



Volume 31, Number 5

Healey Enthusiast

August/September 2020



Jeff Lumbard wins Best of Show at Elkhart Lake for his fantastic new racecar!

Upcoming Events
Most suspended until further notice due to COVID-19

Minnesota Austin Healey Club (MAHC)

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Vice President	John Hatzung 952-270-8321
Treasurer	Liz Stadther 651-698-1981
Membership	Jim Kriz 612-377-2277
Newsletter Editor	Daphne Walmer 651-398-3658
Video Librarian	David Herreid 651-334-3879
Webmaster & Name Tags	Greg Willodson
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Sprite	Paul Gau 952-933-7277
100	Mike Manser
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Jensen Healey	Jay Jacobson 612-388-8929

Websites

Minnesota:	www.mnhealey.com
National:	www.healeyclub.org

PIE

(President's Informal Evening)

Date: Wednesday, TBD
Time: 6:00 p.m., meeting at 7:00
Place: Joseph's Grill
 140 South Wabasha
 Saint Paul, MN 55107
 651-222-2435

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

Thank you to those who submitted news, articles, and photos for this issue:

Dave Hatzung
Dan Powell
Dave Rademacher
Steve Rixen
Barry Wahlburg

Please send submissions before the 15th of the month to:
daphne.walmer@gmail.com

Current and past newsletters:
<http://www.mnhealey.com/mnhealey/newsletter.htm>



HEALEY ENTHUSIAST

The official publication of the Minnesota Austin Healey Club, a Minnesota Non-Profit Corporation. THE HEALEY ENTHUSIAST is published 11-12 times per year for the benefit of its members. Articles that 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.

President Dave Hatzung's Very Presidential Column

Hello strangers!

It seems like a long time since our last PIE meeting, doesn't it?! Well, besides our club, the other car clubs in Minnesota are experiencing weird times also. I tried to organize a picnic for the MAHC, but the only positive answer I got was from our VP, my brother John. He said he'd be happy to come over for a party, but he was the only one that would! Holly Richmond, President of the Jaguar club, also had the same reaction from her members ... most said, "It's a little too soon." I mentioned to her that we could jeopardize our reigns as President if we crossed up our members that way. Who knows, they could impeach us and install someone else as President. Do you think I would feel awful!? NOT.

I think you know my agency has been working with the ACHA President, Gary Feldman, on the insurance program. We are so fortunate to have him running the show. He is very, very thorough. I think you will be happy when he and the Board reach a final decision.

Here's some interesting news...I sold my red 1959 Healey, the 100 Six with the V8 Cobra engine in it. And it makes for a great story. I'll use first names only – to protect the innocent 😊, and so you can keep things straight. The buyer (Larry) was the seller at one time. Let me try to explain. The person I bought it from a year ago (George) bought it about 10 years ago from the guy (Larry) that just bought it from me. Larry first rebuilt this car 20-some years ago, putting in a 289. He sold it to George, who replaced the 289 with the highly modified 302 that is in it now. They both live in North Carolina. Larry missed the car so much that a few years ago he built another one, same colors, the red over OEW, but only put in a modified 6. When he saw my FaceBook post about me thinking I might sell the red car, he contacted me, and was anxious to get it back, and he had a buyer in Texas for the 6-cylinder car and was excited about getting one with the V8. Anyway, he is super happy to get it back, and I had a year's worth of fun with the fastest car I've ever owned. Plus, I now have a Healey friend in North Carolina.

By the way, the guy pictured standing in the trailer in front of the Hot Healey, is Milt, the car mover, not me!

Take care and put some miles on your cars!

Dave Hatzung



Milt the car mover taking away Dave Hatzung's red 1959 100-6 v8 with COBRA engine

MAHC events remain suspended

We hope you and all of your loved ones are safe and healthy. While we know that many of you are following the recommended social distancing guidelines, your MAHC Board and I feel we need to continue to put large club activities on hold.

We will keep you posted as to when we can start meeting again. In the meantime, have fun with your Healeys in small groups. And, don't follow anyone too closely! (Stay at least 8' behind them.)

Take care, stay healthy and maintain a safe distance,

Your President

Dave Hatzung

Report from Elkhart Lake July 2020

by Dan Powell

Uncowed by the Corona virus, all five Minnesota Austin Healey Club Racing Healeys converged on Elkhart Lake to fly the Healey flag.

As it turned out, we were the only big Healeys there, and yes, we did put on a show, “we” being Jeff Johnnk, Scott McQueen, Eileen Wetzel, Jeff Lumbard, and myself (in order of fastest lap times over the weekend).

The weather cooperated with us, other than being sunny, hot, and humid (hey ... it was Wisconsin in July), with the rain holding off until after our Sunday race was over.

All cars returned home looking the same as when they arrived, except for some very dead bugs and a few rubber bits from faster cars.

Friday evening is traditionally the race car concours, which involves a drive over county roads into Elkhart Lake with thousands of people lining the street. This year was a bit different, with the “COVID Concours” taking place on the main straight of the racetrack—about a two-block drive instead of five miles. There were still plenty of spectators there, many with invisible masks! I sent my crew (my son Steve and grandson Jake) to present the car to the judges. I spent my time on the other side of the pit wall socially distancing with the Stadthers ... making G&T's for seemingly everyone. Time well spent, as I remember it.

Jeff Lumbard was awarded first in our group for his absolutely fantastic new racecar (endurance green), and I received the second-place reserve award, making Healey's the big winners of the concours.

Sunday's race found Jeff Johnnk and Scott McQueen very fast, with Eileen Wetzel taking first and my car third in our class. Johnnk and McQueen are in a higher class due to their engine configuration. Jeff Lumbard had noticed a strange driveline noise and decided discretion was the better part of valor (or checkbook as it were).



At noon on Sunday the winners of each group were judged again. The best racecar Friday night, best street car from Saturday night, and best of show (overall winner) were awarded at Victory Lane. Best racecar was announced, and we were all stunned that it wasn't Jeff. Best street car was announced and I don't think anyone paid attention. Then the best of show was announced ... and Jeff won!!!

Needless to say, drinks Sunday night at Schwartz's supper club were on Jeff.

It was interesting to get out in "the word of COVID" and actually have a good time. We hope to repeat it in September with the Fall Festival, but science and statistics will determine that. Several of us are in a vulnerable status, and even vintage racing has to be prioritized.

Here's hoping that everyone, young and old, will pull together to get us back to normal, whatever that looks like.

Healey on!



Jeff Lumbard wins Best of Show at Elkhart Lake for his fantastic new racecar!

Here's ... Waldo!

by Barry Wahlberg



"Nice car!" "What kind of car is that?" "When did you buy it?"

These are the most frequently asked questions when venturing forth on the public highways. I respond, "It's an Austin Healey that I bought new in 1963."

"No kidding, sure have had it for a long time." Of course, on rare occasions the person says, "I owned a Healey; sure wish I had kept it!"

Well, proud to say that I am an original owner of a 1963 BJ7. The Healey (AKA Waldo) was purchased from Ted's Sales and Service on June 8, 1963. I was 22 years old and graduated from the University of Minnesota, Duluth, the previous August. This was my fourth car. The first was a 1946 Ford. Remember those? It looked like an upside-down bathtub. As I recall, the price was \$125. Nearly the cost of a tank of gas for your car a few years back.

The next vehicle was a 1959 Volkswagen which provided reliable transport to UMD and my part-time job. My former high school hired college students to work after school as custodians. My self-proclaimed title was a Busy Biffy Buffer.

I can't remember the exact date, but sometime during my schooling I decided a sporty convertible would fit my style. This led to the purchase of a MG Midget from Ted's Sales and Service. You might ask yourself, how practical is a sports car in Duluth, Minnesota? First of all, neither the Midget nor the Healey are particularly suited for winter driving in Duluth. The Midget had side curtains, not much of a heater and low clearance. Waldo had lower clearance, the same heater issue and was a hard starter. Winter in Duluth was nasty even before the concern of global warming. The cold, snow and San Francisco-type hills did little

to encourage driving a sports car. It didn't take long to realize that back-up wheels were needed.

I wanted to upgrade from the Midget and couldn't resist the look of the Healey. Besides, I couldn't afford a Corvette. My car came from Minneapolis. But, if my memory serves me correctly, British cars were delivered to the port of Duluth. I seem to recall when off-loading one Healey from a ship, it was dropped into the St. Louis bay. Not my car, thank goodness. After graduation, I began my working career at a bank and two years later was asked to consider a teaching position at Hermantown, where I had previously been buffing biffys. I taught typing, shorthand and clerical office practice.

This was the perfect job for a Healey owner. It provided three months of summer driving. The first year my cousin, Billy, and I traveled to the Black Hills. The second year I soloed to Yellowstone Park. The trip was not without incident. In the middle of South Dakota with the temperature over 100, I had two flat tires within seven miles. On the return trip, just east of Miles City, MT, Waldo died sometime after dark. I slept in the ditch until rescued by a family passing through. The problem turned out to be an issue with the distributor.

The backup transportation previously alluded to included some vehicles commonly referred to as beaters. Rusted out station wagons and sedans. However, I fondly recall the Thunderbird and big black Imperial that served as my winter transport during the Waldo's hibernation. The Imperial was huge. Probably bigger than my current ride, a Chevy Silverado.

Waldo is definitely not a family vehicle. I married Georgia in 1969 and a family soon followed. Eric was born in 1970 and Mark on February 29, 1972. Before you ask, Mark does not appear on Antiques Road Show nor is he the actor. Although when asked if we are related, the response is always yes. I remember driving to Duluth soon after the arrival of son number one. I had placed a piece of plywood on the jump seat along with some blankets to accommodate the infant. Unfortunately, it rained and the top leaked. The kid had to move to the front seat to be held by the mom. I probably would still be in jail today for child endangerment, if I tried that stunt now.

However, Waldo has been on the road every summer for the last 55 years. Perhaps not one of my finer moments after marriage was my declaration that if it became a choice between the car and the bride, the car wins. Well, we have been married for 50 years.

We often hear the phrase, "they don't make them like they used to." Probably a pretty good thing. Today's vehicles can be driven thousands of miles without a tune-up or oil changes. The flip side is that Waldo is relatively unsophisticated for the amateur mechanic. I have removed and replaced the transmission and clutch. The starter has proved problematic and requires a regular pull, clean, and reinstall. The biggest challenge these days is simply getting in and out of the car.

Waldo has never been restored. The odometer now reads 67,000 miles. This is pretty close to the actual mileage minus the missing miles when the speedometer cable broke during the ill-

fated trip to Yellowstone. The other disaster occurred when the u-joint failed on the interstate near St. Cloud MN. Can you imagine the tunnel shattering and the drive shaft spinning 8 inches from your thigh? My wife was following me pulling a camper and I suspect it was the debris from the failed u-joint that pierced the brake line in the pickup. Now we have two disabled vehicles on a hot Sunday afternoon. Oh well. Otherwise the Waldo is pretty much original, subject to the Jaguar u-joint, 72-spoke wheels and several other minor modifications.

I have not been active in the Minnesota AH Club since retirement in 2005. The 150-mile drive to the Cities limits my participation in many of the club events. However, the assistance provided by the club has been extremely important in keeping me on the road. Many thanks to our members.

Vapor Lock Problems

by Steve Rixen

I have been fielding a number of calls in the vein of: "My car has been running great until it warms up and then I slow/stop for a minute and then it stalls/pops/hesitates/runs poorly/quits and may or may not restart."

Me too.

I find that the problem is usually not ignition, although one fellow sent his distributor to Jeff Schlemmer at Advanced Distributors and had much improvement from new bushing installation.

My take on the overall problem is increased vapor lock problem, which means the fuel in the fuel lines and/or carburetor float bowl turns from liquid to vapor due to heat.

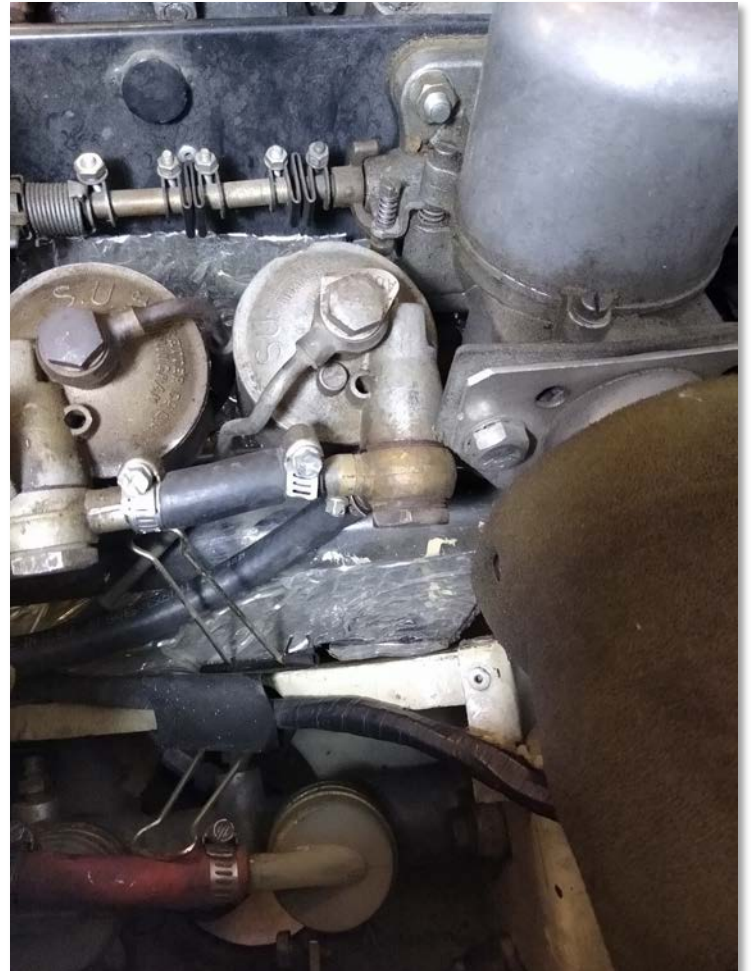
Why is the problem more pronounced in the last few years, although it has been a problem in carbureted cars forever? I think it is because the predominant induction system in modern cars is now fuel injection. LBC fuel systems run at 2- to 4-PSI fuel pump pressure until it is delivered to the float bowl at 0 pounds relative fuel pressure. Modern injected cars run around 60 PSI or more from the fuel tank all the way to the point it is injected into the air stream into the engine cylinders. Even when the fuel lines are hot on a modern car, the pressure applied to the fuel keeps it in a liquid form, LBCs, not so much.

I believe components and additives in the fuel in the old days helped mitigate the vaporization in cars. Since 99+% of the cars don't need these additives, they have been deleted from modern fuels, to LBC detriment.

LBC usually have the intake manifold and carbs next to and above the exhaust manifold. Fuel is trying to turn to a vapor in the range of 120 to 150 degree F and up. The 2- to 4-PSI pressure in the tubes and hoses mitigates vaporization at lower temperatures, but don't do

much when under bonnet temperatures in that area go into 230 degree plus range. When you are driving along the air flowing into and through the engine bay and the fuel is running relatively cool and rapidly from the tank through the system to where it is burned, fuel vaporization is minimal.

When you slow or stop, under bonnet temperatures rise quickly, and fuel flow rate falls significantly, leading to fuel heating and vaporizing in the lines and in the float bowls. If lucky you can pull away and accelerate with minimal spitting, sputtering and coughing. If not lucky the fuel vaporizes, and the engine quits or barely runs.



I have installed a piece of mylar bubble wrap with aluminum coating insulation under the carbs (see pictures) using office clips to hold it to the carb heat shield and the bodywork. This keeps the heat from the header pipes from wafting directly up and over the carbs and float bowls.

This has met with some success. You can also see the end of a short 4-inch duct which I have routed from in front of the radiator to supply cool air flow to the carb area. In other instances, I have fabricated the insulation into a cover below the carbs and around the fuel lines and float bowls to further insulate the fuel system from the under-bonnet heat. Use Aluminum tape to form and zip ties to secure any such fabrication.

Driving techniques which help mitigate vapor locking include:

- 1) raising the bonnet when at the filling station from before putting the fuel in until just before starting the car,
- 2) planning your route to minimize the number of stop lights
- 3) avoiding heavy traffic
- 4) maximizing "right on red" turns, and
- 5) driving in the morning and evenings when temperatures are cooler.

If you have a vapor-lock situation and you can't drive out of it, and the car stalls, hopefully you can find a safe spot off the busy road, preferably shaded, raise the bonnet, and just wait for the temperature to fall.

Anecdotal experience is that Premium and Non-oxygenated fuel are less prone to vaporization.

The insulation is a building product item as is the aluminum tape, I purchase it in that area at Fleet Farm, but it is also available in most home stores. It is about ¼ inch thick

and has 2 layers of heavy-duty air bubbles with heavy aluminum on the sides. It will take most heat unless it is in contact with exhaust manifolds, pipes or exhaust leaks.



Tip for catching leaks

from Dave Rademacher

If your L.B.C. leaves liquid marks (as they do once in a while from spite), an easy solution is to put a 2' x 4' fiberglass ceiling tile and under the dripping area. With the vinyl side down, the fiberglass absorbs the goo, and when it gets too bad, just throw away the tile. You can cut a tile in half or smaller (for motorcycles). Also, the ceiling tiles are quite cheap.

Austin-Healey Association of Southern California
presents

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Please go to www.conclave2021.com for online registration or to print a mail-in registration form as well as getting all the info on the scheduled and optional events.

Some things to keep in mind:

1. In case the event must be cancelled due to Covid travel restrictions, your registration fees, less a small handling charge, will be refunded. You would still receive your welcome gifts and any regalia ordered by mail.
2. The host hotel does not require a deposit to book your room and allows full cancellation with no penalty up to 72 hours before the event.
3. If you register online, with a guest or guests, you will be asked participation questions for each person in your group. Be patient, read the instructions carefully and complete each page in full.
4. After you have registered *and paid in full*, you will receive an email with instructions and code to book your room. You cannot book until you receive the code. You can book online or by phone. Best rooms are assigned first so don't delay.
5. Regalia Sales Will Open Soon. You will be notified by email when the Store is Open.

For more information and questions, contact Steve Kirby, Conclave Chairman at sackirby@pacbell.net or 949-261-8208



Marketplace



1966 Austin-Healey Sprite for sale by charity. Car was donated to the Center for Vision Loss in Allentown, Pennsylvania. 166K miles. VIN: HAN8L53998. Contact Dennis Zehner at (610)433-6018 x 241 or dennis.zehner@centerforvisionloss.org.



1960 AH 3000 BN7 (rare two-seater) for sale by member of the Flatwater AHC in Omaha, NB. Jerry Mimick has owned this car for over 40 years and completed a full restoration in July of 2018. For more information/pictures contact Jerry at (641) 691-6961 or email mimshouse7@Q.com.



1964 Austin Healey BJ7, 72-spoke chrome wires, overdrive, perfect runner, great driver. \$37,500. Contact Steve Walburg at (612) 272-7069 or swalburg13@gmail.com. Minneapolis, MN.

MAHC Membership / Renewal Form

Minnesota A-H Club Dues New Renewal \$20.00
 Austin-Healey Club of America Dues New Renewal \$50.00
BOTH CLUBS **\$70.00**

Minnesota A-H Club (Local only) Dues New Renewal \$25.00

Name: _____ Spouse: _____
 Address: _____
 City: _____ State _____ Zip: _____
 Home Phone: () _____ Work Phone: () _____
 E-mail address: _____ Receive Newsletter via email? Yes No

HEALEY INFORMATION:

Year _____ Model _____ Color _____ Original Owner (Y/N)____
 Year _____ Model _____ Color _____ Original Owner (Y/N)____

Condition: Show Quality Nice & Roadworthy
 Could be running with help Restoration Projec

Make checks payable to: MN Austin Healey Club (or MAHC)

Checks covering AHCA membership renewals must reach Jim Kriz no later than **January 1, 2015**, to assure that your information appears in the 2015 AHCA Membership Directory.

Send form and checks to:

**Jim Kriz
 2000 Kenwood Pkwy.
 Minneapolis, MN 55405**

MAHC Events Schedule 2020 **most cancelled until further notice**

August					
Sat-Sun	29-30 Aug	SCCA Brainerd Racing			Brainerd International Raceway
Sun	30-Aug	Intermarque Picnic	1:00PM		Cherokee Park, St. Paul
September					
Wed	2-Sep	PIE Meeting	7:00PM		Joseph's Grill
Sat	12-Sep	Wheels and Wings			Osceola, WI
Sat	12-Sep	Pizza Party			Herreid cabin, Afton, MN
Fri-Sun	18-20 Sep	Vintage Racing Road America			Elkhart Lake, WI
Fri-Sun	25-27 Sep	Waumandee Hillclimb			Waumandee (near Alma, WI)
Sun	27-Sep	Intermarque Picnic	1:00PM		
October					
Wed	7-Oct	PIE Meeting	7:00PM		Joseph's Grill
Sat	10-Oct	Adopt a Highway			
Fri-Sun	16-18 Oct	Blackhawk Racing			
Sun	10 or 17 Oct	MG Fall Color Tour			
November					
Wed	4-Nov	PIE Meeting	7:00PM		Joseph's Grill
Fri-Sun	6-8 Nov	AHCA Delegate's Meeting			
Sat	21-Nov	Annual Banquet/Business Mtg			
December					
Sat	5-Dec	Annual Planning Breakfast	7:00PM		Joseph's Grill

InterMarque Breakfasts

The Saturday morning location has been changed to:

The 400 Tavern

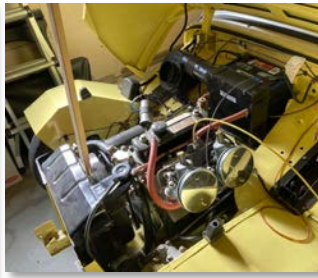
1300 Industrial Blvd (near I35W)
 Minneapolis, MN
 Phone: (612) 455-6312

InterMarque Newsletter

Check out InterMarque's multi-marque calendar in their latest newsletter for even more car events!
www.InterMarque.org

Marketplace

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 that the ad can be removed.



1960 Bugeye Sprite for sale: 85-90% restored. Yellow with black interior. All body work done by Fargo's Finest Auto Body. Engine in and running. New wiring harness installed. Reupholstered seats installed. New carpet partially installed. New chrome front and rear bumpers ready to install. Have majority of all other parts to complete restoration. Needs brakes finished and it will be drivable. "Bugeye" Collector Plate. Mechanics manuals. Other books and memorabilia. Professionally framed picture. Bugeye t-shirt and tank top (never worn). Have owned 28 years. Vehicle in Fargo. Lifestyle and activities have changed through the years and I have lost interest in completing the project. \$10,900.00, OBO. If you call, leave a message. I don't answer unfamiliar phone numbers because of all the "robo calls." If you email put Sprite in subject line so I can identify it if it comes in my junk mail.

Brad Grondahl
701.361.9835
bdahl@msn.com

FOR SALE:

A set of three 72 spoke wheels with tires. The wheels are not pretty, but functional. I also have five original 60 spoke wheels. Three are mounted with tires. From an unfinished project started in 1992, 32 long, 64 short spokes and 96 nipples together with a spoke wrench (all new in the box). I would like to sell the whole kit and caboodle as a lot. \$150. I have back issues of The Marque and Enthusiast dating back to 1991. Email Barry Wahlberg at geo4bar@gctel.com

3000 parts available, Moss numbers:

- Front bumper brackets (031-354 & 358)
- Rear skirt rail assembly (805-725)
- Rear skirt rail support (806-680)
- Rear trunk lid supports (806-155 & 165)
- Trunk side boxes (856-320 & 325)
- Front Apron Panel (031-350)
- Heater/blower hose (456-150)
- 3000 overdrive unit

Anyone interested in a totally functional rebuilt **BJ8 engine?**

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(more Marketplace on page 14)

