



The *Healey Enthusiast*

Volume XXI No. 10

October 2010



A Happy Bunch at the Healey-Morgan Picnic !

OCTOBER EVENTS

WED. OCT. 6

PIE MEETING

SAT. OCT. 16

FALL COLOR TOUR

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PIE**(PRESIDENT'S INFORMAL EVENING)****Date: Wednesday October 6th****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.

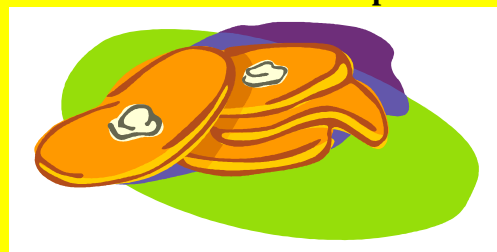
Come and enjoy refreshments and/or food with the friendly club members, catch up on news & events, and discuss cars & restorations.

Breakfast at the Peg

Come to this casual event (most) every Saturday morning about 8:00 a.m. for great food, reasonable prices, & lots of Intermarque car enthusiasts. It's a fun way to start off your weekend !

Bring your appetite !

The location: **The Square Peg Diner**
2021 East Hennepin Ave.

**THE HEALEY ENTHUSIAST**

The official publication of the Minnesota Austin Healey Club, a Minnesota Non-Profit Corporation. 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 15th 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 Inc. is operating as a Minnesota Non-Profit Corporation and is affiliated with the Austin Healey Club of America, Inc.

Presidential Ponderings

By EILEEN WETZEL

Earlier this month the White House announced that the term “global warming” is out, to be replaced by “global climate disruption”. Does this mean that the Earth is also spinning faster? It seems like it to me. I can’t believe how the time flies by. Summer is already over. Birds are flocking up, leaves are turning colors, the days are getting shorter, and the temperatures are getting considerably cooler.

But nothing wakes a person more to the passing of time than the loss of a friend. We were all in shock last week when we heard the news of Phyllis Galberth’s massive stroke. We are all saddened that this warm energetic person, who did so much on all of our behalf, has left us.

I first met Phyllis and Keith Galberth last year at Rendezvous in Ashland, WI. Truth be told, I was a little bit in awe. Phyllis seemed to know everyone and all the happenings in all the clubs. I was fortunate to get to know her further, seeing her at events and some intimate functions. When I saw her at a party last New Year’s day, (not too long after I was nominated President), she confessed to me that she might have put a bug in someone’s ear that I might be viable for that position. (I was not sure if I should thank her or not, ha!)

The Phyllis I knew sure seemed to know how to get things done. She knew how to ask for help in such a gracious way that you wanted to help and please her. She must have been able to read people really well to see others capabilities and limits. Phyllis was always positive and upbeat. I don’t know if anyone can fill Phyllis’s shoes. I know I can’t, but hope that I may be a little bit better person for knowing her.

Phyllis’s memorial service was last night. (Fri, September 24). It was nice to be there to be included in her circle of friends and family. I think she would have been pleased with the turnout of classic cars. I think she would have been happy with all the visiting in the parking lot around the cars. What an Intermarque Show!

Yes, time is short, life is short. Determine your priorities, and don’t let a day pass that gives you the opportunity to tell the important people in your life that you love them.
Keep it real.

I raise my wine glass to you, Phyllis.

Carpe Diem!!

Eileen Wetzel



THE PRESIDENTS INFORMAL EVENING

BY EILEEN WETZEL

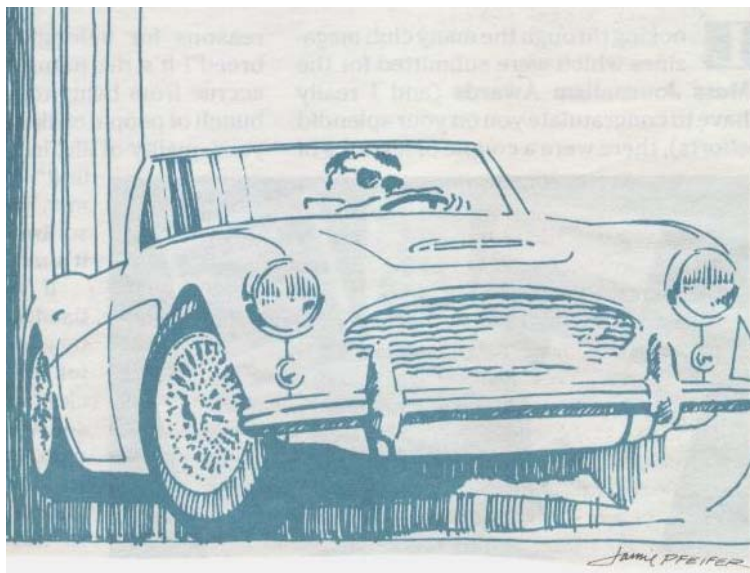
September PIE couldn't help but to be on the informal side with light hearted bantering being the theme of the night. Due to the ongoing remodeling of the Officer's Club, we were once again designated to the lower level Commander's Room, which always seems to provide a very intimate setting.

We were business as usual, discussing upcoming events in September and their execution. Mike Martin brought up the fact that he would not be able to attend the Oct. PIE meeting. Therefore, we needed to decide on the banquet plans, if we still wanted to have it at the Officer's Club. Also, a decision on the menu was needed. One quick vote seemed to sum up that we would be happy to have the banquet similar to last year. Mike will make arrangements on the menu. The cost to each member is yet to be determined.

The fact was also presented that nominees for President and Vice President have not been established. Anyone who would like to consider either honor is welcome to volunteer. The position of Newsletter Editor is also available. Please call or e-mail me if you are interested in these opportunities.

We want to recognize Dave Herveid as a new member ! Welcome Dave ! Also, Frank Howard (of Lotus fame) was a guest at the meeting.

In Attendance: Bob and Barb Featherly, Carl and Betty Stine, Tom Moerke, Jack Stein, Curt Carlson, Mike Martin, Herb Miller, Allen Wehr, Gary and Barb Ronning, Jeff Johnk, Jeff Lombard, Andy Lindberg, Linda Larson, Kim and Steve Rixen, Jan Huston, Wayne Soderbeck, Dean Soderbeck, David Herveid, Frank Howard, Tom Hazen, Jim Kriz, and Gary and Eileen Wetzel.



**The King of the Hill !**

Wheels 'n Wings

By Editor

A beautiful day shone down on the cars and people gathered for the annual Wheels 'n Wings Event. Early risers there to capture "Healey Hill" were Tom Moerke, Gary & Eileen Wetzel, and Dale Martin. Thank you all for being there to "hold the hill"!

Tons of shiny steel cruised in and parked in the various areas for all to see. Not sure if they got to 1000 this year, but there are always new ones to look over. The book sale was indoors this year, so we did not have to worry about any chance of getting our purchases wet. The burgers and brats were smelling good throughout the grounds. Vintage airplanes flew overhead, providing great sounds of days past. Old Motorcycles vroomed around on the ground. It was a fun time to be in the old car world on a nice Fall day.

Members attending from our club included: Fred Ambli, Bob Elliott, Keith & Phyllis Galberth, Ken & Karen LeBon (from Florida), Dave Lee, Dale Martin, Dick Mathews, Tom & June Moerke, Tom Politiski, Gary & Barb Ronning, Steve Shogren, Wayne Soderbeck, Carl & Betty Stine, Gary & Eileen Wetzel, Mike & Nora Hurley (from California), and Tom Wolters. There were also some old time previous members present to reminisce with – Ray Petry, Paul Nesse, and Bob Thomas.

**The Gay Caballeros !****Sunnin and Relaxin**

Healey Morgan Picnic

By Editor

Could not ask for a more gorgeous Fall day to be out in your open top wagon ! It was great driving to and from Herb & Marsha's lovely home in Bloomington. A lot of people must have agreed, as there was a nice turnout for this annual event.

The cars got parked on the grass in the spacious yard on the side of the house. They were lookin' goood ! Marsha and Herb had the refreshments and snacks ready on the patio, and we all settled in for a very pleasant afternoon.

After a bit, Herb took us on a tour of his garage and work areas. Everything was spotless clean and in its place (although he confided later that it might not always be that neat!!). His assortment of cars includes MGs, Healeys, Jaguars, a Porsche, a Formula car, and a few everyday models. They keep him out of mischief !

The grills were lit up, and we proceeded to cook up some meats. There were lots of salads and side dishes too. Then we passed through the dining room to scoop up some great desserts ! Wow ! Outdoor cars, cooking, and chatter made for a super afternoon.

Those attending from the Morgan club were –

Tom Politiski, Jim & Marsha Easton, Bob & Karen Reed, Gordy & Ginny Spartz, Jon & Suzanne Cumpton, Lee & Vicki Morgan, Dave Shruck, Dale Martin, George & Kathy Fink, Ken & Karen LeBon, and Jim Bentler.

Those attending from the Healey Club were –

Tom Politiski, Dale Martin, George & Kathy Fink, Ken & Karen LeBon, Tom Hazen & friend, Dave Knowles, Dave Lee, Dick Mathews, Herb & Marsha Miller, Tom & June Moerke, Chuck & Jean Norton, Gary & Barb Ronning, Geoff & Diane Rossi, Allen & Judy Wehr, and Gary & Eileen Wetzel.

(Note: Some members have dual citizenship !)

Thanks much to all that attended – and especially our host and hostess, Herb & Marsha.





2ND ANNUAL HUSTON – SODERBECK**TOUR & PICNIC, BONFIRE, BRAT, AND BEAN FEED**

By Eileen Wetzal

Sunday, September 19th granted us a cool but otherwise perfect day for a tour through the beautiful Wisconsin countryside. Nine cars started a caravan from Point Douglas Point on the shore of Lake St Croix winding their way while looking for the order of designated clues along the way. Our final destination was Wayne Soderbeck's cabin in the woods where we were joined by friends who drove there directly. Jan Huston was there to greet us with refreshments and hors d'oeuvres. We congregated around the warmth of the fire pit.

Flowers adorned the table as a token that we were holding Phyllis Galberth in our hearts.

Jan and Wayne provided a feast of Brats, Beans, and German Potato Salad, complete with condiments. Several salads were contributed by arriving members, as well as many treats for dessert. It all made for a savory and satisfying meal.

The fun continued as a scavenger hunt of sorts was laid out through the woods. Tokens were collected which resulted in drawings for door prizes. We were all on pins and needles waiting to hear our number called. A door prize was also awarded for the tour contest. It was FUN!!

We will be looking forward to the 3rd annual event next year to enjoy another beautiful and fun day spent with friends.

Thank you for your thoughtful, generous, hospitality Jan and Wayne!

In attendance were: Carol and John Shorrock, Jim and Patty Manion, Jim and Rose Klein, Greg Lauser, Dean and Michelle Soderbeck, Tom and June Moerke, Gary and Barb Ronning, Frank and Jane Howard, Carl and Betty Stine, Fred Ambli, Steve and Kim Rixen, Andy and Linda Lindberg, Wayne Soderbeck, Jan Huston, and Gary and Eileen Wetzal. Bob Jensen from the MG Club also attended.





FALL ADOPT-A-HIGHWAY EVENT

BY Greg Lauser

The fall Adopt-A-Highway pickup Saturday, Sept. 25, got off to a rousing start when Len Hislop, a member of the Minnesota MG Group who lives near Lake City, arrived and greeted us with hot coffee and doughnuts. Len's outstanding hospitality was complemented by apple strudel bars when Eileen and Gary Wetzel arrived. The treats were enjoyed before and after our 13-member-strong team picked up our designated two-mile stretch of U.S. 61.

Following a 90-minute hike in U.S. 61 ditches, which were remarkably clean, Len Hislop rejoined the group and led a brief driving tour through historical Old Frontenac, Minn., and along backroads to and in Red Wing, where the group enjoyed barbeque lunch entrees at The Smokin' Oak Restaurant before members went their separate ways. Thanks to all who participated.

Pictured below from the left: Len Hislop--Minnesota MG Group, Cheryl Rademacher, Nancy Lauser, Carl Stine, Dave Rademacher, Betty Stine, Curt Carlson, Dave Lee, Eileen Wetzel, Wayne Soderbeck, Gary Wetzel. Not pictured are Kim and Steve Rixen, who arrived later. Photo by Greg Lauser.



The 2010 Minnesota Austin-Healey Club Fall Color Tour

Saturday, October 16th

Two meeting options:

1. **8:00 am at Rainbow Foods**, 7282 S. East Point Douglas Rd in Cottage Grove, MN. Take Hwys 10 & 61 southeast past 494, exit on 80th Street and turn left, over the highway then right onto East Point Douglas Road. Rainbow will be on your left. The group will leave at 8:10am.

2. **9:15 am at Bogus Creek Café and Bakery**, N2049 Spring Street, Stockholm, WI. From the southeast corner of 494, it's a scenic 60-minute drive to Stockholm. Take Hwys 10 and 61 south and east out of the Twin Cities. Turn left to stay on 10 East, heading toward Prescott. Cross over the drawbridge in Prescott and turn right onto Wisconsin Hwy 35 South. Pass through Diamond Bluff, cross Hwy 63, go through Bay City and Maiden Rock. In beautiful downtown Stockholm, turn left onto County J. Bogus Creek is one block up on your left. We will be having a fabulous breakfast at Bogus Creek, served by the lovely and talented proprietor, Colleen. The tour will leave Stockholm at approximately 10:15am.

After about 100 miles of the coolest curves and hills and a few comfort stops, the tour will end at about 2:30pm with a late lunch served by the always charming Guy and Nancy at Hansen's Hold-Up Bar and Grill, S2428 State Hwy 95, Arcadia, WI, about 12 miles north of Fountain City, WI.

Breakfast and lunch are pay-your-own. Bring CASH because they don't always accept credit cards.

Please bring your own FRS/GMRS walkie-talkie if you have one. You can buy good inexpensive radios at Wal-Mart, Menards, Best Buy, Costco, etc. Look for at least "18 mile" or "20 mile" on the package. Loaner radios will be available for this tour.

"This will be a leisurely "couples friendly" tour with several comfort stops."





A Healey Story

By Tom Wolters

It happened. Our big Healey was running, see the March, 2009 Enthusiast, and had been driven to several MAHC events and to a few car shows around the state. Things were looking good and we were starting to think about fixing the seats using real foam padding and leather covers, not the Salvation Army boat cushions on plywood that are currently in use. When I picked the car up from storage this spring and started to get it ready for the summer season I soon noticed there was coolant in the oil. The block had a crack. Julie and I were the proud owners of a busted car.

The block with the crack is not the original engine for the car. That original motor is still resting in our daughter's garage. It is an early 2.6 liter 6 cylinder with the integral intake manifold. It has been in storage for the past 5 years with a load of penetrating oil in the cylinders, and it is still stuck. Since I didn't have the fortitude to start a rebuild on the venerable Longbridge 6, I had to think of an alternate plan to get our car back on the road.

A little research brought me to the 250 cubic inch 6 cylinder engine that Ford used in the 70s for the Pinto, Mustang, Maverick and other models in the Ford/Mercury line. The engine is physically a little smaller, weighs a little less and has a greater displacement than the Healey. So off I went to Joe's Auto Sales in Vermillion, Minnesota to have a look around. Joe specializes in Ford products and is very knowledgeable about what fits where. He had an engine from a 1975 Maverick out behind the shop that turned freely. I left Joe's yard that day with the engine and carburetor from the Maverick and a flywheel, starter, bell housing, water pump pulley and clutch linkage from various other Ford/Mercury products.

Once I pulled the pan and put assembly lubricant on all the crankshaft bearing surfaces and on the camshaft lobes, I started to worry about how to put the Ford motor in the Healey. I did not want to cut into the Healey chassis or intrude in any way into the foot well spaces. The installation was completed with only a few new screw holes in the chassis; one to hold the bracket for the clutch slave cylinder hydraulic line on the driver's side of the frame rail and four more to hold the ignition module on the fender strut.

I took the bell housing off the Healey transmission and took it and the Ford bell housing to Outlaw Machine in Red Wing. I needed a spacer that was 2.25 inches thick, would fit the Ford bell housing on one side and look like the Austin Healey bell housing on the other side. This one-off took a little time. When I got it home and bolted it up, the splines on the Healey transmission would only barely engage the clutch disk. That wasn't good. It turns out that the Healey has a longer distance between the flywheel pilot bearing and the clutch plate than a Ford does. The Healey has a long pilot bearing surface on the end of the transmission mainshaft to accommodate this distance. I had taken my measurements using the end of the shaft as a reference so everything was off by $\frac{3}{4}$ inch.



Too thick spacer plate bolted to the Maverick engine

The fix turned out to be fairly easy. I cut 0.75 inch from the pilot end of the Healey mainshaft, mea culpa, it is my transmission, and went back to Outlaw Machine to get 0.75 inch milled off the Ford side of the spacer plate. The job setup was still in the computer so that operation went pretty fast. Now I have a spacer plate that is 1.50 inch thick and fits neatly between the Ford bell housing and the Healey transmission. The only other things needed were to cut about an inch off the clutch arm to keep it away from the driver side foot well and to countersink a Ford bell housing bolt that interfered with the transmission body on the lower left side. The engine and transmission bolted together like they were meant for each other.

The clutch is a Ford 10 inch pressure plate squeezing a Healey 10 inch disk. The throwout bearing is a Ford unit sliding on the input sleeve from a Mustang transmission. Healey motor mounts are used with adapter plates for the Ford block. The steel adapter plates are 0.25 inch thick and have bolt holes drilled in the appropriate places for the block and the motor mounts. The clutch slave cylinder is positioned on the left side of the engine

and bolts to a plate that is also bolted to the block. The slave is upside down with the inlet and bleed ports interchanged. The Lucas generator is located near its original spot on a mount adapted from a Ford AC mounting fixture. The Ford ignition system uses the Maverick distributor, an electronic control unit from a Bronco and a coil from my old F-250. The start button activates a SPDT relay that bypasses the ballast resistor during starting. A 14 inch Flex-a-Lite belt driven fan with a 1 inch spacer is used for cooling the original Healey radiator. The Motorcraft 1 barrel carburetor was rebuilt using a kit from CarQuest and the automatic choke was removed in favor of the Healey cable. A custom 2 inch exhaust is routed under the oil pan from the right side of the engine and over the left frame rail to the left side of the car. The engine has no provision for a cable drive tachometer so the tachometer's mechanical guts were removed and replaced with an Auto Meter 2891 Mini Tach. Incidentally, the staff at the CarQuest store in Red Wing are very good about having or getting the parts I have needed for this project.

It drives great. The torque is much greater than stock. Starts in 2nd are easy and it is even possible to start in 3rd and use 3rd and overdrive around town. The engine is lighter, consequently the front of the car feels much lighter in the steering. I have made several 10 mile trips, remembering what Ma said back in the 60s, "don't drive that thing any further than what you want to walk back", and the cooling system, oil pressure, and the engine in general have performed well.

There have been some teething problems. When the engine was first started, it only ran on 4 cylinders. Two intake valves were stuck open and the pushrods had dropped out of their spots. Lots of penetrating oil and elbow grease got the valves moving and doing their jobs. Timing the engine was fun with no timing marks to be found, so I went back to the days of finding TDC using a screwdriver in the #1 hole then using the timing specs found on the valve cover sticker. It runs cool and doesn't ping. The clutch is still very stiff, there will either need to be some adjustment of the hydraulics, some strengthening of the actuating leg or both.

A few items remain at this time. The original differential has a 4.11 ratio and I hope to find a modern unit with a ratio around 3.0 - 3.5 that can be adapted to the Healey chassis. The differential change will also necessitate a change in the speedometer.

We now have our very own "Nasty Boy" Healey 4100-6. At least as nasty as we can be with 6 cylinders of Maverick power fed by a 1 barrel carburetor. That is what happened in Red Wing this summer.

The seats are still boat pads over plywood.

Events Schedule

Oct. 6 **	PIE Meeting – (Wed.) Meet at 7:00 p.m. See page 2..
Oct. 16	Fall Color Tour- (Sat.) Be out and enjoy the beautiful Fall colors with our illustrious road event leader – Tom Hazen ! See page 11.
Nov. 3 **	PIE Meeting – (Wed.) Meet at 7:00 p.m. See page 2.
Nov. 13	Charity Event – (Sat.) 9:00 – 11:00 am. For Feed My Starving Children. Dale Martin arranges this very worthwhile event each year. It is an enjoyable exercise for a very good cause.
Nov. 20 **	Annual Business Meeting Party – (Sat.) The annual business meeting, election of officers, and dinner banquet will occur on this evening at the Officer's Club. Details later.
Dec. 1**	PIE Meeting – (Wed.) Meet at 7:00 p.m. See page 2.
Dec. 4 **	Planning Breakfast – (Sat.) The schedule of events for 2011 will be on the agenda for this meeting. Tom Hazen will select the site.

2011

June 16 - 19	Rendezvous on the Red – (Thurs.–Sun.) Hilton Garden Inn at Fargo, ND
July 3 - 8	Conclave 2011 – (Sun.–Thurs.) The Crown Plaza Hotel in Colorado Springs, CO.

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

MARKETPLACE – continued from page 16

FREE- Dick Lovik, a former Healey owner but not a club member, has a Sprite/Midget shop manual he's willing to GIVE AWAY. He apparently has the small hardcover version too, but not in as good condition. Phone number is 763-427-7883. He lives in Coon Rapids, and the manual would have to be picked up. (9/10)

FOR SALE - Parts for a non-overdrive BN6. Differential, 3.90, \$200. Speedometer(poor condition), SN6105/08, \$50. Tachometer, RN2351/03, \$100. Fuel Gauge(2), FG2530/03, \$50(both). Water Temperature/Oil Pressure, GD1502/05, \$100. Call Tom Wolters at 651 307 3298 or email at tjwolter@redwing.net (9/10)

FOR SALE - MK1 /Sprite/Midget radiator. \$75.00 Call Dwight at 763-754-7111 or email dwight@bmcautos.com . (9/10)

FOR SALE – Bugeye Sprite Race Car. Black, Flairs, RHD. Regional & National H.P. winner. Currently set up for Vintage. Car Show Winner – LOL – SCCA. Best Prepared Car “Event Winner”. Built and owned by Paul Gau for 40 years. Never crashed or trashed. Complete history available. Asking \$15,000. Call Paul at 952-933-7277 or email Two_Peas@comcast.net . (9/10)

Minnesota Austin Healey Club Inc.
Gary Ronning, Editor
1019 Ridge Haven Circle
Buffalo, MN 55313

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MARKETPLACE

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FOR SALE - Front re-chromed Bugeye bumpers in great shape (email for pictures). All kinds of extra parts for Sprites. Wheels galore [steel]. Plus I sell/mount/repair tires. Also carry Amsoil products on hand. Call Dwight at 763-754-7111 or email dwright@bmcautos.com . (7/10)

FOR SALE - Austin Healey Sprite Mark III instrument panel- complete with gauges, switches, wiring. Some pitting on chrome, not sure if instruments are all functional. Many usable parts, \$85.00. Windshield with frame for Mk III Sprite or late model Midget, good glass, \$85.00. Rear surround cockpit aluminum moulding for two-seater 100-6 or 3000- very rare part, \$300. Firm. Always looking for any Sprite parts to buy, thanks. Call Bob at 952-465-1436. (7/10)

PARTS WANTED - for my AH 100 BN-2: a) Shop manual, Haynes OK, b) Gas tank, usable or repairable. c) M intake manifold, have 1 3/4" S.U.s from Elva Courier. Call Bob Youngdahl at 952 994 9626 (cell) or email to elva8@cfemn.com (7/10)

FOR SALE – Oil Cooler with Spin-on Oil Filter Adapter. Also **WANTED** – T-Nuts for Lift-the-Dot Studs that go on the padded Dashboard next to the Mirror. Call Craig Groth–507-457-9515 or ckgroth@hbc.com . (7/10)

FOR SALE – A-H 3000 four seater side curtain Hardtop. Needs paint and upholstery work. New headliner and rubber seals included. Rear window will clean up. \$2450. Email Gary at gtronning@aol.com . (7/10)

FOR SALE – 1961 AH Sprite MkII. Complete California car, has been stored, needs a few things to put it on the road. Light Blue color. Located in Apple Valley. Call Tony at 952-367-7968 or email to: automotiveaddiction@live.com (8/10)

(see more MARKETPLACE ads on page 15)