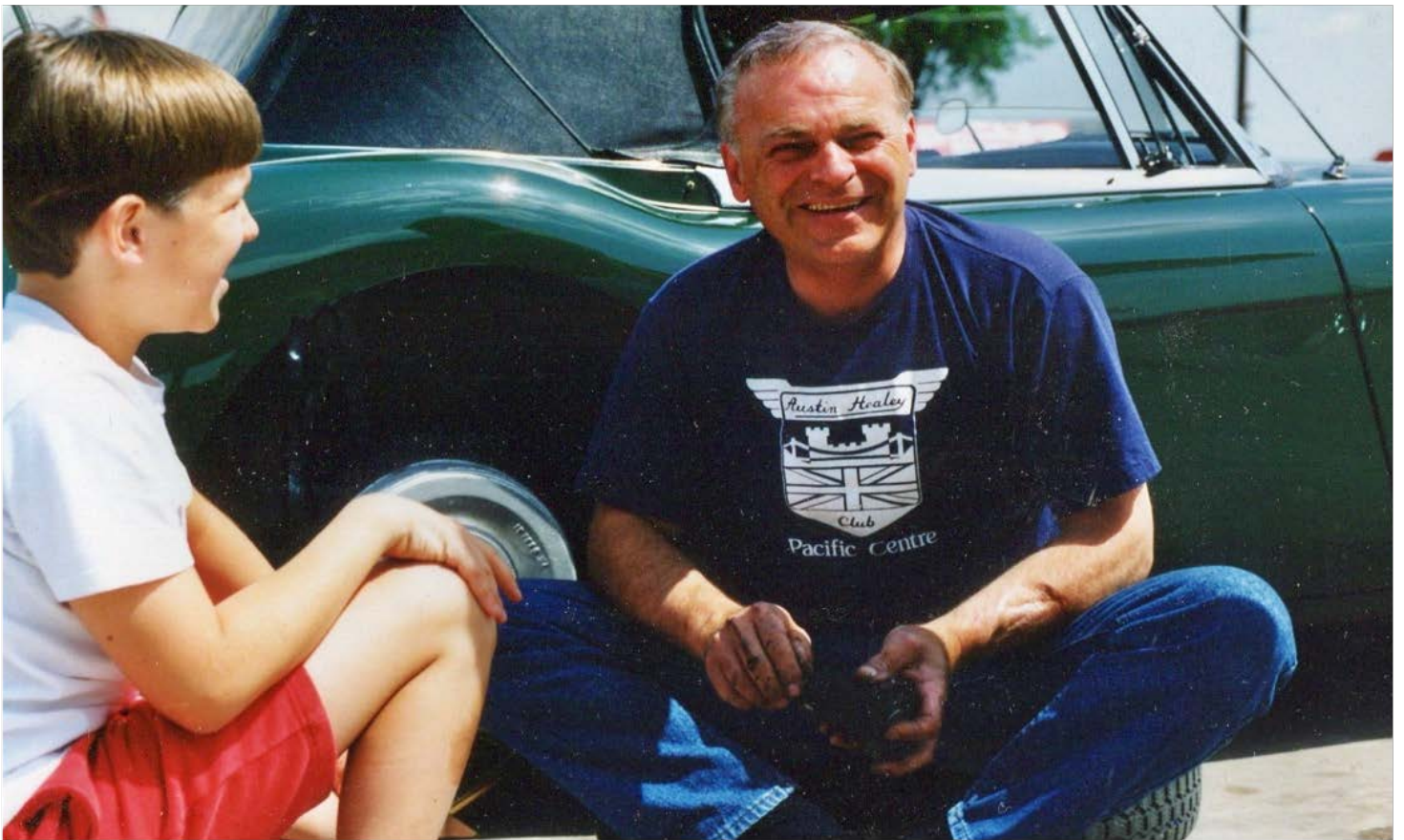




Volume 33, Number 1

Healey Enthusiast

January/February 2022



Remembering Tom Mason. See page 8.

Upcoming Events

	March TBD	Planning and PIE Meeting
Sat	May 21, 2022	Spring InterMarque Kickoff
Thurs - Sun	Jun 9-12, 2022	Rendezvous, Tower, MN

See the website for details: www.mnhealey.com

Minnesota Austin Healey Club (MAHC)

Staff

President	Dave Hatzung 952-927-4600
Vice President	John Hatzung 952-270-8321
Treasurer	Liz Stadther 651-698-1981
Membership	Jim Kriz 612-37702277
Newsletter & Communications	Daphne Walmer 651-398-3658
Video Librarian	David Herreid 651-334-3879
Name Tags & Events	Greg Willodson
National Delegate	Eileen Wetzel 763-541-9571
InterMarcue Delegate	Jay Jacobson 612-388-8929
Regalia	Gary Ronning
Board of Directors	Phil Dawson Greg Lauser Dan Powell Scott McQueen Geoff Rossi

Technical Resources

Sprite	Paul Gau 952-933-7277
100	Mike Manser
3000 & modified	Jeff Johnk 952-461-2720
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
John Hatzung
Dick Leighninger
Jim Kriz
Steve Rixen
Geoff Rossi

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

For those of us who can't or don't have the talent to work on or putz around their cars over the winter, all we can do is wait. Wait until spring gets here. Wait, minute by minute, day by day, month by month, until it warms up so we can take our cars out again.

Well, that's enough whining for me, except I wish the covid thing would go away. Although it's winding down in most places, it's still a pain to deal with. I hope my fellow MAHC members are making it through this OK.

Some of you know that Mary and I are fortunate to be spending the winter in Florida, so a lot of car activities here continue as normal because of the nice weather. I spotted a 3000 last week while on a bike ride, but I couldn't catch up to it to talk to the guy driving. We live in a small community so hopefully I will run into him again. I saw an XKE the other day also – top down, BRG. Thinking I might post something to see if there is any interest in putting together a Boca Grande Sports Car Club – I'll keep you in the loop. Also, in Englewood, about 20 minutes from here, there is a gathering of car people every Wednesday morning at a café ... that's right, every Wednesday morning.

This weekend is the Naples **Cars on 5th** show. I'm told there are going to be over 250 Ferraris, and another 650 sports and collector cars. When we went last year, we saw about 10 Healeys, plus **Dick Mathews**. Yes, there he was by the Healey cars. Talk about a small world, but the guy is a bundle of energy and gets around. I hope we see him again this year. I'll be talking to **Dan Powell** and **John Hatzung** about planning for a "Planning meeting" in March. I do know that **John** has reserved dates for couple of track days this coming summer – read his column/update for details

One REMINDER, if you haven't already renewed your membership in the **MAHC** and the **AHCA**, please do that. There is information on that further on in the newsletter.

That's it for now; stay well and stay warm and stay happy,

Dave Hatzung
MAHC President



Viscera

by John Hatzung
Vice President

How much of your life is spent in pursuit of visceral experiences? Those organs that process the stuff we eat, contract in tense situations, that Samurai cut out in the ultimate expression of victory over defeat?

Minnesota Austin Healey Clubbers look to their cars to stimulate their viscera. First visceral experiences start young, maybe flying down a steep, icy hill on a sled or skis, on the edge of control, eyes large, stomach scrunched up into a knot. Unsurprisingly, the adrenal glands are located right at the focal point of that contraction, ready to squirt out that potent substance into the bloodstream.

We love cars that enable us to exercise these organs and feel the result surging through the system right up to our brains. A '65 GTO with 3-2s can make an indelible impression on a teenage mind by sucking that viscera way back into the abdominal cavity. A set of big discs can pack those guts solidly into the belly. Turns at speed in a nimble car thrust the whole mess up against the ribcage. This has to be great for digestion, and for some of us—maybe maybe most of us—it can become addictive, where just the sight of that car (or cars) sets those glands tingling and trips a psychological longing. Healeys and their automotive counterparts are more or less designed to do just that.

The most successful coping mechanism is driving, of course. It's possible to get Freudian, but that would require a higher level of thought, which isn't really visceral, is it? This summer will eventually arrive with any number of events that will provide opportunities for us to get that feeling in our guts. Consider setting aside Saturday, June 4 and Friday, August 12 to do that at the DCTC, at whatever g-force, or just come for lunch. Either way there's a visceral experience to be had.

Old School Healey Race Prep

By Steve Rixen

My wife Kim and Eileen Wetzel pressured me to do my best Walter Mitty aspiration and get my Vintage Race License, "BEFORE IT'S TOO LATE!" (Something, which I, at age 70+, felt was already the case!)

So first off, I thought I needed a car and how do I do that? I have crewed for various people who had decided to go vintage racing and purchased a "Prepared" car, which had been a little less than prepared. One fellow took two years (many head gaskets and two engine re-builds) to complete over half the laps of his race weekend. I didn't see that as a viable alternative. Where do I put another car, how do I trailer it, and with what?

For an adventure that will probably only last one or two seasons that seemed to be a little much. I have a Healey I'm confident in, it already had a roll bar, that upon inquiry was within the rule guidelines, and an adequate, slightly modified engine to get around the track. Not a world beater or even a local beater, but adequate for what Steve Nichols, VSCR Competitions Chairman, described as driving and competing with the "Vintage Spirit." I only needed to add a few items to get the car into rules compliance.

Safety rules require a roll bar, and although mine was adequate, I decided it needed to be safer, so I installed triangulation bars and forward bars, which double triangulated the roll bar and acted as anti-intrusion bars for the driver. Since I (far) exceed the norm of the Post WWII Brits height and weight, I needed to obtain a seating position two inches below the roll bar with helmet on, so that required buying and installing a Kirky aluminum race seat at a layback angle.



Interior picture showing the race seat and five-point Race harness, as well as the triangulation bars behind seats and the forward bars, which are removeable and bolt to the roll bar and structural angle welded to the outer sills and the front and rear outriggers.

The Rules also require the installation of a Fuel Cell. This is usually about eight-gallons capacity, but since I am planning doing low-investment, Old School 50's Sports Car Racing (including driving to the track, racing, and driving home), I went with a 22-gallon tank donated by Gary and Eileen Wetzel when they went to an eight-gallon tank in their car 202. Rules require a tank vent to the exterior, and a catch can for the differential vapor/liquid, and 1/8 inch, 1-inch-wide tank straps. The rules also require a battery tieddown and an electrical shut off, with which track safety personnel can shut off the engine and all electrical power. I mounted it where the fuel tube is usually located.



My wooden steering wheel would not pass inspection, so I replaced it with a smaller diameter metal rim padded wheel.

The engine requires a catch can for the crankcase and the radiator. Since my car has a recovery tank on the radiator, that is the small white plastic cap in lower center and a plastic tube from the valve cover to the mandated crankcase catch can under the shroud. Also visible are the fuel pressure regulator and gauge. The yellow, engine-driven fan will be removed before the first race tech inspection, relying on the electric pusher fan on the radiator.



What isn't done yet is a substantial list: Putting numbers on sides and front (sourced, removeable), removing the front and rear driving lights, taping the remaining lights, (front and rear), removing the windshield wiper arms, mounting the required portable fire extinguisher, installing the required safety and tow decals (in hand), and the impact-tolerant foam on the roll bar near my helmet area.

I also sourced bias ply Hoosier race tires and extra wheels from Gary Wetzel when they upgraded to radials for 202.

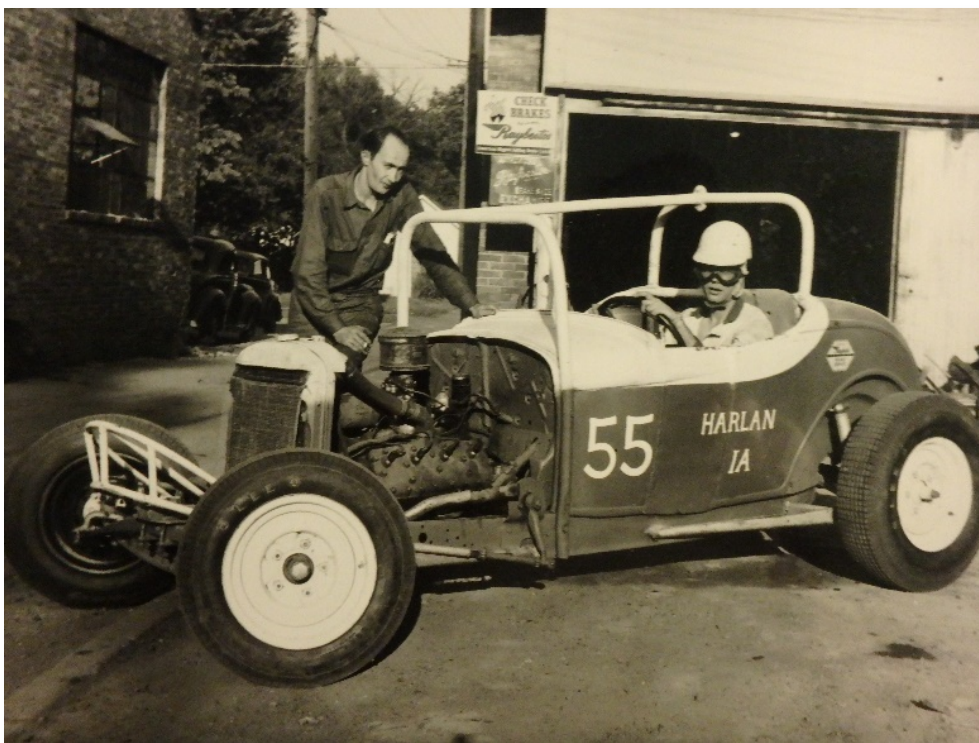
I purchased new conforming specification helmet, Nomex driver's suit, Nomex underwear, gloves and race shoes and a head and neck restraint.

Yet to come is a current doctor's physical and EKG (since I'm over 65), prior to attending a VSCDA vintage driving school at Gingerman (South Haven), Michigan Raceway at the end of April.

I haven't invested in a \$20,000 race engine and gone in for all the rest, but long, long time club and vintage racer Rich Stadther assures me I'll find someone to race around with and get the experience I've been seeking. A successful season is completing school and getting through three race weekends.

With the help, advice, and good wishes of many people. After that I'll think about next year.

So, here I am, on the road to race school and hopefully a Vintage License, and possibly achieving the Walter Mitty dream from my childhood.

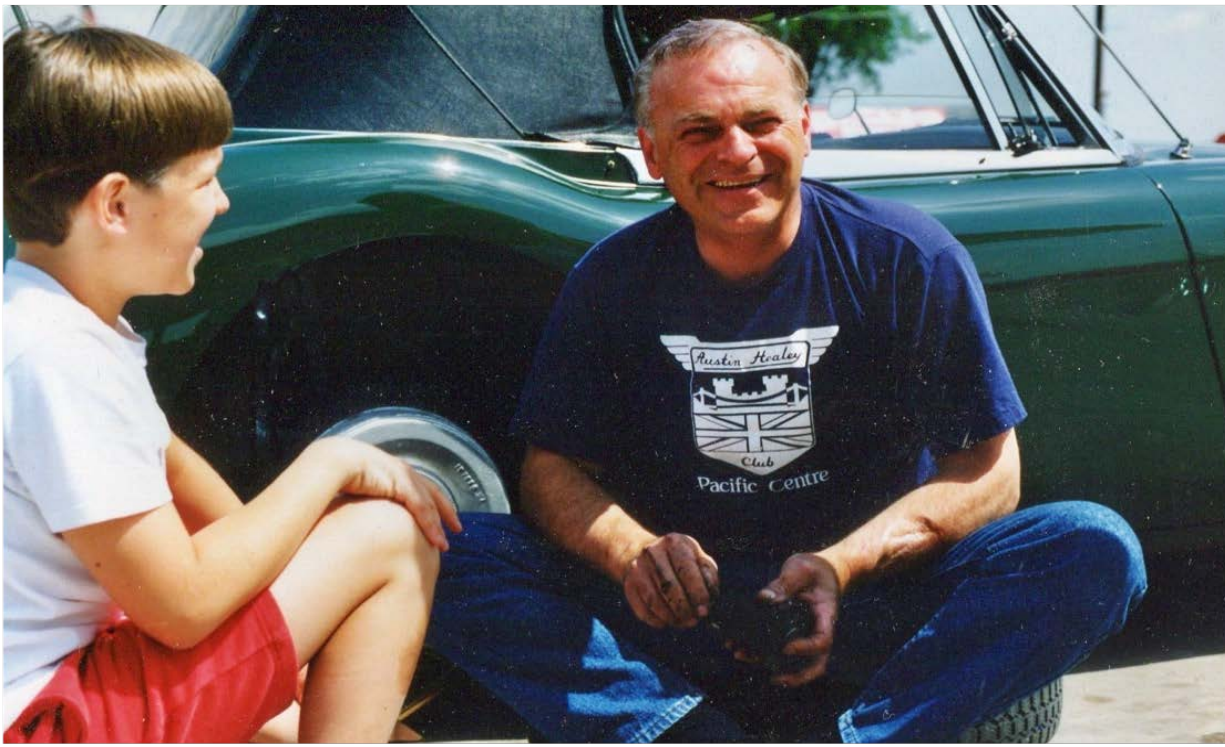


Hero Driver:
Posed photo from about 1957
with the tolerant owner and
friend of my dad, Dale Swanson.

*Photo courtesy of good old dad,
enthusiast and dirt-track race
promoter in the 40s and 50s.*

Tom Mason drives into the past

Obituary by Geoff Rossi



As time passes and our Club "grays," so to do old friends pass. One such friend, Tom Mason, drove down that winding road on January 15, 2022.

Tom, Deanne, and their '67 British Racing Green 3000 joined MAHC in the late 80s. They were very much a part of the active side of the group when it was emerging from the hibernation of the 1970s and 80s. Tom said that he bought his Healey as a college graduation present to himself. It is, to this day, a very wonderful example of an unrestored original 3000. Well maintained and cared for, it was driven much and never put away wet.

Tom was definitely gifted mechanically. I cannot recall a time that he resorted to having someone else work on his car. If there was a Healey bonnet up, you most certainly would find him under it. He was always helpful at any "impromptu roadside tech session." I had a spare generator that Tom broke down as a winter tech one year. After the tech concluded, all the pieces of the disassembled dynamo were handed back to me. Uncanny timing — I just reassembled that generator this summer.

Tom enjoyed writing and contributing frequent articles to both national clubs' magazines. He also spent a few summers working on Healeys at Mark Brandow's Quality Coaches.

Tom and Deanne were a presence in the Club until they sold their home in Golden Valley and planted new roots on the south shore of Lake Superior in Cornucopia, WI. He was President of MAHC in 1992. I served as his VP, and it was he who began referring to me as "Geoff." His occasional phone conversations and emails will be missed. Also missed will be following behind that beautiful BRG 3000 on the ideal Healey road. Healey on, Thomas.

It's Healey Club renewal time again, and there are changes for everyone this year!

MAHC "local only" members:

For MAHC "local only" members, the National Club (AHCA) has increased their insurance surcharge by \$5.00. That means the **new renewal price is \$30.00** this year, up from \$25.00 last year. Everything else remains the same.

1. Get the Membership Renewal form on the next page of the Nov/Dec 2021 *Healey Enthusiast*, or
 - a. Go to the MAHC website at <https://www.mnhealey.com/>
 - b. Click on **Membership**.
 - c. Scroll to the bottom of the page.
 - d. Click on **Membership Form 2022**.
2. Print and fill out the form.
3. Enclose your check for \$30.00.
4. Mail to Jim Kriz at the address on the form.

MAHC/AHCA (local and national) members:

For MAHC/AHCA members renewals be different, but hopefully easier. You will no longer receive paper renewal invoices.

The Austin Healey Club of America (our governing organization) implemented a new and powerful internet tool for managing clubs and associations called ClubExpress (CE). As part of that program, you will have a new **username** and **password**.

You should have already received an email from the Austin Healey Club of America with your new username and a temporary password, and another telling you to go to the website to renew your membership. Below are detailed instructions:

1. Go to <https://healeyclub.org>
2. Click **Join** and then **Click here** on the the following:



Already a member? [Click here](#) to login and renew your membership.

3. Log in using your new username and password. The first time, you can change the password to something that is more intuitive. Save both to a safe location.
4. In the upper left of the screen, you should see your name and a red dot. Click on the red dot.
5. Follow the instructions on the screen. Note that you have an opportunity to add information for secondary and/or tertiary members, such as a spouse.
6. On the Payments screen you can choose whether to pay with a credit card online or by mailing in a check.

As always, if you have questions, concerns, or crises, please email me (Jim Kriz, Membership Director) at jkriz1@comcast.net or call/text me at **612-321-0123**. I may not have a ready answer, but I know where one can be found!



Minnesota Austin-Healey Club
Jim Kriz – Membership Director
2000 Kenwood Parkway
Minneapolis, MN 55405
Home: 612.374.2666 jkriz1@comcast.net

MAHC Membership / Renewal Form (for Local only members)

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	\$30.00

Name: _____ Spouse/Friend: _____

Address: _____

City: _____ State _____ Zip: _____

Phone: Day () _____ Evening: () _____

E-mail address: _____

Spouse/friend email (if they want MAHC email): _____

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 Project

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

Checks covering AHCA membership renewals must reach Jim Kriz no later than **January 1, 2022**, to assure that your information appears in the 2022 AHCA Membership Directory.

**Send form and checks to: Jim Kriz
2000 Kenwood Parkway
Minneapolis, MN 55405**

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.



For sale: 1961 Bugeye Sprite Project Car

This car has been in storage for years. It is a strong chassis for restoration, about 90% complete. Some new parts.

Price: \$4850

Contact: Bob Rittan at 612-729-1368 or cfmfxr1@yahoo.com

InterMarque Spring Kick Off

It's below zero today as I write this and my TR6 is bundled up in its unheated garage. I can't wait until it's warm enough to bring it out of its slumber. I know you have that same feeling. But Spring will come!

So mark your calendars for Saturday, May 21. That is the date for this year's Spring Kick Off car show. Again, the City of Osseo, MN has offered to host the event. Vehicles of all marques are invited to attend. Car clubs are asked to contribute \$100, which will entitle your club to space on Central Avenue. The gates will open at 8 AM. This has always been a great family event and the weather is usually pretty good. Last year we had about 250 cars in attendance.

So please plan to join us for this great InterMarque event. If you have any questions, please contact me. Thanks!

Dick Leighninger, SKO Chairman
imsplashcaf@yahoo.com

InterMarque Breakfasts

Contact Todd Bjerknes
to be added to email list
for the week's location

RSVP to tbjerknes46@gmail.com

InterMarque Newsletter

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

Marketplace (continued)

Body parts from 100-6 for sale: Front scroud, beautiful condition, stripped. Rear deck. Hood. Door, one side only. Fender, left (driver's) side? Also, other minor parts. Call Dennis Koepsell 920-400-6052 anytime or email koepselldennis@gmail.com.



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.



For sale: AH differential set \$300

3.909 to 1 (11/43) differential suitable for all AH six-cylinder models, BN4 & BN6 non-OD cars and BN7-BJ8 OD cars. Includes gear carrier housing; ring and pinion assembly; differential gears and pinions; front flange with internal parts. This is an "inherited" assembly, so I don't know its provenance. Visible parts appear to be in good condition. Turns smoothly and freely. More pictures upon request. Pick up in Winona or truck shipment (weighs about 40 pounds). Cliff Black, Winona, MN 507-429-6372; email rcb4train@gmail.com

