



WingNotes



Happy picnic-ers at the Szczesney's in Lake Geneva Wisconsin.

The Monthly meeting is held on the second Friday of the month at Russell's BBQ, 2885 Algonquin Road (Rt. 62), Rolling Meadows, IL. (1 mile East of Rt. 53), Telephone 847-259-5710. Social meeting starts at 6:15 pm and the business meeting starts at 7:15 pm. Ample lighted parking at rear of building.

The newsletter *WingNotes* is published one week before the monthly meeting date.



Rockford to Portland Oregon and return in a Model A Ford

Model "A" Trip to Portland Oregon. There are always a lot of preparations to do before going on a month's trip. Making sure all bills are paid (if needed), stopping paper and mail, getting someone to mow the yard and water plants. Our nephew Bob and his wife Michelle always do a good job of that. Dwain's brother Elmer checks on the house and neighbors keep an eye out as well. Lock all out buildings. Prepare the car for the long haul (that's Dwain's job). Pack the car with all the gear, and I guess we are ready to go. We were not sure that we would be leaving on Friday June 10th because of the weather conditions, but decided to chance it, (glad we did). We left around 7:15am, packed to the gills with car parts, clothes, and miscellaneous items for the journey. We planned on driving route 20 most of the way. The car was driving well through the terrain going to Galena. After we passed through Dubuque, we hit some fog, but that soon cleared. On the flat roads the car was averaging between 18 and 20 miles per



gallon. We were surprised to find the corn in Iowa no taller than in Illinois. It will be hard pressed to be knee high by the 4th July. The first night we stopped in Fort Dodge a little over half way across Iowa, 287 miles not too far, but far enough for the first day. Whoever said that Iowa is flat needs to drive rte.20, it's flat in the middle of the state, but the latter part is like a roller coaster. Saturday June 11th. On the road again into Nebraska, this part of the country is flat, the sun is shining, but the wind is cool. We drove through the town of O' Neil where a sign said it was the Irish Capital of Nebraska. We drove as far as Valentine Nebraska did 372 miles (that was enough for my rear end). Sunday June 12th. Up and on the road again, the car still is performing well; the corn here isn't very good either. We battled head winds and roller coaster roads through the rest of Nebraska. We did manage to pass some bicyclists, farm equipment, and a Grand Pa driving slower than we were. We have seen many cattle and horses on the acres and acres of open range grazing and a few antelope. It is interesting to see the changing landscape. There are very few trees on the open land, but when you do see them it usually mean there is a ranch among them, otherwise you might see a ranch name and a gravel lane, and there is nothing in sight. We were hoping to make it to Casper Wyoming but stayed in Douglas just outside Casper, drove 272 miles. Monday June 13th. When we reached Casper Wyoming we took a detour on rte.220 to Independence Rock, Devil's Gate, and Split Rock. These were the landmarks that the Pioneers used as a heading for their arduous journey to the west. There are still names and dates were they scratched them in the rock face. There is also a small plot were it is said that a child is buried. (Can you imagine ladies walking the whole way in long dresses with many petticoats all that way and then, when you were tired you still had to make a meal for your family. I wonder how many of us today could do that.) Then we headed to rte.789 to Lander and then to Riverton were we hooked up with rte.26. Spent the night at Dubois Wyoming.334 miles.Tuesday June14th. We drove up the Togwatee Pass 9,658ft. in Wyoming. The highest pass on the trip it was a long, long climb and the only snow we encountered on the trip. As we reached the top through the fog, we could see that it had snowed that morning. We had made it to the top, now we had to make it to the bottom. So glad the brakes worked going around those twisty, winding curves. We stopped in Jackson Hole Wyoming for fuel and some coffee and a roll, before visiting our nephew Kurt. We were off again up yet another pass this time it was the Teton Pass 8,431ft it was a 10% grade, we had to go in 2nd gear all the way up. On the map it looks rather short, but looks are deceiving, it seemed to go on and on forever but we made it to the top of the pass and enjoyed the visit our nephew in Victor Idaho. On our way out of Victor we took rte.31 to 26 were we joined up with rte.20 outside of Twin Falls Idaho. Here we cut across country, boy was that a desolate area to have a carburetor problem, we limped into Arco Idaho for the night were Dwain changed to another one, we ended up driving 249 miles. Wednesday 15th. We took off in high spirits driving by the "Craters of the Moon" What an interesting phenomenal, this lava landscape is. It resembles the moon so much that they brought astronauts here to see what the actual moon would look like. We took Hwy. 84 into Boise Idaho to Dwain's cousin's home, 241 miles. Here he was able to get the carburetor fixed. We stayed until noon the next day. Thursday16th.We said our good byes, and we were on the road heading to Vale Oregon were we picked up rte.26 and drove to Prineville Oregon 320 miles. Friday 17th. By now I was ready to get to Portland, so we got up early to reach Warren Oregon about 40 miles north west of Portland OR. Well the best-laid plans sometimes go astray. I managed to get us lost in downtown Portland. (should have listened to Dwain). We did however manage to get on the right path thanks to a cyclist. We had a great time visiting with our daughter Janette and her husband John. Oh! I almost forgot our Grand Dog Lily. We drove 152 miles. We mostly just rested except for 2 days of mulching. Dwain also did some mainte-



nance on the car, rotated the tires, greased, changed the oil and the manifold gasket, washed the road grime and bugs off. Then had to buy a new battery, thank goodness it died there and not on the road in the middle of nowhere. The car is now ready for the return trip.

Return Trip. We left our daughter's home around 9:00am on June 28th, so as to miss the traffic, as we were driving into Portland to take Hwy. 5 over the Columbia River into Vancouver WA.

from there we took route 14 which ran along the Columbia River. What a great drive, until we had an issue with the carburetor again. We got that changed (we are getting good at that) Back on the road again we followed the river all the way to Plymouth WA where we had to dip down into Oregon for a short jaunt returning into Washington to pick up route 12. We stayed the night at Walla Walla WA. Drove 278 miles.

Wednesday 29th we continued on route 12 again following yet another river. We did notice that the rivers, streams, and creeks were extremely fast flowing. Some of the rivers looked like you could white water raft on them. The scenery was wonderful up and down hills twisting and winding on roads that were lined with trees. We entered Idaho at Lewiston, following route 12. We drove up the Lolo Pass this was another 8% grade 5,235 ft to the top. What goes up must come down 8% grade (the brakes still worked) we stayed the night in Missoula Montana driving 318 miles.

Thursday 30th we continued our way across Montana enjoying what could be the last of the great scenery. We drove through many small hamlets with names like Checkerboard, Two Dot, Shawmut, and Musselshell, staying the at Melstone Montana driving 422 miles.

Friday 1st July, we finished driving through Montana and headed into North Dakota leaving the mountains behind, we did however encounter some interesting road works. Since there was no other road except route 12 to detour on, we had one lane traffic driving through the dirt and ruts (just like they did in the olden days), while they worked on the road around us. Then we drove into South Dakota, here we found a lot of standing water in the fields, and you could see where the rivers had taken over the land, even route 12 had been over run by the water. Once again they had to construct the road over the old one, not much room for error here, with water on both sides and very close. We did get rained on a little (the only time in whole trip), but it could have been worse as the sky was very ominous. We stayed in Mobridge South Dakota, driving 342 miles.

Saturday 2nd July we continued our drive still on route 12 through the remainder of South Dakota and headed for Minnesota. We were hoping to find a motel on the west -side of Minneapolis but to no avail (we did not see anything). So here we are buzzing down the road at 50mph with cars on either side buzzing faster. I could not wait to get off the Highway. We finally stopped for gas in St. Paul MN and found a motel, we drove 394 miles.

Sunday 3rd July we drove across the Mississippi River into Wisconsin, I am anxious to get home now. The rolling hills are back, hooray. We stayed on Hwy. 94 for a while but that was too monotonous, so back on route 12 we went, only to be told we had to go back as there was a detour. Finally we were able to return to route 12 and headed for Madison Wisconsin and our back roads home. We arrived home at 5:30pm safe and sound, driving 324 miles.

Trip Data: We drove a total of 4,323 miles, we used 246.87 gallons of gas at a price of \$943.38. The most expensive was \$4.22 in Muddy Gap Wyoming, the least being \$3.54 in Minnesota (we could have flown cheaper, maybe, but look what we would have missed). We drove through 12 states, Illinois, Iowa, Nebraska, Wyoming, Idaho, Oregon inward trip. Washington, Montana, North Dakota, South Dakota, Minnesota, Wisconsin on the outward trip. We did this driving between 45-50mph.



Postscript: I am always in awe of the vastness of this country and it's open spaces untouched by man. The mountains and hills covered with their coat of towering fir trees down to the road edge as you wind through the many curves. Then down to the valleys green and amber with crops of winter wheat, hay, alfalfa, corn, potatoes and others, many of the fields using irrigation, and the endless acres of open grazing land. This amazing country is not only diverse in it's people but also in it's landscape. This is the reason we drive the back roads so as to appreciate it all.

Dwain and Jenny Plymale.

Conclave Delegate Meeting

One of the events at every conclave is a delegates meeting. This one was perhaps the quickest on record. 43 minutes. It is not unusual to have short summer delegates meetings, but this one was shorter than average. Generally the purpose of the summer delegates meeting is to set the stage for the upcoming topics at the fall delegates meeting and then get a report from the officers as to any updates needed in their areas of focus. Because of the brevity of the meeting it is not practical to expect to get into long winded discussions followed by voting on issues.

During the meeting we discussed the continuing decline of the membership for all Austin Healey clubs, not just the AHCA. The membership is aging and there are fewer new, young members coming in to fill the void left by those passing away or no longer available to participate in the clubs. Greg Lauser has developed some cards that you received in your Membership Booklet that are geared towards helping to retain the current levels of membership. If you sell your Healey the person purchasing it may become a member of the AHCA at no cost for the balance of the year by sending in one of the cards.

Ben Moore made a brief presentation on the status of the Future 50 group. They are going to be working more with the future conclaves in an effort to involve the younger members that attend conclaves. Ben also had a set of very nice quality posters produced for Future 50 promotion and Healey Marque promotion that he is continuing to distribute.

Reid Trummel gave an update on the status of the Marque. Everything is in good shape and he expects no major changes in the near future. The magazine will continue to be full color, 40 pages, produced 11 times each year with a calendar in December. The expense for the Marque is right on budget. All is right with the world in the print medium for the AHCA.

The AHCA website was one of the hot topics of discussion. Carl Brown and John May have been working diligently on getting the website revised and updated. The major hurdle in the process is finding a new webmaster and then defining the needs and procedures for the web. Dave May, Carl Brown, Gary Brierton, John May and myself are working on a schedule to get together sometime soon in Knoxville to work out the necessary details of the website.

Jim Frakes updated those in attendance as to the status of the upcoming conclaves. He has proposals for 2014 and 2015 that he will likely be able to present to the delegates at the fall meeting for consideration.

Mike Schneider
Bluegrass AHC

Fourth of July Parade in Riverside, Illinois

The 4th of July in Riverside, a National Historic District designed by Frederick Law Olmsted, is a day of celebration. We found our way through the barricades, due to the 5K run underway, to find a large group



gathered at the beautiful home of Ray and Lupe Navarro. Refreshments enjoyed as we visited with Ray's many friends until time to line up for the 'best parade in the western suburbs!' Lupe led the pack to the staging area in Ray's right-hand drive MG-TD race car. The parade was well attended with many calling out "That's a Bugeye." I told the first guy I was surprised he knew it. He said, "I own one." (another prospective member). The parade ended at the base of the historic tower for a car show. There was music, food, and a plant sale. Everyone had a great time. The cars were beautiful. Lots of very old cars, sports cars and some American cars. We had great interest in our car. One man came by and asked me if it was Bugeye Sprite. I told him it was and he exclaimed, "I knew it, that guy tried to tell me it was an Austin Healey." *We keep trying to be an Austin Healey.* When the car show broke up we went to Ray's son's home for a fabulous lunch. The tire-kicking, food, hospitality and fellowship was well worth the drive to Riverside. I would encourage you to join us next year for a wonderful celebration of our Nation's Birthday.

Jeff and Mary Kelly

Conclave Colorado, 2011

Conclave 2011 has come and gone! Midwest Region attendance appears to have been at an all time low, with only 4 registrations and 3 attending. In attendance were the Lindsay's (Price & Carol), Dennis Juul and a contingent of Brown's (Bob, Melissa and grand-daughter Carly Hulse). For the Monday Car show in Old Colorado City, Ken & Barb Olendzki and former Midwest members Bob & Sue Delaney made appearances.

Yes, it was a long drive there and back, but due to circumstances with my BT7 I did the normally unspeakable, I trailered. However both Dennis and Price drove their Healey's roundtrip. The recent heat wave had already started west of Illinois where we all endured a full week of high temperatures in Colorado Springs and along the route.

Although I had reservations about the "in town" host hotel versus an alternative in the mountains the host site was quite tolerable. Had the location been higher in the mountains, certainly the elevation would have caused concern to the performance of the Healeys.

Approximately 175 registrants, with at least 140-150 cars were in attendance. Monday (July 4th) had the unusual double car shows. The official one was in the AM at a park in Old Colorado City, a beautiful location, compact with significant shade. The second "show" was a display only at the U.S. Air Force Academy, no shade for the cars, but thousands of spectators that were there for the spectacular fireworks display also viewed our cars asking many questions, a great opportunity to "promote the marquee".

Tuesday's driving events, Gymkhana and Funkhna were held about 15 miles south of the hotel at Pikes Peak International Raceway. A 12 acre parking lot served as the site for a long gymkhana course, hosted by





the Cincinnati Club. The event was a little disorganized at the start but confusion was worked out and everyone was able to complete their 3 runs by early afternoon. Reports were that Price Lindsay finished 2nd in stock BJ8's and Melissa 3rd in Ladies stock BJ8's. The Funkhana organizes by the Bluegrass AHC was relatively easy due to an early participant damaging some equipment. Reports for that event indicate that I won 1st place with Cari McIntyre (a friend of Melissa) as my navigator.

Wednesday was Rally Day, since the BT7 was not cooperating and Melissa had to return to Texas we arranged for Carly to navigate with Bill Borja from Tampa in his BJ8. No reports on rally winners. Dennis and I did some local sightseeing, 7 Falls, Will Rogers Shine to the Gods, etc. Overall it was a pleasant day. Dennis attended the dinner at The Flying W Ranch.

Due to other commitments, Carly & I headed home on Thursday. Intending to make it a 2 day trip, we happened to catch-up to the Lindsay's in Omaha, NE. Price was set on making his trip home in one day. So we altered our plans and completed our journey with the Lindsay's arriving home close to midnight.

Next year Conclave 2012 will be hosted by the Bluegrass AHC in Louisville, KY, June 17-21. Information and registration can be found at <http://www.austinhealeyconclave.org> *Bob Brown.*

Road Trips

You can tell we are in the middle of this year's driving season because our editor Jim gave me a "heads up" that he had already received a lot of great event report submissions for this issue of "Wing-Notes". It should be one of the largest newsletters of the year. This is a good thing because your fellow club members have been going places and doing things. It also means they have taken the time to tell the rest of us about their travels, and Road Trips. With that in mind, I will make a concerted effort to keep the size of my article well under the size of my normal novel-length submission. So, a few sentences will have to do in place of multiple paragraph reports.

Regular meeting and event club attendees are probably aware that they have yet to see my red BT7 this year. Good intentions of trying to do some relatively minor body repair work, replacing the right side rocker panel, has turned into a much delayed project. It seems that life, my business, and trying to make a living in this still uncertain economy has made it difficult to devote all the time necessary to get the job finished, painted, and get my car back on the road. So, any Healey activities I have participated in so far this year have been because of the gracious invitations of fellow club members to ride with them to events and also drive their cars.

Since I don't have my Sprite project very far along either, (see excuse listed above), I did get to go the Sprite-Midget 50th event in Elkhart Lake a few weeks ago riding along in Bill Cantrall's very quick Bugeye. We had a good turnout from our Midwest Region members, which I am sure helped by our relative close proximity to the event. It could have been a Bugeye sweep from our group except that David Lieb drove his Midget in honor of the golden anniversary introduction of the marque'. It was a nice low key week with some very good events planned by the mostly Wisconsin group. The highlight of the week was the day at Road America with extended track touring by the fifty or so cars registered. We then got to play most of the afternoon at the RA Motorplex go-kart track for the autocross, organized by our own, Mr. Lieb. From a sixteen year old young lady driving her dad's Bugeye for the third time to experienced older guys driving race cars, I believe everyone had a great time, as evidenced by the many smiles after spirited runs. It was quite a hot the day at the track, but the fun factor outweighed the sweat factor by many times. Congratulations go to Barb Olendzki and Gordon Gilomen for bringing home trophies in the stock 948 class. Bill and I got shut out in his car in the highly competitive modified class, which included three race cars and a Bugeye with a Moss supercharger. Driving that course was still a blast! Thank you Bill for letting me have some fun with your Bugeye. I got to enjoy a relaxing week away from the business, especially so when you get to go to a neat old resort to play, swim, eat, socialize with new and old friends, drink refreshing beverages, and have fun with Sprites and Midgets. It was a dream I didn't want to wake up from.



Our annual club picnic was held this year on the 31st at the Lake Geneva home of Randy and Colette Szczesny. This is always one of our better attended “socializing with Healey-friends” events. This year’s attendance was no exception, as seen in Jim’s group photo. The seven Healeys driven to the picnic were a great way to get to this scenic part of Wisconsin and Lake Geneva. It was another very warm day, but the light breeze helped cool those sitting in the shade of the back yard. It was very tolerable out there. Randy conducted boat tours of some of the homes and estates that sit on the lake shore, but it was reported that it was even very warm out on the water. The catered Italian style food arranged by Colette and Randy was superb with many fine comments as to the tastiness, variety and abundance served. Cold beverage filled coolers and ice tubs and helped to quench the thirst of picnickers affected by the heat. Our Rockford contingent gets the award for 100% region attendance. It was also very good to see longtime friends Walt and Jeanette Blanck and have Mike and Pat Arndt from Madison, plus NOS member Drake Van Beek join us too. Drake was a member in the ‘70s and then later. Now living again in this area, he has rejoined the club.

The club wishes to express its warmest thank you to Colette and Randy for hosting such an outstanding picnic. It was really a treat for us to join you, a perfect way to spend a Sunday afternoon.

Our most recent club, the Blackhawk Farms Driver Education track event has been reported by Driving Director, Bill Cantrall, but was another super day driving the cars we love, and in a way that surely put a smile on everyone who participated. For me, special recognition goes to Denny Juul for offering to let me drive his beautiful black BJ8 for the event. The generosity of Healey friends is sometimes beyond words to express thanks, but thank you very much Denny, it was a blast. I think everyone got about as much track time as they wished with the last car finishing at the closing time of 4:30. We will be showing the video that I took from my friend’s BMW M3 at the next meeting. We will have other video to show from Steve Rixon, who came down from Minnesota.

If I have forgotten anything, you will thank me for that and I will keep it for next month. We still have more events coming up this year. We hope to your Healey on the road and when I get myself in gear, you’ll get to see mine too.

Cheers,
Neil

TV Casting call for Big Healeys

I received another phone call from Ed Hovorka, from the Midwest Picture Car Group, www.midwestpicturecar.com. The Chicago based TV series is still being filmed in Chicago and they are looking for two or three Big Healeys for a scene to be shot this week, Aug. 7-12, 2011.

The year in which the scene is set is 1961, so any 100-6, 3000 MK I or MK II roadsters would be appropriate. The scene will be shot indoors on a set representing a car dealership. The premise is: the main character is in the dealership trying to buy a new car. The filming will happen near the same Chicago location as before, North Ave., near the lake. Exact details are again sketchy, as I do not know the exact date or time of filming.

One club member has expressed interest and another that was contacted previously is scheduled to be out of town on business. If you are interested in being part of this opportunity, and fit the car requirements listed above, please contact Ed at 224-513-1049.

Thanks,
Neil Anderson
Midwest Region/Regional Director



Blackhawk Farms Austin Healey Driver Education Track Day

Our Austin Healey driver education track day for vintage sports cars was held last Friday afternoon at Blackhawk Farms Raceway (www.blackhawkfarms.com) -- a beautiful 1.95-mile racetrack located in South Beloit, Illinois, on a 219-acre farm on the border between Wisconsin and Illinois. After arriving at the track and unloading the cars, we went through tech inspection, grabbed a nice lunch, and then gathered for classroom instruction at noon.

At the end of class, we split into self-determined slow and fast groups. Participants who wished also paired up with instructors. The slow and fast groups then alternated ½ hour sessions throughout the afternoon. The weather was warm and sunny, just a perfect day for learning to drive our Healeys as they were meant to be driven. The rules allowed passing only on the straights with drivers always needing to signal which side to pass, which happened to be always on the right.

This was only the second year for this event at Blackhawk, the first being after Conclave 2010, and again it was their only event designed for open cars without roll bars. We were all quite grateful to the people at

Neil Anderson driving Denny Juul's BJ-8 at Blackhawk

Blackhawk, Kathleen Casey, Ray Freiwald, Chief Instructor, and the other instructors and crew of Pit Lane Marshall and corner workers. They made sure we had a safe but exciting time.

The track itself offered two medium length straights, and a combination of slow and fast corners including a carousel. It was great fun as trying to take those corners a little faster and a little smoother on each lap. Blackhawk is known for being tough on brakes, so for some of us it is now definitely time to replace those pads!



We had quite an interesting selection of vehicles—Gordon Gilomen's and Bill Cantrall's Bugeyes, Denny Juul's BJ-8 (driven by Neil Anderson), Denny Juul's Porsche 356, Frank Gallinowicz (and son!) square body Sprite, Steve Rixen's BN-6, an MG-TF (David Morse), an MGB (Peter Hays), a TR-8 (Bob Steele) and a modern Mini (Paul Eirke). Also participating were Randy and Jarrett Szczesny (Audi), David Lieb and Trish Finn (Miata) and Claudia and Justin Rush (BMW M3). There was some trading of cars and rides going on, and a short run to the parts store for a freeze plug for Steve Rixen's heavily modified BN-6. The amount of time on track seemed to be just about right!

In speaking with the participants and spectators, it was evident that there is much enthusiasm for an event next year-- everyone felt quite determined and sure they could gather more participants from among their friends and respective organization.



Minutes of the July 2011 Meeting

6:00 Social Hour

7:30 Meeting called to order by Regional Director, Neil Anderson

Neil's Ice Breaker

What have you done to personalize your Healey since it came off the assembly line? Responses included a wide range of modifications to no deviation from the factory production specs.

Officer's Reports

*Membership- We have 100 registered members. VP Driving Events, Bill Cantrall, The club's June gymkhana was held in perfect weather and 19 cars showed up for the event.

*VP Programs Bob Benisek – This evening's program is a report on the 2011 Conclave presented by Ken Olendzki

* Editors - No reports from Jim Gruber or Pat McDonald.

* Delegate Bob Brown – No report, Bob still on the road from Conclave.

Old Business

Tech Session was held at Bob's garage. Pat M. and John S. were there, along with Bob.

The 4th of July Riverside parade was attended by the Kelly's, along with Ray N. Picnic followed at the house of Ray's son.

Conclave Report (Ken) The conclave was attended by Denny J, the Lindsey's, Delaney's, Browns and Olendzki's

They spent Saturday with the Breckenridge Healey group.

The Midwest attendees received many compliments on the 2010 Galena Conclave.

Regalia was limited.

Car show was moved from airport to Old Colorado City. It was quaint but not as nice as Galena.

There were 90 – 110 Healeys at the Conclave. There was a wide variety of Healeys, including a "Push Me – Pull You" Healey (Trailer).

Bob towed the BT7 but Melissa drove from Texas.

New Business

Spriget 50th – Elkhart Lake, Mon. 18th to Fri. 22nd of July Healey Picnic will be held on Sunday, 31st of July at Szczesny's in Lake Geneva, Wi. It will start at 2:00 pm.

RSVP for picnic.

Thanks to the Szczesnys for hosting this event.



Barb Olendzki winning the Sprite Drag Race at Sprite 50th

Neil is planning a back road tour from the Chicago area to the Volo Auto Museum. Details to come later.



Midget 50th

The Midwest Region AHCA was well represented by Neil Anderson, Bill Cantrall, Gordon Giloman, Ken and Barb Olendzki, Jeff and Mary Kelly plus David Leib (one of the organizers) at the Midget 50th event held in Elkhart Lake, WI July 18-21, 2011.

It looks like a table top full of Hot Wheels cars but it's really a shot of the cars at the Spridget 50th taken from an observation tower.

Tuesday got started in the morning when Peter Caldwell led a drive to Henning's Cheese Factory for a guided tour and cheese tasting; then on to Sheboygan Marsh for a Pig

Roast and Car Show. Recognitions went to The Olendzskis for "Most Likely to Win a Concours," Gordon Giloman for "Best Roadside Spares Collection," David Leib for the "Tin Worm Special" and The Kellys for "The Cleverest Modification" (a Bimini Bonnet).

Wednesday David Leib led a tour of the Historic Original Elkhart Lake Race Course which ended at Road America Race Track for tours. The touring speed allowed was much to the liking of those on the track. After pictures at the Road America Winners Circle, we were escorted to the Briggs & Stratton Motorplex for the David Leib's Gymkhana. In the 948's, Gordon Giloman was first at 1:09.7 and Barb Olendzski was third at 1:23.8. Jeff Kelly got a 1:11 in the over 1200's. In the unlimited class Bill Cantrall and Neil Anderson shared Bill's car getting 1:05 and 1:06.9 respectfully and David Leib got 1:07.3. David, the Autocross organizer, entertained the crowd with a beautifully executed 360. One contestant wondered why his car was sluggish until he pulled an orange from under the accelerator. A most enjoyable event!

A very pleasant guided tour through a portion of the Kettle Moraine Scenic Drive Thursday morning was led by David Woerpel. The afternoon was consumed with Parking Lot Tech Sessions mostly held by Peter Caldwell with lots of technical information interjected by many knowledgeable Spridget Experts(?), a Distributor Tech Session and the famous Spridget Drag Race, featuring Barb Olendzski and David Leib.

The Banquet entertainment was a talk by B. S. (Bert) Levy of "The Last Open Road" fame. There were some very somber moments when remembrances of two members (Paul Asgeirsson and Frank Clarici) who passed away this past year.

The long trip home was a leisurely drive through the North and South sections of the Kettle Moraine Scenic Drive.

Jeff & Mary Kelly

Geneva Concours/AHC Midwest Chapter Ice Cream Social

This year, The Geneva Concours/AHC-Midwest Chapter Ice Cream Social will be held on August 28th, on 3rd street in Geneva Illinois.

Those who attended this event last year know how delightful it was. The setting was perfect and the cars were first class.

Again this year, there will be club parking but the organizers of the event request those interested in parking in the designated area fill out and return a form. There is no charge.



You can check out their web page at [Geneva Concours d'Elegance 2011](#)

Dan & Joan Anderson



Spridgets on the Road America track at the

Spridget 50th

Conclave 2011, Colorado Springs



Relaxin' in the shade at the annual picnic

Les Turner ALS Walk4Life

Pat McDonald, our good friend and long-time Austin-Healey Club member has been diagnosed with Amyotropic Lateral Sclerosis (ALS). It is also known as "Lou Gehrig's Disease". This is a devastating diagnosis because affects more than 35,000 people in the United states and there is still no cure. ALS is an implacable foe taking everything and up-to-now



revealing practically nothing of its medical secrets. After an informal meeting of the members the club urges us to support, on an individual basis, the following event. **The Les Turner Foundation's Walk4life.**

Established in 1977, The Les Turner ALS Foundation is one of the nation's preeminent organization dedicated to raising funds for the treatment and elimination of Amyotropical Lateral Sclerosis (ALS). The foundation has been affiliated with Northwestern University Feinberg School of Medicine since 1979, where it funds to world-class scientific research programs and an innovative clinical care program (Lois Insolia ALS Center) The foundation's patient care service programs are available to all ALS patients and care givers in Chicagoland, regardless of where they receive their medical care, and include support group meetings, professional in-home consultation services (home care and Community Service Teams), communications and durable medical equipment programs, a respite grant program and numerous educational activities. The details about the walk in a nutshell.

Les Turner 2011 ALS Walk4Life**Date:** Saturday, September 10, 2011**Time:** Check-in begins at 9:30 am; The Walk kicks-off at 11:00 am**Place:** Montrose Harbor, along the lakefront**Distance:** Approximately 2 miles

To register as a walker on Team McDonald "Mac's Pack" or to make a donation, please visit our team page at; <http://goo.gl/WgtVY>. This will go right to our team page as well. We hope you choose to be part of the cure and Walk4Life. If you are unable to join us that day, perhaps you would consider sponsoring us as we walk along together. A contribution of any amount, large or small, will be used to support ALS research and patient services.

MidWest Region, AHCA

c/o J. Gruber

220 Columbia

Park Ridge, IL 60068

Address Label