



# Healey Enthusiast

Volume 36, Number 2

May/June 2025



At the Road America races 14-18, MAHC's Scott McQueen (left) took second place in both Saturday's and Sunday's first sprint race, and Jim Koltavy (right) took third in both races. See article on page 9. Photo courtesy of Jessica Johnk.

## Upcoming Events

Thurs-Sat	5-8 Jun	Rendezvous
Wed	11 Jun	PIE
Sat	7 Jun	BMC Spring into Summer Car Show
Fri-Sun	13-15 Jun	Blackhawk VSCDA Racing
Sat	28 Jun	Cars & Caves Italian Cars
Sun	29 Jun	Intermarque Picnic

See the website for details: [www.mnhealey.com](http://www.mnhealey.com)

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### Websites

Minnesota:	<a href="http://www.mnhealey.com">www.mnhealey.com</a>
National:	<a href="http://www.healeyclub.org">www.healeyclub.org</a>

## PIE

(President's Informal Evening)

**Date:** Wednesday, June 11, 2025  
**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:*

**Curt Carlson**  
**Dave Herreid**  
**Carol Johnk**  
**Jessica Johnk**  
**Richard Morris**  
**Kim Rixen**  
**Steve Rixen**

*Please send submissions before the 15th of the month to:*  
[daphne.walmer@gmail.com](mailto:daphne.walmer@gmail.com)

Current and past newsletters:  
[www.mnhealey.com/newsletters/](http://www.mnhealey.com/newsletters/)



## HEALEY ENTHUSIAST

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# President's Column:

## Let's do it in the road!

When I opened Word on my computer just now, I was greeted with a new option, an only option, to draft this article with an AI "co-pilot." The only co-pilot I want is Daphne, our editor, who lets me know if I'm going in the wrong direction, when/where to eat, and what to watch out for on the side of the road. Healeys are computer free, but are known to have most excellent co-pilots, thank goodness.



Daphne Walmer in the passenger seat of Dave Herreid's 1962 Mark III during a trip to Monterey, CA

Let's consider Spring, the time before the summer solstice, a season of a youth, blossoms, all things possible, and taking your favorite car out for a spin. With all of summer up ahead and winter but a memory, I hope you can find time to share it with friends in our club. The Intermark Spring Kickoff was two Saturdays ago. The Racers have been busy with Gingerman, Road America, and Brainard. Rendezvous is next week in Grand Rapids.

As you know the Minnesota MG group (MMGM) and our club are hosting this year's event. Along with the MMGM members, Suzanne and Greg Willodson of our club have worked long and hard to make this event a reality; we all owe them thanks. And when you thank the Willodsons, check out their newly refreshed Healey.

**Happy Trails to you,  
Dave Herreid**

# PIE Meeting Notes 4/2/2025, Daphne Walmer

MAHC President Dave Herreid ran the meeting.

## Announcements

- Geoff Rossi announced that the MAHC board made **Dan Powell** a lifetime member. See the article in the April 2025 newsletter. He's been president, newsletter editor, board member, chair of the board, and a faithful attendee of PIE meetings and races.
- **Brock Thorson's garage event** has been delayed to the fall because the electrical work is not done

## Past Events

- **Scott McQueen's MAHC and VSCA Open House**. About 22-23 people came including both members of MAHC and the racing club.

## Upcoming Events

- **Cars & Caves** April 26, Chanhassen Autoplex, 9 a.m. to 1:00 p.m.
- **Gingerman VSCDA Raceway & School** 01-04 May. Phil Dawson is planning to be there, along with Rich Stadther.
- **PIE** May 7.
- **InterMarque Kickoff** May 17. MAHC paid \$100 and gets a group of 10 cars; if we're not there by 10:00, they give the spots away.
- **Autocross** Brock Thorson, Charley Klima, and Steve Rixen's granddaughter are going to an Autocross event April 12 at Dakota County Technical College organized by the Minnesota Autosports Club.

## Old Business:

- **QR code**: Curt is still looking for ideas for the artwork for a cling sticker to put on windshields that would take people to the MAHC website. It would be nice to have stickers for the InterMarque kick off. Try to keep the size less than 5" to keep the cost down.
- **Rendezvous 2025** (June 5-8) [www.rendezvous2025.com](http://www.rendezvous2025.com) About 50 registrations (100 people) have signed up so far. Greg and Suzanne Willodson are headed to Sugar Lake Lodge April 3 to work on arrangements.
- **Second Harvest Heartland**: Steve Rixen and Greg Willodson still need to plan an event where we would volunteer with another group because we don't have enough people to fill a shift. (Good news that Steve Rixen and Greg did get Greg's car running.) Maybe we could go with the MG club; Greg will bring the idea up with Paul Lyon.
- **Membership**: The Membership List is up to date at this point. Members should review the list that was recently sent out. If your information isn't correct, if you're a national member, update it on the national website. If you are a local only member, contact Curt Carlson.

## New Business:

- **Phishing scams and website**: Daphne Walmer and others received more fake emails asking officers to buy items on Amazon. The fake emails purport to be from officers or others whose email addresses have been published in the newsletters, which are posted on the MAHC website. Many of the emails mention the treasurer's name. If you click alongside the name of the sender in an email, you can see the address the email was sent from. This month was more alarming, first because for the first time someone who wasn't an officer was impersonated. Second, one of the phishing emails apparently came from the real email address of a member whose email has been hacked. Daphne is concerned about the possibility that the member's email being on the website might have led to the email hacking.

We discussed potential actions, including adding passwords, but that would be expensive and time-consuming, and it would keep out potential new members.

**Actions to prevent/reduce fake emails and phishing attacks:**

- In future newsletters Daphne will delete officer emails from the masthead. Also, to prevent unwanted and fake texts, she will make the masthead an image, which will make it much more difficult for "crawlers" or AI to find and use our phone numbers.
- In future ads, the newsletter needs to either not include members' email addresses or the editor needs to put them into images vs. text so that they can't be found as easily by crawlers or AI.
- Daphne will experiment with how long it takes to replace the existing mastheads in old newsletters on the website with images, especially going back to 2019 when Liz Stadther became treasurer. (This is because many of the fake emails include Liz's name in order to add veracity to the scam.)
- Officers rarely get phone numbers, but Daphne explore putting in place a reference email such as [info@mnhealey.com](mailto:info@mnhealey.com) onto the website as an image. The purpose of a reference email would be to enable legitimate people to contact us. We would need to set it up so that when an email goes to the reference email, it gets forwarded to the president, vice president, and/or someone else, for example.

**Attendees:** Curt Carlson, Dave Herreid & Daphne Walmer, Charley Klima & Deb Ringwelski, Dick Leininger, Scott McQueen, Tom & Kate Porter, Steve Rixen, Geoff Rossi, Rich & Liz Stadther, Brock Thorson, Clarence & Kate Westberg, and Greg Willodson.

# PIE Meeting Notes 4/7/2025 by Kim Rixen

President Dave Herried called the meeting to order at 7 p.m.

## What happened since the last meeting:

- Gingerman vintage race and VSCDA racing school the first weekend in May. Phil Dawson got his provisional racing license. He thanked Eileen and Gary Wetzel and Rich Stadther for helping him making it through school. Jim Koktavy and Jamie Horner also raced.
- MAC autocross school at Dakota County Technical College took place on April 12. Charlie Klima drove his modified 2003 Miata. He came in second out of 61 entrants. Brock Thorson was there in his black Triumph TR3. His time was less than a minute. Elena Rixen, Steve's granddaughter, also went through the school in our 2005 Honda Civic.
- Eileen and Gary Wetzel went to the Goodwood members meeting in April. They toured around for six days, then hooked up with Scott McQueen, Dan Powell, Mike Manser, and Jeff Lumbard.
- Eileen and Gary saw a vintage race at Silverstone and met some of the drivers and crew. Many were at the members meeting races as well. They also met up with Bill and Michelle McDonald, who were in the U.S. for Conclave last fall. Michelle arranged for them to stay at the Royal Automotive Club in Epsom. They also visited Bill Rawles' restoration shop.
- The highlight of the trip was the racing at Goodwood. It was "bar none." Michelle introduced Eileen to Peter Healey, grandson of Donald Healey.
- Curt Carlson found someone to do logo work for a QR code.
- The national club is looking for someone to sell ads for the magazine.

## Upcoming events

- Spring Kickoff – May 17 in Osseo. Greg and Suzanne Willodson's Healey will be there.
- Rendezvous – June 5-8 in Grand Rapids. Greg and Suzanne are still looking for sponsors and donations (baskets) to be bid on.
- They mentioned that a lot of Canadians have dropped out. Some are coming to promote next year's Rendezvous. But we're likely to lose money, as there's no getting around the fixed costs. We will split any loss or gain with the MG club.
- Dave Herried is looking into moving the June Pie meeting to the Wednesday after Rendezvous.
- Road America spring races are also happening the weekend of May 17.

Dave Herried motioned to adjourn the meeting. Steve Rixen seconded the motion.

**Attendees:** Phil & Stef Dawson, Dave Herried, Jeff Johnk, Jim Koktavy, Greg & Nancy Lauser, Jeff Lumbard, Scott McQueen, Dan Powell, Kim and Steve Rixen, Rich & Liz Stadther, Carl & Betty Stine, Brock Thorson, Clarence & Kate Westberg, Gary & Eileen Wetzel, Greg and Suzanne Willodson

*You are Invited to*



### **Sugar Lake Lodge, Grand Rapids Minnesota June 5th - 8th**

The 33rd annual Rendezvous is brought to you by the MG and Austin-Healey clubs of Minnesota. The event is hosted at Sugar Lake Lodge in Grand Rapids, MN, on the shores of Lake Siseebakwet. There are great roads to drive, historic sites to visit, and lots of fun activities. Such as:

- Welcome Party • Silent Auction • Poker run on some amazing roads
- Self-guided drives • Local sites to explore • Regional Northwoods History speaker
- Tech Session • Curated wine and cheese session • Friday Night First Friday Art Walk and Northern Cruiser Car Show in downtown Grand Rapids • Bonfires and smores • Sugar Lake Lodge Car Show on the grounds • Saturday night closing ceremony banquet and more.

To register go to <https://rendezvous2025.com>. Select the **REGISTER** button and follow the prompts. Lodging reservations are made directly with the Sugar Lake Lodge staff. Call (218) 327-1462. They will work with you to select the best option for your stay. Please consider pairing up with friends to take advantage of the 2-bedroom Villas!

Sugar Lake Lodge Address: 37584 Otis Lane, Cohasset, MN 55721.

Event Contacts:

Paul Lyon Minnesota MG Group: [plyon1962@gmail.com](mailto:plyon1962@gmail.com)

Suzanne Willodson, Minnesota Austin-Healey Club: [suzanne.willodson@gmail.com](mailto:suzanne.willodson@gmail.com)

# Spring into Summer Car Show 2025

by Brian McCullough, BMC



We invite Club Members, community, partners, and automotive enthusiasts to see what's happening at BMC for 2025!

The Annual BMC British Automobile Spring into Summer Car Show will be held on Saturday, June 7, 2025, from 10:00 am to 3 pm.

All makes and models are welcome.

Family Friendly: we encourage you to bring a kid to a car show, and this is the show!

Come check out the cars outside, as well as the projects inside our air-conditioned shop. Wander or sit with your friends and club members. Clubs are very welcome to bring club information to sign up new club members if desired.

Current projects will be on display.

Check out our building improvements—if you haven't been here for a while, you won't recognize the place.

Great back roads can be taken for more enjoyment to ...

BMC British Automobile, Minnesota's Largest Solely British Classic Repair and Restoration Shop

**DATE & TIME:** Saturday, June 7, 2025, 10:00 AM to 3:00 PM

**PLACE:** 444 East Dual Blvd., Isanti, MN 55040

**ORGANIZER:** BMC British Automobile

+1 651-400-0145

[info@bmcautos.com](mailto:info@bmcautos.com)

# Racing Highlights May 2025

by Carol Johnk

As perhaps should be expected given the unpredictability of May weather, the first two days at Road America were very warm, only to be followed by days of wind, rain, and much cooler temps during the SVRA race event May 14–18.

The Healeys had a strong showing, with five Minnesota racers on track. Dan Powell, Eileen Wetzel, Jeff Lumbard, Jim Koktavy, and Scott McQueen represented our club well in their big Healeys. Although not racing, Mike Manser came to cheer on his "mates" and assisted the crews with racing and celebration details. Saturday's first Sprint Race found Scott and Jim on the podium taking second and third (respectively), only to be repeated on Sunday in the second Sprint Race. Congrats to both! Although not in a Healey, Jessica Johnk racing her BMW, also finished on the podium both days with third on Saturday and second on Sunday. Congrats to her! Jaime Horner also had a strong showing racing her 1971 TR6 that weekend.



**Left:** Jeff Johnk congratulates Jim on his great time as Scott McQueen looks on.

**Bottom:** Jim Koktavy and Scott McQueen with their racecars.

*Photos courtesy of Jessica Johnk.*



In addition to all the racing activity, Steve Powell coordinated a celebration for his dad on Friday, recognizing Dan's 40th year of racing. What an incredible achievement!

The following weekend at Brainerd International Raceway, Eileen Wetzel was the sole big Healey taking the track alongside Rich Stadther in his Elva Courier and Jim Koktavy in his TVR. Jeff Johnk, while testing out Jessica's #28 (1989 BMW) race car on track, decided to battle his daughter as she raced her #86 BMW, and the duo finished first and second on Saturday in Brainerd. They switched race cars on Sunday and ended up taking third and fourth overall. Congrats to the father/daughter team!



**Top:** The Johnk father and daughter team taking first and second overall at Brainerd International Raceway.

**Bottom left:** Jessi Johnk taking second place at Road America on Sunday, May 18.

**Bottom right:** Jessica Johnk taking third place at Road America on Saturday, May 17.

*Photos courtesy of Carol Johnk.*



# ID that Healey!

by Steve Rixen

There were really nine regular production models of the venerable Austin-Healey, and within those, several subtypes. So, it helps to know what you're looking at.

**AUSTIN-HEALEY 100** (all are two-seaters with folding windshield).

**BN1** (1953 through early 1955): 2,660-cc four, 1.5-inch SU H4 carbs, 90 hp, with 3 forward speeds plus electric overdrive on 3rd and 4th. These early models used the original Austin transmission, essentially a four-speed from the failed Austin Atlantic, but with first blocked off internally, since it was too low to be useful when this transmission was dropped into the Healey Hundred. This Shift Pattern is "Backward" Top gear forward left position and on the far-left side of the tunnel, leading to uncomfortable driving for those 6 feet or over.

**BN2** (1955 to Summer 1956): Same as BN1, but different rear differential, slightly larger fender cutouts for the front wheels, and (most significantly) a new, more-robust C-series side-shift transmission with FOUR usable speeds (plus the overdrive on 3rd and 4th).

**"M" series** (1955 to Summer 1956): Same as regular BN2, but larger 1.75-inch H6 SU carbs, hotter cam, and higher compression pistons for 110 hp. There are "Factory Ms", there are "Dealer Ms" and there are 100s that have been modified with true M type parts purchased individually from Donald Healey Motor Company. For example, the louvered aluminum bonnet could be purchased in the day for 17 GBP as the most distinguishing item of a 100M, as well as the 100M Grill Flash.

## 100-SIX

**BN4** (Summer 1956 through Oct/Nov 1957): 2,639-cc straight six with 102 hp, same C-series transmission and 4.10:1 differential as the 100 BN2, same H4 SU carbs mounted directly on the head feeding through a head cast intake "manifold." The same BASIC body, but with a stretch cockpit opening, cove scallop behind the front wheel opening and two small rear jump seats, a 2-inch stretch in wheelbase (all within the doors), faired-in rear upper reflectors, a longer hood with a faired-in scoop and longitudinal dorsal crease to clear the radiator, and a new oval grille with horizontal wavy insert and similar grille at the bonnet scoop opening. All of this added about 200+ pounds compared with the earlier 100.

**BN4** (revised; Oct/Nov 1957 through March 1959): Same as BN4, but power increased to 117 hp via optional 6 port (LeMans) head larger valves and ports, higher compression and larger HD6 1.75-inch carbs. This head and separate intake and exhaust manifolds was a 70 GBP option on the 100-6 and standard on the later 3000 model. When this head was reviewed by the Auto Press, some identified it was developed by the famous Westlake company at the direction of Donald Healey in his capacity as AH Competitions Department Director, his chosen position during negotiations when the Healey 100 became the AH 100.

**BN6** (March 1958-March 1959): Same as revised, BN4, but with only two seats and the smaller cockpit opening and rear shroud of earlier four-cylinder 100 models. BOTH BN6 2-seater and BN4 4-seater 100-Six models were offered between 1958 and 1959.

**3000** (several distinct versions here) signifying the almost 3-Liter engine upgrade

**Mark I** (Summer 1959 through mid-1961): Like the earlier 100-Six, it was sold in 2-seat (**BN7**) and 4-seat (**BT7**) versions. Looks are nearly identical to late 100-Six BN4 and BN6. The only differences: 100-Six models had a dorsal crease at the center of the hood scoop, which was deleted with the 3000. And while all 100-Six models had conical rear reflector lenses, the 3000 had flat lenses (except perhaps for a few very early cars). You'll also see a "3000" badge on the grille, rather than a "100-6" among the wavy chrome lines. THE THREE BIG DIFFERENCES: 1) 2,912 ccs and 124 hp, along with about 14 lbs. ft. more torque, courtesy of a new engine block and larger bore; 2) front disc brakes, rather than drums (rears remain drums); 3) a 3.90:1 rear-axle ratio.

Interesting note; during 100-6 to 3000 transition, many cars were produced with a mix of the identified features of either, including one local 3000 example with 100-6 grill flash and 3000 trunk flash emblems. As equipped depended on what was at hand on assembly. If you are doing a concours restoration on a transition time frame car, check your BMHIT Certification of build.

**Mark II Roadster** (late 1961 to Summer 1962): Visually the same, except for a new vertical-pattern grille with a vertical pattern in the hood scoop grille. The major change: three 1.5-inch SU HS4 carbs and a slightly hotter cam for 132 hp. Later Mark II roadsters got a revised stronger transmission with the lever dead-center on the tunnel (rather than sprouting out nearer the driver).

**Mark II Sports Convertible** (BJ7, summer 1962 to early 1964): This is the first Healey with roll-up windows, taller curved windshield and a true fold-down top, rather than the separate, hard-to-handle top and frame used up to this point. Austin reverted to two 1.75-inch SU carbs (now HD6) because three were hard to tune and added little usable performance, but a still-hotter cam kept power nearly the same? 131 hp. ALSO OF NOTE: All cars from here onward have rear jump seats; the two-seater option is dropped.

**Mark III** (BJ8, early 1964 through end of 1967; 1 car produced in 1968, but registered as a '67): Same basic body as the BJ7, but power gets a significant boost to 150 hp, thanks to larger, 2-inch twin SU HD8 carbs and an even hotter cam profile. A "phase 2" version arrived in mid-1964 with three further changes: 1) a restyled interior with new wood dash and center console; 2) a revised rear suspension from car 26705 to end of production that raises the car a bit to reduce tail-scrubbing over driveways; 3) larger taillights and large separate signal indicators front and rear.

The 100S made during 1955 is not included simply because, with only 55 made, this all-aluminum racing Healey was hardly a regular production model.

# Healey Cost and Condition

by Steve Rixen

First what are they Worth?

The easy and flippant answer is:

They are worth what someone/some fool will pay for them.

All big Healeys have spiked and seem to be declining on the price scale, with political tomfoolery casting a dark shadow over everything, not just the Healey. Good, relatively rust-free drivers were just beyond the \$20K mark, with good original or restored examples typically fetching at least \$30,000, and concours restorations now auctioning around \$80 to as much as \$100K. While price depends first and foremost on condition, some cost a bit more than others. Here's a rough, model-by-model breakdown:

**100 Models:** The four-cylinder cars are clearly the purest and simplest. They're also closest to the original concept designed by Jerry Coker, who penned the Healey's timeless lines on the napkin in the Cape of Good Hope pub in Warwick to show his ideal car to the Healey Motor Company group that came to be the BN1.

Later BN2 cars with their improved, four-speed gearboxes typically fetch a bit more than BN1s, although an early 1953 production BN1 (and certainly one of the late-1952 pre-production examples) can get pricey indeed. Good 100 models now begin at about \$35K; assuming they're FACTORY 100Ms the price is 3 times that. Be aware it's easy enough to retrofit 100M parts on a regular BN1 or 2 and claim it as original. And while some 100s were DEALER modified, those with the clearest provenance were modified by the Donald Healey company, typically before the buyer took delivery. If you are considering the investment in an M, due diligence and verification is required, because there are thousands more cars wearing the M flash on the grille beyond the number ever produced.

**100-Six:** For years, the 100-Six was thought of as an interim model between the much-loved 100 and later 3000, and it sold for several thousand dollars less. But growing demand for all Healeys has changed all that. What's more, a look back through contemporary road tests confirms that later BN4s and BN6s performed at least as well as the earlier "100" to 60 mph, and better after that, with a higher top speed (111 mph versus just over 100 for the "100"). Those same tests also show that, despite its smaller displacement, a new 100-Six performed comparably to the 3000 all the way up to about 100 mph, after which the 3000 came into its own. BMC made only some 4,000 2-seater BN6s, so they cost a bit more again, assuming equal condition.

**3000 MKI:** If you prefer the earlier sidescreen Healeys to the later, roll-up window cars, consider the early Mark I 3000s and later BN4 and BN6 100-Six. Then choose whichever example is in the best condition; as I've said, performance differs little between the two. As with the 100-Six, you'll pay a bit more for the two-seater, BN7 3000 Mark I.

**Mark II Roadster:** BT7 4 seat and BN7 2 seat versions are available with the twin HD6 carb setup and the BT7 as triple HS4. Find one of the 355 Mark II BN7 tri-carb 3000s, and you'll really pay a premium. Interestingly, original press release photos of the tri-carb engine show triple

HD6 carbs mounted, but the reality of factory installing and dealer maintaining the set-up caused a rethinking, and HS4s were subsequently installed. The reasoning for the tri-carb was to produce enough of the type for required FIA homologation of 350 production cars, plus 5 for the Healey Competition Works. Works modification appeared with triple DCOE 45 Weber carbs installed which was within the FIA rules of type substitution.

Two caveats about the Mark II tri-carbs:

- 1) Many two-seat Mark II cars are really Mark I models or even 100-Six BN6s with later grilles and added-on carbs, so beware.
- 2) Given the cost difference between a really nice 3000 Mark I or 100-Six and a so-so 4-seater Mark II for similar money, choose the earlier cars. The tri-carb engine's added power came by way of better intake and exhaust manifold flow, since that flow of 2 HD6 or HS6 and 3 HS4 carbs is almost exactly the same. Slightly increased cam lift and duration didn't hurt either. Add in the additional tuning hassles of the additional carb, and it's little wonder this setup lasted just nine months.

**Mark II Sports Convertible:** In a way, the Mark II Convertible comes closest to the term "interim model," since it lost some of the purity of the earlier sidescreen cars without gaining the power of the later Mark III. But when it starts to sprinkle, you'll appreciate being able to yank the top up in half a minute or so, rather than the eight to 20 minutes it takes for an experienced owner to take shelter in a sidescreen Healey. Again, go for condition above all else. Besides, as with all Healeys, you can always add power by changing to later or aftermarket carburetors, cams, and other goodies if you aren't going for a concours gold award.

**Mark III Convertible** 3000s, like the 100M, tend to sell for the most, but for different reasons. While the 100M is arguably the ultimate purist's Healey (aside from the ultra-rare 100S), the 3000 Mark III's wood dash and 150-hp engine combine the most power ever offered in a production Healey with a semblance of luxury. That makes earlier Mark II Convertibles a relative bargain if you want the convenience of roll-up windows (you can always add power), and even earlier Mark I and 100-Six cars a better deal if you want the distinctive "whooom" of the six without the roll-up windows.

## **WHAT TO LOOK FOR:**

**Rust, rust, rust!** Healey frames are far more robust than the Swiss cheese Triumph used beneath its TR4s and TR6s; however, rust never sleeps. So before purchase, get the car up on a lift and pull all four wheels. Take a good look inside the rear wheel wells, at the outriggers that extend outward at each side from the frame, beneath and behind the rocker panels beneath the doors, and inside the trunk (remove the covered-wood panel that goes over the gas tank). Also, check whether the doors open and close smoothly and don't sag (a typical sign of hidden rust or a slipshod restoration). Unless you're wealthy, a skilled body man, or both, repairing a rusty Healey can easily cost far more than you'd pay for a clean car.

**Suspension and Steering.** More than 1 inch of center play at the steering wheel and scuttle shake, loose, wandering road manners also point to worn kingpins, bearings bushings, and

other front-suspension problems. Rebuilding a Healey suspension and steering box can easily cost \$2,000 or more (with parts), so have it checked and use problems as a negotiating tool. Shock absorbers are another concern. Unlike everything built in America since the mid-1950s, Healeys use lever shocks rather than tubular versions. All four corners should be very firm; rebuilt better-than-original shocks are available from Worldwide Autoparts, Madison, Wisconsin (about \$500 for all four, depending on where you shop). You can also convert to tube shocks for about \$1000.

**Splines on Wheels and Hubs:** While a few disc-wheel cars came into the U.S., most Healeys (and all four-cylinder 100s) had wire wheels. Inspect the splines on the front hubs, the rear hub adapters, and the splines on the wheels. All splines should be evenly triangular with an observable flat surface at the peak. Sharp, unevenly triangular or laid over splines call for NEW hubs adapters and wheels which will cost THOUSANDS of dollars to replace and install. Stuck knock-off spinners (or hex nuts on '67 models) can be difficult and expensive to remove, and they betray a negligent owner. Splines should be cleaned, inspected and greased regularly. Front-wheel bearings should be cleaned and regreased every 20K miles or so. You'll also find a medley of grease points at the front suspension, along the driveshaft, along the parking-brake cable in back, and even at the rear leaf springs. All need their ration of grease at least every 3 to 5K miles, when you change the oil. Most of today's owners don't even know what a grease point is, so beware.

**Electricals:** Much has been written about Lucas electricals. Believe it or not, they're the least of your worries. If you take the trouble to use silicone grease on the wiring connectors, corrosion there, which causes the intermittent failure for which Lucas has become infamous will not be a problem. If the car hasn't been restored and the harness is ragged, consider a new wiring harnesses a worthwhile investment. 100s and early 100-6 cars had wire that was woven cotton thread and lacquer covering rather than the plastic coverings of the later cars and today's cars. These wires do not age well and crack and disintegrate after 60+ years; replace them. British Wiring is the source available through web search.

# Making a Healey Driveable

by Steve Rixen

Now that you have purchased that Big Healey of choice (mine's the early 6-cylinder roadsters; I find the Sports Convertibles claustrophobic), what will it take to make the driving experience that much better?

**Originality:** Purists and the concours set insist on keeping their Healeys as close to original as possible. While noble, this philosophy has several inherent problems:

1. Truly **original** parts can be hard to get, hard to get in good condition, and pricey when you do.
2. Reproduction parts are often inferior to the originals, a frightening prospect considering that some of the original parts weren't all that great when they were new.
3. Automotive technology has made significant progress since the 50s and 60s, when Healeys were built, never mind the 30s, when much of the running gear and ancillary parts were designed. British Engineering thought and assumptions on suspension geometry, cam lift and duration and transmissions, starter motors and distributors were actually designed between the great wars. (Remember, England was bombed during WW2, and they weren't about to invest in new technology for many parts).

Let me suggest the following upgrades:

1. **Oil Filter:** Replace the original and ridiculous canister-style oil filter with a spin-on version. They're available from several different catalogs, cost relatively little, and accept common filters available everywhere. See my article on installation and use of this modern convenience, which I will resubmit to go with this third installment.
2. **Ignition:** In the previous article in this issue I talked about Lucas electrics. While generally good, the quality of replacement ignition parts is sometimes sketchy. Replacement Ignition points and rotors have been suspect since the mid 90s. Plastic rub blocks that wear quickly on the distributor cam and high carbon plastic rotors (Black Lucas style with a rivet in the contact) are the bane of Healey drivers. If you are lucky enough to have the original style points with the phenolic brown block, keep them for as long as you can. Dress them judiciously with a file and use them forever. I've met many intelligent Healey enthusiasts who stick with the original-style points. That said, modern cars have gone to electronic ignition, and there are acceptable electronic ignition upgrades available for the Healey as well. If the original Lucas **distributor** is seriously worn, and you desire to keep it, send it to Advance Distributors for rebuild.

Pertronix and others make friendly, **add-on modules** that work with the original distributor and hide seamlessly beneath the distributor cap. Complete electronic

distributors are available as well. Unlike points, which must be checked/changed every 3,000–5,000 miles and are constantly wearing and degrading between those intervals, electronic modules can be installed and virtually forgotten. If you're nervous, buy an extra module and keep it in the trunk. If the one you installed ever fails, the new one goes on in a minute or two with a screwdriver.

- 3. Electrical System upgrades:** Many people change the electrical system from positive to negative ground when upgrading **the ignition** or adding a modern accessory, radio, or sound system.

Use the original generator and starter motor as interesting paperweights and get real. Several catalogs and websites offer a **high-torque starter** motor for less than \$200. It's about half the size and three times the cranking power of the original. As for the generator, unless you really like dead batteries, dim headlights, and re-attaching the fan belt on the side of a busy highway, this is a really dumb part to keep beneath the hood. Denis Welsh and others sell **alternator-conversion** kits. A tip: Install a simple, robust, inexpensive 40–45 amp single-wire alternator, rather than the Lucas unit the Welsh bracket is designed to accept. That will take some modification and working around the voltage regulator, but it's worth it. I install a small Nippon-Denso 45-amp alternator from a forklift.

Put in real more **modern headlights**. Manufacturers make excellent H4 Halogen or LED bulb versions that fit the Healey perfectly.

Replace the standard **brake-light pressure switch** for an electrical brake pedal position switch version. Unless you like the idea of being run over by one of the countless leviathans that now crowd the roads, this is a really smart move. The problem with the pressure switch is it often doesn't activate the brake lights unless you're standing on the brake pedal, if then.

- 4. Cooling:** Swap the Healey **radiator** for an aluminum version, or with a 3-row heavy duty recore to the Healey unit for added capacity. Why sit nervously watching the water temperature head up to 220 degrees if you're unfortunate enough to get stuck in traffic? Aluminum adds the advantage of better heat dissipation, but it can be pricey. I replaced my heavy-duty, 4-row stock type which I had recored for \$475 with a 3-row aluminum version for just over \$100 on sale from an eBay vendor and now run much cooler. By the way, before investing in any kind of radiator, check the **water pump** and **thermostat** circulation if you're overheating by opening the radiator cap and watching the coolant flow as the engine warms up and the thermostat opens. Also consider **flushing the cooling system** of crud if that hasn't been done. A modern stainless **flex fan** or plastic "**Texas Cooler**" or/and an **electric radiator fan** is another great addition to consider.

If overheating continues after upgrading fan and other options above, give a close look at the **Frost Plugs**. Any outside signs of rust or corrosion usually indicate rust and muck building up in the block and imminent plug failure and leaks. If seen, figure on removing all the plugs, thermostat, and water pump, and pressure flushing the

block from all angles and apertures. This requires removal of the intake and exhaust manifolds and access to the two plugs on the back of the engine and head, but your reward is the cool running Healey you deserve.

5. **Suspension, Shock Absorbers: Refill** the shocks, especially the right rear above the exhaust pipes and **re-tighten** the shock-absorber nuts at least once every driving season, whether they need it or not. If they are loose, the shock-mount ear may break, and you'll have to pony up for a new one. Loctite is good here; drilling the bolts and safety wiring them is even better. Otherwise, simply yank the wheels, get under there, and tighten those fasteners religiously. If you need to replace the front shocks, I recommend World Wide Auto Parts in Madison, Wisconsin, as a source for remanufactured, better-than-new **MGB units**. The reason is the arm is slightly shorter than the Healey unit, which gets modern negative camber on the front suspension rather than the positive camber typical of the pre-war British cars. The MGB shock also has an air pocket built into the fluid reservoir, which allows fluid expansion within the shock body, rather than pushing fluid past the shaft seals

Front anti-roll / **sway bar upgrade** to the ADDCO 7/8-inch diameter kit. This is available through Jeg's High Performance for about \$250, and only transforms the way the car handles. Replacing the springs with heavier springs is an option for better handling. Original front springs on the Mark I and II were around 300 pounds per inch, and if you are on original 60-year-old springs, they may be only half that. Original MKIII springs were 400 pounds per inch when new. 400-, 450-, 600-, 800- and 900-pound springs are available now, and **new 400-pound per inch front springs** would be my minimum recommendation. **Rear springs** for the roadsters and MKII and early MKIII convertible are good to replace with the latest available stock spring. Late BJ8 MKIII springs have been coming with way too much arch from just about all suppliers, so be aware that some fettling may be required.

6. **Exhaust.** The stock type big Healey exhaust goes out the tailpipes and dynamic airflow while cruising circulates those gasses back into the cabin at some road speeds. But if the pipes exit OUT THE SIDE just in front of the driver's side rear wheel, this effect is much less a problem. This is what rally cars had, so that drivers didn't have to endure that constant scraping sound. It also looks great and (at least on pre-Mark III Healeys) adds little noise. Because the Mark III has additional east-to-west mufflers at the tail, however, removing this section will bring the noise level up a bit more. You may not mind, though.
7. **Wheels and Tires.** Consider stacking the wire wheels in your garage and replacing them with **center-splined alloys**. These wheels look exactly like the Mini-Lites works-rally Healeys used during the 1960s. They're sometimes on sale for about the same cost as new wire wheels. You'll NEVER have to pay someone a fortune to respoke or tune wire-wheels or mess with them yourself. Best of all, you can ditch the inner tire tube for good and run wider, easier to source, better tires if you wish. Wire wheel cleaning due to the hub spline grease running down the spokes is no longer a messy problem. I have a limited supply of modified front hubs and adapters to

convert a Healey to **bolt-on Mini-Life style** VTO brand wheels if anyone is interested, which allows one to say goodbye to all that is bad about wire wheels and splined hubs.

**Radial Tires** by Vredestin are quiet, supple and safe and have been my go-to recommendation for a few years now. They come in various widths in 65- to 80- aspect ratios and overall diameters which allow you to get close to the **25- to 26-inch over all diameter** that fills the wheel well opening of a Big Healey as it originally looked. Other brands of tires may be found to do the same, such as the Coker Tires "Red Line" types that were available for the last of the BJ8s. The larger diameter tires allow faster cruising at lower engine RPM. Run cooler, quieter, more relaxed! It's physics!

8. **Fuel System:** SU carburetors are designed to operate at up to 4-PSI fuel pump pressure, maybe a bit more, and SU Fuel Pumps usually supply 1.5–2 PSI. One reason old LBCs have a problem with fuel vapor lock is operating at this low pressure and the heat that builds up under the car and bonnet. Fuel vaporizes easily at these high temps and low pressure in the fuel lines, causing poor running. The modern car with fuel injection operates at a system pressure of 25–100 PSI, making vapor lock almost impossible. I am running a 6- to 9-PSI Carter pump and a pressure regulator near the carbs that drops pressure to about 3 PSI, which reduces vapor lock, although not completely.

I have heard that there were fuel additives used commonly by petroleum providers when all cars ran on about 4-PSI pressure that reduced vapor lock. Supposedly these additives have been deleted for modern fuel as carbs have joined the dinosaurs. I haven't researched that bit of "information" yet, but vapor lock seems to be more common now than back in MY day.

9. **Drive Train Upgrades.** Here is where the time and money really get invested. Engine fired out, blowing oil, overheating etc. Investing in a rebuild is always an option to provide happy motoring. But it will cost time and money and if you decide it is time you **Might As Well...**! What?

Sharpening the **engine performance** doesn't cost much more if you are doing the work and machining anyway. Take a little more off the block deck and get a real 9:1 compression, invest in the hardened exhaust valves and seats so you don't have to put additive in the fuel tank, regrind the cam for a little more lift and duration (I recommend Berry Cams 1058 grind profile), add the heavy-duty valve springs for an extra Tenner, balance the crank, harmonic balancer, clutch and flywheel, so everything runs a little smoother. Go wild and have the head pocket ported for better flow. It all adds up to crisp exhaust note and improved but reliable performance.

**Drive Train Upgrades**, like installing a Toyota **Healey 5-Speed** conversion instead of trying to rebuild your 4-speed and overdrive unit for about the same price is a big

win in my humble opinion. Installing a **3.54 differential** gearset make the big Healey into an Interstate High-Speed long-distance touring car cruiser.

**In Conclusion:** I know, I know. Outlined above are thousands of dollars of upgrades. You don't need to do them all or any for that matter. But as you are Healeying about and have those thoughts that "I'm getting a little tired of..." an aspect of owner/driver enjoyment, consider what you can do to improve the car and your attitude. When something Healey fails, think of an improvement available which will make ownership and driving that little bit better, and do it.

# Beware Internet Scam for Sellers

by Richard Morris

I was just nearly scammed/victimized by a putative car buyer. I am advertising a car online. I received a text from Houston asking me for a vehicle report like Carfax, but from a reporting site I have never heard of called [www.logisticsvinreport.com](http://www.logisticsvinreport.com). I went to that website, which charges for a report, and of course I would have to give my credit card number. In addition to never having heard of this site, there were misspellings and grammar errors, although the page itself was quite colorful and professional-looking. I had never heard of this type of scam, but below is what I learned from my research. Seller beware!

## **“How Vehicle History Scams Work: If You’re Selling a Car**

After listing your used car on a website or social media, you'll get a call, text, or email from a buyer. They say they really want your car—but first they want to see a vehicle history report. That seems fair, except they want you to use a specific company—one you've never heard of. They'll supply a link that might look official, but the website is bogus. You'll share your credit card information, but you'll never receive the report. Instead, you stand to lose more than the \$20 fee you paid. Your personal identification information could be compromised, leading to identity theft. In some cases, the website itself could be a scam and download malware to your computer when you click on it.”

**Additional information from the editor:** The FTC published an advisory in 2018 titled, "Steering clear of vehicle history report scams." At the time, the FTC referred to the vehicle history report scam as new and said that the scam websites often ended in the suffix .vin, rather than something more traditional like .com or .net. It's possible that scammers chose this suffix [in order to fool people into](#) believing it had something to do with a vehicle identification number, which is also known as a VIN. The FTC also provided the following guidance:

If you are selling a car online and someone asks you to get a car history report from a specific site, ask why and think twice. You may have no way of knowing who operates the site, especially if it's one you've never heard of. It might be a ruse to get your personal information, including your credit card account number. It also could be a way for companies called "lead generators" to get information, which they sell to third parties for advertising and marketing purposes.

Your best bet: play it safe. Go to [ftc.gov/usedcarsfor](http://ftc.gov/usedcarsfor) information on vehicle history reports, recall notices, and how to learn whether a car has been declared salvage. For example, the [National Motor Vehicle Title Information System](#) (NMVTIS) operates [vehiclehistory.gov](http://vehiclehistory.gov), which lists NMVTIS-approved providers of vehicle history reports. Not all vehicle history reports are available through the NMVTIS website. Reports from other providers sometimes have additional information, like accident and repair history.

## From The Archives

The early years of the Minnesota Austin Healey Club had members regularly driving their cars *en masse* in summer around the Twin Cities and the nearby counties. Sometimes they would have 20 or more Austin Healey's in the parade! They would often meet at a local park or a church parking lot near their starting place. Sometimes they'd start out with donated donuts or coffee and rolls or they'd start a little later and then finish out at a nice restaurant somewhere near the finish line. Many of these seemed to fit into a similar pattern; coffee and sweets and a morning drive or an afternoon drive finishing with beers and dinner on a patio. They seemed to be more west-side centric with drives starting or ending in Minneapolis or Bloomington. At times they'd meet at a local business like a paint shop or a repair garage. Favorites included: New Central Auto Body, Sherlock's Home, Classic Motor Company, J & L Imports, Jaguar Works, European Auto Works, Colorworks, or Quality Coaches. Sometimes they'd find a place to watch a video or movie. The Perkins restaurants seemed to be favorite meeting places for morning rides. Many of the early years were unique, with drives to different locations or area cities, and often that same type of event was not repeated until years later. Some destinations included the U of MN Landscape Arboretum, Wheels & Wings in Osceola, The Afton House Inn, Lake City, Wabasha, Lord Fletchers on Lake Minnetonka, Fort Snelling State Park, Stroh's Brewery, Interstate State Park, Red Wing, Bush Lake Park, Northfield, and Stillwater. Reviewing these early newsletters, I have to remind myself that at the time, most of the cars were only 20 years old. The speed limit on most highways was 55, and there were no texting drivers.

Here's to 40 more years of Happy Healeying!

**from Curt Carlson**



MAHC lifetime member Gary Ronning with his BMW.

## Big Healey for sale



### 19620 Mark II BT7 Red

- Professionally restored, 1962 tri-carb
- New black leather interior and 72-spoke wheels
- Repainted ~10 years ago
- Very good condition
- Very low miles (28,000)
- White hardtop
- Asking \$50,000
- Email: [cwash211@comcast.net](mailto:cwash211@comcast.net)

# British Sportscar for Sale

## 1973 Triumph GT6 MKIII, Page 1 of 2

- Chassis #22028KF #KF21693
- Only 45,700 actual miles
- Original factory finish, "white" with some touch up spots with rare original blue cloth interior
- Standard 2.0-litre in-line 6/4 speed manual gearbox/Zenith-Stromberg carburetors
- Acquired from Grand Junction Colorado in 2005 with 40,026 miles. Originally delivered to Texas.
- No salt: Colorado car with clean Minnesota title.
- Sale includes original numbers matching stock 2<sup>nd</sup> motor removed at 40,026 miles and professionally prepped for preservation. The stock engine ran perfectly but I wanted my "new" professionally rebuilt engine from my other GT6 in this highly original car. Work was done by Ernie West of Dead Lake Motors. I only put 5000 miles on this car over my 19 years of treasured ownership.

### Modifications to the motor:

- Bored .020" over/berry reground cam shaft/600rpm valve springs/9.25:1 compression.
- Larger 1-3/4" Zenith-Stromberg TR6 carbs
- Electric cooling fan/oil cooler/electronic ignition

### Modifications to the car:

- Rebuilt gearbox/Avon Tyres/performance brake pads.
- Heavy duty suspension/competition front springs/adjustable spax shocks

### Recent 2023/2024 work includes:

- Complete safety inspection
- Oil & filter change
- Brake inspection/fluid flush/new fluid
- New clutch master cylinder/new fluid
- New starter

**New Lower Asking Price: \$18,000 or best offer**  
**Looking for a good home!**

Call Scott McQueen (612)802-4599 or email: [mcaqueen.scott@comcast.net](mailto:mcaqueen.scott@comcast.net)

***See photos on next page.***

## 1973 Triumph GT6 MKIII for Sale, Page 2 of 2





**Membership Form**  
**(for Local only members)**  
Curt Carlson – Membership Director  
Minnesota Austin-Healey Club

**Dues for both Minnesota AH-Club and Austin-Healey Club of America**

(\$20 Minnesota + \$70 National) Renew or Join via [www.healeyclub.org](http://www.healeyclub.org) ..... \$90.00

**Minnesota A-H Club Dues (Local only)**    New or Renewal ..... \$30.00  
(circle one)

Name: \_\_\_\_\_ Spouse/Friend: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Day (    ) \_\_\_\_\_ Evening: (    ) \_\_\_\_\_

E-mail address: \_\_\_\_\_

Spouse/friend email (if they want MAHC email): \_\_\_\_\_

**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

**Local only make checks payable to: MN Austin Healey Club (or MAHC )**

**Send to:**

Curt Carlson,  
1984 Nebraska Ave E,  
Saint Paul, MN 5511

# MAHC 2025 Calendar

Day	Date(s)	Description	Time	Place
Wed	11-Jun	PIE	6:00 PM	Joseph's Grill
Sat	??	Garage Tour Charley & Deb Klima		Klima House
Thurs-Sat	5-8 Jun	Rendezvous		Sugar Lake Lodge, Minnesota
Fri-Sun	13-15 Jun	Blackhawk VSCDA		South Beloit, Illinois
Sat	28-Jun	Cars & Caves Italian Cars		Chanhasen Motorplex
Sun	29-Jun	Intermarque picnic	1:00 PM	Cherokee Regional Park
Wed	2-Jul	PIE	6:00 PM	Joseph's Grill
Thurs	3-Jul	Donald M Healey's Birthday 1898		
Thurs-Sun	17-20 Jul?	WeatherTech WIC	8:00-5:00	Elkhart Lake Road America
	26-Jul	Cars & Caves American Cars		Chanhasen Motorplex
Sat or Sun	26 or 27 Jul	BBQ/Potluck and Drive		Wetzel House
Sun	27-Jul	Intermarque picnic	1:00 PM	Cherokee Regional Park
Wed	6-Aug	PIE	6:00 PM	Joseph's Grill
Sat	9-Aug	Brit Fest	AM	Hudson WI
Fri-Sun	15-17 Aug	Grattan VSCDA racing		Grattan Michigan
Sat-Sun	16-17 Aug	Can-AM Invitational Vintage Racing		Gimli Motorsports Park
Sat-Sun	22-24 Aug	Jack Pine Sprints VSCR racing		Road America Elkhart Lake
Sat	30-Aug	Cars & Caves British Cars		Chanhasen Motorplex
Sat-Sun	30-31 Aug	Labor Day Brainerd Race		Brainerd International Raceway
Sun	31-Aug	Intermarque picnic	1:00 PM	Cherokee Regional Park
Wed	3-Sep	PIE	6:00 PM	Joseph's Grill
Sat	6-Sep	Wheels and Wings		Osceola
Fri-Sun	11-14 Sep	Ariens VSCDA Vintage Weekend	8:00-5:00	Elkhart Lake Road America
Sat	20-Sep	Herreid Pizza Party or Dawson Party		
Sat	27-Sep	Cars & Caves German Cars		Chanhasen Motorplex
Sat	27-Sep	Waumandee		Alma/Waumandee WI
Sun	28-Sep	Intermarque picnic	1:00 PM	Cherokee Regional Park
Sun	28-Sep	Lynch Mexican Fiesta	3:00 PM	Lynch's Mexican Fiesta
Sat-Sun	TBD	Brock Thorson Garage Tour		Thorson House
Wed	1-Oct	PIE	6:00 PM	Joseph's Grill
Fri-Sun	10-12 Oct	Ozarks VSCDA Racing		Ozark International Raceway
Sat or Sun	25-Oct	Fall Color Tour		
Wed	5-Nov	PIE	6:00 PM	Joseph's Grill
Sat	8-Nov	National AH Club Delegates Meeting		Indianapolis, IN
Sat	15-Nov	Annual Meeting and Banquet	6:00 PM	Joseph's Grill
Wed	3-Dec	2025 PIE and Planning Meeting	6:00 PM	Joseph's Grill

## Other Potential Calendar Events

Day	Date(s)	Description	Time	Place
	?	Weekend Trip		
		Jeff Lumbard Garage Tour		
	March?	Greg Willodson Garage Tour		
		Autocross		

### 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](http://www.intermarque.org)

**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.

**Wanted:** A luggage rack that will fit on an Austin Healey BJ 8. Contact Fred at 218-348-3178.



**Rare Opportunity to Acquire  
Vintage Drink Glasses:**

Set of 5 eight-ounce glasses. 5 inches tall. Two Jaguar XK-150, two Austin Healey 100-Six, one Triumph TR-3. \$35 for the set. Very nice condition. Could easily qualify Gold in Concours. Contact Geoff, 612-822-7069.

**Tires:** Set of 5 brand new Michelin XAS 180 HR 15 tires. Bought new in February but discovered a clearance issue during mounting, so had to remove them and go down a size. Zero miles. New lower price: \$1,000. Contact Charley Klima 952.913.7710.

**Cars For Sale:**

- **Big Healey**, see page 23.
- **1973 Triumph GTS MKIII**, see pages 24-25.

