

## The

Healey Enthusiast

# JULY ISSUE PUBLISHED AFTER ALL 

Next Issue will be August 1, 2008

## EVENTS - SEE ALSO PAGES 6 AND 7

Jun 28 - Aug $3 \quad$ Velocity Auto Art Show - Hopkins, MN (See p.9).

## JULY

Wed. July 2 PIE (see p. 3)
Sat. July 5 Chetek Car Show
Sat. July 12 Annual Healey Gymkhana (see p. 8)
Tue. July 15 Square Peg nite at Velocity Auto Art Hopkins
Sat. July 17-20 Kohler Challenge
Sun. July 20 Lynch Barbecue and Short Tour (see p.11)
Fri. July 25 Drive in movie nite (see page 7)
Fri. July 25-27 Donneybrooke Vintage Revival at Brainerd
Sun. July 27 Intermarque Picnic Cherokee Park

## AUGUST

Fri. Aug 1 British Car Nite at Velocity Auto Art Hopkins (see p.9)
Sun. Aug 3 Fun Rides for Kids
Wed. Aug 6 PIE (see p. 3)
Sat. Aug 9 Ellingson British Swap Meet (see p.7)
Sat. Aug 17 Lauser / Stine Picnic (see p. 12)
Sat. Aug 23 Amery Airport Event V
Sun. Aug 31 Intermarque Picnic Cherokee Park

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## The President's Report <br> By Tom Moerke

Hey, It's starting off to be a great summer !
Rendezvous was a lot of fun, The Hill Climb in Afton was superbly done by Tom Hazen (as usual).

We went to the Stone Arch car show and art show. We had never gone before and we were very impressed.

The Paul Weidner Memorial Speed Event in Amery was well attended by some of us with our vintage cars. It great to see Dave Meek with his Jag 150, George Arthur with his Jensen, Dale Martin with his Morgan Plus 8, Brian Duoos and Ernie West with their Jensen-Healey's, Diane Rindt with her MG-B, Steve Rixen with his Austin-Healey, and a bunch of others with great old british sports cars which add so much grace and class to the speed event.

Lots more events coming up.
On Friday, August 1st, the Minnesota Austin-Healey Club along with the other British Car Clubs will be hosting the great car show at the Hopkins Art Center. We need to come up with the 10 best examples of our favorite cars, the ones that were designed by Donald Healey. Lets talk about this at our next PIE.

We can also talk about Rendezvous 09 in Ashland, Wi. on June 11 thru 14

Have fun this summer! Be seeing you.

[^0]
# PIE <br> (President's Informal Evening) 

Date: Wednesday July 2nd
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.

## Breakfast at the Peg

This casual event every Saturday morning about 8:00 continues to be very popular! Great food, reasonable prices, \& friendly LBC car enthusiasts make it a great place to keep in touch. Meet in the room added on just for us!! The location again is:

The Square Peg Diner 2021 East Hennepin Ave. Mpls.

## PIEREPORT

By Editor

Pie on June 4th was chaired by your Director Wayne Soderbeck in absence of Tom and Rod at Rendezvous Notes taken by J an Huston

## ATTENDANCE

Curt Carlson, Kaaren Sartell, Jeff Sartell, Rose Klein, Jim Klein, Rich Stadther ,Tom Hazen, Larry Nimmerfroh, Jan Huston, Wayne Soderbeck, Greg Lauser, Scott McQueen, Jack Stein, Mike Martin, Stu Johnson, Jeff Gordien, Ron Corraza,

## MINUTES

Tom Hazen
showed Hill Climb video need more vintage cars and drivers, especially Austin-Healey need ideas to increase AH participation Amery coming up, need cars and drivers new orange cones and labeling we have 300 cones Scott McQueen volunteered to store the cones

Scott McQueen gymkhana needs more Healeys to participate

Greg Lauser showed stickers to be used on Make A Wish cars and accepted contribution pledges to Greg’s car

FUN RIDES FOR KIDS will be cancelled on July 1 unless a non profit organization steps up to participate. None has done so yet, lack of interest

Jan and Wayne extend their thanks to the club members who have volunteered to conduct the rides in their AH and Jag cars.

Welcome to new member Jeff Gordien, who also purchased a bugeye in May

NEXT PIE IS AT FORT SNELLING JULY 2

Paul Weldner Memorlal Speed Run at amery airpor June 21, 2008

| Paul |  |  | Weldner |  | rla | SpeedAX C 1R |  | $$ |  |  |  | amery |  |  | airpor |  |  |  |  | June 21, 2008 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FTD | Driver | Year | Make | Model | Car\# |  |  | C | 3R | 4AX |  | C | 4R | 5AX | C | 5R | 6AX | C 6 | 6R | 7AX | C 7R | 8AX | C | 8R |
| 28.16 | Andres Rodriguez | 2006 | Mitsubishi | Lancer Evo IX | 769 | 28.38 | 1110 |  |  |  | 29.44 | 1 | 108 | 28.94 |  | 108 | 28.28 |  | 111 | 28.47 |  | 108 | 28.71 |  | 108 | 28.16 | 108 | 29.53 | 1 | 108 |
| 28.70 | Brandon Ranvek | 2006 | Mitsubishi | Lancer Evo IX | 788 | DNF | 112 | 29.66 |  | 108 | 29.87 |  | 108 | 29.40 |  | 109 | 29.28 |  | 110 | 28.72 |  | 109 | 28.81 | 109 | 28.70 |  | 108 |
| 29.50 | Sean Ford | 1996 | Subaru | Impreza | 545 | 30.03 | 105 | 30.19 |  | 104 | 30.03 |  | 106 | 29.50 |  | 104 | 29.91 |  | na |  |  |  |  |  |  |  |  |
| 30.03 | Andrew Reiner | 1994 | Mazda | Miata | 612 | DNF | 88 | 31.10 |  | 88 | 31.16 | 1 | 88 | 30.88 |  | 90 | 30.22 |  | 89 | 30.56 |  | 90 | 30.03 | 87 | 30.15 |  | 87 |
| 30.06 | Brian Slack | 1996 | Subaru | Impreza | 455 | DNF | 99 | 30.35 | 1 | 104 | 31.47 |  | 105 | 30.06 |  | 105 | 31.41 |  | 105 |  |  |  |  |  |  |  |  |
| 30.22 | John Boos | 1986 | Chevrolet | Corvette | 47 | DNF | 126 | 30.22 |  | 123 | 30.09 | 1 | 126 | DNF |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30.22 | Tom Hazen | 2005 | Mitsubishi | Lancer Evo VIII | 0 | 31.13 | 102 | 30.22 |  | 103 | 30.59 |  | 103 | 30.18 | 1 | 103 | 31.03 |  | 101 | 31.12 |  | 103 |  |  |  |  |  |
| 30.31 | Brandon Ranvek | 2008 | Mitsubishi | Lancer Evo X | 761a | 30.31 | 107 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30.44 | Chris Mosley | 1986 | Chevrolet | Corvette | 417 | DNF | 122 | 30.44 |  | 121 | 30.75 |  | 123 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30.53 | Jeff Welch | 1993 | Mazda | Miata | 976 | DNF | 83 | DNF |  | 83 | 31.15 |  | 84 | 31.56 |  | 82 | 30.53 |  | 83 | 31.09 | 1 | 85 |  |  |  |  |  |
| 30.59 | Aaron Jongbloedt | 1995 | Volkswagen | GTI | 191 | 36.35 | 104 | 31.97 | 1 | 104 | 31.40 |  | 102 | 31.03 |  | 103 | 30.59 |  | 104 |  |  |  |  |  |  |  |  |
| 30.97 | Adam Knauer | 1994 | Honda | Prelude | 10 | 33.40 | 120 | 33.72 |  | 120 | 32.60 |  | 117 | 31.87 |  | 119 | 31.97 |  | 118 | 30.97 |  | 120 | 31.13 | 119 |  |  |  |
| 31.20 | Don Gettinger | 1964 | Chevrolet | Corvette | 4 | 32.68 | 93 | 31.93 |  | 96 | na |  | 95 | 32.09 |  | 91 | 31.20 |  | 95 |  |  |  |  |  |  |  |  |
| 31.28 | Chris Johnson | 1991 | Chevrolet | Corvette race car | 108 | 33.10 | 124 | 32.28 |  | 125 | 31.81 |  | 126 | 32.25 |  | 126 | 31.50 |  | 128 | 31.28 |  | 127 |  |  |  |  |  |
| 31.38 | Matt Cramer | 2005 | Mitsubishi | Lancer Evo VIII MR | 8 | 32.38 | 105 | 31.38 |  | 106 | 31.50 |  | 103 | 31.41 |  | 104 | 31.75 |  | 108 |  |  |  |  |  |  |  |  |
| 31.38 | Doug Lindman | 1979 | Porsche | 911SC | 242 | 39.46 | 99 | 34.41 |  | 100 | 32.53 |  | 100 | 32.25 |  | 94 | 31.38 |  | 101 |  |  |  |  |  |  |  |  |
| 31.50 | Andres Rodriguez | 2008 | Mitsubishi | Lancer Evo X | 761 | 31.50 | 105 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 31.99 | Jon Champ | 2000 | Saab | 9-3 Viggen | 18 | 34.25 | 103 | 32.75 |  | 105 | 33.25 |  | 108 | 32.91 |  | 103 | 31.97 | 1 | 104 | 32.00 |  | 107 | 31.99 | 103 |  |  |  |
| 32.00 | Justin Jongbloedt | 1988 | Audi | 90 | 88 | 34.03 | 137 | DNF |  | 139 | 32.00 |  | 140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32.00 | John Schmidt | 1998 | BMW | M3 | 808 | 32.28 | 100 | 32.59 |  | 104 | 32.53 |  | 101 | 32.00 |  | 103 | 32.00 |  | 100 | na |  | 101 |  |  |  |  |  |
| 32.03 | Ron Marks | 2007 | Chevrolet | Corvette Z06 | 117 | 33.93 | 130 | 32.81 |  | 112 | 32.97 |  | 131 | 32.03 |  | 130 | 32.75 |  | 131 | 32.78 |  | 132 |  |  |  |  |  |
| 32.03 | Lloyd Vasilakes | 2005 | Porsche | Boxster S | 766 | DNF | 113 | 32.03 |  | 105 | 32.53 |  | 105 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32.06 | Steve Rindt | 2001 | Porsche | Boxster S | 42 | DNF | 90 | 33.53 |  | 100 | 33.00 |  | 99 | 32.50 |  | 102 | 32.91 | 1 | 98 | 32.06 |  | 97 | 31.54 | 97 |  |  |  |
| 32.06 | Nick Meyer | 2005 | Subaru | Legacy GT wagon | 609 | 33.00 | 100 | 32.06 |  | 98 | 32.50 |  | 98 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32.07 | James Michaelson | 1993 | Honda | del Sol | 123 | 33.10 | 116 | 33.18 |  | 116 | 32.09 |  | 115 | 32.66 |  | 115 | DNF |  | 115 | 32.07 |  | 116 |  |  |  |  |  |
| 32.19 | Joe Shaffer | 2008 | Porsche | 911 Turbo | 91 | DNF |  | 34.00 |  | 99 | 34.63 |  | 117 | 33.04 |  | 115 | 32.19 |  | 124 | 32.57 |  | 125 | 32.35 | 125 |  |  |  |
| 32.25 | Jessop Krocak | 1995 | Saab | 9000 Aero | 234 | 34.15 | 102 | 33.91 |  | 106 | 33.19 |  | 108 | 33.64 |  | 105 | 32.71 |  | 107 | 33.72 |  | 107 | 32.79 | 107 | 32.25 |  | 103 |
| 32.28 | Josh Jutting | 1994 | Honda | Del Sol | 51 | 35.12 | 77 | 34.21 |  | 76 | 33.75 |  | 76 | 33.50 |  | 76 | 33.28 |  | 75 | 32.56 |  | 78 | 32.87 | 49 | 32.28 |  | 78 |
| 32.32 | Parnell Lutz |  | Mazda | Speed 3 | 701 | 32.69 | 102 | 33.44 |  | 106 | 33.28 |  | 103 | 32.34 |  | 106 | 32.32 |  | 106 | 32.75 |  | 104 |  |  |  |  |  |
| 32.47 | Andrew Douglas | 2004 | Saab | 9-3 Aero | 312 | DNF | 97 | 33.62 |  | 95 | 33.19 | 1 | 95 | 33.56 | 1 | 97 | 34.30 |  | 97 | 33.40 |  | 98 | 32.47 | 97 |  |  |  |
| 32.53 | Dick Beers | 1997 | Porsche | C4S | 666 | 34.72 | 109 | DNF |  | 106 | DNF |  | 109 | 33.50 |  | 109 | 33.22 |  | 106 | 32.53 |  | 108 | 32.56 | 107 |  |  |  |
| 32.53 | Dean Borris | 2001 | Toyota | MR2 | 147 | 35.28 | 49 | 35.47 |  | 50 | DNF |  | 90 | DNF |  | 50 | 36.22 |  | 89 | 33.16 |  | 47 | 32.53 | 48 |  |  |  |
| 32.71 | Colin Clark | 1987 | Mazda | RX-7 | 17 | 35.00 | 98 | 42.44 |  | 97 | 33.15 |  | 98 | 33.10 |  | 97 | 32.71 |  | 97 | 32.78 |  | 97 | 33.43 | 92 |  |  |  |
| 32.96 | Kurt Schroeder |  | Subaru | WRX | 500 | 39.41 | 97 | 34.06 |  | 98 | 33.16 |  | 99 | 32.96 |  | 98 |  |  |  |  |  |  |  |  |  |  |  |
| 32.97 | Steve Rixen | 1957 | Austin-Healey | 100-6 | 27 | 50.06 | 77 | 33.69 |  | 78 | 33.19 |  | 72 | 32.97 |  | 78 |  |  |  |  |  |  |  |  |  |  |  |
| 33.19 | Aaron Courteau | 1967 | Ginetta | G20 | 5 | DNF | 83 | 33.53 |  | 83 | 33.19 |  | 83 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33.31 | Chuck Thompson | 1995 | Nissan | 240 SX | 39 | 34.31 | 92 | 33.81 |  | 91 | 33.31 |  | 93 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33.47 | Michelle Martin | 1995 | Volkswagen | GTI | 1911 | 35.68 | 101 | 33.47 |  | 101 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33.53 | Dan Menne | 2007 | Sister's Ford | Mustang | 69 | 34.34 | 92 | 34.12 |  | 91 | 34.50 |  | 93 | 35.37 |  | 92 | 32.57 | 3 | 92 | 34.69 | 1 | 91 | 33.53 | 93 | 35.28 |  | 90 |
| 33.72 | Jeff Haverty | 2007 | Chevrolet | Colbalt SS | 57 | 34.32 | 105 | 34.60 |  | 105 | 34.72 |  | 106 | 34.28 |  | 107 | 33.72 |  | 104 | 33.91 |  | 104 |  |  |  |  |  |
| 33.97 | Terry Tobin | 1990 | Audi | Coupe Quattro | 19 | 35.25 | 89 | 35.78 |  | 88 | 34.69 |  | 88 | 34.31 |  | 89 | 33.97 |  | 88 | 34.15 |  | 88 |  |  |  |  |  |
| 34.00 | Chad Zak | 1988 | Mitsubishi | Starion | 74 | DNF | 89 | 35.72 |  | 88 | 35.40 | 1 | 89 | 35.28 |  | 90 | 35.03 | 1 | 87 | 34.03 |  | 90 | 34.22 | 88 | 34.00 |  | 88 |
| 34.22 | Pete Arnold | 1998 | Dodge | Neon | 16 | 34.25 | 111 | 33.75 | 1 | 112 | DNF |  | 108 | 34.22 |  | 110 |  |  |  |  |  |  |  |  |  |  |  |
| 34.31 | Ernie West | 1974 | Jensen | Healey | 14 | 38.03 | 91 | 35.19 |  | 94 | 34.31 |  | 91 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 34.63 | Jim Miller | 2006 | Mercedes | SLK55 AMG | 11 | DNF | 113 | DNF |  | 113 | 34.63 |  | 103 | 34.94 |  | 98 |  |  |  |  |  |  |  |  |  |  |  |
| 34.80 | Mark Bryan | 1978 | Chevrolet | Corvette | 78 | 36.28 | 106 | DNF |  | 107 | 35.72 |  | 106 | 35.47 |  | 108 | 35.16 |  | 106 | 34.80 |  | 107 |  |  |  |  |  |
| 34.82 | Tyler Hoffman | 2003 | BMW | 330 i | 71 | 34.82 | 96 | 35.03 |  | 95 | DNF |  | 95 | 34.90 |  | 96 | 36.07 |  | 97 | 35.38 |  | 94 | 39.56 | 95 |  |  |  |
| 35.00 | Mark Brandow | 1996 | MG | F | 96 | DNF | 73 | 35.00 |  | 96 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 35.25 | Ryan Kahler | 2004 | Ford | SVT Focus | 44 | 36.00 | 51 | 36.65 |  | 93 | 35.25 |  | 93 | 37.71 |  | 94 |  |  |  |  |  |  |  |  |  |  |  |
| 35.97 | Brad Wurgler | 1972 | MG | B | 15 | DNF | 74 | 35.97 |  | 76 | 36.68 |  | 73 | 36.19 |  | 74 |  |  |  |  |  |  |  |  |  |  |  |
| 36.03 | John Palmer | 1974 | Triumph | TR6 | 28 | DNF | 79 | DNF |  | 81 | 37.00 |  | 79 | 36.54 |  | 81 | 43.59 |  | 82 | 36.90 |  | 82 | 36.03 | 81 |  |  |  |
| 36.06 | Matt Fuller | 1998 | Dodge | Neon | 61 | 37.66 | 173 | 36.06 |  | 82 | 36.31 |  | 86 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 36.06 | Brian Duoos | 1973 | Jensen | Healey | 711 | 35.84 | 78 | 36.65 |  | 76 | 36.06 |  | 77 | 35.46 |  | 75 | DNF |  | 78 | 36.16 |  | 76 | 36.90 | 76 |  |  |  |
| 36.16 | Jim Smith | 2002 | Pontiac | Blackbird | 6 | DNF | 106 | 37.38 |  | 99 | 36.16 |  | 117 | 37.34 |  | 118 |  |  |  |  |  |  |  |  |  |  |  |
| 36.16 | David Burman | 1987 | BMW | $535 i$ | 21 | DNF | 92 | 38.13 |  | 93 | DNF |  | 93 | 36.16 |  | 94 | 36.22 |  | 93 |  |  |  |  |  |  |  |  |
| 36.75 | Jeremy Ebner | 2005 | Ford | Focus ZX3 | 112 | 37.40 | 81 | 35.34 | 1 | 86 | DNF |  | 90 | DNF |  | 96 | 36.75 |  | 88 | DNF |  | 89 | 36.75 | 87 |  |  |  |
| 37.22 | Steve Shogren | 1967 | Lotus | Super Seven | 7 | DNF | 85 | DNF |  | 85 | 37.93 |  | 86 | 37.22 |  | 89 |  |  |  |  |  |  |  |  |  |  |  |
| 37.31 | Dave Meek | 1960 | Jaguar | XK150 | 150 | 37.31 | 85 | 45.81 |  | 85 | 38.34 |  | 81 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 37.50 | Joe Sarych | 1969 | AMC | AMX | 20 | 40.80 | 90 | 38.75 |  | 91 | 37.50 |  | 92 | 37.91 |  | 93 |  |  |  |  |  |  |  |  |  |  |  |
| 37.53 | Tom Moerke | 1972 | MG | Midget | 1 | DNF | 73 | 37.53 |  | 75 | 38.50 |  | 74 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 37.57 | Mike Owen | 1960 | Triumph | TR3A | 3 | DNF | 77 | 37.75 |  | 78 | 37.72 |  | 78 | 37.57 |  | 79 | 39.62 |  | 75 |  |  |  |  |  |  |  |  |
| 38.04 | Dick Krentz | 2006 | Ford | GT | 111 | DNF | 117 | DNF |  | 131 | DNF |  | 130 | DNF |  | 114 | DNF |  | 116 | 38.04 |  | 131 |  |  |  |  |  |
| 38.84 | Blake Tennessen | 1985 | BMW | 524td | 46 | 38.84 | 68 | 41.37 |  | 55 | DNF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 39.40 | Dale Martin | 1985 | Morgan | +8 | 22 | 41.19 | 85 | 39.40 |  | 92 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 42.43 | Larry Berg | 1976 | Triumph | TR6 | 12 | 42.43 | 85 | 43.53 |  | 81 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 42.85 | Diane Rindt | 1971 | MG | B | 43 | 49.74 | 69 | DNF |  | 67 | 46.59 |  | 71 | 42.85 |  | 69 | DNF |  | 73 |  |  |  |  |  |  |  |  |
| 43.69 | Al Struemke | 1964 | Chevrolet | Malibu | 64 | DNF | 96 | 44.56 |  | 111 | 43.69 |  | 110 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 45.62 | George Arthur | 1965 | Jensen | CV8 | 2 | 45.62 | 90 | DNF |  | 92 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DNF | Steve Clancey | 1986 | Mazda | RX-7 | 9 | DNF | 57 | DNF |  | 114 | DNF |  | 116 | (33.59) |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | Starts | 69 |  | 67 |  |  | 62 |  |  | 50 |  |  | 39 |  |  | 30 |  |  | 19 |  | 7 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Gran | nd Total | Starts | 336 |  |  |

## The VP REPORT by Rod Richert

Taking up the travel dialogue where President Tom Moerke's alternator adventure ended, the sky cleared at Ft. Francis and our switch to Hwy 71 north soon brought a spectacular change of scenery-Lautentian shield rock outcroppings, towering pines and sparkling blue lakes. Hikers stacked stones on top of many of these rock walls. There were numerous beaver dams within a stone's throw of the road and later on scenic Hwy 44, evidence of these dams broken by road crews to prevent flooding. Just east of Kenora is a beautiful waterfall over enormous boulders.

The terrain got more rugged with Sprite challenging inclines and long curves with few passing lanes for impatient trans-continental semis. This stretch caused a precipitous drop in my gas gauge with no refueling options in sight. We had topped our tanks in International Falls. Our two bathroom breaks included an episode of "follow the river otter across the road", but no fuel buy.

I must digress. One fall I attempted to start my Bugeye to warm the oil and top the fuel tank in ritual winterizing. It wouldn't start. The gauge read about 1/16th. After trouble shooting, I added gas. It fired right up.

Now as I'm straining to see the Pinawa caravan ahead and in my mirror behind, I'm fixated on the gas gauge, now well below the $1 / 8$ th range. I'm wondering just exactly where right of "E" empty is. I didn't know that Tom Moerke's friend Fred bringing up the rear had 2 gallons in the trunk of his 2001 Corvette. Not realizing how close to Pinawa we were, I stopped and opted for the emergency slug of gas. That tension relieved, I tooled back up to $561 / 2 \mathrm{mph}$ (Yes, I was the designated speed governor) and all motored into the fuel stop one block from our Wilderness Edge lodging.

Veep

## Event Schedule 2008

Jun 28-Aug 3 Velocity Auto Art Show - Hopkins, MN See February newsletter issue.<br>June 29<br>June 29 Intermarque Picnic - (Sun) 1:00 PM Cherokee Park. Contact: Andy Lindberg

PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
July 5
July 12**
July 15
July 17-20

July 20** Lynch Barbecue and Ronning West Side Country Road Tour (SUNDAY)
Another of the famous Mike and Gloria Lynch barbecues at the Lynch home at 4:00PM, preceded by a Gary and Barb Ronning west side auto tour starting at 2:00PM. Barbecue is chicken and ribs, $\$ 10.00$ per person. Please RSVP by July 5 to Mike and Gloria Lynch at cmi@cmeters.com OR 952-474-5642 see page 11
July 25** Drive-In Movie Nite - (Fri) Andy Lindberg is bringing us back to the 50's with this event in Woodbury. Plan to come early and tailgate. Details later.
July 25-27 Donneybrooke Vintage Revival - (Fri-Sun) VCSR racing and lunch time touring at Brainerd. Info call Randy Byboth, 9529369335 TENTATIVE
July 27 Intermarque Picnic - (Sun) 1:00 PM Cherokee Park

## Event Schedule 2008

August 1**
August $3^{* *}$
August 6 **
August 9

August 17 **

August 23** Amery Airport Event V-(Sat.) These events were so well received last year that Tom Hazen and Tom Moerke will be having "another run at it" ! Details later
August 31 Intermarque Picnic - (Sun) 1:00 PM Cherokee Park
September 3 **
September 6**
September 12-14 Donneybrooke Vintage Revival - (Fri-Sun) VCSR racing and lunch time touring at Brainerd. For info, call Randy Byboth at 9529369335 TENTATIVE
September 14 **
September 18-20

October 1 **
October 11**
October 25 **

November 5 **
November 8 **
November 15 **
December 3**
December 6**
British Car Night at Velocity Auto Art in Hopkins - (Fri.)
Fun Rides for Kids Charity Event - Details tba Jan Huston and Wayne Soderbeck
PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
Ellingson's All British Swap Meet/Car Show - (Sat) 10:00 AM This event has been held at the Ellingson Car Museum on Hwy. 94 near Rogers, MN for the past twelve years. It's a great place to buy/sell parts \& show your car. Sponsored by the MN MG Group.
Lauser / Stine Picnic \& Pierce County Tour - (Sat) There will be a short tour ending up at Carl \& Betty Stine's for a Picnic at their very interesting farm in Beldenville, WI. Directions see page 12 Intermarque function

PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
Wheels ' n Wings - (Sat) 8:00 AM Always a lot of cars and a lot of books. Airplanes, a train ride, hot dogs, and friendly people make it an enjoyable day in Osceola, WI.

Morgan Healey Picnic - (Sat) Herb and Marsha Miller are hosting. Details tba
Fall Vintage Race Festival XXIII - Held at RoadAmerica in Elkhart Lake, WI. A great opportunity to see vintage racing up close. Call Jeff J., Dan P., or Jeff L. for details.

PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
Fall Color Tour- (Sat.) The final drive of the year to enjoy the Fall tree colors. Birkmose Park in Hudson, WI. Steve Rixen coordinating. Details later.
Adopt A Highway Clean-up (Sat.) The second of our two clean-ups for the year is to take place on this date. Details later.

PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
Charity Event - (Sat) Dale Martin will schedule our club for taking part in a repeat food packaging charitable exercise. Details later.
Annual Business Meeting Party - (Sat.) The annual business meeting, election of officers, and dinner banquet will occur on this evening at the Officer's Club. Details later. PIE Meeting - (Wed) Meet at 7:00 PM. See page 3.
Planning Breakfast - (Sat) The schedule of events for 2009 will be on the agenda for this meeting. Rod Richert will select the site. ** - Denotes an official MAHC club activity

## Event Schedule 2009

June 11-14** Rendezvous 2009-AmericInn in Ashland, WI - Hosted by MAHC

## 7th Annual Gymkhana Invitational



## Team Healey Challenge

Event Date: Saturday July 12th
Time: 10:00 am, until approx 1:30 Location: Brown \& Bigelow Parking Lot 345 Plato Blvd E. St. Paul, MN (Plato exit, Hwy 52) Driver Admission: $\$ 5$ for all Austin Healey Club Members, Other vintage cars $\$ 10$, modern cars* $\$ 20$ (*imited to 10 )

Test your driving skills around pylons on a custom designed course, on a genuine Minnesota parking lot. Requirements to compete include a waiver signature, a snell 85 helmet (some loaners avail), seatbelts and a safe car.

10:00 a.m. Mandatory Drivers meeting to explain safety, discuss the features of the course, walk the course and discuss course management.

Refreshments (pop \& water) will be provided.
At the conclusion of the runs those interested will retire to GEORGE'S on Plato (formerly Awada's) -2blks away....for a little something to eat/drink.

On site Registration 9:00-10:00
Spectators are welcome!
Contact Scott McQueen for pre-registration or
register on-site day of event
tel:(612) 623-4938
mcqueen.scott@comcast.net


## COME SEE

- All British Car Marques
- 6-10 p.m.

Concours d'Elegance, Ma instreet, Hopkins

- Automotive art from around the world at the Hopkins Center for the Arts
- Buy 20 ballots and get a VIP pass to the Opportunity Partners' reception sponsored in part by:


Minnesota MG Group ■ Minnesota Triumphs Sports Car Club ■ Minnesota Austin-Healey Club $\square$ Minnesota MG TRegister $■$ Minnesota Jaguar Club Present

## fridAY AUGUST 1ST

a FREE British Car Exhibition
featuring MGs, J aguars, Thiumphs and more!
Downtown Hopkins - Hopkins Center for the Arts, 1111 Ma instreet
Buy Ballots, \$1 Each, and VOTE for Your Favorite Car!
All proceeds to benefit Opportunity Partners

To purchase ballots or for more information, contact:

## Phyllis Galberth

deegalberth@yahoo.com $\square$ 952-898-6914

## Dick Wallich

chartbus@comcast.net - 651-644-8030

## Rendezvous 2008 <br> By Tom Moerke

## Pinawa 08 or HOW I WON THIS GREAT TROPHY

We were all excited about Rendezvous this year what with it being in a new location. Andy and Linda Lindberg, Rod Richert, Frank and Jane Howard, and June and I met at the McDonald's in Forest Lake and proceeded north on I35.

Everything went well until just this side of Cloquet, Mn my dash's ignition red light came on. What to do? Frank Howard was the hero of the day, quickly finding out that a little spade connector on the back of my alternator had given up. We ran around in Cloquet at 9:00pm looking for this little part that Frank said was the culprit. Could not find. I was all set to call Hagerty and have them bring my midget back to Hudson and on Thur. morning we would get up and take the Honda to Pinawa. Frank convinced everyone that it would make good sense to continue on to Virginia, where we all had motel reservations, with me driving with my headlights off to make the battery last longer. In a dark and misty night! I took a lot of convincing, but we did it and it worked!

No other car problems but in International Falls, I took a wrong turn and we drove 11 miles out of our way.

Fred Hyatt and Margaret Ludden joined the group in Virginia in the morning.
In Canada we drove north to Kenora and took the Kenora bypass and didn't see a gas station until we got to Pinawa. Luckily, Fred carries spare cans of gas with him on his cross country jaunts which helped as Rod's Bugeye was running on fumes. So was mine!

Wilderness Edge was fine, the little town of Pinawa sits on a beautiful location on the Winnipeg River. The weather was fine on Thursday, rain on Friday and nice and sunny Sat. and Sunday. Due to my car problems we arrived after supper but we had a good time at the golf club with tap Guiness Beer and bison burgers.

The events were all very good and we all ate too much of the very good food.
At the Banquet we had roast pig or/and turkey and a very nice touch, bottles of red and white wine for each table. We should do that next year!

It was sad to leave but we had to . Fred and Margaret got up early because she had a flight to catch back to LA, Andy and Linda and Frank and Jane drove over to Winnipeg to spend a night at the fancy Fort Gary Hotel. Rod and June and I drove back to Stillwater and Hudson arriving home Sunday nite about 10:00. pm.

Oh, how did I win this great trophy? Well, they asked for sad hard luck stories and I got up and told my sad story, in competition along with 3 other sad stories. My sad story was apparently the saddest.

## LYNCH BARBECUE PICNICby Gloria and mike Lynch

# WEST SIDE COUNTRY ROAD TOUR by Barb and Gary Roonning 

Date: Sunday July 20th
Tour Meeting Time: 2:00 pm
Tour Meeting Place: Medina Ballroom
500 Highway 55 (west of Interstate 494)
Medina, MN
Maps will be provided
Arrive end of tour at Lynch home 4:00 pm
Barbecue in the Lynch tradition, ribs and chicken $\$ 10.00$ per person
Arrival time for barbecue 4:00pm
RSVP phone or email by July 5 to Gloria or Mike
952-474-5642
cmi@cmeters.com

## DIRECTIONS TO LYNCH HOME FOR NON TOUR ATTENDEES

IF LOST call Mike at 9529135338 cell

6630 Horseshoe Curve
Chanhassen. MN 55317
FROM Minnetonka 7-HI
From MN 7 on CR 101 heading south 1.7 miles to traffic light at CR 62, where CR 101 makes right turn , then 0.4 mile on CR 101 to Pleasant View Road, turn right (west) on Pleasant View Road
Go 0.8 mile from CR 101 on Pleasant View Road, past a softball park on the left, to Horseshoe Curve at top of hill, then bear left on Horseshoe Curve for 0.4 mile, third house on the right, blue house with white shutters

FROM Minnetonka Crosstown
From I-494 west onto CR 62 crosstown for 3.4 miles to CR 101 traffic light, straight through the traffic light additional 0.4 mile to Pleasant View Road, turn right on Pleasant View Road
Go 0.8 mile from CR 101 on Pleasant View Road, past a softball park on the left, to Horseshoe Curve at top of hill, then bear left on Horseshoe Curve for 0.4 mile, third house on the right, blue house with white shutters

FROM Chanhassen
From MN hwy 5 and CR 101 intersection in downtown Chanhassen 1.8 miles on CR 101 north to Pleasant View Road. Turn left (west) on Pleasant View Road
Go 0.8 mile from CR 101 on Pleasant View Road, past a softball park on the left, to Horseshoe Curve at top of hill, then bear left on Horseshoe Curve for 0.4 mile, third house on the right, blue house with white shutters

## Picnic Aug. 17 is almost a free lunch!

## Tax-deductible donation to Make-A-Wish Foundation ${ }^{R}$ provides catered picnic \& scenic Pierce County drive

The 4th Annual Pierce County Parade \& Picnic hosted and catered by Betty \& Carl Stine and Nancy \& Greg Lauser is scheduled Saturday, Aug. 17 at the Stine Ranch in Beldenville, Wis. This year’s event is doubling as a fundraiser for The Make-A-Wish Foundation ${ }^{\mathrm{R}}$ and is expanding to include members of other clubs that participate in Intermarque functions.

The day's festivities will begin at 1:30 p.m. with the driving tour. The picnic starts at $3 \mathrm{p} . \mathrm{m}$. Those who want to make the drive should meet at Point Douglas Park on the shore of Lake St. Croix - just before you cross the U.S. 10 bridge into Prescott between 1-1:30 p.m.

A $\$ 15$ per person tax-deductible donation to The Make-A-Wish Foundation gets you a catered picnic at the beautiful Stine Ranch, including a tour of Carl's "Tree House in the Woods" and a brief driving tour of scenic Pierce County's back roads around Prescott and Beldenville. The fundraiser is being made possible by financial underwriting from MAHC.

To be sure they "thin the soup" enough for everyone attending, reservations are necessary. If anyone leaves Betty's house hungry it's their own fault. Those who have attended past picnics know there is never a lack of good food to eat or hospitality to enjoy. That includes Carl's famous husk-on sweet corn, two or three meat choices, salads and munchies galore. By special request, Betty is making her special English Trifle dessert this year and, naturally, there will be some chocolate alternative.

Make your reservations by e-mail at glauser@pressenter.com, or call Greg \& Nancy at 715-2629813 no later than 8 p.m. Tuesday, Aug. 13. If you're planning to skip the driving tour, see directions below directly to the Stine Ranch. See you in Wisconsin!
Directions to Betty and Carl Stine
Maplewood Ranch
W6347 710 ${ }^{\text {th }}$ Ave
Beldenville, WI 54003
715-273-4636 if lost
FROM HUDSON
I-94 take exit 3 south on WI 35 to WI 65 ..... 9.7 m
Go south on WI 65 to CR J ..... 8.7 m
Turn Left onto CR J ..... 0.3m
Stay on CR J ..... 1.2 m
Turn Right onto 690 ${ }^{\text {th }}$ Ave / Morton Corner Road ..... 0.5 m
Turn Left onto $710^{\text {th }}$ Ave / Timber Road ..... 0.4 m
End at W6347 710 th Ave 1 mile gravel road on right
FROM PRESCOTT, WI
Cross from Minnesota on US 10 E
Turn Left and continue on US 10 E 16 m ..... 16 m
Turn Left at Ellsworth onto N Maple St / WI 65 continue to follow on WI 65 ..... 3.0m
Turn Right onto CR J ..... 0.3m
Stay on CR J ..... 1.2 m
Turn Right onto $690^{\text {th }}$ Ave / Morton Corner Road ..... 0.5 m
Turn Left onto $710^{\text {th }}$ Ave / Timber Road ..... 0.4 m
End at W6347 710 ${ }^{\text {th }}$ Ave 1 mile gravel road on right

# Healey Hillclimb VII - Afton Alps - June 14, 2008 By Mel Turcanik MAHC 

I live near Dodge Center, MN so any event I attend near the Twin Cities involves at least an hour and a half of driving each way which can be stretched to two or three hours depending on the age of the car and the backness of the roads. So, for me to travel to Afton Alps is certainly a commitment, and one I look forward to each year.

Sponsored by the Minnesota Austin-Healey Club, Tom Hazen runs the event with an iron fist in a sable glove. He proposed that the event isn't a competition, but a fun thing, and it was a very fun thing. Not an autocross or a race, but a serious test and practice for both car and driver that manages to find the weaknesses of both.

The Healey Hillclimb VII was the best ever, in my opinion. And that's from having been both a driver and a corner worker in the past. I believe the first driving event I ever attended with the MAHC was the Hillclimb III and I worked the corners for that one. I then drove the next two years and worked corners again last year and this. The experience is a bit different from the two points of view, but fun both ways.

For Minnesota this is a unique event. Why do I say it's unique? How many Alps in your neighborhood? The setting is a lush valley with an access road that we use for the climb that looks like a very authentic 1954 off the beaten path highway, barely enough for two lanes and a lot of stuff to hit if you leave it. For those who have missed the thrill, the layout of the course starts with a tight autocross style mess of cones forming a figure 8 in a parking lot at the bottom of a hill. The climb up the hill passes a 75 foot drop down a ravine on one side of the road, and a cliff on the other. Even the autocross area is bordered by a creek bed, this year with water, so there is no shortage of hazards.

As a driver, you don't want to look like a nincompoop, or bend your ride. As a corner worker you can enjoy seeing others doing some of the former and hopefully none of the latter. That's not to say that anyone is immune from the occasional bit of over exuberance, or a missed shift point, or a cone that just leaps out in front of you. But to see the perfect run, with the tires just beginning to chirp in a constant twitter, the engine smoothly revving to the limit and then that final leap to the top. That's just beautiful. The time isn't even the most important thing, it's the smoothness of the drive and knowing that it's the best THAT car and driver can do. In addition to the great show, those who volunteer to work the corners get a free lunch, the fresh fruit salad is my favorite part. There is also a goody bag at each corner with enough chips, chex mix, fruit, water and bug spray to keep a squad of Junior Woodchucks happy. (Huey, Dewey, and Louie, Donald Duck's nephews, were Junior Woodchucks starting about the same year that SAAB was founded to manufacture aircraft.)

Every year the mix of cars is a surprise. This year Mitsubishi Evo's topped the result list...where were the WRX's that always performed so well in the past?? There certainly was a bunch of VW's, Saabs and BMW's as well as a good collection of other Japanese and German rides. Each year there are always a few surprises. This year it was a Ford Pinto. Don't laugh. I've ridden in a Pinto that was quick enough that during a rally it could spend as much time airborne as a commuter airline. This one wasn't that fast, but wasn't the slowest car out there either. A rolling TVR was a rare sight. The only big Healey to challenge the pack was driven with great creativity and going up the hill looked even better than pictures I've seen of the same marque on European rallys back in the day. Thanks to Jim Wojcik for bringing that beautiful example to the hill. Among the other beautiful classics to appreciate was Dave Meek's XK 150. Something about watching a true classic on an old road that is just a bit magic. That's right, I didn't mention the Porsches. It just seems to me, a LBC (little British Car) guy, that they are going backwards or have the engine in the wrong end or something.

After the morning runs, I hitched a ride down the hill with a driver who had not done the HH before. He was having a great time. Said he has done other events but this was the best. I asked him why and he said that a large part of it was the beautiful setting. Of course, this was a day with moderate temperatures and no rain, which isn't alway the case, but it was this day and those who were lucky enough to be there saw a little bit of heaven.

Since the weather was cooperating and there were no serious incidents, some drivers took advantage of the situation and smooth organization to get as many as seven runs up the hill, a real driving bargain. Hopefully this event will continue next year. If you have missed it so far, keep it in mind for next year.

The results courtesy of the Minnesota Austin-Healey Club are as follows::

| Healey Hillclimb VII - Afton Alps - June 14, 2008 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FTD | Driver | Year | Make | Model | Car\# | 1st | 2AX | 2Full | c | 2R | 3AX | 3Full | C | 3R | 4AX | 4Full | C | 4R | 5AX | 5Full | C | 5R | 6AX | 6Full | C | 6R | 7AX | 7Full | C 7 P | 7 R |
| 52.57 | Brandon Ranvek | 2006 | Mitsubishi | Lancer Evo IX | 788 | ok | 29.94 | 53.75 |  | 68 | 29.75 | 54.84 |  | 65 | 29.00 | 53.25 |  | 70 | 28.63 | 53.16 | 2 | 68 | 28.94 | 53.38 |  | 68 | 28.47 | 52.57 |  | 74 |
| 55.09 | Andres Rodriguez | 2006 | Mitsubishi | Lancer Evo IX | 769 | ok | 33.69 | 59.81 |  | 62 | 29.03 | 55.62 |  | 54 | 30.79 | 55.47 |  | 66 | 30.56 | 55.09 |  | 67 | 30.40 | 57.81 | 1 | 58 | 33.22 | 57.66 |  | 62 |
| 56.41 | Tom Hazen | 2005 | Mitsubishi | Lancer Evo VIII | 0 |  | 31.59 | 56.44 |  | 64 | 31.25 |  |  | 60 | 30.07 | 56.41 |  | 65 |  |  |  |  |  |  |  |  |  |  |  |  |
| 57.22 | Matt Cramer | 2005 | Mitsubishi | Lancer Evo VIII MR | 8 | ok | 32.78 | 1:00.22 |  | 54 | 31.34 | 57.22 |  | 66 | 30.72 | 57.88 |  | 66 | 31.88 | 57.41 |  | 66 | 31.90 | 57.31 |  | 60 |  |  |  |  |
| 58.03 | Andrew Reiner | 1994 | Mazda | Miata | 612 | ok | 31.81 | 1:02.84 |  | 47 | 31.43 | 1:01.12 |  | 51 | 30.25 | 58.87 |  | 59 | 31.13 | 58.81 | 3 | 54 | 30.58 | 58.90 |  | 46 | 30.28 | 58.03 |  | 61 |
| 58.28 | Charlie Smithson | 1991 | BMW | 318 | 142 | ok | 34.00 | 1:06.00 |  | 46 | 32.56 | 58.28 |  | 58 | 34.44 | 1:04.57 |  | 54 |  |  |  |  |  |  |  |  |  |  |  |  |
| 59.03 | Nick Shamla | 1996 | VW | Golf GTI G2 Rally | 6 | ok | 31.72 | 59.03 |  | 55 |  | 59.30 | 1 | 54 | 32.82 | 1:06.06 |  | 64 |  |  |  |  |  |  |  |  |  |  |  |  |
| 59.72 | Chris Dick | 2000 | VW | GTI | 930 | ok | DNF |  |  | 54 | 32.72 | 58.87 | 1 | 48 | 32.13 | 59.72 |  | 69 |  |  |  |  |  |  |  |  |  |  |  |  |
| 59.78 | Chris Campbell | 2003 | Saab | 9-3 SS | 913 | ok | 39.29 | 1:02.03 |  | 30 | 33.41 | 1:01.41 |  | 54 | 33.47 | 1:02.25 |  | 60 | 32.72 | 1:01.13 |  | 63 | 33.44 | 1:00.72 |  | 60 | 32.44 | 59.78 |  | 63 |
| 1:00.22 | Adam Buhr | 1992 | VW | Corrado | 244 | ok | 33.87 | 1:05.78 |  | 45 | 32.59 | 1:03.25 |  | 56 | 38.00 | 1:07.63 |  | 54 | 32.72 | 1:02.20 |  | 58 | 33.10 | 1:01.87 |  | 54 | 32.10 | 1:00.22 |  | 61 |
| 1:00.62 | John Schmidt | 1998 | BMW | M3 | 808 | ok | 35.15 | 1:08.00 | 1 | 46 | 33.19 | 1:03.75 | 1 | 59 | 33.22 | 1:03.02 |  | 60 | 33.35 | 1:02.22 | 2 | 59 | 32.56 | 1:00.62 |  | 60 |  |  |  |  |
| 1:00.72 | Steve Shogren | 1967 | Lotus | Super Seven | 7 | ok | 35.40 | 1:07.33 |  | 37 | DNF |  | 1 | 35 | 34.88 | 1:00.72 |  | 44 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:00.74 | James Michaelson | 1993 | Honda | del Sol | 123 | ok | 33.73 | 1:01.00 |  | 52 | 33.00 | 58.74 | 1 | 50 | 32.22 | 1:01.10 |  | 53 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:00.75 | Dick Beers | 1997 | Porsche | C4S | 666 | ok | 32.75 | 1:01.57 |  | 45 | 31.13 | 1:00.75 |  |  | 31.87 | 1:10.12 | 1 | 52 | 32.66 | 1:01.84 |  | 50 | 31.50 | 1:10.33 | 1 | 54 |  |  |  |  |
| 1:01.16 | Jeff Welch | 1993 | Mazda | Miata | 976 | ok | 32.96 | 1:02.09 |  | 50 | DNF |  |  | 54 | 32.34 | 1:01.16 |  | 53 | 32.72 | 1:01.88 | 1 | 51 | 32.37 | 1:01.31 | 1 | 57 |  |  |  |  |
| 1:01.44 | Andy Christ | 1989 | Mazda | RX-7 | 9 | ok | 33.82 | 1:04.42 |  | 53 | 32.62 |  |  | 53 | 32.37 | 1:01.44 |  | 55 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:01.71 | Jim Tennessen | 1999 | BMW | M3 | 171 | ok | 34.28 |  |  | 48 | 35.29 | 1:05.25 |  | 49 | 34.28 | 1:03.44 |  | 66 | 33.90 | 1:02.44 |  | 67 | 34.10 | 1:01.71 |  | 65 | 32.82 | 1:02.25 |  | 65 |
| 1:01.91 | Jon Champ | 2000 | Saab | 9-3 Viggen | 18 | ok | 33.40 | 1:03.00 |  | 46 | 33.69 | 1:03.65 |  | 46 | 33.25 | 1:03.34 | 1 | 53 | 33.03 | 1:01.91 |  | 60 | 33.16 | 1:02.31 |  | 61 |  |  |  |  |
| 1:02.40 | Don Gettinger | 1964 | Chevrolet | Corvette | 4 | ok | 31.80 | 1:02.40 |  | 46 | 31.90 | 1:03.62 |  | 49 | 32.10 | 1:03.94 |  | 43 | 30.62 | 1:02.91 |  | 46 |  |  |  |  |  |  |  |  |
| 1:02.40 | Dan Goffman | 1989 | VW | Jetta | 998 | ok | 34.91 | 1:04.97 |  | 33 | 34.15 | 1:03.88 | 1 | 60 | 33.88 | 1:02.40 |  | 59 | DNF |  |  | 54 |  |  |  |  |  |  |  |  |
| 1:02.56 | Eric Christenson | 2005 | BMW | M3 | 3 |  | 34.40 | 1:07.41 |  | 52 | 33.25 | 1:04.50 |  | 54 | 32.00 | 1:00.75 | 2 | 59 | 32.31 | 1:02.56 |  | 60 |  |  |  |  |  |  |  |  |
| 1:02.56 | Andrew Douglas | 2004 | Saab | 9-3 Aero | 312 | ok | 33.53 | 1:04.47 | 1 | 47 | 33.88 | 1:02.56 |  | 55 | DNF |  | 1 |  | 31.20 | DNF |  | 59 | 34.16 | 1:05.10 |  | 41 | 33.78 | 1:04.09 | 1 | 51 |
| 1:02.97 | Aaron Courteau | 2001 | BMW | z3 Coupe | 2 |  | 33.72 | 1:02.97 |  | 51 | 34.44 | 1:05.50 |  | 51 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:03.15 | Randy Byboth | 1964 | Austin-Healey | Sprite racer | 92 | ok | 33.86 | 1:03.41 |  | 54 | DNF |  |  | 50 | DNF |  |  | 53 | 34.53 | 1:03.32 |  | 54 | 33.81 | 1:03.15 |  | 59 |  |  |  |  |
| 1:03.63 | Jessop Krocak | 1995 | Saab | 9000 Aero | 234 | ok | 34.47 | 1:05.22 | 1 | 54 | 34.60 | 1:06.47 |  | 53 | 33.94 | 1:06.38 |  | 54 | 33.94 | 1:06.44 |  | 52 | 33.28 | 1:03.63 |  | 59 |  |  |  |  |
| 1:03.69 | Adam Knauer | 1994 | Honda | Prelude | 10 | ok | 33.84 | 1:10.24 | 1 | 48 | 33.78 | 1:03.69 |  | 41 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:05.44 | Dave Meek | 1960 | Jaguar | XK150 | 150 | ok | 36.16 | 1:08.00 | 1 | 42 | 35.56 | 1:05.44 |  | 45 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:05.62 | Anthony Stamson | 1972 | BMW | 2002tii | 53 | ok | 36.23 | 1:05.80 |  | 31 | 34.81 | 1:07.31 |  | 43 | 34.81 | 1:06.60 |  | 48 | 34.90 | 1:07.81 |  | 47 | 35.04 | 1:05.62 |  | 52 |  |  |  |  |
| 1:05.63 | Steve Rindt | 1973 | MG | Midget racer | 42 | ok | 37.75 | 1:13.28 |  | 37 | 34.12 | 1:06.91 |  | 44 | 34.75 | 1:06.97 | 2 | 48 | 33.62 | 1:05.63 |  | 47 | 36.10 | 1:10.53 |  | 40 |  |  |  |  |
| 1:05.84 | Cary Christopherson | 2007 | VW | GTI | 111 | ok | 33.78 | 1:05.84 |  | 50 | 36.03 | 1:06.59 |  | 59 | 34.62 | DNF |  | 66 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:05.85 | Tom Moran | 1973 | BMW | 2002 | 22 | ok | DNF |  |  | 42 | 35.32 | 1:06.91 |  | 41 | 34.44 | 1:05.85 |  | 49 | 34.00 | DNF |  |  |  |  |  |  |  |  |  |  |
| 1:05.93 | Terry Tobin | 1990 | Audi | Coupe Quattro | 159 | ok | DNF |  |  | 41 | 36.22 | 1:05.93 |  | 40 | 35.79 | 1:06.46 |  | 51 | 36.06 | 1:06.90 |  | 48 | 36.09 | 1:06.87 | 3 | 51 |  |  |  |  |
| 1:05.97 | Blake Tennessen | 1988 | BMW | 325is | 325 | ok | DNF |  |  | 49 | 34.69 | 1:05.97 |  | 52 | 36.06 | 1:08.50 |  | 51 | 35.70 | 1:07.53 |  | 54 | 36.00 | 1:07.97 |  | 57 | 35.86 | 1:06.22 |  | 59 |
| 1:06.70 | John Hertsgaard | 1964 | Lotus | Super Seven | 19 | ok | 32.53 | 1:08.68 |  |  | 35.95 | DNF |  | 30 | DNF |  |  | 46 | 33.94 | 1:06.70 |  | 48 |  |  |  |  |  |  |  |  |
| 1:07.19 | Tom O'Connor | 1994 | Honda | Civic | 212 | ok | 34.54 | 1:07.19 |  | 42 | 34.78 | 1:08.31 |  | 46 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:07.72 | Eric Sanford | 2005 | Mitsubishi | Lancer Evo VIII | 12 |  | 33.85 | 1:05.72 | 1 | 49 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:08.06 | Eric Sanford | 2008 | Volvo | C30 | 114 |  | 33.91 | 1:06.06 | 1 | 51 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:08.35 | Josh Jutting | 1994 | Honda | del Sol | 5 | ok | 36.90 | 1:12.16 | 1 | 47 | 35.50 | 1:10.38 |  | 42 | 35.34 | 1:10.22 | 1 | 49 | 35.03 | 1:08.35 |  | 47 |  |  |  |  |  |  |  |  |
| 1:08.41 | Chad Zak | 1988 | Mitsubishi | Starion | 99 | ok | 35.19 | 1:11.87 |  | 48 | 32.65 | 1:08.41 |  | 47 | 35.57 | 1:10.15 |  | 45 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:08.85 | Paul Bastyr | 1970 | BMW | 2002 | 20 | ok | 39.09 | 1:11.97 |  | 38 | 36.82 | 1:08.85 |  | 53 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:09.63 | Dean Borris | 2001 | Toyota | MR2 | 147 | ok | DNF |  |  | 34 | 37.53 | 1:19.54 | 1 | 29 | 36.97 | 1:13.35 |  | 39 | 34.93 | 1:07.63 | 1 | 44 | 36.18 | 1:10.56 |  | 40 | 40.04 | 1:13.40 | 1 | 53 |
| 1:10.04 | Brian Pohlen | 1975 | Ford | Pinto | 90 | ok | 37.53 | 1:12.53 |  | 39 | 37.06 | 1:10.72 |  | 46 | 37.41 | 1:10.04 |  | 52 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:12.00 | Dick Mathews | 1962 | Porsche | 356 Super 90 | 100 | ok | 40.12 | 1:12.00 | 1 | 39 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:12.56 | Terry Telke | 1972 | TVR | 2500 | 72 | ok | 43.66 | 1:17.99 |  | 28 | DNF |  |  | 37 | 36.47 | 1:12.56 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:13.62 | Joe Sarych | 1969 | AMC | AMX | 88 | ok | 42.60 | 1:21.22 |  | 44 | 38.63 | 1:13.62 |  | 40 | 38.91 | 1:14.38 |  | 46 | 48.25 | 1:23.69 |  | 47 |  |  |  |  |  |  |  |  |
| 1:14.37 | Colin Clark | 1988 | Mazda | RX-7 | 17 | ok | 36.81 | 1:19.00 |  | 34 | 35.91 | 1:16.51 | 1 | 45 | 36.84 | 1:15.56 | 1 | 49 | 36.60 | 1:14.49 |  | 49 | 35.87 | 1:14.37 |  | 43 |  |  |  |  |
| 1:14.42 | Phil Hancock | 1964 | Porsche | 356 C | 356 | ok | 38.25 | 1:14.42 |  | 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:16.16 | Tom Moerke | 1972 | MG | Midget | 1 | ok | 37.19 | 1:16.16 |  | 31 | 37.38 | 1:16.53 |  | 37 | 39.37 | 1:18.91 |  | 39 | 39.22 | 1:17.65 |  | 40 |  |  |  |  |  |  |  |  |
| 1:22.85 | Jim Wojcik | 1960 | Austin-Healey | 3000 | 11 | ok | 42.07 | 1:22.85 |  | 38 | DNF |  |  | 42 | 36.97 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Total | Starts: | 44 | 49 |  |  |  | 44 |  |  |  | 40 |  |  |  | 28 |  |  |  | 20 |  |  |  | 9 |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | and Total | Star | arts: | 234 |  |  |  |

## Renewal procedure:

- Local members or local members who desire to join the national organization may renew using the form below.
- Those members who are local and national will receive a notice each December from the national secretary instructing them to renew with the national form while updating any personal information. They should remit payment to the local membership director. The local membership director will process the membership and will forward the payment and information to the national organization for you. This method is preferred for local and national members and helps us keep our records up to date.
- Membership dues are payable on January 1st of each year.
- Renewals not received by February $28^{\text {th }}$, will be subject to a late fee of $\$ 5.00$. New members may join at any time.
Fill out the membership form and mail along with a check made payable to MAHC to:
MAHC Membership Director
Jim Kriz
2000 Kenwood Parkway
Minneapolis, MN 55405
All memberships are considered dead if not renewed by April 1st.



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1963 Austin-Healey, Mark II, BJ7, BRG, Black Interior, well maintained since full frame-off and frame-up restoration in 1992. Things of particular note: 3.54 differential. Over-Drive(of course). Triple carb HS4's. Side exiting exhaust. 72spoke stainless wire wheels. Alarm System. Balanced and tuned suspension. HD Radiator. Insulated cabin floor. Mallory Dual Point Distributor.... much more. \$38,500.00 Jeff Johnk 952-461-2720
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[^0]:    THE HEALEY ENTHUSIAST
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