



Volume 31, Number 6

Healey Enthusiast

October/November 2020



Cliff Black's stunning red 3000 reflects autumn leaves on a gorgeous fall day. Isn't this why we drive these cars? Taken in Winona County, MN, November 3, 2020.

Upcoming Events

Most suspended until further notice due to COVID-19

Sun-Fri	May 16-21	Conclave 2021, Big Bear Lake, California
Thurs-Sun	June 10-12	Rendezvous 2021, Kenora, Ontario

Minnesota Austin Healey Club (MAHC)

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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:*

Fred Ambli
Cliff Black
Dave Hatzung
John Hatzung
Dan Powell
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

An old poem starts out with the first line below. I've adapted it for our club this season:

*Here I sit broken-hearted,
Got the COVID when it started.
All I have are pains and aches,
Never lost my sense of taste,
It killed a lot of games and fun,
And I can't wait until it's done.*

Yes, it's been a crazy summer, and it ain't over yet. Well, summer is, but the C19 isn't.

We (I should say Daphne Walmer does) have a great issue for you. John Hatzung was at Waumandee and wrote a very thorough article for us about how that went off and who was there.

There is also information on Conclave, 2021, which sounds like a blast.

The Mount Olivet Motorheads car group had a fall tour to Stockholm, WI, on what turned out to be a beautiful day. There was a huge variety of cars in the group, and tons of Harleys and other bikes were on the road with us. The second highest number of vehicles were Corvettes, a few older, but most were newer.

September also was the month for the Edina Rotary car show at Southdale. I had the only Healey there, but there were another 70+ really nice classic and collector cars there. Go to the Minnesota Jaguar website and see some pictures of some of the cars.

In case you missed it there was a MAHC Membership renewal form in the last issue of the *Healey Enthusiast*, and there is info in this issue also. Please know that both our local group and the national need your continued support. You'll get an update on the insurance issue shortly. Our President, Gary Feldman, has done an excellent job putting together a great program for all the clubs, which will allow the Healey Clubs to continue to be at the forefront of fun car activities.

Take care, stay well, and stay happy.

Dave Hatzung

Waumandee Time Trials 2020 by John Hatzung



It has been a long, long two years since the event formerly known as the Waumandee Hill Climb occurred. Some of us were worried that the insurance bureaucracy would relegate it to history – our Midwest Mille Miglia, but Tom Hazen found an eager sponsor already set up. It was a go.

The day finally arrived. Dave (Hatzung) and I had set aside our political bickering to focus on the important things in life, like being around cool cars and driving them as fast as possible. The car was prepped with fresh oil, liquids topped off, and tires at pressure. Toolbox loaded, clothes packed, drivers' instructions and schedule re-read. Dave was delayed by the death of a good friend and would drive down after the funeral, so I headed out solo Friday morning.

A perfect day. I detoured through Northfield to drop off a part at a jobsite, then headed east across the rolling fields, straight but wide open, save for a John Deere combine. Gassed up with non-oxy at a sleepy station in Wabasha, then crossed the river to Alma. Got the best soft pretzel I've ever had at the new(?) bakery for lunch and headed out to Waumandee.



Waumandee (continued)



The paddock, now at the bottom of Blank Hill Road on 88, was empty save a couple of trailers when I pulled in next to Roman Hrynewicz and his mechanic buddy in his sharp TR8. It would be exciting to see how the Buick-derived V-8 would do. A few more cars trickled in: a pumpkin-color 1971 BMW 2002 (Wayne Lee), a nice TR-6 (Bill) and a suspicious black "1990" 318i (Mark McKee) with a good number of stickers. Tom showed up and we all grabbed brooms and started sweeping, glad to be in the shade with the temp approaching 80°. Bonding

occurred as we shared car stories. Wayne is a racing vet, Bill was volunteering, and Mark showed how persistent pleading and an open slot can actually age a car (his BMW 318i mysteriously was listed as a 1990.) Some familiar faces showed up with a 944 and very professional backpack leaf blowers.

By the time we finished cleaning the course, it was too late to head to the winery, so we had our own little parade to the Pizza Farm, just a few minutes ahead of the main contingent. I was really happy to find a table with Clarence and Kate Westerberg and near Rich and Liz Stadther on a shaded patio. Dave showed up and bought me a beer. A perfect evening talking cars and other stuff.



Saturday was clear, windy and a bit cooler. At 7:30 a.m. the paddock was full of fast cars of many types. Dave was very disappointed that there were no Priuses, but the bright green Gremlin got him excited. There was a strong contingent of Deutchewagens (mostly Porsches) and the usual American Iron (the '67 Buick Electra wasn't particularly fast, but it stood out). Japanese cars were a growing presence, along with MX-5 Miata NAs ("rice-burning Lotuses"?) which are now 30 years old and therefore vintage, not to mention a Supra and RX-7s.

There was a very respectable showing of British machinery. Father & son Andy & Derek Diesen's Midget is evolving into a sophisticated track car: looking great in its new British Racing green livery, shoes and hidden equipment. The Stadthers brought the Elva, which had some issues, but was still awesome. Phil Dawson and Carl Stine ran the voluptuously fendered Midget right up there in the top quarter. Mark

Waumandee (continued)

Brandow fielded his handsome MGF. Two Jensen Healeys (Brian Duoos & Mark Matteson) looked and ran well as did the Triumphs—two TR-6s (Rick Lockman & Ed Olson) and a GT-6 (L A Fisher). Lotus replicas run by Mark Fisher (Type 15) and Dean Borris (Series 7) were great to see in their element. Carl Westerberg's classic MGA stood out among all the period-correct cars, but Phil Shaefer's Sunbeam Tiger attracted attention too.

Wayne Lee took the helm for my first run and lit up my skull. I was able to use the lessons to avoid the worst best-time-of-the-day this second time around. I grin just thinking about the whole experience – the encouragement, the stories and general camaraderie, but mostly the thrill of total concentration, diving big-eyed into the turns and chicanes and accelerating out to the snarl of the revving engine. Thumbs up and Liz's smile capped off each run.

Dave left mid-afternoon, having seen everything and talked to most everyone. I skipped my last run and headed home too, a memorable drive north along the Big River escorted by legions of motorcycles. I made it home by dark.



The combination of cars, speed, nature and community make that drive up Blank Hill Road a unique and incredible experience. Once a year just doesn't seem enough. How many opportunities do we have in our lives to feel that exhilaration? I imagine Dave regrets not signing up to drive. We'll have to make sure that doesn't happen again.



Elkhart Lake Fall Festival Report by Dan Powell



With a truncated race season for most of us, the majority of Minnesota AH Club racers arrived in Elkhart Lake on Wednesday afternoon rather



than the typical Thursday. Those attending with Big Healeys included the Johnks, Wetzels, Scott McQueen (sans car due an engine issue), Jeff Lombard, Mike Manser (now living in Texas - car not done yet), our friend Brian Crombie (living near Denver - also no car), and myself. The Stadthers were paddocked near us with their open wheel car. The purpose of the early arrival was obviously to do some recon of our favorite watering hole ... Schwarz's Supper Club. With our first goal achieved, Thursday early afternoon found us registered, wrist-banded, and paddocked before the sun set. Friday morning was early out at eight am ... the temp was about 45 degrees and the track was cold. No one put a fire off the track and all had pretty decent lap times. Friday afternoon was much more pleasant temperature-wise and lap times seemed to keep coming down.



Saturday we were out at 8:45 ... the temp was almost 40 by then. The afternoon was much nicer with long sleeve shirts being sufficient when the sun was out. I don't know about the others, but I had my fastest time in over a year ... not bad for an old guy!

Sunday saw two races for the Healeys, a cup race for cars with lap times within certain parameters and a group race in the afternoon. Post-race, all the Healeys (and Rich's open wheel car) went back into their trailers looking as good as when they arrived, other than some unfortunate bugs that were in the wrong place when the cars went by.

Social distancing (not an editorial) was well followed at the track, less so at restaurants, etc., which limited some social activities, but was tolerable overall. Hopefully by next race season this nasty bug will be under control, or with a vaccine at least those who consider it dangerous may be able to build up an immunity ... time will tell.

I developed a mental list of race car "to do's" on my way home... just wish I could remember what they were! All in all, it was nice to have some type of "normal" Healey activity during these unusual times.



Cooling Tech Tip

by Steve Rixen

Ethylene Glycol is the most popular chemical used to keep your engine block and cooling system from turning into an (cracked) ice cube in winter. It comes in green (standard) or orange (Long Life) and it carries chemical additives which aid in preventing rust and corrosion year-round.

Checking to see what freeze protection is being afforded your car is usually done by testing it with a low cost tool which has balls or indicator which float depending on the ratio of antifreeze to water blend in your cooling system. A 50/50 mix will afford protection from freezing down to -34* F.

Unfortunately for our pets and kids it also has a 'sweet' taste which is found attractive to the unwary and can be ingested in a quantity which will cause injury, long term organ damage or death. Don't leave your drain antifreeze sit around the garage. Save your pets or kids from a trip to emergency care!



Propylene glycol anti-freeze is also available which is no less injurious to living things, but it does not have the attractive sweet taste of ethylene glycol. Prestone Lo-Tox is the one brand name I could find available, carried by some O'Reilly Auto Parts stores. My local store ordered a case, of which I purchased a number of gallons.



A 50/50 mix of concentrated antifreeze and water, (distilled is best, see below) will give -34° F freeze protection for Ethylene and -32° for Propylene. If you decide to use a Low Tox type of anti-freeze, you will need to also update your tester to one made for propylene. The picture is of a propylene tester (green bulb). If it were a ethylene version it would have a black bulb.



Modern antifreeze serves another function in that it inhibits corrosion of steel and aluminum parts by having what is termed 'reserve alkalinity' (RA). Test strips which test the amount of 'reserve alkalinity' are available at your local auto parts store or can be found at website like Amazon.com in various quantities. By dipping these strips in your radiator fluid you will find a pad portion of the strip changes colors. One of the strips colors will tell if your antifreeze has sufficient RA to protect your engine from corrosion. The strips also have a pad

which will tell the freeze protection level. Level of protection is indicated by comparing the color of the pad with a color chart provided.

If you have an aluminum head or radiator maintaining adequate RA is essential for corrosion control.



If your antifreeze no longer has the freeze protection or reserve alkalinity to protect your engine, or if your fluid is full of rust and looks bad you may need to flush your cooling system. This can be done in your driveway or done at your local oil change business for a reasonable price where your fluid should be removed, filtered, chemically adjusted for RA and freeze protection and returned to your system. If you choose to do it in your driveway, there are some videos in YouTube on flushing and reverse flushing your engine, radiator and heater core at: <http://www.youtube.com/>

If you do it in your driveway you will have some old antifreeze to dispose. Minnesota Pollution Control Agency guidelines are available as a PDF file at their website at:

<http://www.pca.state.mn.us/index.php/view-document.html?gid=4057> which state small quantities may be disposed of through sanitary sewer systems which will be able to filter and dilute it. The document also has a list of business which re-cycle antifreeze or take it to the Arden Hills National Guard facility (MN 96 and Hamline Ave) where there is an oil and antifreeze recycling facility.



If you look at your radiator core from the filler neck and it looks like this picture, full of scale from using tap water, casting sand or rust you will have to remove the radiator and have it 'rodded-out' at your local radiator shop, where the technician removes the top and bottom tanks and physically removes the blockages in the individual tubes. If the radiator core is deteriorated, you may need to have a new core installed and if so, always opt for the heaviest core available. I installed a 4-row HD core which dropped my operating temperatures about 30 degrees and my oil temperature by 40 degrees. Not a cheap option, but wonderful for driving peace of mind.

Be Cool

Officers of the Low Country AHC

Fred Ambli



MAHC member Fred Ambli sent these two photos, making those of us in cold and snowy Minnesota jealous! The car on the left is Fred's 1967 BJ8, just finished with a 4-year restoration with help from Steve Rixen and Rick Proehl. The car on the right is Mike Lewis's real 1956 100M. The people in the right-hand photo, from left to right, are John Beaver, President; Fred Ambli, Delegate Representative; and Mike Lewis, Vice President.

Seeking an Adopt-A-Highway Maestro

Hate to golf but like to walk in the woods? Like to get your steps in before noon? I have a happy event—the only thing missing is me! So, I screwed up my right side this spring killing buckthorn. I possibly had a perfect storm in my gluteus maximus. (I wish it was as good as it sounds). The net result is my Adopt-a-Highway days are over. I can't do it. Ain't gonna happen. But its future could be yours! If you're interested, contact me or anyone at control central. david.herreid@gmail.com or 651-334-3879.

Our beloved escape mechanisms by Cliff Black



Those of us with Little British Cars have had the blessing of a getaway vehicle during the misery of pandemic isolation and the cabin fever that goes with it. But when the fall weather turned against us, it seemed we had lost that escape mechanism until spring. But we had a reprieve.

Just when you put your Healey to bed for the winter, prompted by an October snowfall and sub-freezing temperatures, Minnesota's beguiling weather coaxes you to the garage to roll back the car cover one more time, fire up the old gal (in my case a 58-year-old Mark II tri-carb), and hit those rural roads. November 3 was just such a day, when the temperatures in Winona, Minnesota topped 73 degrees, and the sun sparkled in a clear blue sky.

I missed making a Healey run during the peak fall colors, since they came in the midst of some cold, uninviting weather, so I had to be content with more subdued hillside colors. Thirty miles of rolling hills and farmland slid past accompanied by the music of a split-manifold, dual-exhaust straight six. This is why we own these remarkable old cars. Keep the faith; spring is on the way.



A Discovery in the Cotswolds

by Geoff Rossi



Ah, the Cotswolds region of south-central England! Beautiful landscapes dotted with centuries-old castles and estates, lush greenery, quaint villages with quaint pubs with unusual names, structures built of the mellow golden stone quarried nearby, and twisting roads. Did I mention the pubs with odd names?

In searching for the quintessential Cotswolds village of Bibury it would be quite easy to make a wrong turn off the A429 and find yourself suddenly on what is identified as a “lane,” which is actually about the width of a Minneapolis alley. These are not one-way. There are occasional “pull-overs” to accommodate oncoming vehicles to get around one another. It should be noted that you will be aiming your car down this lane from a right-side driver’s seat on the left side of the lane.

Now traveling on this unpaved seemingly insignificant lane you will happen upon an establishment called the Classic Motor Hub. Fronted by a well-groomed hedgerow and a tactful sign is a no-longer-in-service airfield with a half dozen large hangers and plenty of carpark. It is a **must stop**. There is an office, gift shop, coffee bar and meeting area that leads into a large area filled with an astonishing array of automobiles. All vintage and more than a few museum pieces here.

You have the liberty to walk amongst these cars in three of the buildings. No cord barriers. No “Do Not Touch” signs. Here are the likes of: Aston Martin, AC Ace Bristol, Jaguar, Ferrari, Rolls Royce, Lamborghini, Lancia, Lagonda, Porsche, Lotus, Maserati, Abarth, BMW, Benz, Osca Works, Alvis Speed, Packard, Piccard, and Hispano-Suiza, to mention only few. This is not a

museum and there is no entry fee. It is an extremely high-end “used car lot.” All of these beauties are for sale on consignment.

From here it is a short drive continuing down the lane to Bibury. A unique experience in itself but one equal to the opportunity of moving amongst machinery that you have heard of and only see in photos? That would be for you to decide.

[Note: If you have further interest in this auto haven, see www.classicmotorhub.com .]



Austin-Healey Association of Southern California

presents

CONCLAVE 2021

BIG BEAR LAKE, CA



*Has the quarantine
got your Healey
in hibernation and
bearly breathing?*



Then come to **Big Bear Conclave 2021**
and breathe some life back into your
Healey experience.

www.conclave2021.com



REGISTRATION FOR CONCLAVE 2021 NOW OPEN

BOOK NOW FOR THE BEST ROOMS

COVID-19 MONEY BACK GUARANTEE

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



Kenora, ON June 10-12, 2021

Presented By



Event Sponsors



Activities

- Meet & Greet
- Scenic Driving Tour & Lunch
- Art Gallery & Museum Tour with lunch
- Evening Cruise on the historic M.S. Kenora
- Fun Rallye
- Harbourfront Charity Car Show
- Awards Banquet at the Kenora Recreation Centre

Accommodations

Comfort Inn
1230 Highway 17 E.
807-468-8845



Days Inn
920 Highway 17 E.
807-468-2003

www.rendezvous2021.com



Rendezvous 2021 Update

Unfortunately, our regular Kenora, Ontario, location, which was damaged by fire earlier this year, will not be ready by next June. Therefore, we are back to using the alternate locations.

For reference, they are:

- **Comfort Inn**, 1230 Hwy 17 E., 807-468-8845 – Prices starting at \$139CND, including a hot breakfast.
(**Note:** If you try to book here, make sure you are talking to someone at the Kenora location. If the call is routed to the central Comfort Inn number, they may not know about Rendezvous.)
- **Days Inn**, 920 Hwy 17 E., 807-468-2003 - \$129CND with an indoor pool

Both have blocks of rooms set aside for June 10th through 12th for Rendezvous, and both hotels are ready to take bookings. We will have more information about event registration in the new year.

Until then, stay safe and look after one another.

from Chad Edwards

on behalf of the 2020 2021 Rendezvous Organizing Committee

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.

Marketplace (continued)



Jaguar XK8: Time to move on, going to sell this very nice 2005 Jaguar XK8. It's only got 29,117 miles on it. Plus, it's the very rare Victory Edition which gives it a bunch of "R" features that make it a very unique car. Carbon fiber dash, larger wheels and tires, multi-disc player, sensor windshield, plus more. Everything works. Just had a new windshield and antennae installed. I went online and found them priced as high as \$31,000, but I'm thinking closer to \$20,000. Call or text me at 952-913-6313, or email Dave@hatzunginsurance.com.

4 tires and wire wheels for sale: These are from my 1967 BJ8, which I replaced some chrome wheels that I bought from the Wetzels. Best or any offer ... as with the rear exhaust from the same car. Hoping someone can use them. Dave@hatzunginsurance.com or 952-913-6313.

Literature for the taking: Anyone interested in a 42-year collection (1987-2019) of the Austin Healey Club of America magazine, first called *The Chatter* and then *The Healey Marque*? Also, a 15-year (1987-2002) collection of the *Austin Healey Magazine* from the West Coast club? If so, contact Geoff at (612) 822-7069 or casadirossi@hotmail.com

Recommendation for radiator repair shop: I recently replaced a leaking temperature control valve for the interior heater. Quite a job. This required removing the heater box. While it was out, I brought it into a radiator repair shop in NE Minneapolis. Nice shop. Friendly owner. Good price. Lots of vintage radiators being worked over. Can strongly recommend them ... from Geoff Rossi.

Borgen Radiator
312 NE Johnson St
MPLS 612 379 2605

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 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, 2021**, to assure that your information appears in the 2021 AHCA Membership Directory.

Send form and checks to:

Jim Kriz
2000 Kenwood Pkwy.
Minneapolis, MN 55405

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.

Take care, stay healthy and maintain a safe distance,

Your President

Dave Hatzung

MAHC Website Update

by Daphne Walmer

You may remember that I planned to work with a professor and students in Technical Communications program at the University of Minnesota to update our Minnesota Austin Healey Club website. Our goals are to make the website easy to use for both those who will use it and those who will implement it, as well as giving it a facelift and more contemporary interface.

With the COVID outbreak in March, the professor had to delay our project. The good news is that two of his classes in this fall semester 2020 are *all* working on our project. I understand they are really enjoying it.

The professor plans to send me the best designs at the end of the semester. I will send those designs to anyone who is interested in reviewing them. After we determine a final design, a spring semester class will work to implement it.

InterMarque Breakfasts

The Saturday morning location has been changed to:

The 400 Tavern

1300 Industrial Blvd (near I35W)

Minneapolis, MN

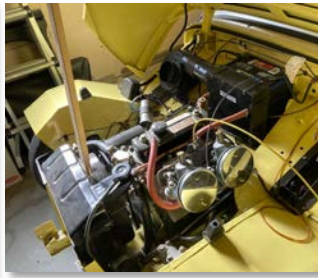
Phone: (612) 455-6312

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?**

Give me a call: Geoff Rossi: 612 822 7069

(more Marketplace on pages 18 & 19)

