



Volume 33, Number 7

Healey Enthusiast

October 2022



Minnesota Austin Healey Club President Dave Hatzung at the Dakota County Track Event. *Photo by Steve Rixen.*

Upcoming Events

Wed	2-Nov	President's Informal Event (PIE)
Sat	19 Nov	MAHC Annual Banquet
Sat	10-Dec	2023 Planning Meeting

See the website for details: www.mnhealey.com

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, November 2, 2022

Time: 6:00 p.m. social hour; 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:

Brian Duoos
Dave Hatzung
John Hatzung
Tom Hazen
Jay Jacobson
Dan Powell
Steve Rixen

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's Column

I just got a FaceBook update from the guy in South Carolina that I got to be friends with when I bought my red and white '59 Healey "Nastyboy." Until a few months after I bought the car, I had no idea what Nastyboy was, but I think it was **Steve Rixen** who educated me on that Healey word. (A Nastyboy is a big Healey with a V8 in it.) I wonder how his Nastyboy Healey is progressing? Anyway, the FB post from my out-East friend was of his "Fox Body" Mustang, which is a former highway patrol car he picked up recently. He said it was one of his favorite cars. My point in bringing this up is that he's been a long-distance mentor for me ever since we first talked. I understand he's 80 something, and he still works on his cars. When I say cars (plural), I mean he's got a bunch: from the red Healey Nastyboy, to another red clone of that that he put a bigger engine in and sold recently, to an older mint Bronco, to a Porsche 911 that he fit a V8 into (he recently sold that and it was shipped to a buyer in England), to this Mustang. He's got a couple of motorcycles he also still gets out on. What a guy!

It just goes to show you that you're only as old and tired as you let yourself think you are. Every time I think about him, I go out to my garage and start doing something to one of my cars. I just can't sit around with him on my mind. I believe we have a bunch similar people in our MAHC. The list is too long to mention them all, but they continue to come to the PIE monthly meetings, they go to InterMarque activities, and they often belong to other car clubs besides our Healey club. We talk about our aging club, and it's true we are aging, but what makes our club so vibrant are the attitudes of our club members, and that gets re-instilled in them every time they look at their Healeys. It's truly one of the best designed cars in the world and continues to be an inspiration to many people. Thank you, Donald Healey!

Most of you know I'm an Insurance guy, and as a result of that I get asked almost every day about what's going on with insurance rates. We all see how inflation has shot the price up on almost everything, and insurance is no exception...except collector-car insurance. So, some good news for you. I continue to see those rates being very stable. I would mention one major point and that is I would highly recommend you insure your car with an insurance company that specializes in collector cars. As I mentioned, I think you'll find the rates to be more stable than insuring them on your daily driver policy, but the big difference comes if you have a claim. They know our collector car values, where to get parts if you need them, and things just go easier. This is not a solicitation for my agency, just some advice.

One last thing and that is please attend our PIE meetings these next couple of months. The MAHC needs your support, but also your advice and feedback AND your participation. Please volunteer to be an officer when we have our upcoming elections. Many of you have served in the past, and we all thank you for that, but it's now time to step forward again and help out—either as an officer or a board member. Let me or Dan Powell know if you are interested in helping and keeping us the Number 1 Austin Healey Club in our Universe!

Healey on my friends,

Dave Hatzung
President Minnesota Austin Healey Club

P.S. Just in—sold on Barrett-Jackson for \$95,000!



Minnesota Austin Healey Club 2022 Annual Banquet and Business Meeting

Saturday, November 19

Joseph's Grill
140 Wabasha Street South
St. Paul, MN

Time: 6 p.m. Cash Bar
7 p.m. Buffet Dinner

Cost: \$10.00 per person

After dinner: Business meeting
Election of officers for 2022



Donations are welcomed for door prizes and silent auction

RSVP by Tuesday, November 5

By email:

gtronning@gmail.com

barbararonning@yahoo.com

or by text or phone:

763-684-4041



Upcoming Annual Election

by Dan Powell
Chairman of the Board of Directors

Our Club's election of officers and directors will be held at our annual banquet on November 19th. Two director slots are open, and all officer positions are on the ballot. Directors serve a two-year term; officers for one year.

To avoid possible time issues at the banquet, I am asking that nominations be made by 6:00 PM on Friday, November 16th so that way ballots can be printed, etc., making the process smoother at the banquet.

As usual, nominations of anyone other than yourself must be acknowledged by the nominee... in other words, no one should be ambushed into being on the ballot ... that doesn't make for happy workers down the road.

Want to run? Email me at dpowell45@comcast.net and I'll put you on the ballot.

Thanks,

Dan Powell
Chairman

MAHC Offices

President
Vice President
Treasurer
Membership
Communications
Webmaster
Name tags
Video Librarian
Regalia
National Delegate
InterMarque Delegate

Current Incumbent

Dave Hatzung
John Hatzung
Liz Stadther
Jim Kriz
Daphne Walmer
Greg Willodson
Greg Willodson
Dave Herreid
Gary Ronning
Eileen Wetzel
Jay Jacobson

Waumandee 2022

by John Hatzung



Waumandee. Kind of a whimsical name. A somewhat scrabbly town in a verdant valley redolent of cow manure. A pipe-dream place that draws a whole bunch of people who love cars to an event that is a labor of love for Tom Hazen. Found a back country road snaking up a forested valley, chocked down some hay bales and cones to slow the really fast cars, enlisted locals for rescue, towing and radio communication, volunteers to police the corners (to keep insurance actuaries happy), lined up the cars and cut 'em loose every 30 seconds for as many 1-minute thrill rides as they can fit in the day. All are welcome as long as the cars are a loosely venerable "30" years old.



About a fifth of the cars were English, jauntily spiriting up the twisty hill. A varied pack of Spridgets, that proud big Healey show car, forthright Triumphs (2-3s, a racing -4 and a hansom -6), a fairly fast MGB, and a Birkin Lotus 7, effortlessly taming the hill. It was Deutschland uber the non-race cars. American muscle rammed up the steep, mild twists, overcoming their treacherous passages through the straw reefs.

Photos courtesy of Brian Duoos and John Hatzung

I drove up in the dim pre-dawn from the Days Inn in Winona, fueled with a hard-boiled egg and the hotel's hot breakfast waffle. The gray sunrise lit the paddock area off EE, the alternate venue (Blank Hill Road was covered with fresh pea gravel). Gathered in the misty dawn on the wet grass on the other side of the barn were a mix of fun cars, most all serious to various extents. I pulled in between a Focus track car, sporting a roll bar and speckled



with stickers, a trailer with a real Mini and a crazy-looking off-road racing machine (a giant version of the RC toys the kids played with one summer), and a flatbed with a pristine, black, badged up 3000 poised to leap off and up the hill. I ran into a BMW buddy from last year and chatted as I anally applied my precut tape numbers and emptied my car. The more serious lowered their drawbridges, fired up the crackling engines of machines dedicated to concentrating

the adrenaline into higher doses in shorter spurts.

I got my packet and suddenly it was time for the drivers' meeting. Everyone looked both relaxed and serious. Tom gave his familiar mnemonic-studded instructions, the rest of us chanting "... and two you're out!" and displayed the famous upside down Mini photo. The liturgy complete, I joined the corner workers and got a Checker cab ride up to turn 2, where I joined Justin, a good natured, mulleted young Winona truck driver and member of the Ham radio club. The morning was spent discussing radios, cars, trucks, and fishing, interrupted by the revving, braking and revving every 30–45 seconds. The sound of unmuffled exhaust echoed about the valley as the big-engined cars roared up from turn one made my hair stand on end every time. The LMP threading through the bales was impressive, but a little disappointing at the relatively slow speeds for such a vehicle. More satisfying were the Porsches, Bimmers and especially Rich's beautiful orange Dulon cutting the perfect line and flying away up and around the bend. The Cutlass brought the most excitement with its sparking brakes and high-revving V8 power on out of the bales—who would have thought that massive hunk could do such a ballet? I studied the braking points of the fast cars for later.



Eventually came lunch—classic ham or pulled pork by a local 4Her—or should I say her mom, grandma, and aunt on a mission to send her out of the valley. I conversed with Jay Silverberg about our car stories, then the afternoon corner workers headed up the hill, and I lined up with the first run group. The sun broke out and the track was dry. Tom gave me the go. I zipped neatly through the first set of bales and accelerated up the hill. After that, I felt a bit lost. Probably I should have studied the course more carefully—it was steep and alien until I saw the chicanes. I ripped into them just like Blank Hill, stabbed the brakes, and thrilled as the car shifted



perfectly through the gaps, second gear pulling as hard as 1600 ccs could, then lost again until the next chicane, holding second way too long and losing focus—to shift or not to shift? But by the end of my minute plus run, the endorphins kicked in, and as I joined the return line and got out of my car, I sensed that same yoga calm among the other drivers admiring the wonderful characteristics of their cars. I was really happy. Parading down through turn two I waved and yelled at Justin—and took out the turn sign with my side mirror. That sobered me up a bit; I hope it was worth a laugh for everyone.

The mini was the only car to nail a bale, but I see that as heroic—stay fierce, Reese!

The second run was delayed by a car off course. I never heard how, but they sent up the tow truck to pull it out, and the sweet little 2002 box came down on its own, costing about 15 minutes. That run I was more distracted than the first. By the time we returned to the paddock, it was time for me to pack up and head home. Top up, I headed north rather than west to Alma. Showers moved in not long after, so more runs would have been fraught, but to the north it was dry, and it was a glorious late afternoon drive among the coulees and highland fields to the highways of the Twin Cities and home. I think it's been five events for me now, and visualizing the next will be a nice way to spend the odd moments this winter.



Waumandee Time Trials Results

by Tom Hazen



Waumandee, Wisconsin - September 24, 2022

FTD	First Name	Last Name	Year	Make	Model	Car#	1st C	2nd Run	C	3rd Run	C	4th Run	C	5th Run	C	6th Run	C	7th Run	C	8th Run	C		
1:07.09	Jason	Ross	2016	Ginetta	G57 LMP3	10	Y	1:49.28	1	1:23.26		1:09.65		1:08.25		1:05.09	1	1:07.66	1				
1:10.61	Matthew	Johnson	1992	BMW	325is	772	Y	1:21.29		1:19.31		1:14.58		1:14.43		1:10.61		1:10.42	1				
1:14.00	Jess	Meyer	1980	Porsche	911 SC	28		1:16.23	1	1:14.97		1:13.94		1:15.66		1:14.64		0:00.00					
1:14.93	Mark	McKee	1992	BMW	318ti	43	Y	1:25.37		1:21.44		1:18.88		1:18.83		1:15.60		1:14.93					
1:16.88	Jay	Silverberg	1979	Datsun	280ZX	111		1:24.41		1:18.66		1:18.93		1:19.91		1:16.88		1:17.14		*1:29.05			
1:17.87	Cody	Smith	1985	Oldsmobile	Cutlass	736	Y	1:26.59		1:24.06		1:20.90		1:20.06		1:17.87							
1:20.90	Tyler	Salminen	1973	Chevrolet	Corvette	41	Y	1:49.31		1:33.92		1:24.84		1:22.70		1:20.90							
1:21.15	John	Moravec	1973	Chevrolet	Corvette	4	Y	1:51.48		1:41.17		1:27.78		1:24.10		1:24.18		1:21.15					
1:21.37	Max	Currie	1980	Porsche	911 SC	788	Y	1:29.03		1:22.19		1:21.72		1:21.37		DNF							
1:23.98	Ron	Schlegel	1988	Honda	CRX Si	29	Y	1:38.62		1:29.62		1:25.24		1:23.98		1:26.28							
1:24.04	Greg	Thompson	1963	Triumph	TR4	14	Y	1:39.47		1:29.19		1:25.32		1:24.04		0:00.00	1						
1:24.11	Rich	Stadther	1970	Dulon	Formula Ford LD9	95	Y	1:33.74		1:24.11													
1:25.35	Anthony	Stamson	1988	Ford	Mustang	17		1:26.44		1:29.67		1:25.35		2:01.38	1	1:29.16		1:26.14					
1:26.78	Dean	Borris	1961	Lotus	Super 7	714	Y	1:37.79		1:33.09		1:34.86		1:35.99		1:28.31		1:26.78					
1:26.89	Ellery	Kiesel	1984	BMW	318i	121	Y	1:46.75		1:35.77		1:42.52		1:29.90		1:26.92		1:26.89					
1:27.05	Andy	Diesen	1971	MG	Midget	920	Y	1:37.81		1:30.19		1:27.95		1:27.05		*1:47.08		1:28.79					
1:27.47	Reese	Krajniak	1974	Leyland	Mini	50	Y	1:56.18	1	1:34.04		1:33.87		1:27.47		1:28.49	1						
1:27.93	Jeff	Lubben	1984	Chevrolet	Corvette	79	Y	2:02.79		1:42.60		1:33.80		*1:38.17		1:27.93							
1:29.47	David	Kaiser	1979	Porsche	911SC	13	Y	1:38.15		1:32.18		1:29.47		1:32.11									
1:29.97	Carl	Thompson	1963	Triumph	TR4	114	Y	1:52.52		1:41.63		1:30.24		1:51.54		1:29.97							
1:30.07	Al	Schultz	1969	Chevrolet	C10	26	Y	1:53.21		1:44.44		1:30.32		1:30.07									
1:30.13	David	Jelinek	1990	Mazda	Miata	119	Y	1:34.01		1:31.84		1:30.13		1:30.30		1:30.75							
1:30.87	Tim	Skwiot	1984	BMW	318i	21	Y	1:34.98		1:30.87		DNF											
1:32.41	Larry	Lunda	1990	Mazda	Miata	191	Y	1:38.15		1:42.29		1:38.14		1:40.15		1:32.41		1:33.01		1:35.92			
1:33.20	Austin	Thielen	1991	Mercury	Capri XR2	110	Y	1:41.21		1:35.40		1:33.20		1:33.67		1:36.16							
1:33.57	DJ	Jayawardena	1977	MG	B	124	Y	1:41.61		1:33.57		1:36.27	1	1:42.51		1:41.52		1:41.17					
1:34.15	Derek	Diesen	1976	Chevrolet	Blazer	147	Y	1:35.93		1:35.32		1:37.23		1:34.15									
1:34.83	Christopher	Thielen	1991	Mercury	Capri XR2	11	Y	1:42.20		1:34.83		1:40.88		1:35.42		1:37.48							
1:35.37	Bill (h/h)	Connell	1969	Triumph	TR6	69	Y	1:45.72		1:44.30		1:40.26		1:38.75		1:35.61		1:37.01		1:35.37			
1:35.71	Matt	Krajniak	1962	Austin-Healey	3000	64	Y	2:04.11		1:40.81		1:35.71		1:40.87		1:38.27							
1:36.22	Terry	Richards	1992	Ford	Focus	70	Y	2:03.71		1:37.75		1:36.22											
1:36.30	John	Hatzung	1990	Mazda	Miata	102		1:36.30		1:42.06													
1:36.37	Brian	Duocs	1973	Jensen	Healey	71	Y	1:47.23		1:41.46	1	1:52.35		1:39.53		1:40.14		1:40.03		1:36.37			
1:36.65	Steven	McCombs	1991	Mazda	Miata	420	Y	2:17.08		1:53.28		1:42.97		1:37.63		1:39.06		1:36.65					
1:39.19	Steve	Pommer	1965	Austin-Healey	Sprite	46	Y	1:52.09		1:48.99		1:44.22		1:39.19									
1:39.73	Tom	Hazen	1978	Suzuki	GS550	0	Y	1:56.93		1:39.73		1:44.14											
1:40.12	Daniel	Buchen	1980	Triumph	TR8	711		1:51.11		1:44.77		1:42.11		1:40.12		0:00.00							
1:40.37	Emerson	Zentz	1972	Buick	GS	72	Y	2:10.82		1:43.93		1:40.37											
1:40.85	Kurt	Seeman	1978	Chevrolet	Nova	645	Y	1:46.68		1:41.54	1	1:45.21		1:41.14		1:40.85							
1:44.06	Mike	Dekutoski	1992	Ford	Focus	125	Y	1:50.24		1:44.06													
1:47.03	Steve	Shogren	1962	Triumph	TR3B	47		1:52.23		1:48.10		1:47.03											
1:48.19	TJ	Jayawardena	1987	BMW	L6	421	Y	2:04.98		1:51.01		2:01.99		2:03.69		1:49.53		1:48.19					
1:50.34	Justyna	Schmidt	1971	MG	Midget	23	Y	2:21.56		1:57.36		1:54.58		1:50.34									
1:55.06	Don	Petersen	1962	Triumph	TR3B	32	Y	1:53.06	1	2:03.45		1:57.61		2:01.43									
1:58.90	Ken	Anderson	1958	Porsche	356A	1	Y	2:01.17		2:00.48		1:58.90		2:00.16									
1:59.82	Rob	Schwalbe	1967	Ford	Mustang	302	Y	2:28.65		2:12.92		2:06.62		1:59.82									
46 Drivers							Starts:	40		46		46		43		38		30		16		4	
										*instructor driven											Total Starts:		263

End of My Race Season and Recap

by Steve Rixen

The best of the season came at the end. Kim and I loaded up and traveled to Brainerd International Raceway for the Labor Day Weekend event. We unloaded on Friday afternoon and enjoyed the Friday evening banquet provided by the Vintage Sports Car Racing group for racers and SCCA event workers. Scott McQueen, the Wetzels, The Stadthers, and Jeff and Jessica Johnk attended as well.

Saturday morning Car 55 had the ceremonial removing of the Xs, which had designated me as a Rookie. Morning practice and aualification sessions found me running well and running with a couple of Bugeye Sprites and MGs, lowering my lap times from 2:09 to 2:04 in the sessions.

In the afternoon race and on into Sunday's practice, qualification and race Car 55 and I became racier running with the Bugeye Sprites of Phil Schafer and Tom Daly with our lap times being within a tenth of a second of each other, running nose to tail and passing where and when the strength of each car or skill of driver became apparent. Lap times posted were in the 2:01 range for all the three of us.

Unfortunately, I brought my GoPro camera but found I had forgotten the required roll bar mount, so we have no video footage but only Kim's distant iPhone pictures to look at.

So, with my racing season over, what do I think about my racing experience?

It is expensive, but much of the expense is in personal and car safety and performance equipment, which are one-time or occasional in nature. Consumables such as lubricants would be purchased and used in any case, Race tires are expensive, but should last another season. What



Steve Rixen still displaying the Rookie X on his car at DCTC.
Photo courtesy of Dave Hatzung

I have now should get me through at least another season, maybe two. Entry fees, towing costs, and membership in race organizations are the cost of admittance to The Club.

The biggest question for me is how much performance improvement should I consider for the car to remain or become more competitive? Incremental improvement will come with a higher numerical differential, 3.9 rather than the current 3.54 and a stiffer front sway bar for improved corner entry and speeds, both by way of an even swap for other equipment I had on the shelf.

I know I'm not going to go "Platinum Card Racing" with high-buck billet crank and rods and 11+ compression ratio pistons and racy cams and aluminum head, which equate to \$15,000+ investments in parts and machining in a Big Healey engine achieving 220+ horsepower. I can't justify it to myself at my age and probable continued level of interest. So, possibly I will invest in a slightly racier "Berry Cam Services" regrind on one from my collection of used spare cams collected over the last 30 years, and a set of slightly used competition pistons and polished rods acquired in a similar manner. Mixed together with my spare zero-zero original crank and my pocket ported head and maybe a triple 2-inch carb and manifold set-up and \$5+K or so for machining and ancillary parts.

Results of the investment would bring me from about 165 to maybe 180 to 190 horsepower and accompanying Healey 6 torque increase, which would probably result in my being only 3 to 5 seconds a lap slower than the current hot rod Healeys, rather than the 10 to 15 seconds I am now at Brainerd International Raceway (BIR).

Racing is expensive. How fast can I afford to go? (Or do I want to?)

I had a blast running with the Bugeyes Labor Day race weekend, and if I could count on doing so every weekend, I wouldn't need to think of anything more than an incremental performance increase to keep up with them, and look forward to competition each race weekend. Alas, Phil and Tom are improving their cars for next season, so I need to think about doing so as well.

Just to keep up....

That's Racin'!

Photos from DCTC

Courtesy of Dave Hatzung



DCTC Photos (continued)



A sad day for a Jensen Healey owner ...



sent in by Jay Jacobson

Instructions for joining the Minnesota Austin Healey Club:

MAHC “local only” members:

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

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

MAHC/AHCA (local and national) members:

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

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

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

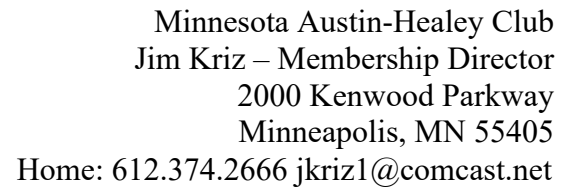
1. Go to <https://healeyclub.org>
2. Click **Join** and then on **Click here** on the part of the screen shown below:



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

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

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



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

Marketplace

Marketplace policy: All ads are free to current members. For non-members, the charge is \$5.00 per month. Ads will be run for three months, after which time the advertiser needs to submit new ad copy. Please inform the editor if your item or items have been sold during the three-month period, so that the ad can be removed.

FOR SALE for 3000s: Contact Jeff Rossi at casadirossi@hotmail.com

1. Manifold gasket (Moss part 529-064)
2. Six-blade stainless steel cooling fan (Moss part 231-708)

FOR SALE: 1967 Sprite. California body on a rotisserie now. Included is a Datsun 5-speed transmission, hooked up to a 1275 that Ernie West rebuilt, with the head and carbs flowed, punched out to .60 over. This ran great in my prior 1969 Sprite. Lots of spare parts, and two MG Midget parts cars. \$7000. Contact Tom Politiski at healemog@yahoo.com

FREE: Collection of Road & Track, 1964 through most of 2019. Contact Chuck Norton at ah59carm@aol.com



1966 BJ8 for sale

Fred Ambli has started to pare down his fleet of Austin Healey's. This one had a complete frame-off restoration, which took four years to complete. This car is all set up for driving anywhere. It will do what you want it to do. It has a hotter cam, 5-speed Toyota transmission, 3.54 rear end. Fred has more photos and a list of modifications that are available to anyone wants more information.

New price: \$95,000. Call Fred at 218-348-3178.



For sale: AH differential set \$300

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

MAHC 2022 Calendar

Day	Date(s)	Description	Place
Wed	2-Nov	President's Informal Event (PIE)	Joseph's Grill, 6:00 PM
Sat	19 Nov	MAHC Annual Banquet	Joseph's Grill, 6:00 PM
Sat	10-Dec	2023 Planning Meeting	Joseph's Grill, 9:00 AM

InterMarque Breakfasts

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

RSVP to tbjerknes46@gmail.com

InterMarque Newsletter

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

