



# *The Healey Enthusiast*

Volume XXV No. XII

December 2014



**Our esteemed past presidents at the  
Annual Banquet and Business Meeting**

## **DECEMBER EVENTS**

**Wed. Dec. 3**

**PIE Meeting**

**Sat. Dec. 6**

**Planning Breakfast**

**MAHC STAFF**

President	<b>CURT CARLSON</b> 612-251-7492 mnhealey@gmail.com
Vice President	<b>DAVE HERREID</b> 612-251-7492 dave@finelinearchitecture.com
Treasurer	<b>JIM MANION</b> jmanione@aol.com
Membership	<b>JIM KRIZ</b> 612-374-2666 jkriz1@comcast.net
Newsletter Editors	<b>SUZANNE WILLODSON</b> 12325 30th Avenue North Plymouth, MN 55441 763-390-4133 suzanne.willodson@gmail.com
	<b>LIZ STADTHER</b> 1955 Wellesley Avenue St. Paul, MN 55105 651-698-1981 lstadther@gmail.com
Video Librarian	<b>JEFF JOHNK</b> 952-461-2720 jeffj@centuryrefining.com
WebMaster	<b>JOHN SNYDER</b> 952-929-4792 jvs@consistentc.com
Email Broadcaster	<b>DAVE LEE</b> 715-837-1751 dlee@usfamily.net
Name Tags	<b>TOM HAZEN</b> myliberty@comcast.net
National Delegate	<b>EILEEN WETZEL</b> 763-541-9571 econlon@hotmail.com
Intermarque Delegate	<b>SUZANNE WILLODSON</b> 763-390-4133 suzanne.willodson@gmail.com
Regalia	<b>GARY RONNING</b> 763-684-4041 gtronning@aol.com
Technical Resources	
Sprite	<b>CHUCK NORTON</b> 651-483-0836
100	<b>CURT CARLSON</b> 612-251-7492
3000 & Modified	<b>JEFF JOHNK</b> 952-461-2720
Jensen Healey	<b>TOM POLITISKI</b> 218-367-2168
Board of Directors	<b>JEFF LUMBARD, Chmn.</b> <b>DAN POWELL</b> <b>DAVE RADEMACHER</b> <b>KIM RIXEN</b> <b>GREG WILLODSON</b>
Minnesota Web Site	<b>www.mnhealey.com</b>
National Web Site	<b>www.healeyclub.org</b>

**PIE****(President's Informal Evening)****Date: Wednesday, December 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.

**People submitting photos  
For the December issue:**

**Cliff Black  
Barb Ronning  
Rich Stadther**

**Thank you !**

**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 15<sup>th</sup> 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.

## Healey Wings

*By Curt Carlson, President*

Well, here we are in the white season again. The end of a driving season marks the beginning of another administration in the MAHC. Dave Herreid and I are excited to serve as your President and Vice President. We want to thank Greg Willodson for his outstanding work last year. Thanks so much to you, Greg, for leaving the club in such a strong position! This year's transition marks a watershed point in the Minnesota Austin Healey Club. We're seeing transition in the administrative roles as we always do at this time of year, but also a transition in our newsletter editor position too. Liz and Suzanne have graciously let Gary retire after MANY years of service to our club. Gary did an outstanding job as we all know, and he couldn't have done it alone. He had help from every one of us who attended an event, provided write-ups, photos and promoted events. I know that Gary had been looking for a change for a long time and he's earned a well-deserved retirement. By quick estimates, Gary compiled 132 newsletters and 11 members' manuals, included 2508 photos or images, placed 46255 words with 235900 letters in 209 headlines! If we want to keep Liz and Suzanne happy as editors for as long as Gary served, let's give them the same help that we gave to Gary. If we don't help them out, we might have to fill that position again all too soon!

Last week I found myself at the thrift store again. I like to visit occasionally. Sometimes I can find a bargain or two. I happened to glance past the uniforms and work apparel section and a blue insulated work jacket caught my eye. It had a nice 'Curtis' label on the right breast. Serendipity! I remembered a couple of 'Austin Healey' patches that I had lying around that I'd gotten from [Triple-C Motoring Accessories](#) a while back: 9" Healey Wings, a small 'Healey' wingset and a 'Healey' Warwick UK patch. For whatever cost those patches were back in the day, and for the \$9.99 the jacket cost me, I ended up with a fun work jacket for these chillier months in the garage and shop.



I'm writing this article late; just a few short hours before Liz and Suzanne's generous deadline. I've been struggling to think of some kind of 'theme' for the next 12 articles I've committed to writing. At this point, I haven't had any strokes of discovery yet. I'm supposed to come up with a title for the President's column too. I think I'll just have to 'wing it'. Hey! That's it! Since I'm 'winging it', I think I'll just call it 'Healey Wings'. Yeah. That works for me.

I hope everyone has a wonderful Holiday season filled with joy and fortune and time spent with loved-ones. Please remember to come to our planning breakfast at 8:30am on Saturday December 6<sup>th</sup> at the Machine Shed in Lake Elmo. Dave and I have some fun ideas for new events this next year that we're sure you'll want to be a part of. See the notice elsewhere in this newsletter for the details. And as always: Healey On! Curt

## The Presidents Informal Evening

By Curt Carlson

Another year has passed. I can't believe it. December is here already and in a few days we'll be planning our activities for 2015! It never ceases to amaze me that we have better attendance at PIE meetings in the colder months than we do in the warmer months. Our November meeting brought together 33 old friends and new enthusiasts. We heard recaps of past events and a promo for upcoming.

This month (December) marks the transition of newsletter editing duties from Gary to Liz and Sue. Although a few of us told and heard of the absolutely outstanding job that Gary has done as newsletter editor during the November PIE meeting, I would be remiss if I didn't add my compliments to that list and true heartfelt gratitude to Gary *and* Barb for their incredible devotion to the club. Just as an army can't survive without its cook, a car club can't survive without communication. Without Gary's steadfast devotion and gentle steerage, this club would not exist in its strength today. To Gary and Barb; we owe you an incredible debt and we thank you for your service. To Liz and Sue; you've got a tough act to follow and I know that you're up to it! I'm delighted that you've stepped in and I look forward to working with you both as we move forward. I know I speak for everyone in the club when I say that we'll all work together to make your new role as easy as possible.

If anyone else is thinking of taking on a more active role in the club, there are many opportunities available from being a technical resource for those needing guidance, to something as simple as a nametag coordinator or treasurer. Step up to the plate and pitch in and help! Many hands make light work and your club is strengthened by it.

PIE attendees:

Curt Carlson, Lisa Culver, Ginger, Jim, and Therese Spaight, Dick Mathews, Pat Holt, Jim Manion, Greg Lauser, Sue & Steve Greenway, Carl & Betty Stine, Andy Lindberg, Dan Powell, Steve & Kim Rixen, Rich & Liz Stadther, Gary & Barb Ronning, Jim Kriz, Greg & Suzanne Willodson, Scott McQueen, Gary & Eileen Wetzal, Steve Chirpich, Geoff & Dianne Rossi, Linda Fraser, Jack Stein, Tom Hazen & Dave Herreid.



## Planning Breakfast – Saturday, Dec. 6

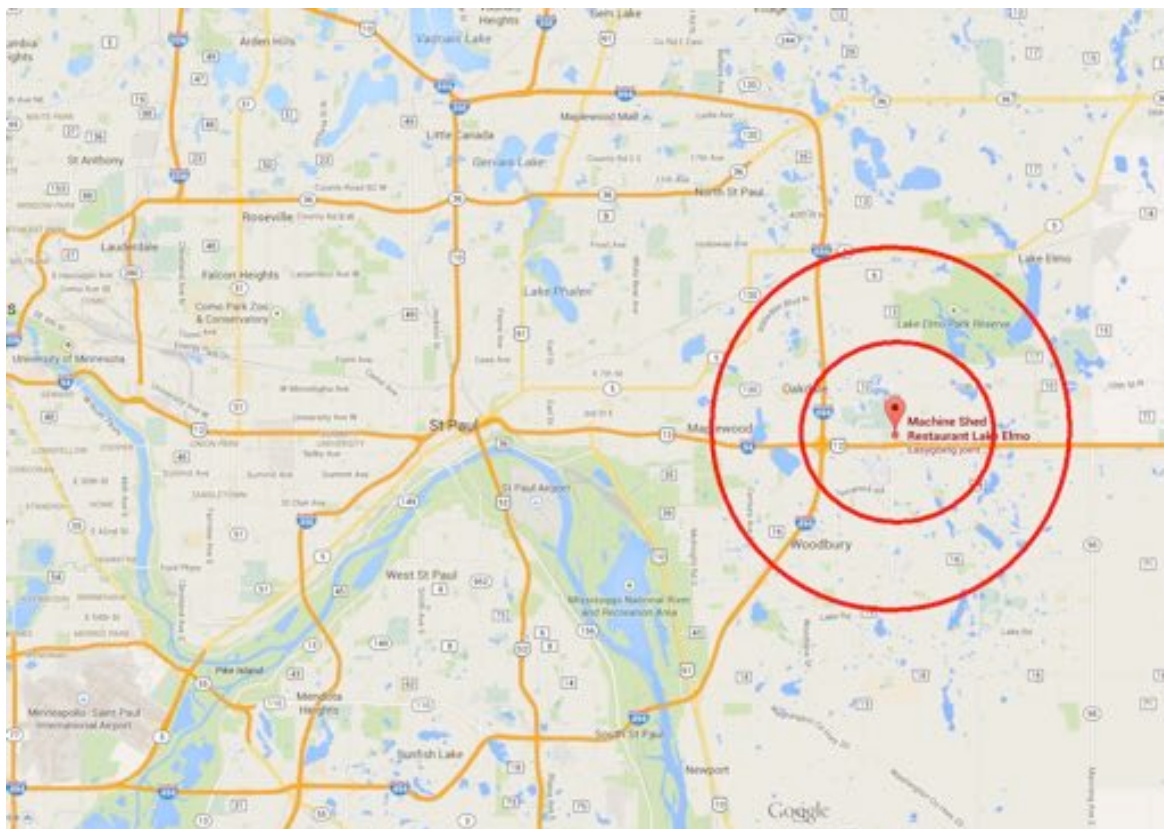
Come for breakfast, and stay for the planning. The club schedule of events for 2015 will be on the agenda for this meeting led by Curt Carlson. A board of directors meeting will follow. Be there!

### Lake Elmo Machine Shed restaurant:

Saturday, December 6<sup>th</sup>, 2014.

8:30 a.m. breakfast / 9:00 a.m. meeting

NE corner of Inwood Ave / I-94 interchange (first exit east of I-694)





## The 2014 Annual Banquet and Business Meeting

By Dave Herreid

On Saturday November 15, 2014, 49 local Healeyites gathered at the Fort Snelling Officers' Club to reflect upon another successful year, discuss the club business, raise money, and celebrate Gary and Barbara Ronning for their tireless support, involvement, and wit, to which all in the MAHC have been the fortunate recipients. Fun was had by all.

The notes that follow are recollections of yours truly, Dave Herreid, your humble newly elected VP. I hadn't calculated on my pending successful ascendancy. I should have been taking notes, but then this is how you learn. By the way, I recommend the Stella beer, light, never bitter, nice presentation, but then I digress.

The social hour started at 6 pm, Barb and Gary greeted all from the vantage of the welcoming table, processing tickets, collecting money—all the stuff that needs to be done for the banquet to be successful.

There was a lot of catching up to do; the social thing was in full swing, slides of the past year's activities projected on the wall. A quick stroll among the items to be acquired by silent auction attracted many, some with serious demeanors. After bidding on items had commenced, many returned again to ensure their bidding success. Thus the Healey competitive spirit begins to appear.

Dinner was provided by the Officers Club and was wonderful. Various salads, turkey, dressing, ham, beef, potatoes, beans... well, if you weren't there, this alone might prompt you to consider attending this event next year.

Keep in mind that your narrator contented himself with food and I believe at least a second Stella in time for the business portion of the evening. I know I've missed some details; hopefully any critical lapses can be filled in by others. But this is what I took away from topics covered.

### Membership:

1. Jim Kriz informed us that a change to A.H. Club membership means you need to pay your National Club dues by December 26, 2014. If they arrive later, you won't be included in the 2015 National Austin Healey Club Directory. The best way to pay is to send a check to Jim Kriz. MAHC dues = \$25, National Austin Healey Club dues = \$50, and combined dues = \$70 (membership application form is available on the club's website).

Steve Rixen noted that it is now possible to update your National Club information by going to the National Web page, creating an account / password, and editing your personal information.

Eileen Wetzel, our National Delegate, updated us on National Club activities including next years "Enclave" in Gettysburg. We are in the process of changing our club's name (to use MAHC instead of AHC of Minnesota), which needs to be approved by the Austin Healey Club of America; that action is pending. Eileen also mentioned the National Club's desire to attract new members, not only to spread the joy of Austin Healeys, but also to stimulate interest in the car through club activities, and thus create a demand for our precious conveyances especially when the time comes to cash-in [my words]. Eileen provided us with A.H. postcards created by the National Club to leave with prospective club members and Healey owners. The cards provide club contact information.

Continued on next page...

...continued from previous page

Jim Manion was absent, but had relayed to Greg Willodson that our club finances are in good shape. Tangentially it was revealed that Jim would not abscond with the club's money until it exceeded 1 million dollars. Raucous laughter was detected. Nevertheless, Jim was unanimously re-elected club treasurer.

It was around this time that I ascended to Vice President, which I am honored to be at the behest of President Curt Carlson and MAHC members; guidance is welcomed.

Gary Ronning is handing over the duties of the 'Healey Enthusiast,' the monthly newsletter, to Liz Stadther and Suzanne Willodson.

Three new board members Dave Rademacher, Kim Rixen, and Greg Willodson were elected to fill seats vacated by Curt Carlson, Greg Lauser, and Steve Rixen.

Greg thanked the club for the opportunity to serve as President. He mentioned Suzanne is on the mend. To both Suzanne and Greg, on behalf of the club I want to say thank you. The two of you define what is best about our group: the passion for vintage Healeys, desire to get involved, and the spirit of camaraderie. And to Suzanne, a most speedy recovery.

President Carlson, representing the Board of Directors, announced a new lifetime MAHC achievement award. Fittingly this award was presented to Gary and Barbara Ronning. At a recent P.I.E. meeting Geoff Rossi enlightened us about the history of our club. How in the beginning (this is almost biblical) there were Austin Healeys that ...well ... needed help. Or, actually, the owners needed help to maintain their Healeys in running order. Out of this Healey chaos a monthly meeting sprang forth and it was good. It was also at Gary and Barbara's house. That Healey passion and camaraderie was present from the start. Over the years Gary and Barbara helped as they thought best. Our monthly *Healey Enthusiast* has evolved to what it is today in no small part because of Gary's effort. His last stint as editor lasted 11, or was it 12 years? And so the Board approved a lifetime MAHC membership for Barb and Gary, along with presenting an elegant Lifetime MAHC Achievement Award plaque. In accepting the award, Gary read the inscription, thanked everyone, and closed by saying, "Healey on."

No yearly retrospective is complete without an appreciative nod to Tom Hazen and the driving events he organizes. Tom's response was to thank and give credit to the volunteers and participants of the events. June Moerke created a tasteful way to thank both Tom Hazen and the volunteers by giving them all jars of wild Waumandee grape jelly that she made. The grapes were collected with the help of Scott McQueen during the Waumandee Hillclimb weekend.



President Curt Carlson and Rod Richert



June Moerke's Waumandee jam, awarded to volunteers

## ***The Banquet in Pictures***





## Extraordinary Enthusiast Award

*Wow, what a title. What an honor....and to be the first recipients! The plaque is beautiful...as are the friends we have in the Minnesota Austin Healey Club. It has been so fun through the years - where did the time go? Many events, many friends, many cars, many newsletters (!), all were enjoyable. Special thanks to everyone that had a hand in presenting this memorable gift to us. We wish continuing success to the club, and we'll still be around enjoying the activities. Thank you all!*

*Barb & Gary Ronning*



## Last Blast of Fall

By Cliff Black, Winona, Minn.

This past fall, with winter just around the corner, I was on the lookout for good Healey weather. When those perfect, crisp sun-dappled days with splashes of bold color make themselves available, you take advantage of them. The Healey hibernation period in Minnesota is long.

So, when on October 18 just such a day dawned, I knew I should use it or lose it. My '62 tri-carb, dubbed "The Donald" by a friend, seemed to sense that this might be the last run of the season, and seemed to have just that little bit of extra willingness to run. You know the sensation: everything clicks, the engine seems to pull just a little stronger and the exhaust note doesn't miss a beat through many thousands of revolutions over an hour-long drive.

I brought along my little Olympus point-and-shoot digital camera, and produced these images as I roamed the countryside in the Winona region near where I live. I drove about 60 miles and stopped along the way to snap pictures. The roads have good surfaces, were apparently engineered specifically for Little British Cars, and are virtually traffic free. The old mill is at Pickwick, Minnesota, a few miles southeast of Winona. The lake is Lake Winona, not far from our home. This is photographic evidence of why we love these wonderful cars.

(As it turned out, we had a couple more good days, so I had several more great runs before the salt hit the asphalt in early November.)



Cliff and The Donald



At East Lake Winona



Historic Pickwick Mill



Big Trout Creek Valley



## Why Are Lucas Electrics Unreliable?

By Dan Powell

First off, one must consider the history of the British car industry. Generally run by authoritative, pompous elite (from the “proper” schools), who thought they knew everything and had a common mantra of “it must be the right way to do it as we have been doing it that way since the Great War.” They appeared more concerned with trying to drive their counterpart at their competing companies out of business than with providing a quality product.

Also to consider is the state of the auto industry of the ‘50s and ‘60s in general. As I grew up, I watched my dad having to replace the shocks less than two years into ownership. The generator (not alternator) and starter generally followed soon after, with rebuilt products being easily available since the original equipment only lasted a couple of years. Plugs went bad from leaded gas, and points burned out from improper adjustment. The sad fact is, that this was considered normal... buy a new car and replace a bunch of parts within two years. No reason the British car industry should be any different.

Then you have the lifecycle of the car. From new to about three years old it is babied and receives regular maintenance, it is washed regularly and likely lives indoors when not in use. Once it became a “used car” and was purchased by someone who couldn’t afford a new car, it was more of a utility item... something to get from one place to another. Maintenance was on an “as necessary” basis to keep it running, and more often than not, it sat outside when not in use. Eventually it became unreliable and/or too expensive to keep on the road, and it was again sold or stored “behind the barn.” Some became the property of dreamers who could say they owned a “whatever” even though the most frequent occupants enjoyed cheese as their main meal. Even less maintenance would occur, and then something happened. About twenty years after a car comes out, it seems that people start getting interested in them again. I think significant cars (i.e. Healeys of all varieties) burned an image onto the brain of the youth, who had no control over dad buying that Chevy Biscayne six-cylinder four-door sedan (in some vile color) rather than the logical alternative, a big Healey, TR, Jag, etc. Something modified their DNA to awaken them to their memories when they got old enough to make their own decisions... then along came kids, mortgages, etc... but eventually they had the ability to buy that Healey, TR, or Jag. The problem was that what they could afford was a car that hadn’t had much TLC over the past fifteen or twenty years. As funds became available, reliability issues fought with cosmetic issues for funding, with looks generally winning.

So, how does any of this relate to the topic of Lucas electrics you ask? Plenty, I says.

So here we have the Healey (of any variety). They currently range in age from about 50-60 years old. Few have been fortunate enough to have had a high quality restoration (i.e. every nut, bolt, wiring connection, etc., replaced or restored) but most are very pleasing to the eye when viewed from six feet away. Most still have a generator and factory starter, most have the original wiring harness. So the generator stops generating... when were the carbon brushes last replaced? At the factory when new? The starter stops starting... is the solenoid original to the car? Lights don’t light... original bulb sockets?

Continued on next page...

... continued from previous page

The standard British approach to wiring can be seen in any older British B&B... 240 volt surface wiring with thirty to forty coats of paint as insulation, going to a pre-WW2 switch. Why solder a wire onto a socket when you can fold the wire over a “bullet” and push it into a non-spring metal fitting, without a dedicated ground wire... “What could ever possibly go wrong?” Why do those sockets fail after being out in the elements for only forty years?

The answer appears to be that our cars were not built to last fifty to sixty years, and the Lucas electrics have actually performed beyond expectations... I know that's not a lot of help when you are sitting on the side of the road looking at the transformation of a vehicle into a sculpture, but you can do something about it. Over the winter you could address each light, one at a time, replacing the socket if badly corroded (can't see them once reassembled), soldering the wire to the “bullet”, cleaning the socket of any corrosion, and applying some di-electric grease, which prevents future corrosion. Take the switches off the dash (recommend one at a time to avoid the “where does this go” syndrome), and redo each attachment point. You might want to use some solder on the wires to provide a good solid attachment point. I once had a faulty overdrive and found that it was a loose wire on the ignition switch that worked until it got too hot. Fuel pump... it's actually part of the electrical system and has points which won't last forever... maybe you should give yourself “the gift of reliability” and put a new fuel pump under the tree this year. The new, identical appearing pumps are electronic, so they should last longer than the owner without causing any problems.

Going through the electrics now should give you years of trouble free driving (as to electrics anyway). Remember, if you have a nice new spare part on the shelf, it won't keep your car reliable unless you actually put it on the car. Buy the new “spare” part, replace the old part, and keep the old part as the spare. That way you can have fun and not have to keep AAA on speed dial.

As Scott McQueen has said “the car knows if it is being ignored and it will remind you when least convenient.”



## Membership / Renewal Form

<b>Minnesota A-H Club Dues</b>	<input type="checkbox"/> New <input type="checkbox"/> Renewal .....	\$20.00
<b>Austin-Healey Club of America Dues</b>	<input type="checkbox"/> New <input type="checkbox"/> Renewal .....	\$50.00
<b>BOTH CLUBS</b> .....		\$70.00
<b>Minnesota A-H Club (Local only) Dues</b>	<input type="checkbox"/> New <input type="checkbox"/> 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, 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**

## Rendezvous Rallye Superieur, June 6-11, 2015

*Going to Rendezvous? Include a Minnesota Triumph Club excellent adventure.*

Rendezvous Rallye Superieur is a tour around Lake Superior. The rallye will embark from Ashland, Wisconsin, USA, on June 6, circumnavigate Lake Superior and arrive back in Ashland on June 11. Many (but not necessarily all) of its participants will likely be the more adventurous souls in their vintage cars attending the 25<sup>th</sup> annual U.S./Canada International Sports Car Rendezvous that kicks off on June 11. Some of the cities through which the Rallye will pass include Duluth, Grand Marais, Thunder Bay, Wawa, Sault St. Marie, and Marquette.

Is this a pretentious, big-deal rally like the California Mille or the Monte Carlo? Well, it's a big deal for us and it will cover some exquisite roads and locations, but there the similarities end. Most importantly, there is no competition. No fast driving awards, no checkpoints, and no incentive to trash your old car. Just an extended tour on which you can enjoy your vintage car with other aficionados.

Is participation limited to older vehicles? Yes. By old we mean 25+ years old. For the arithmetically challenged that means 1990 and older. Exceptions may be granted by the rallye master for retromobiles that he believes maintain the classic spirit and vintage *joi de vivre*.

Is this as expensive as Hemmings' Great Race? No. You will pay for five-and-a-half days of food and lodging, and for maybe 1500 miles of gasoline. All as you go and all on your own Visa card. Once we have an idea of how many will participate, arrangements will be made so that moderate lodging and restaurants are available. The only extra cost to which you will be liable covers your prestigious Rallye Rendezvous Superieur magnetic emblem (a nice compliment to the free Circle Tour window sticker).

How do I register or get more information? Email Andy Lindberg ([andyrlind@gmail.com](mailto:andyrlind@gmail.com)).

## InterMarque Breakfast Time!

The tours, rallies and racing have come to an end and the Healeys are tucked away, but all is not lost. Don't forget the InterMarque Saturday breakfasts that tend to be quite lively as winter sets in.

Elsie's Restaurant, Bar and Bowling Center is the breakfast destination every Saturday at 8:30 a.m. The second Saturday of the month is Ladies' Day, though of course, they are welcome every week. 729 Marshall Street N.E., Minneapolis. Map at <http://elsies.com>.

On the first and third Saturdays, the East Ender's Breakfast Group meets at 9:00 a.m. at Sail Away Café, 1321 St. Croix Trail, Afton, MN. It's north of County Road 18 and St. Croix Trail.

## Events Schedule

**Dec. 3\*\***     **PIE Meeting** – (Wed) Meet at 7:00 pm. See page 2.

**Dec. 6 \*\***     **Planning Breakfast** – (Sat) The schedule of events for 2015 will be on the agenda for this meeting hosted by Curt Carlson at The Machine Shed Restaurant Lake Elmo. A Board of Directors meeting will follow. See page 5.

**Jan. 7\*\***     **PIE Meeting** – (Wed) Meet at 7:00 pm. See page 2.

**\*\* - Denotes an official MAHC club activity**

*This is our first issue as editors of The Healey Enthusiast. We wish to add our thanks to Gary Ronning for his many years of producing an excellent newsletter. We will do our best to meet the standards he set.*

*A common saying is that it takes a village to raise a child. Well, it takes the Healey Club to produce a good newsletter. We hope that you will make it come alive with your ideas, articles and photos throughout the coming year. A little effort by our wonderful members will ensure fresh ideas and points of view. We welcome your comments at any time.*

*Suzanne Willodson*

*Liz Stadther*

Minnesota Austin Healey Club Inc.  
Suzanne Willodson & Liz Stadther, Editors  
12325 30th Avenue North  
Plymouth, MN 55441

**First Class Postage**



---

## **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 the ad can be removed.