over 8,000 miles on it when I took delivery. Arguably this contributed to the ugliness. The XI's exhaust manifold takes a 90 degree turn down from the head and then another 90 degree turn away from the block allowing for the exhaust piping to run outside, take another 90 degree headed in the direction of the back of the car finally and along side the lower body work. Guess what... there was NEVER a factory built exhaust manifold for this car. Every one of them had to/has to (Westfield is back in the business of supplying brand new XI kits) be custom fabbed for each car. Because this was a factory completed car, and Westfield as a company was severely struggling in the early 80's, the manifold they originally built for the car was a tragically deformed and constricted mess. This led to warping and eventual cracking at the welds and the flanges. This led to bad passing of the gas as it were. So, my pretty little car never went like it could – even after swapped the single SU carb for Tom Hazen's 45DCOE Weber on a Cannon Manifold. It would still surge, and squeak, and hiss. I dealt with it as long as I could. Then I joined MAHC, and was so pleasantly bombarded with suggestions and offers of help from multiple members of the club. In the end Curt Carlson put me in contact with El Presidente Mike Manser and the three of us strategized about the project.

I purchased a High Performance Manifold Exhaust Header for a vintage Mini Cooper from Mini Mania. Its profile, because of the Mini's transverse engine layout, was ideal for the least amount of cutting. Steve Rixen was good enough to lend me a 1275 head to use during the procedure, and Tom Hazen delivered it to me.

Curt and I met Mike at his house and ventured into his garage/Healey Home/Datsun Race Car HQ. We mounted the new Manifold Header and compared it to my mutant original. We quickly determined that this was not going to be AS difficult as it potentially could have been, and that the devil would be in the details. We marked our first cuts, and took to the hack saw. <GULP> It was no return now – literally – Mini Mania was not going to take back a hack-sawed manifold! But things progressed well. As more cuts came, and even more tack welds, the Frankenstein we were creating started to take a familiar and oh so much more efficient looking form! (There was lightning in the air that night to help lend to the mad scientist aspect of the evening). As an homage to the original "artists" behind the car, one of the original exit tube ends was used in the completion of the new beast. With that, Mike sent us home for the evening with the tacked up Header and I stopped at the car on the way home for a VERY dry fit.

It LOOKED like it was going to fit perfect!

The next night, the 3 new Amigos returned to the scene of the crime to really weld the header together. I had to keep reassuring Mike that his welds would be just fine! No one would see them under the header wrap! We all had "a" ceremonial beer, and again took our leave of each other.

The day before the Hill Climb I began the install. First the wrapping and heat painting of the tubes. Then the install of new Head Bolts. Then the moment of truth. Ugh! ALMOST too tight. Without the wrap, there would have been no issues, but the manifold runs less than 2" from the driver's foot well, and I'd rather not boil the gasoline out of the Weber's bowl. With some grunting, and repositioning of the exhaust piping down stream I got it on. Then the intake. Then the fuel piping, cables, and springs. Then the first turn of the key since last fall. VROOM! It started! Unfortunately there is an ever so slight leak at the bottom edge of one of the intakes. Next job is to double up the gasket... I'd just like to drive for a little bit first though. ;-)

I can't thank Mike and Curt enough especially for their time and generosity. Having been a member of 2 other local clubs I can honestly say that this group seems the most genuine in its collective and individual support of fellow members. I wish I had joined a LONG time ago!

Hope to see you all soon with a constantly good running car!

## REMINDERS FOR AUGUST

1<sup>st</sup>           PIE  
3<sup>rd</sup> to 5<sup>th</sup>   Donnybrooke  
18<sup>th</sup>        Lauser/Stine Tour and Picnic  
25<sup>th</sup>        Amery Airport Event  
26<sup>th</sup>        InterMarque Picnic Cherokee Park

## FREE TO GOOD HOME

25 (more or less) Koi and other mixed Japanese Goldfish with many of the accoutrements to start the operation. You may correspond with the previous owner with whatever questions you may have on the care and feeding of same at: [matrixen@gmail.com](mailto:matrixen@gmail.com) . They may be seen at my house by prior arrangement. Steve Rixen, 612-877-1938 cell, or 715-386-2880 home

## PASSING GAS





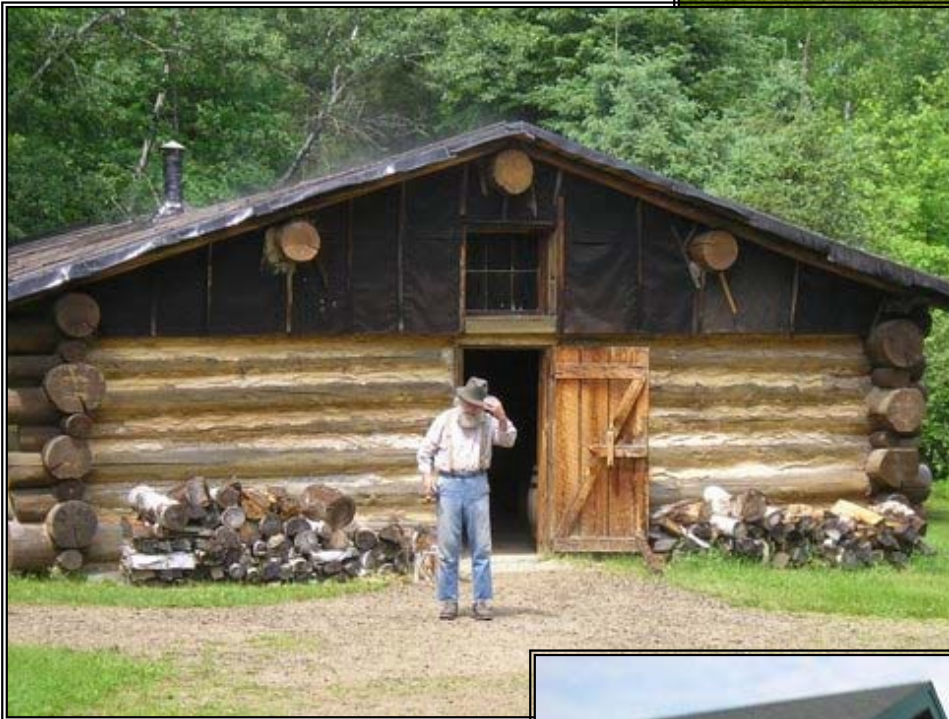
## AFTON HILL CLIMB VI





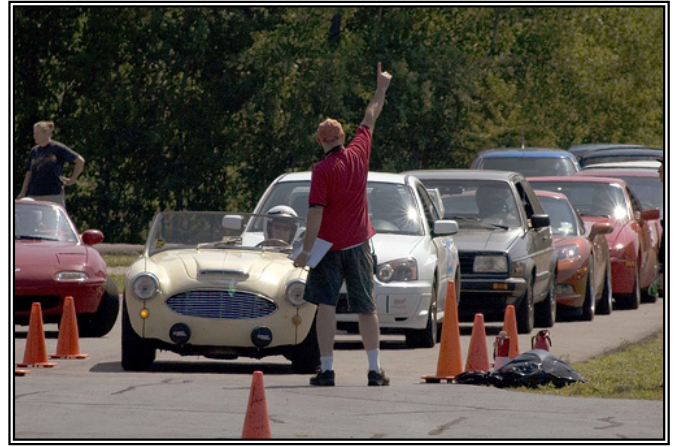


# RENDEZVOUS 2007



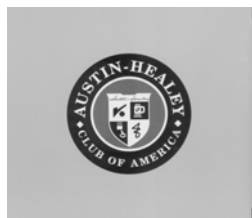


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