



## Vice-President's Column

Curt Carlson

### 1999 Event Schedule Announced!

Greetings fellow club members! Happy New Year! I'll keep this short as I'm in the process of closing on my first garage (with house included) and I'm sure you all can appreciate how busy I am. Hopefully, by the time this newsletter reaches you, I'll be moved in and snug. Gerty (my Sprite) will be joining me in the spring in her new home. One of my first tasks will be to pick up my next project, a 1972 MG Midget, which is currently in storage in North Dakota. Anyone want to road-trip? Seriously!!!

Some of the dedicated got together on December 12th, 1998 to plan next year's schedule. I was pleased to see Bill Burggraff from New London and his son, Mark at the meeting. They had gotten up at 4:00AM to drive to Stillwater to be with us. I'm gratified to see that kind of interest from our outstate members!

We had a good turnout for the brunch/planning meeting, but some of you have figured out that if you don't show up to the planning meeting, you won't have to sponsor any events! Don't be so sure! We'll see you in January 2000 under the Carlson regime!

Your president, has committed to driving a Healey at least once each month in 1999. Personally, I think he's a bit crazy, as I've never seen a top \*ON\* one of his cars, but since he's got three to choose from, I'm sure he can find one of them to start in February.

I would like to compile a listing of our favorite (and unfavorable) parts suppliers. If any of you have any comments on this, please drop me a line, email, or give a phone call. Thanks to the magic of technology, my telephone number won't be changing during my move.

(GO TO PAGE 3 FOR COMPLETE EVENTS LISTING)

## MEMBERSHIP DUES

Please send club dues to:

Dave Lee  
820 Hoyt Avenue West  
St. Paul, MN 55417  
651 489-3157

National Dues must be in by February

## JANUARY 30

### **A Virtual Tour of Britain.**

*Come join us at Brine's Restaurant*

*Meeting Room (Top Floor)*

*219 South Main, Stillwater, MN*

*Lloyd and Mary Shields and*

*Jim Johnson and Julie Norwall*

*will have movies and slides*

*and more taken during their trips*

*(bring your's too if you have been*

*lucky enough to go).*

**TIME OF DEPARTURE 4:00pm**

**DATE 30 January 1999**

**Hors d'oeuvres, Popcorn, Open Bar**

**and Supper from the Menu when you**

**get hungry.**

**RSVP:**

**Lloyd and Mary 612 724-6506**

**Steve and Sandy 715 386-2880**

**By Monday January 25**

**(small donation for room & eats)**

## FEBRUARY 20

**Brakes and SU Fuel Pumps**

**Presented by owner John Natoli**

**at GT Cars 9:30 am**

**950 W 94<sup>th</sup> Street, Bloomington**

**612 884-3101**

**Coffee & Donuts**

**Event Organizer: Dick Mathews**

**612 721-5653**

**OFFICIAL PUBLICATION OF THE  
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**THE HEALEY ENTHUSIAST**

The official publication of the Minnesota Austin Healey Club, THE HEALEY ENTHUSIAST, is published 10 times per year for the benefit of it's 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 20<sup>th</sup> of the month prior to the month of issue. Classified ads are free MAHC members, \$5.00 for non-members. For display rates contact newsletter advertising. The Minnesota Austin Healey Club is affiliated with the Austin Healey Club of America.

**A Healey's Tale  
A Reconstruction in Progress**

**Jim Wojcik**

**From the first time I saw an XKE as a 6 year old boy living in a world of Fords and Buicks, I have been smitten by the peculiar look and feel of British engineering. It just has a quality of history (to call it primitive may be a bit harsh) that makes me feel like I can perceive its machine essence.**

So I bought a 59 TR-3, that I couldn't afford to repair, and then another one I kept running a bit longer before my 17 year old budget dictated a sale instead of a valve job. I finally was able to befriend a TR-4 which carried me in a certain style through my college years, and actually served me as my only transportation through four Wisconsin winters. Unfortunately, while I was cruising around in a snowmobile suit, my poor Triumph was taking a salt bath, and the metal eventually was sacrificed for my own pleasure. The car was sold for parts.

When Barbara and I moved to California in 1981, we hoped to find another sports car there to drive and enjoy. I began my search in earnest after seeing a BN-4 in a college parking lot. I suddenly realized that an Austin Healey was my dream. A bit of study led to a number of visits to see cars. I knew enough to shy away from rusty ones by now, and saw the shag carpets and hot rod steering wheels of others as warning signals.

We finally went down the highway from Fresno to Kingsburg, CA., where a homely but proud 2-seater Healey was for sale, License number QFM-163. It ran well, and I saw the scum in the radiator as a problem I could probably fix with a

new head gasket. We bought the car from Orville Orum in August, 1982, for \$2,200. financed by the sale of my faithful Saab EMS.

I have since learned a bit about Healeys in general, and this one in particular. HBN7L 434 was built in Colorado Red on March 25-26, 1959, (about the time I saw that first XKE). As BN-7 chasis numbers began with #186, I calculate that this car was approximately the 248th car of that series built in '59, of a total of 13,734 total BN-7s. As often happened, there were lots of parts laying about from previous production runs, so my car was given 100-6 badges on the grill and horn button, a fact that befuddled me for a while. It also had the thermo controlled carb and head setup, which had already been disabled by the time I bought the car, saving me the trouble. While the car carries engine #29D/RU/H474, Andres Clausager indicates in his book Original Austin-Healey that the thermo carb was introduced in engine #29D/2864, so the head may have been swapped at some point for the current one. The car does have a choke control fitted to the underside of the fascia also, another curious melange. Likewise, the engine number designates by the "U" that the gearbox should be a center-shifter, but it most definitely is an early side shift box, (pre bush type laygear, for those of you really into this stuff). The car was built with wire wheels, heater, overdrive, collapsible/adjustable steering column, and came to me with a truly primitive 2 section radio that by itself added about 15 pounds to the car.

In April of '59, it was sent off to the States. I have yet to track down the original owners. Mr. Orum had owned the car since June of 1977, so there was at least one other owner in its history. Since taking it apart it has become apparent that

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The Gateway Healey Association, St. Louis, Missouri has set up a web site for **CONCLAVE 1999:** <http://members.aol.com/healeybg/carindex.htm>

**Address:**

<http://www.angelfire.com/mn/austinhealey/>



## A Healey's Tale (continued)

someone had crashed the car, hitting it hard in the left front corner. The repairs allowed the car to track pretty straight, but in the current restoration process it had to be straightened 1.5" to the left again. The left wing and front shroud and door were nicely leaded, a fact first apparent when the body was stripped of all its paint.

I also learned right away that the scum in the radiator was a bit more persistent than I expected. Two head gaskets and a head decking weren't enough to solve the problem. As I drove the car in the heat of California's central valley, it became common to have the fuel percolate in the lines. The oil in the coolant apparently didn't do much to help it cool. Clouds of unburned gasoline would pour into the already polluted air, as I sat frustrated in traffic, embarrassed but unbowed.

I met a fellow Healey owner, Jim Samarin (owner of a razor sharp blue BN-6), who helped me out of numerous jams, leaks, and breakdowns. The Pacific Center Healey Club was also a source of information and inspiration. Although we never actually went to any of their events, we met some members at Laguna Seca and other meets.

In 1984, we towed the car behind a rented moving truck to St Paul. It looked strange being towed with its tail in the air, but we managed to get it here with only a bit of damage to the rear wings. Meeting Mark Mallander was an easy introduction to the Minnesota Healey Club, and we were able to drive the car to events until 1989, when the rear main seal leak got too bad to risk the engine or the planet.

**Mark Mallander also helped the beginning of the restoration, gleefully pulling pieces off the car with me in 1993, but the project went into partial suspension for a few years. In the meantime I had to be content with building a bead blaster, working on some subassemblies, and going to club events and workshops, and dreaming about how to go about the job. Now, with the aid of Jim Linneberg, the mechanicals are in a state of transition. A new laygear and reverse gear are now to be installed. The overdrive is in fair shape, but taking it apart it was shocking to find a glittering sludge comprised of oil and ground up thrust washers. Likewise, the transmission had obviously been apart before, and had been put back together with a few apparent errors.**

As you see in the photo, the car is a long ways away from moving on its own power. *[color photos will be put on our internet site]*. Hundreds of decisions and scraped knuckles, and many dollars from now, 'though, the streets of Minnesota will again see the sleek shape of HBN7L 434.

## 1999 Schedule

(subject to minor changes)

Curt Carlson

### January 30

Sliding party (No, not sledding...but slides and video's and pictures. See page 1 for details.

### February 20

Tech. Session. See page 1 for details.

### March 13

Bowling party sponsored by your one-and-only president....Brent! Anyone up for a winter impromptu drive on March 20th? Contact Brent if interested.

### April 24

Annual spring awakening sponsored by Geoff Rossi. Geoff always does a great job with this event.

### May 16

Tom Politiski and Steve Rixen will be holding a Gymkhana/Funkhana and school. This event will be Gerty's chance to get back at Brent's excuse for a Sprite. I've placed my order already for the fighter-aircraft shark's teeth paint job to help in psyching out the competition.

### June 4-6

**\*WINNIPEG!!!!\*** A repeat performance of all the fun we had in Duluth last year!

### June 20-25

**\*CONCLAVE\*** Meet me in St. Louis! I'm going, are you?

### July 17

Rallye!!! Sponsored by team Peterson/Carlson.

### August 7

Dick Matthews sponsors our dinner drive to the wilds of Wisconsin. I'll bring plenty of cheese to appease the natives.

### September 11

Wheels 'n Wings at Osceola, WI. 'Nuff Said.

### October 2

Fall Color tour sponsored by Dave Lee; past president and "Healeyly Challenged". Let's all show Dave our support by offering him a ride in our car. That way, we won't be led on a driving tour by a black Nissan.

### November 6

Impromptu drive with Brent (the fearless) Hogberg.

### November 20

Annual Pizza Party at Green Mill in Minneapolis. Carlson takes the gavel.

### December 11, 1999:

Planning meeting sponsored by Carlson. This is the one you're **\*ALL\*** supposed to show up for.

So, as we look into 1999, let's all dedicate ourselves to Happy Healeying. Is your car Y2K compliant?

Yes, Byron, Brent and Geoff drove Healeys to the December Planning Meeting