



The Healey Enthusiast

Volume XXIII No. 10

October 2012



Healeys and Morgans in a beautiful spot on a fantastic Fall day !

OCTOBER EVENTS

WED. OCT. 3
SAT. OCT. 6
SAT. OCT. 13

PIE MEETING
FALL COLOR TOUR
ADOPT A HIGHWAY CLEAN-UP

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PIE

(PRESIDENT'S INFORMAL EVENING)

Date: Wednesday October 3rd

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.

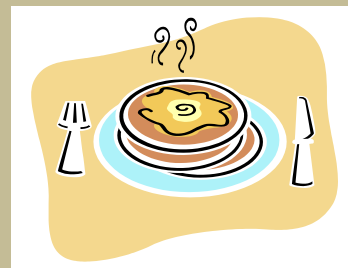
Come and enjoy refreshments and/or food with the friendly club members, catch up on news & events, and discuss cars & restorations.

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 !

Location: **The Square Peg Diner**
2021 East Hennepin Ave.
Minneapolis, MN 55414



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.

The Steering Column

By Geoff Rossi

Our Healey driving season is quickly drawing to the end – hoping for another three or four weeks. This past summer has had no lack of opportunity to cruise the blacktop. Nearly every weekend of every month offered not only Healey Club drives and socials, but other functions as well. I'd like to address a few of the MAHC's events - in particular, Tom Hazen's autocrosses, hillclimbs, and speed events.

Some, who have not attended, may not see these as socials. Believe me, they are. With a core group of MAHC members who participate in all of these as drivers and/or workers, and who look forward to the dates being placed on the calendar, they qualify as socials. Each one of these events has a character of its own – Afton's hillclimb is very different from the Amery autocrosses.

The weekend of September 21-23 was the occasion of the Inaugural Waumandee Hillclimb. As Tom had planned, it was a weekend of socializing and a full day of using your vintage car. With the challenges presented of putting together and pulling off a weekend event, and the year long complexities of establishing this new and unique experience, it was a success! Hopes ascend that it will become an annual regional event, increasing in popularity each year.

To have watched this begin as a germ of an idea the first time Tom's tires hit Blank Hill Road in Waumandee, to the culmination, it has been something to behold. His idea became a reality on September 21st. The three dozen or so drivers and a dozen and a half volunteer workers were all there to experience and enjoy it - and they will return.

Mr. Hazen's unrelenting energy and love of all things auto is a huge asset to the MAHC and all others who participate in the "action" events he plans. During the Saturday Awards Dinner following the Waumandee Hillclimb, Brian Duoos suggested that as a group we should knight him – Sir Thomas Hazen. I was one of all who said, "Here! Here!" And, it was done.



Sir Thomas

THE PRESIDENTS INFORMAL EVENING

BY SUZANNE WILLODSON

President Geoff Rossi called the meeting to order at approximately 7:08pm.

Overview of August events

- August 4 – Fred Ambli's Norwegian picnic – day started out rainy and one couple even ran home after breakfast to switch cars – no names mentioned [Rossi's]. Eileen Wetzel announced that Fred would like to make it an annual event.
- August 11 – British Fest in Hudson, WI. Tom Moerke announced there were about 25 cars. June Moerke announced that there were more than 25.
- August 12 – Progressive dinner. Carlson's to Rixen's to Norton's. Curt Carlson was asked to comment on his roadside tech session, but he shyly declined.
- August 25 – Amery Airport Autocross. Tom Hazen thanked all corner workers including Pres Rossi and son Giorgio Rossi. Steve Rixen commented that driving in the rain was pretty good. This event sold out 6 weeks in advance.

Announcements were made for September events.

President Rossi opened the floor to members for any other announcements.

Special announcement – new member

- Clarence Westberg was introduced as the newest member of the Club! Clarence owns a red MGA and said everyone knows that the Healey Club members have more fun. Welcome Clarence!

Other announcements:

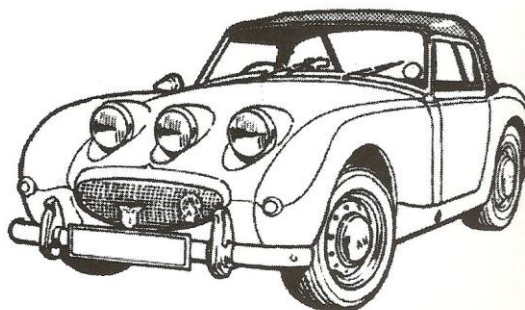
- Gary Ronning announced that he is taking orders for regalia.
- He also has members' manuals for anyone who didn't receive one in the mail.
- Healey (Marque) Chatter magazine July 1993 article – Gary recapped the story of a Healey 3000 being lifted off of a ship in Duluth when the straps broke and the Healey plunged into the harbor. It was recovered. Also he passed around a copy of an article in the Chatter from 1991 about discovering a 100S in North Dakota.

Treasurer's report – Pres Rossi delivered Jim Klein's financial report. Club is financially healthy.

Meeting adjourned at approximately 8:00pm

In attendance: Geoff & Diane Rossi, Steve Rixen, Rich & Liz Stadther, Sue & Phil Ethier, Jeff Lumbard, Dan Powell, Jim Manion, Gary & Eileen Wetzel, Gary & Barb Ronning, Jack Stein, Dick Matthews, Curt Carlson, Mike Martin, Tom Wolters, Tom & June Moerke, Jim Kriz, Clarence Westberg, John Miller, Herb Miller, Dan Gallagher, Scott McQueen, John Snyder, and Greg & Suzanne Willodson

HAPPY HALLOWEEN



Healey factory racers skyrocket

The famous Austin-Healey 3000 ARX 91B – the '64 Austrian Alpine Rally winner with Paddy Hopkirk – is coming up for auction at Bonhams' Goodwood Revival sale in September. It's projected to reach £220-240k, having been in the same ownership since 1969.

Sister car BRX 852B – built for the 1964 Liège-Rome-Liège, after which it came second on the RAC Rally with Timo Mäkinen – is also for sale, except this time the asking

'BRX is considered the most unmolested of the surviving works Healeys, and the market is hot on originality'

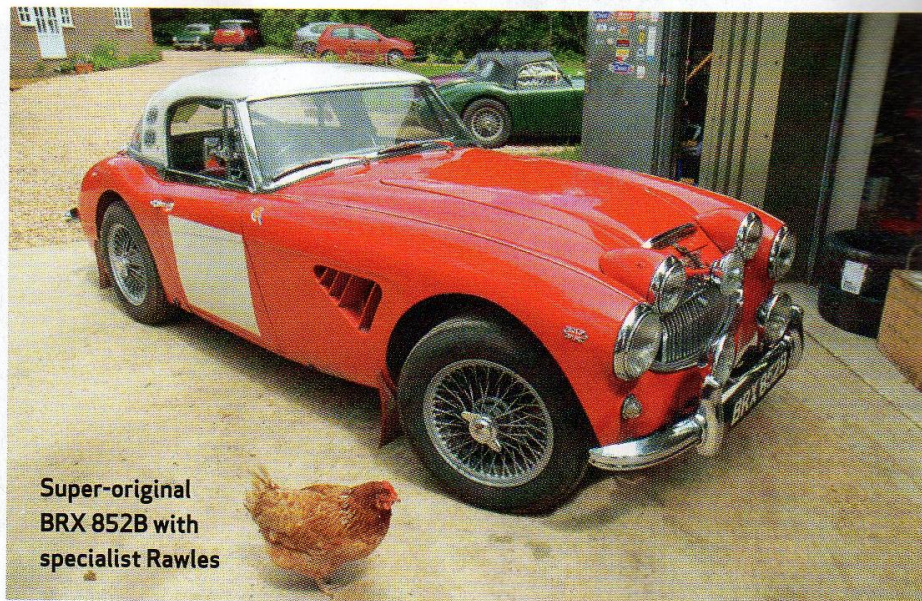
price is significantly higher. Why, given that ARX has the better competition history, having also run on the 1965 Targa Florio?

Healey guru Bill Rawles, who looks after the car, has the answer: "It's never been fully apart." As such, it's considered to be the most unmolested of the surviving works Healeys, and these days the market is hot on originality. The record auction price for an ex-works rally Healey is £175,750 – reached by URX 77, the 1960 Liège-Rome-Liège winner, at Christie's in 2004 – while the tragic 1955 Le Mans 100S tops the pile at £843,000.

Ex-Targa and Alpine
3000 may be a sound
buy at £220-240,000

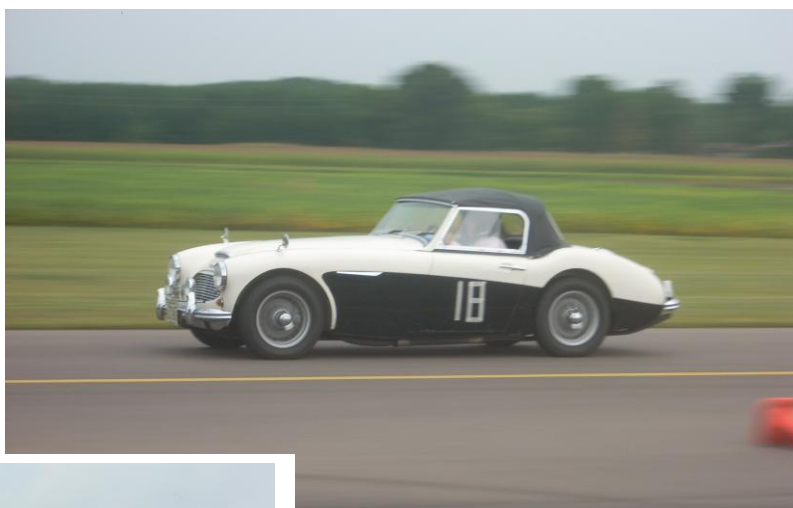


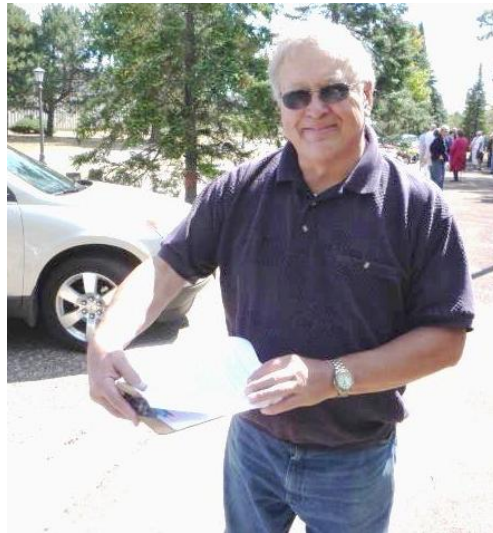
Super-original
BRX 852B with
specialist Rawles



| Amery Airport Autocross and Straight-Away Speed Run XI | | | | | | | | | | | | | | | | | | | |
|--|-------------------------|------|---------------|-----------------------|-------|----------|------|----------|---------|---------|---------|----------|---------|---------|---------|---------|---------|-----|----|
| FTD | Driver | Year | Make | Model | Car # | 1AX | C1/R | 2AX | C | 2R | 3AX | C | 3R | 4AX | C | 4R | 5AX | C | 5R |
| 57.08 | Hollywood (Matt Cramer) | 2005 | Mitsubishi | Lancer Evo VIII MR | 8 | 57.08 | 55 | 58.24 | 54 | 57.91 | 51 | | | | | | | | |
| 57.56 | Jeremy Fohrenkamm | 1976 | Triumph | Splitfire | 76 | 58.14 | 59 | 57.76 | 67 | 57.56 | 61 | 1:02.89 | 1 | 66 | 1:01.36 | 4 | 84 | | |
| 57.62 | Juan Carlos Esquerria | 2009 | MINI | JCW | 3 | 57.62 | 105 | DNF | 104 | 57.88 | 104 | 57.96 | 104 | 57.96 | 102 | 1:01.82 | 1 | 76 | |
| 58.23 | Chris Peterson | 2006 | MINI | GP | 42 | 58.46 | 100 | 58.23 | 102 | *59.78 | 96 | 58.65 | 101 | 58.65 | 101 | 1:02.76 | 1 | 102 | |
| 58.47 | Andy Burrington | 2011 | Subaru | WRX STi | 144 | 1:00.54 | 1 | 104 | 58.58 | 105 | 58.47 | 105 | 59.33 | 52 | 1:02.97 | 104 | | | |
| 58.68 | Tom Hazen | 2008 | Mitsubishi | Lancer Evo X GSR | 0 | 58.68 | 51 | 1:03.71 | 43 | 58.24 | 53 | 59.23 | | | | | | | |
| 58.94 | Jay Silverberg | 1967 | Ford | Cobra replica | 111 | 1:00.46 | 113 | 1:02.21 | 109 | 58.94 | 112 | | | | | | | | |
| 59.04 | Ron Woodlee | 2009 | MINI | Cooper JCW | 999 | 59.04 | 103 | 59.17 | 105 | 59.76 | 103 | 1:02.07 | 104 | | | | | | |
| 59.44 | Tim Oudin | 2004 | MINI | Cooper S | 37 | DNF | | 1:02.78 | 99 | 1:00.52 | 92 | 59.44 | 98 | 1:04.45 | 97 | | | | |
| 59.45 | Mike Watson | 2006 | Acura | RSX Type-S | 128 | 1:01.05 | 102 | 59.93 | 98 | 1:01.80 | 99 | 59.45 | 82 | | | | | | |
| 59.53 | Alan Nemitz | 1995 | Infiniti | G20 | 187 | 1:02.12 | 1 | 99 | 59.53 | 105 | 1:01.58 | 104 | 1:07.21 | 101 | | | | | |
| 59.60 | Scott Nielsen | 2002 | MINI | Cooper S | 351 | 1:00.18 | 114 | 59.60 | 115 | 1:00.32 | 108 | *1:00.18 | | | | | | | |
| 59.69 | Ryan Thompson | 2005 | Mitsubishi | Lancer Evo | 605 | 59.95 | 120 | 59.69 | 120 | 59.31 | 120 | 1:02.56 | 117 | 1:04.33 | 93 | | | | |
| 1:00.13 | Phil Ethier | 2005 | Lotus | Elise | 7 | DNF | 102 | 59.47 | 105 | 1:00.79 | 103 | 1:00.13 | 105 | 1:06.10 | 104 | | | | |
| 1:00.23 | Kurt Schroeder | 2011 | Subaru | WRX | 500 | 1:00.23 | 115 | 1:01.23 | 114 | 1:00.19 | 117 | 1:02.25 | 1 | 87 | | | | | |
| 1:00.29 | Ryan Buck | 1968 | Chevrolet | Camaro | 63 | 1:02.18 | 122 | 1:00.29 | 122 | 1:02.11 | 115 | 1:00.55 | 120 | 1:11.39 | 80 | | | | |
| 1:00.51 | Matt Chermers | 2002 | Audi | TT | 312 | 1:02.95 | 1 | 97 | 1:00.51 | 97 | 1:01.41 | 1 | 101 | 1:01.84 | 100 | 1:08.49 | 6 | 97 | |
| 1:00.80 | Charles Kim | 2002 | Honda | S2000 | 90 | short | 128 | 58.08 | 129 | 58.80 | 1 | 73 | | | | | | | |
| 1:01.08 | Eric Winsor | 1999 | Chevrolet | Corvette | 5 | 1:01.08 | 132 | DNF | 130 | short | 135 | | | | | | | | |
| 1:01.19 | Mike Baloga | 2011 | Chevrolet | Camaro SS | 75 | 1:02.58 | 119 | 1:01.90 | 119 | 1:01.19 | 119 | 1:00.99 | 1 | 121 | | | | | |
| 1:01.20 | Don Gettinger | 2001 | Chevrolet | Corvette Z-06 | 4 | 1:02.98 | 110 | 1:01.20 | 112 | 1:02.10 | 106 | 1:01.78 | 1 | 109 | 1:02.60 | 109 | | | |
| 1:01.68 | Rod Strumbel | 2004 | Ford | Mustang Cobra | 727 | 1:01.84 | 127 | 1:01.24 | 125 | 1:01.68 | 124 | short | 128 | | | | | | |
| 1:01.87 | Shayne Hopkins | 2003 | MINI | Cooper S | 81 | DNF | 97 | 1:03.92 | 97 | 1:01.87 | 96 | 1:04.46 | 95 | | | | | | |
| 1:02.04 | Tony Bergman-Porter | 1999 | Chevrolet | Corvette | 252 | DNF | 114 | 1:02.04 | 98 | 1:02.13 | 103 | 1:03.08 | 109 | | | | | | |
| 1:02.11 | Heidi Halverson | 2005 | Lotus | Elise | 10 | 1:01.36 | 102 | 1:02.11 | 101 | 1:02.11 | 105 | 1:06.45 | 102 | 1:06.12 | 102 | | | | |
| 1:02.20 | Josh Jutting | 2005 | Mitsubishi | Lancer Evo VIII | 15 | 1:02.20 | 118 | 1:04.31 | 117 | 1:03.93 | 1 | 119 | 1:02.66 | 1 | 57 | 1:10.85 | 83 | | |
| 1:02.30 | Aaron Burrington | 2004 | Mazda | Mazdaspeed MX-5 Miata | 43 | 1:02.18 | 1 | 79 | 1:03.38 | 73 | 1:02.30 | 69 | | | | | | | |
| 1:02.72 | Tim Schottler | 2008 | Mitsubishi | Lancer Evolution X | 113 | DNF | 113 | 1:02.72 | 115 | 1:03.65 | 116 | 1:05.34 | 2 | 115 | 1:06.36 | 115 | | | |
| 1:02.84 | Brandon Fleisher | 2002 | Ford | Focus | 444 | 1:02.58 | 1 | 87 | 1:02.39 | 1 | 86 | 1:02.84 | 87 | 1:07.83 | 87 | short | 86 | | |
| 1:02.86 | Steve Rixen | 1957 | Austin-Healey | 100-6 | 27 | 1:03.17 | 76 | 1:02.86 | | 1:03.06 | | | | | | | | | |
| 1:03.25 | Joel Route | 2007 | Ford | Mustang GT | 174 | 1:05.80 | 1 | 123 | 1:03.73 | 1 | 117 | 1:03.25 | 125 | short | 123 | | | | |
| 1:03.34 | Chris Canney | 2007 | Nissan | Sentra SE-R Spec V | 23 | 1:06.04 | 1 | 96 | 1:04.40 | 97 | 1:03.34 | 98 | | | | | | | |
| 1:03.40 | Jonathan Penland | 1997 | Porsche | Boxster | 47 | 1:03.52 | 1 | 98 | 1:04.68 | 102 | 1:03.40 | 97 | 1:11.59 | 53 | | | | | |
| 1:04.13 | Mike Hill | 2007 | Ford | Mustang Saleen 281SC | 328 | 1:05.91 | 2 | 118 | 1:04.13 | 112 | 1:03.56 | 1 | 119 | 1:04.30 | 62 | 1:07.74 | 93 | | |
| 1:04.17 | Jennifer Maguire | 2003 | Ford | Focus SVT | 245 | 1:05.25 | 105 | 1:04.17 | 106 | | | | | | | | | | |
| 1:04.19 | Justin Hirschuber | 1994 | Ford | Mustang GT | 12 | 1:04.94 | 97 | 1:04.52 | 98 | 1:04.19 | 99 | 1:05.17 | 97 | | | | | | |
| 1:04.34 | Scott McQueen | 1973 | Triumph | GT6 | 44 | 1:06.68 | 93 | 1:05.37 | 82 | 1:04.34 | 82 | 1:05.75 | 79 | 1:07.69 | 45 | | | | |
| 1:04.38 | Andy Palmer | 1977 | Porsche | 911S | 958 | 1:05.37 | 90 | 1:04.38 | 92 | 1:05.46 | 91 | | | | | | | | |
| 1:04.62 | Charles Balcerak | 1984 | Nissan | 300ZX | 127 | 1:07.40 | 1 | 99 | 1:07.08 | 1 | 97 | 1:08.34 | 67 | 1:04.62 | 70 | | | | |
| 1:04.73 | John Stevens | 1982 | Chevrolet | Monte Carlo | 142 | 1:05.72 | 102 | 1:03.25 | 101 | 1:04.73 | 101 | 1:07.97 | 67 | | | | | | |
| 1:05.57 | Bill Poppert | 2005 | Jaguar | S-Type | 17 | 1:05.57 | 110 | DNF | 109 | 1:09.43 | 1 | 111 | | | | | | | |
| 1:05.64 | Carson Turnquist | 2002 | Ford | Lightning | 200 | 1:05.64 | 110 | 1:06.87 | 1 | 111 | 1:07.48 | 109 | 1:07.23 | 110 | | | | | |
| 1:05.67 | Richard Rudolph | 2005 | Honda | S2000 | 22 | 1:05.67 | 98 | 1:04.73 | 1 | 101 | DNF | 100 | 1:08.84 | 100 | | | | | |
| 1:06.00 | Al Mehra | 2006 | Chevrolet | Corvette Z06 | 105 | 1:06.00 | 134 | short | 135 | short | 136 | short | 140 | | | | | | |
| 1:06.77 | Ariel McDonald | 2007 | Audi | S4 | 54 | 1:25.90 | 1 | 95 | 1:14.64 | 1 | 103 | 1:14.63 | 103 | 1:06.77 | 102 | 1:11.77 | 104 | | |
| 1:06.84 | Joe Sarych | 2007 | BMW | 335i | 88 | 1:08.68 | 106 | 1:10.07 | 106 | 1:15.87 | 105 | 1:06.84 | 107 | | | | | | |
| 1:07.05 | Dean Borris | 2001 | Toyota | MR2 | 147 | 1:07.36 | 2 | 64 | 1:07.08 | 60 | 1:11.68 | 1 | 58 | 1:10.22 | 1 | 53 | 1:07.97 | | |
| 1:07.65 | Chad Weisala | 2001 | Chevrolet | Corvette | 816 | 1:07.65 | 106 | short | 109 | | | | | | | | | | |
| 1:07.69 | Jake Erickson | 2006 | Pontiac | GTO | 1612 | 1:10.51 | 111 | 1:07.69 | 128 | | | | | | | | | | |
| 1:07.97 | Eileen Wetzel | 1963 | Austin-Healey | 3000 BJ7 | 19 | 1:09.63 | 75 | 1:08.78 | 75 | DNF | | | | | | | | | |
| 1:08.26 | Eric Hebel | 2009 | VW | CC 2.0T | 36 | 1:10.24 | 92 | *1:02.71 | 96 | 1:08.33 | 99 | 1:08.26 | 97 | short | 97 | | | | |
| 1:08.51 | Gene Bard | 1991 | Toyota | MR2 | 122 | 1:28.78 | 87 | 1:07.85 | 1 | 88 | 1:08.51 | 88 | | | | | | | |
| 1:08.58 | Mike Schreiber | 2005 | Dodge | Magnum | 57 | *1:06.52 | 105 | DNF | 103 | 1:10.72 | 105 | 1:08.58 | 104 | 1:11.83 | 104 | | | | |
| 1:09.79 | Dick Hebl | 2008 | Ford | Mustang | 66 | DNF | 103 | 1:10.24 | 103 | 1:09.79 | 108 | | | | | | | | |
| 1:10.29 | Jeff Croes | 2007 | Ford | Crown Vic Police Int. | 16 | 1:12.41 | 93 | 1:10.29 | 93 | | | | | | | | | | |
| 1:10.61 | Mike Snyder | 2009 | Ford | Mustang | 613 | DNF | 105 | 1:10.61 | 107 | | | | | | | | | | |
| 1:11.31 | James Rivord | 2005 | MINI | Cooper | 99 | DNF | 84 | DNF | 85 | 1:11.31 | 84 | 1:11.90 | 84 | | | | | | |
| 1:11.38 | Bob Mortenson | 1955 | Porsche | 550 Spyder | 130 | 1:14.49 | 95 | 1:11.38 | 94 | DNF | 45 | 1:12.48 | 71 | 1:12.27 | 74 | | | | |
| 1:12.27 | Kim Rixen | 1975 | MG | Midget | 72 | 1:15.18 | 70 | 1:14.79 | 72 | DNF | 78 | | | | | | | | |
| 1:15.56 | Greg Willodson | 1961 | Austin-Healey | 3000 | 181 | 1:18.38 | 76 | 1:17.51 | 79 | 1:15.56 | 78 | | | | | | | | |
| 1:17.23 | Michelle Blaeser | 1991 | Toyota | MR2 | 221 | 1:30.37 | 98 | 1:17.23 | 84 | | | | | | | | | | |
| 1:18.03 | Suzanne Willodson | 1961 | Austin-Healey | 3000 | 118 | 1:24.02 | 75 | 1:22.53 | 77 | 1:18.03 | 79 | 1:20.55 | 68 | | | | | | |
| Stuart Margraves | | 2006 | Pontiac | GTO | 110 | DNF | 143 | short | 142 | | | | | | | | | | |
| Dan Davis | | 1998 | Chevrolet | Corvette C5 | 281 | short | 135 | | | | | | | | | | | | |
| Trevor Thompson | | 2006 | Chevrolet | Corvette Z51 | 506 | short | 112 | DNF | 122 | | | | | | | | | | |
| | | | | | | 65 | | | 64 | | 55 | | | 43 | | | 22 | | |
| Grand Total Starts | | | | | | | | | | | | | | | 249 | | | | |

AMERY ACTION !





CITY LAKES PARKWAY TOUR

EDITOR

IT WAS A BEAUTIFUL SUNDAY AFTERNOON FOR THE CITY TOUR. THE STARTING TIME HAD BEEN MOVED TO THE AFTERNOON, BECAUSE OF SOME RUNNING EVENTS AROUND THE LAKES THAT MORNING.

WE LEFT FROM THE FORD DAM AREA, CROSSED TO MINNEAPOLIS, AND HUGGED THE RIVER ALL THE WAY THROUGH DOWNTOWN. HEADED WEST TO THE LAKES AREA, DROVE PAST CEDAR, CALHOUN, HARRIET, AND PROCEEDED SOUTH TO THE MINNEHAHA PARKWAY.

TRAVELLED BACK EAST, CROSSED THE MISSISSIPPI AGAIN, AND ENDED UP ON SUMMIT AVENUE. DROVE THROUGH DOWNTOWN ST. PAUL TO JOSEPH'S RESTAURANT, WHERE WE ATE LUNCH.

IT WAS A GORGEOUS DAY FOR A DRIVE, AND THE 20 OR SO HEALEYS AND JAGUARS STAYED TOGETHER QUITE WELL. MUST HAVE BEEN GOOD PLANNING BY DALE MARTIN – THE GUY WITH THE CLIPBOARD ! IT'S ALWAYS AN ENJOYABLE RUN. THANKS TO THE PLANNERS AND THE PARTICIPANTS.



The Hillclimb

Waumandee, Sweet Waumandee!

By Geoff Rossi

This much anticipated weekend began on Friday the 21st with a 1430 rendezvous and departure time from Prescott's Point Douglas Park. From there the Wetzels, Rossis, Moerkes, Mathews, Lauser, Manion and McQueen crossed into Wisconsin and onto Highway 35 with a 60-mile plus drive ahead. As 1600 hours approached, we arrived in Alma after cruising the hour and a half drive with low traffic and lots of sunshine. All headed to their various lodging points with the plan of meeting up at 1700.

The impressive Castlerock Museum was the congregating point, and here we learned that the Stines had ventured down on their own with RV and trailered Healey. The Rixens and Willodsons had been one hour behind the main group that left Prescott. Tom Hazen and Jane Schuler, who had been on-site since midday setting up and prepping, arrived to lead us to our dinner destination – Suncrest Gardens – for wood-fired oven baked pizza and free beer. The lot of us took a preview run up Saturday's challenge. All cars were bedded down by 2100 that evening with visions of hay bales and orange cones dancing in their driver's dreams.

Weather played a factor on Saturday. It was the first day of Fall – the Autumnal Equinox. Day broke with the temp in the mid 30s and a heavy mist. It had rained during the night. Healeys were slow at responding to the first key turn, but all cars reached the paddock area for the mandatory 0840 drivers meeting. Cars were on the grid by 0930 and the day was up and running. The Grid and Entry Gate (which were the actual beginning of the hillclimb loop), the Finish Line, the Shutdown, and the Paddock were all located at the top of the ridge at Mike Blank's homestead. A steady sharp 30-knot wind blew all morning with dark threatening cloud cover. The asphalt was wet but not slick. Times were slow because of driver caution. Most cars seemed to be enjoying the cool atmosphere. Humans were bundled in gloves, hats, scarves, and jackets.

Lunch break at noon found everyone walking to the area where the local Girl Scouts were vending lunch – hot chili, dogs, brats, and more. Mike Blank's farmyard, with its panoramic vista of the valley below, was transformed into a picnic area. It was truly an outstanding vantage point.

The afternoon runs restarted at 1330 with the sun breaking and the skies giving promise. The promise was fulfilled by 1400. This weather would have been perfect for the entire day. The run times began heating up too. Tom called the runs and the day over at 1630. All-day drivers had been able to run the two-mile course eight times. Workers, who drove half the day and worked half the day, managed five or six runs.

Danzinger Winery was the place to be at 1800. A catered buffet dinner of cod, chicken, creamed potatoes, veggies, and much more was laid out. The dining room sits atop a ridge at Alma, giving one a vast view of the mighty Mississippi's valley and beyond. It was enhanced by an incredible sunset of purple-lit clouds. Certificates were handed out acknowledging fastest times for your challenge up the hill. The times ranged from 3:25 minutes to 2:16.9. Quite interesting was the fact that two very different cars achieved the two fastest times for the course – a 1976 Triumph Spitfire and a 1968 Chevy Camaro. Their fastest times were less than **one second apart** !

Sunday morning provided us with the opportunity of visiting a very unique auto museum in Alma – a collection of cars produced by the Franklin Motor Company between 1902 and 1934. There were more than Franklins to see, as well. As is said, "All good things must come to an end"; and, end they did. By 1130 hours everyone had turned northward on Hwy 35 towards the Cities. The day was perfect for a drive. This should have come a day earlier. Perhaps next year...

Of the 32 drivers who ran the course, 16 were MAHC members.

Also, one wedding anniversary was celebrated – Kim and Steve Rixen's fourth at The Harbor View.



Waumandee, Wisconsin - September 22, 2012

| FTD | Driver | Year | Make | Model | Car# | 1st | 2nd Run | 3rd Run | 4th Run | 5th Run | 6th Run | 7h Run | 8th Run | C |
|---------|-------------------|------|---------------|-----------------|------|----------------------------|---------|---------|----------|---------|---------|---------|---------------|-----|
| 2:16.90 | Jeremy Fohrenkamm | 1976 | Triumph | Spitfire | 76 | y | 2:21.99 | 2:19.08 | 2:18.63 | 2:16.90 | | | | |
| 2:17.74 | Ryan Buck | 1968 | Chevrolet | Camaro | 63 | y | 2:30.96 | 2:30.15 | 2:29.71 | 2:29.96 | 2:22.81 | 2:17.74 | | |
| 2:19.94 | Rich Stadther | 1969 | Merlyn | 11A | 95 | y | 2:31.69 | 2:23.88 | 2:20.89 | 2:23.48 | 2:19.94 | 2:21.93 | 1 | |
| 2:24.25 | Wayne Lee | 1971 | BMW | 2002 Nevada | 109 | y | 2:46.03 | 2:32.45 | 2:29.58 | 2:25.18 | 2:24.25 | 2:26.81 | | |
| 2:35.69 | Jeff Ingebrigtsen | 1973 | Merlyn | MK24 | 99 | y | 2:35.69 | 2:39.44 | 2:40.50 | 2:39.79 | 2:41.24 | | | |
| 2:35.92 | Scott McQueen | 1973 | Triumph | GT6 | 44 | y | 2:45.00 | 2:48.99 | 2:43.13 | 2:42.39 | 2:39.44 | 2:35.92 | 2:37.53 | 1 |
| 2:38.39 | David Strot | 1978 | Porsche | 911 SC | 1 | y | 2:38.39 | | | | | | | |
| 2:40.42 | Steve Rixen | 1957 | Austin-Healey | 100-6 | 27 | y | 2:43.81 | 2:40.42 | 2:44.18 | | | | | |
| 2:44.18 | James Sadler | 1965 | MG | B GT | 79 | y | 2:50.75 | 3:10.09 | 2:48.59 | 2:44.18 | | | | |
| 2:45.94 | Gary Wetzel | 1967 | Austin-Healey | 3000 Bu8 | 71 | y | 2:54.51 | 2:53.48 | 2:47.50 | 2:45.94 | 2:46.28 | 3:53.75 | 1 | |
| 2:47.04 | Steve Shogren | 1979 | Lotus | Super 7 RM7 | 7 | y | 2:49.82 | 2:52.75 | *2:19.28 | 2:52.34 | 2:48.74 | 2:47.04 | | |
| 2:48.33 | Tom Wolters | 1960 | Austin-Healey | Sprite | 8 | y | 3:21.26 | 2:50.71 | 2:53.35 | 2:51.19 | 2:51.42 | 2:48.33 | 2:51.66 | 1 |
| 2:48.99 | Steve Rindt | 1979 | MG | B | 42 | y | 2:59.76 | 2:48.99 | | | | | | |
| 2:49.26 | Kevin Fay | 1959 | Austin-Healey | Sprite | 73 | y | 2:49.26 | 3:02.65 | 2:49.61 | 2:59.24 | 3:41.41 | | | |
| 2:51.17 | Larry Simmons | 1953 | VW | Herbie Love Bug | 53 | y | 3:02.36 | 3:00.14 | 2:51.17 | 2:52.12 | 2:54.13 | 3:02.40 | 2:58.40 | |
| 2:52.66 | Dick Mathews | 1955 | Austin-Healey | 100M | 100 | y | 2:52.66 | 2:54.23 | | | | | | |
| 2:53.06 | Brian Duos | 1973 | Jensen | Healey | 11 | y | 3:03.53 | 2:58.68 | 2:55.67 | 3:00.49 | 2:53.06 | | | |
| 2:55.02 | Bob Jensen | 1962 | MG | A | 4 | y | 2:55.02 | | | | | | | |
| 2:57.68 | Bruce Koolman | 1963 | Mini | Cooper | 65 | y | 2:57.68 | DNF | | | | | | |
| 3:01.45 | Gene Johnson | 1979 | MG | Midget | 709 | y | 3:04.92 | 3:01.45 | 3:10.20 | 3:08.62 | 3:07.78 | | | |
| 3:02.03 | Clarence Westberg | 1958 | MG | A | 58 | y | 3:10.64 | 3:07.29 | 3:02.94 | 3:03.64 | 3:02.03 | 3:02.09 | | |
| 3:02.35 | Kim Rixen | 1975 | MG | Midget | 72 | y | 3:09.85 | 3:02.35 | | | | | | |
| 3:04.33 | Greg Willodson | 1961 | Austin-Healey | 3000 | 81 | y | 3:06.53 | 3:04.33 | | | | | | |
| 3:04.94 | Greg Steuart | 1972 | Buick | GS | 455 | y | 3:04.94 | 3:07.67 | | | | | | |
| 3:06.48 | Carl Stine | 1960 | Austin-Healey | 3000 BT7 | 77 | y | 3:06.48 | 3:12.95 | 3:21.32 | | | | | |
| 3:09.52 | Eileen Wetzel | 1963 | Austin-Healey | 3000 BJ7 | 17 | y | 3:18.74 | 3:09.52 | 3:19.93 | | | | | |
| 3:11.90 | John Myers | 1979 | Triumph | TR8 | 88 | y | 3:19.83 | 3:11.90 | 3:12.29 | | | | | |
| 3:12.70 | Suzanne Willodson | 1961 | Austin-Healey | 3000 | 18 | y | 3:28.93 | 3:12.70 | | | | | | |
| 3:21.40 | Tom Moerke | 1975 | Jensen | Healey | 75 | y | 3:25.67 | 3:21.40 | | | | | | |
| 3:25.28 | Geoff Rossi | 1967 | Austin-Healey | 3000 | 9 | y | 3:45.68 | 3:38.84 | 3:34.72 | 3:26.85 | 3:25.28 | 3:27.46 | | |
| | | | | | | 30 | 30 | 28 | 20 | 16 | 14 | 10 | 3 | |
| | | | | | | * car driven by instructor | | | | | | | Total Starts: | 151 |



Waumandee Hillclimb





Healey - Morgan Picnic

By Suzanne Willodson

John and Maggie Miller hosted the Healey-Morgan Picnic at their gorgeous home in Edina on Sunday, September 23. Upon arriving, we lined our cars up on the front yard grass as if we were preparing to do a photo shoot. It was a perfect sunny Fall afternoon for a party that began on the lawn with wine and cheeses - as well as visits from many of the very friendly neighborhood dogs.

Eventually, we made our way to the garage to admire the cars. The Miller's collection includes an Austin Healey BJ8, an Alfa Romeo Guilietta Sprint Speciale, a Ferrari Testarossa, a Porsche Boxster, plus some Race cars – or a “beginner's collection” as brother Herb Miller puts it !

After learning about the history of the cars, we made our way to the kitchen and then outside to the deck. The grill was fired, more wine was shared, and we sat down to enjoy a relaxing dinner. A wood fire was started in the Fire Pit, and we then got comfortable enjoying dessert around it. The afternoon was wonderful !

Our sincere thanks to the Millers for inviting us to their home and for being such gracious hosts!

Healeys and Morgans





The Guido Coat worn by Al Sherwin, noted sportsman, with his Alvis Healey.

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the unusual in mens wear

Fall Adopt-A-Highway Fete Set October 13

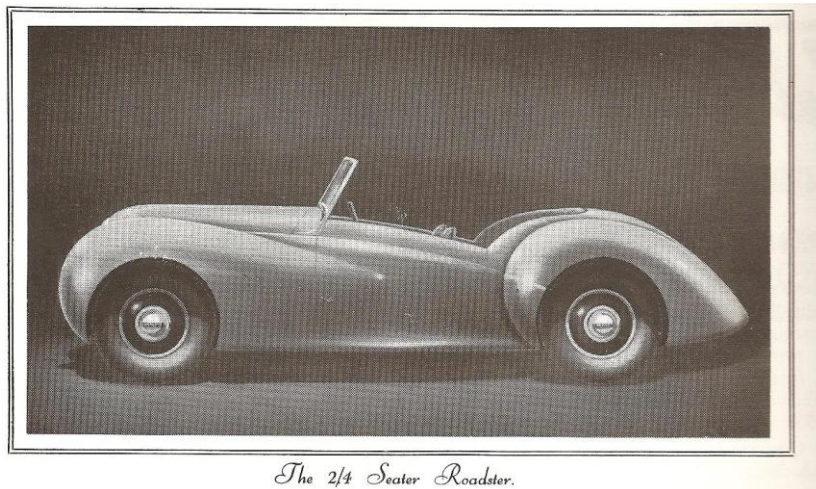
The second of MAHC's two Adopt-A-Highway clean-ups for the year will begin at 9 a.m. Saturday, Oct. 13 when we meet at Veterans Highway Roadside Park on U.S. Hwy. 61 - just above Lake City, Minn. Once everyone has had a chance to "rest" at the modern facilities, we'll go north one mile to Villa Maria Roadside Park to distribute safety vests and garbage bags. Be sure to bring a pair of work gloves to protect your hands (**and wear a Guido Coat !**).

If it's raining and you spy no one at Villa Maria, check for the crew at The Whistle Stop Café in Frontenac Station just north of our two-mile highway stretch, where we'll wait for weather to improve while having breakfast.

Unless rain makes breakfast a priority, after the pickup is finished we'll adjourn to a nearby eatery for lunch. Look forward to seeing you at Veterans Highway Park Saturday, Oct. 1. The more the merrier and the quicker we'll complete our eighth year of highway clean-ups.

Events Schedule

- Oct. 3 **** **PIE Meeting** – (Wed) Meet at 7:00 p.m. See page 2.
- Oct. 6** **Fall Color Tour**- (Sat) Plans for the tour have not been settled. They will be announced at the October PIE and by email broadcast.
- Oct. 13**** **Adopt a Highway Clean-up** - (Sat) The second of our two clean-ups for the year is to be on this date. Arrangements by Greg Lauser. See page 14.
- Nov. 3** **Charity Event** – (Sat) 9:00 – 11:00 am. At the Feed My Starving Children building. Dale Martin arranges this very worthwhile event each year. It is an enjoyable and worthy cause.
- Nov. 7 **** **PIE Meeting** – (Wed) Meet at 7:00 p.m. See page 2.
- Nov. 17 **** **Annual Banquet / Business Meeting Party** – (Sat) The annual business meeting, election of officers, and dinner banquet will occur on this evening at the Officer's Club.
- Dec. 1 **** **Planning Breakfast** – (Sat) The schedule of events for 2013 will be on the agenda for this meeting. Suzanne Willodson will select the site.
- Dec. 5**** **PIE Meeting** – (Wed) Meet at 7:00 p.m. See page 2.
- ** - Denotes an official MAHC club activity**



The 2/4 Seater Roadster.

People submitting photos for the
October issue:
Andy Lindberg
Herb Miller
Dan Powell
Steve Rixen
Barb Ronning
Geoff Rossi

Thank you !

**Steve Rixen is...**

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Marketplace policy: All ads are free to current members. For non-members, the charge is \$5.00 per month. Ads will be run for three months after which time the advertiser needs to submit new ad copy. Please inform the editor if your item or items have been sold during the three month period so the ad can be removed.

FOR SALE - 1965 BJ8 41,934 original miles. The car is complete and will require restoration \$ 13,500. 100-4 crankshaft, 10/10, magnafluxed and machined. - \$ 950. New A/H Spares Right Front Steel Fender - \$ 800. Selling for \$ 300. each + shipping. 2 boxes – 3000 NOS Vandervell Tri-metal (blue/white box) .010 main bearings - \$ 130./ box. 1 box – 3000 Tri-metal Glacier/AE (red/white box) .010 main bearings - \$ 90. 1 box – 100-4 NOS Glacier .030 main bearings - \$ 90. Fiberglass hardtop, aftermarket. 4-seater, interesting style never seen this type before. No hardware, has back window. - \$ 600. 1- Pair SU Carbs HD6 with linkage - \$ 400. without manifold, \$ 500. with manifold. 2 - SU Carbs, right and left, HS6 - \$ 350. 1 - Healey 6 cylinder oil pan-has dent on bottom - \$ 75. 1- Healey Side Shift non-OD transmission - \$ 500. 1 - Healey Center Shift transmission - \$ 900. Jeff Lumbard 952-469-6681 or lumbard@msn.com . (9/12)

FOR SALE – Jensen Healey parts: Hardtop, Air Cleaner, Four Original Wheels with very good Tires, Weber DCOE 40 Carbs & Manifold for JH or Lotus engine. Call Tom Moerke at 715-381-6856 or email to tcmoerke@pressenter.com . (8/12)

FOR SALE: 1959 Austin Healey Sprite. Stalled restoration. Started a ground up restoration, body professionally restored, British Leaf Green paint. Front end rebuilt by Apple Hydraulics, radiator boiled out and refurbished. Many manuals, restoration books, DVD's. Many new parts, original parts are boxed and cataloged. \$6000.00. For more info, contact Bruce at: brucewinder@yahoo.com or ph. 218-587-2752. (9/12)