

March 2003
vol. II, no. 3

InterMarque

Vintage Foreign Cars in the Upper Midwest

Monthly

InterMarque Calendar Highlights

February 22

Lucas Flamethrower Rally,
Red Wing, MN

May 16 - 18

Donnybrooke Vintage Re-
vival, Brainerd, MN

May 18

Inter-Marque Banquet and
Car Show, Sherlock's
Home, Minnetonka, MN

June 5-8

Lake Superior Vintage
Sports Car Rendezvous,
Thunder Bay, Canada

August 9

Ellingson's British Swap
Meet and Car Show,
Rogers, MN

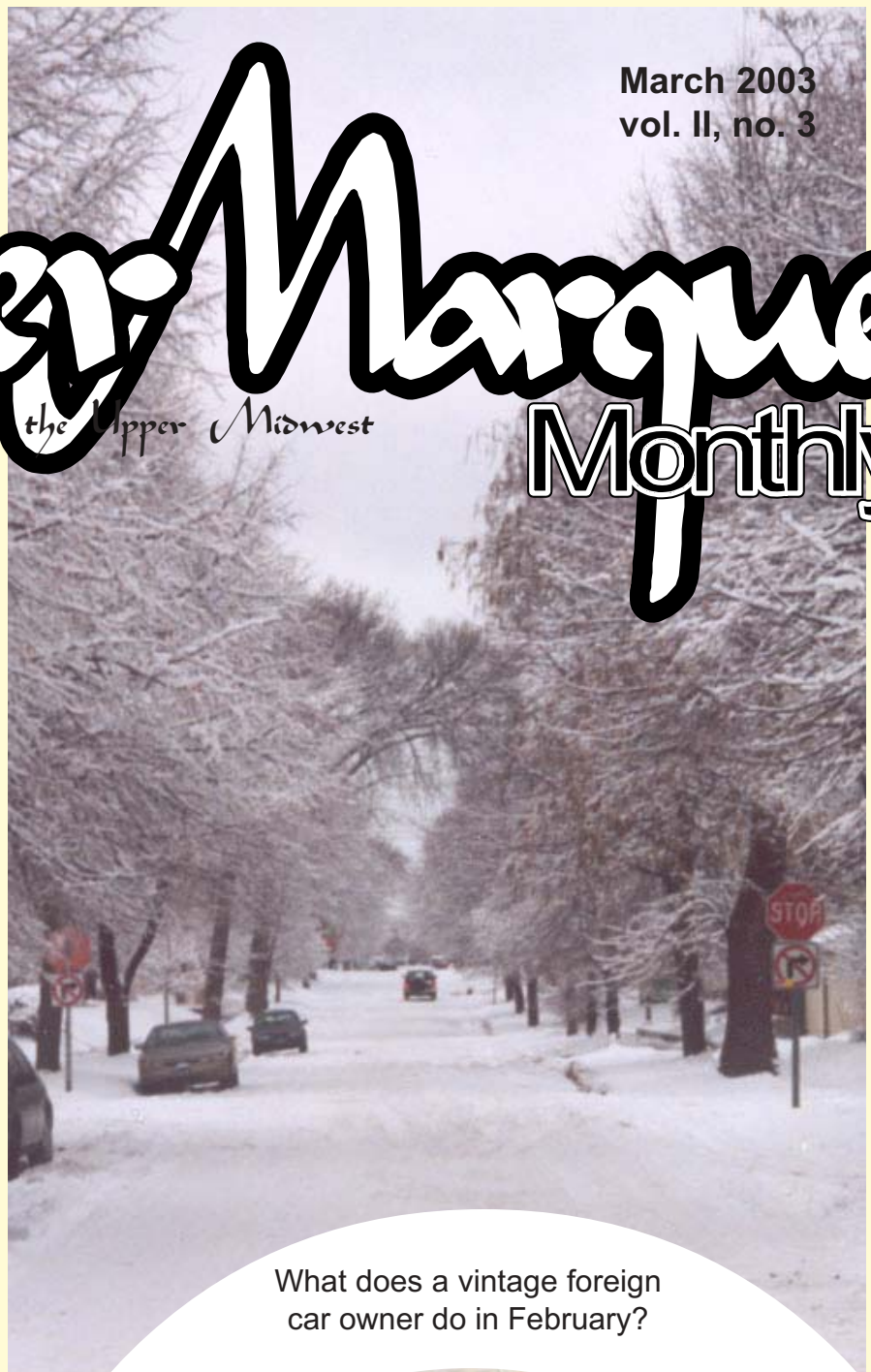
September 6

Wheels & Wings, Osceola,
WI

September 19 -21

Road America Fall Vintage
Races, Elkhart Lake, WI

Much, much more inside!
See pages 6, 7 & 8



What does a vintage foreign
car owner do in February?



Go to the open house at GT Cars, go to a club tech session,
go to a club social event, and read this newsletter.

InterMarque Monthly

MARCH 2003
VOLUME II, ISSUE 3

PUBLISHER
Vintage Enterprises

EDITOR
Andy Lindberg

SENIOR COPY EDITOR
Linda Larson

SUBSCRIPTION INFORMATION
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EDITORIAL CONTRIBUTIONS are sincerely invited. Send them to the e-mail address above.

Marque Clubs of the Upper Midwest

British Iron Society of Greater
Fargo (701-293-6882)

Citroën Car Club of Minnesota
(www.citoenmn.com)

Jaguar Club of Minnesota (952-220-0850)

Lotus Owners of the North
(tlp50@earthlink.net)

Minnesota Austin-Healey Club
(www.mnhealey.com)

Minnesota Ferrari Club (LSand
007@mn.rr.com)

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgtr.com)

**Mini-Sota Minis, Pizza Eating,
and Psychiatric Self-Help
Assn** (www.mini-sota.com)

Minnesota Morgans
(ljlshields@msn.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

Minnesota Triumphs
(clubs.hemmings.com/mntriumphs/)

Nordstern Porsche Club (www.nordstern.org)

North Star BMW Car Club (www.northstarbmw.org)

**Stella del Nord Alfa Romeo
Owners Club** (esolstad@presenter.com)

Vintage Sports Car Racing
(www.vscr.org)

Vintage VW Club of America (763-421-2705)

Volvo Sports America Minnesota
Chapter (612-789-0851)

Clubs listed in bold are members of the InterMarque Council.

Want your club listed? Submit info to
andyindberg@earthlink.net. No charge.

Tech Tip of the Month

A recent survey of professional car mechanics posed the question, "What's the dumbest thing for which owners bring in their cars?" The respondents, who wish to remain anonymous to protect the reputation of their clients as well as to protect their own posteriors, were universal in their answer. The number one dumb reason to pay your mechanic \$70/hr is to have him tighten your battery cables. "My engine won't start. What could be wrong?" "How come my engine stops when the car goes over a hard bump?" Rule #1: Tighten your battery cables before you bring your car into the garage. Rule #2: Make sure your ground cable is connected to ground. Rule #3: Clean off your battery posts before you follow Rule #1.



Op-Ed PAGE



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Press Release

Ormond Beach, Florida, January 31, 2003

Motorsport Marketing, Inc., Publishers of Grassroots Motorsports, has announced their purchase of British Car Magazine on January 30. British Car will be relaunched this spring as Classic Autosport, with British Car's Gary Anderson as editor.

Classic Autosport magazine will offer classic car enthusiasts more depth in its technical coverage and a wider range of classic performance automobile coverage, British, as well as European, American, and others. Classic Autosport will be all-color, perfect-bound and will start with at least 100 pages.

From his office in Los Altos, California, Gary Anderson, editor and publisher of British Car Magazine since 1996 said 'I'm really looking forward to editing the new magazine. With the strong technical and publishing resources of Motorsport Marketing, we'll be able to provide more detailed information on our favorite British cars while covering the other marques that were so much a part of the sports car hobby as we knew it in the fifties, sixties, and seventies.'

In making the announcement, Tim Suddard, president of Motorsport Marketing and publisher of Grassroots Motorsports, said 'As classic car enthusiasts ourselves, we have had a dream for over ten years of adding a classic car magazine to our activities. With the acquisition of British Car, we have the core around which to create the kind of magazine we have always wanted ourselves, in the same way we have built Grassroots Motorsports.'

The expanded magazine will give British Car readers more tech features, emphasizing ways to improve reliability, safety, and performance of classic cars. In addition, Classic Autosport will be building its own project cars like those that Grassroots Motorsports is famous for building. Classic car meet and vintage racing coverage will be expanded. All of this will be added while the magazine will still maintain the enthusiasm for classic cars that British Car readers have come to expect.

The first project cars planned for the new publication include an MG Midget and Porsche 911, while the magazine will also campaign a pair of vintage racers: Publisher Tim Suddard will continue to run his Triumph TR3 at East Coast events, while Editor Gary Anderson will campaign an MGA on the West Coast.

The April/May issue of British Car will be the last one to carry the old name and logo. British Car readers will see no interruption of service, as they will be the first to receive this new and expanded publication. The first issue of Classic Autosport will be mailed in late May and on the newsstands by 3 June.

For more information on the new magazine, a sneak preview of the new editorial calendar, and an opportunity to chat with the staff, as well as to find subscription information, check the Web site, www.classicautosport.net.

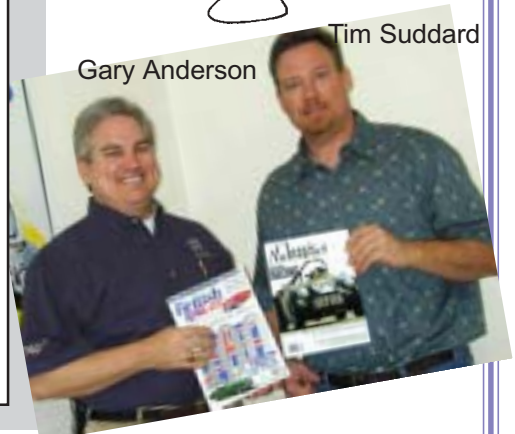
Editorial

Another decent car mag bites the dust. See the press release reproduced to the left. Oh yeah, somebody bought it and they say they're going to resurrect it but we all know how these buy-outs go don't we? In twelve months the MBAs move in. Three years later the publication is brain dead and merged into something like *Cup Holder Digest*.

But maybe . . . just maybe you understand . . . maybe this could be the kickstart that the vintage import scene needs. There's a lot of potential for a combination of the *Grassroots Motorsports* attitude with the *British Car* (and *Italian Car* and *Japanese Car* and, Lord help me, *French Car*) subject matter.

A couple years ago, I tried to do it under the banner of *Practical Vintage Imports*. Maybe, just maybe, the two yahoos below can pull it off. I'm signing up for a subscription.

Gary Anderson Tim Suddard



Bill Lyons had a problem. The London Motor Show was fast approaching. It was to be the first show since the Nazi nastiness ended them after 1939. Lyons had a new engine and a new chassis, but the car to hold them wasn't going to be ready for Earl's Court.

Lyons was about 47 years old. Between WWI and WWII, he had started the Swallow Sidecar company, made a success of it, then refocused it on cars and made it an even bigger success. His company, however, (renamed SS Cars and then Jaguar after the war) was still in the second rank of British car manufacturers.

Why? Jaguar did not make its own engines. Jags were style-setters. They sold for less than they looked. But they were propelled by others' powerplants. (The post-war Mark IV Jags used stolid Standard engines, even though with overhead valves instead of Standard's anemic side-valve setup.)

Lyons wanted to build a sedan for the luxury market. Not just any luxury sedan, however. As always, it had to meet *The Motor's* description of his first car, "a car built for the connoisseur but relatively low priced." In other words, grace, space and pace at a reasonable price. In this case, the pace that Lyons wanted was a ton, 100 mph. The Standard engines just weren't going to get him there.

During the war, chief engineer William Heynes, engine designer Harry Weslake and Lyons spent their air raid time kicking around ideas for new production

techniques, improved chassis design, and, yes, a new engine to be built by Jaguar.

After VE Day, the new chassis came to-

with croquet mallets, cucumber sandwiches, and Grey Poupon mustard.

Unfortunately the luxury sedan in which the engine should have premiered at the Motor Show wasn't quite ready. Lyons did have a

Jaguar XK120

InterMarque Mini Profile, by Andy Lindberg



Dan Iburg's XK120, seen last year in Grand Rapids, MN

gether rapidly. It may not seem like much now but it did feature independent front suspension. The engine people were busy too. Heynes, Weslake and Claude Baily called their first prototype XA. By the time they got to XK, it looked like it was ready for prime time.

What an engine it was. Six cylinders, 3.4 liters, an aluminum, hemispherical head, and dual overhead camshafts. With its 160 bhp, Lyons and company figured that it could propel a 3,900 pound luxury sedan up to and over the magic 100 mph mark. Even more importantly, with its long stroke design (83 mm bore by 106 mm stroke), it produced 195 ft/lb of torque at 2500 rpm. Little clutch slippage would be needed to get underway even when loaded

new sedan and it was built on the new chassis. The Mark V was not a show-stopper, however, being only a slightly rebodied version of the Mark IV sedans. So it was to go to the show with the old Standard lump in the engine bay.

What were the chaps to do? How about slapping together a sports car? A sports car didn't have to be finished as well as a luxury sedan. It could be made of aluminum, of which there was a lot sitting around the British Isles at the time. During the 30's, they had built and sold about 300 copies of the SS100 sports car. It hadn't been a big money churner, but it did garner a lot of favorable publicity.

So if Jaguar told people that they intended to produce maybe 200 copies of a new sportster, nobody would think they were daft. At the worst, the car would be a great exhibition platform for the new engine. At best, maybe they could get some favorable press, sell a few of them, and

with the aluminum bodywork they wouldn't have much sunk costs in tooling.

Where to begin? First they lopped a foot and a half off their new chassis. After all, a sports car needn't be as big as a luxury sedan. If that stiffened up the chassis even more, well that was probably OK too.

What about the bodywork? Before the war, Lyons had seen a one-off BMW racer that he admired. He may have even kept a picture of it. That's where his design started but was certainly not where Lyons finished. Assisted by a few craftsmen, Lyons hammered the body out of aluminum in a few weeks. (It is not known whether he took the car home for his wife Greta's advice. This was the final test for most Jaguar prototypes.)

All it needed now was a name. The "100" in the SS100's name stood for its advertised top speed. Looking at their new engine, looking at the improved aerodynamics of their new body, and looking at the car's 2900 lb weight, they figured it should be good for 120mph. Since SS was out for the first part of the name, they looked at the engine's prototype designation and called the car XK120.

Now there was nothing to do but put it on their stand at Earl's Court and see what happened. The rest, as they say, is history. People stopped, they stared, they drooled. Even more importantly, a lot of them opened their chequebooks. The lads went home with a new problem, how could they fill all their orders?

It took quite a while. If your name was Clark Gable or Tyrone Power, you got one. Others had to wait. During this time, the muttering began. "Sure they say it's good for 120 mph. And if my grandmother had four wheels, she'd be a Bugatti." And so forth and so on and yada, yada, yada.

In May 1949, Jaguar took members of the automotive press over to the Jabbeke

highway in Belgium. There, on a closed section of the arrow-straight road, they saw Jaguar's test driver achieve 132 mph over a measured mile. The driver then returned and drove the car past them at 10 mph, in fourth gear.

Perhaps even more amazing was *The Motor's* first test of the XK120. True, *The Motor* achieved only 125 mph at Jabbeke, but that was with the normal rear differential of 3.64:1 (as opposed to 3.27:1 on the record setter) and a full windshield (versus an "aero" screen). It was also true, however, that the test was run on 72 octane gasoline. Most modern cars would detonate with this fuel rather than achieving a 0-60 time of 10.0 seconds.

A lot of progress was made in the



The XK engine in all its glory (shown here with triple carbs in the early 60's)

next couple years. After a few hundred aluminum cars were produced, Jaguar brought out the steel-bodied version and production took off. The steel XK120 had a couple curves

that were slightly different, but nothing that could be found by other than a genuine Jaguar fanatic. Then the Mark VII, the 100 mph luxury sedan, finally went into production. (It was called the MkVII rather than VI because Lyons wanted to outdo Bentley who were making a MkVI.)

One other thing happened. With a car like the XK120, it wasn't surprising that a few (of the few) owners would race them. It was also not surprising that some of the few of the few started bringing home the trophies. The factory noticed and in 1950 Lyons decided that the cars wouldn't "embarrass themselves" on the race track. An official Jaguar racing program began.

When the program began, Chief Engineer Heynes called the race car XK150 because he figured that's how fast it would have to go. The in-shop name soon changed, however, to XK120C with the "C" standing for "competition."

It then became known as the C-type. In comparing the competition vehicle to the standard XK120, Stirling Moss said it was, "A much tighter car, much better. The

XK120 was just a touring car that went rather quickly." The C-type took LeMans in 1951 and 1953. It was replaced in 1954 by the D-type.

At the end of 1954, the XK140 replaced the XK120 in the Jaguar line-up. About 12,000 had been produced. They were far from perfect, overheating brakes and overheating radiators being two of their weak points. But they were faster than anything at anywhere near their price and better looking than anything else at any price. The XK engine grew to 190 hp in the XK140, 215 in the slightly more portly XK150, and 265 in the E. It last powered a Daimler limousine in the early 90's.

XK120 Labels

OTS - Open Two Seater.
Think roadster.

DHC - Drop Head Coupe.
Think convertible.

FHC - Fixed Head Coupe.
Think hardtop.

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

FEBRUARY 23

All British Swap Meet/Auto Jumble 8:00 a.m. to 3:00 p.m. DuPage County Fairgrounds, Wheaton, Illinois. Hosted by Chicagoland MG Club. One of the biggest swap meets in the Upper Midwest. Be there early to beat the Richville Kid to all the goodies. Entrance \$5/person. Info: www.chicagolandmgclub.com/swapmeet/

MARCH 22

InterMarque Go-Kart Challenge 8:30 a.m. to 2:00 p.m. ProKart Indoors, Blaine, MN. Hosted by Jaguar. Last year, five British and two German marques slugged it out for the championship. Who will bring home the trophies this year? **Make sure your club has a shot at the hardware.** And even if you don't win a prize, it's a hoot anyhow. These karts are fast! The event will be held at the same location as last year, but the track is now wider to permit more passing. The awards banquet will follow at Tasty Pizza down the street. Info: Peter Griffin pgrij888@aol.com or 612-922-3917.

APRIL ??

Midwest Motor Sports Open House Sauk Rapids, MN. Watch for details here later. Owner Dan Iburg says no snow this year. But no promises are being made.

MAY 16 - 18

Carlisle Import/Kit Car Show Pennsylvania. Biggest foreign car swapmeet this side of the pond.

MAY 18

InterMarque Spring Banquet and Car Show Sherlock's Home, Minnetonka, MN. Hosted by the Inter-Marque Council. More info when the Council decides where to hold the event.

MAY 24 - JUNE 1

Seventh Annual British Car Week This is the nationally celebrated week when Brit Car owners are supposed to get their cars on the road and spread awareness of them..

JUNE 5-8



"Back To The Bay" Vintage Sports Car Rendezvous 2003 Thunder Bay, Canada. Hosted by the Thunder Bay Vintage Sports Car Club. This is the 13th running of this event, which rotates from Winnipeg to Minnesota to Thunder Bay. Lodging is at the Best Western Nor'Wester. Call 888-473-2378 and mention the Sports Car Rendezvous. Rates are \$89.00 in the Nor'Wester and \$59.00 in the Willows Annex. Prices are in Canadian dollars. Info: Roger Rickards 807-473-4882 or miniowners@shaw.ca or www.tbvsc.ca.

AUGUST 9

Ellingson's Swap Meet and Car Show Rogers, MN. Hosted by the Minnesota MG Group. Potential cohorts include Minnesota Triumphs (?), Minnesota Minis (?), Minnesota Austin-Healeys (?), Minnesota MGT Register (?), Jaguar Minnesota (?), and the British Iron Society (?).

SEPTEMBER 6

Wheels & Wings Osceola, WI. Hosted by Classic Motorbooks.

SEPTEMBER 14

Battle of the Brits Sterling Heights (Detroit), MI. Hosted by Detroit Triumph Sportscar Club. 21st annual. 2002 event fielded 432 cars and 202 motorcycles. Info: Sue Snyder 586-979-4875 or snydleydog@yahoo.com.

RECURRING INTERMARQUE EVENTS

GT Cars Open House In January, February and March, GT Cars has an open house on the first Saturday of the month. 9:00 a.m. to noon. GT Cars is just off 35W in Bloomington. Take the 94th Street exit and head east. It's about a block or two.

British Built Cars Informal car show **every Sunday MAY THROUGH OCTOBER** 4:00 to 7:00 p.m., Sherlock's Home, Hwy. 62 & Shady Oak Road, Minnetonka. See you when the snow is off the crocus. p.s., Some non-Brit cars (like Ferraris & Alfas & Citroëns & Datsun) sometime attend. Contact: Sherlock's 952-931-0203.

VSCR Test Days Second Saturday of the month May through October. Minnesota Highway Safety Center near St. Cloud. Get a taste of driving a road course, improve your driving skills or test your sports car. Entrants need a helmet and seat belt, plus a rollbar for open cars. You don't have to be a racer to enjoy the fun. Instruction is available for newcomers. Info: Bill Groschen 952-746-8880 or www.vscr.org.



INTERMARQUE RACES, RALLIES, & TOURS

FEBRUARY 22

Lucas Flamethrower Rally Start/end in Red Wing, MN. Hosted by Alfa as part of the Arrow-head Sports Car Club series. Rallymaster: Ed Solstad. "Faster than your average TSD, but easier than a Club Rally." Tulip diagrams, no traps, mileage instructions, 125 miles of great roads. Requirements:

snow tires on all wheels, tow strap, shovel, and safety flares. If you can help with Checkpoint Crews, contact the rallymaster. Registration: 4:15 to 5:00 p.m. at Godfather's Pizza, Pottery Place, Old West Main Street, Red Wing. For info: Rallymaster Ed Solstad 612-822-0569 or esolstad@presenter.com, or www.arrowheadscc.org.

MAY 1 - ?

Four Corners Tour Start at the State Capitol and drive to all four corners of Minnesota. Larry Berg of the Minnesota Triumph Club is heading this voyage. It sounds like this may not be a leisurely tour so you'd better be able to keep up with a TR6 to participate. Info: Larry Berg 952-557-1949 or larryberg@coldwellbankervision.com.

MAY 3

New Glarus Hill Climb Hosted by the Wisconsin Alfa Romeo Owners Club. More info later.

MAY 16 - 18

Donnybrooke Vintage Revival Brainerd International Raceway, Brainerd, MN. Hosted by Vintage Sports Car Racing (VSCR). Make this an event for your club! Low-key weekend with spirited vintage racing. Non-racers are welcome to take a tour of the track. Attendees are invited to join VSCR at their traditional post-race party on Saturday. Accommodations are available at numerous motels and resorts in the area or camping is available at the track. The North Star BMW performance driving school will be at the track as well. Info: Rich & Liz Stadther 651-698-1981, stadther@pmlink.com, or www.vscr.org.



JUNE 27 - 29

VARAC Vintage Festival Mosport Racing Facility, Mosport, Ontario, Canada. Hosted by the Vintage Automobile Racing Association of Canada. Featured marque is **Triumph**. Info: VARAC (www.varac.ca or lbmc@nexcicom.net)

JUNE 12

Mearns Rally Location TBD. Host TBD.

JUNE 21

Gymkhana 10:00 a.m. at the Brown & Bigelow parking lot, 345 Plato Blvd, St. Paul, MN. Hosted by the Minnesota Austin-Healey Club. The pylons will be set up and you can test your driving skills. Info: Steve Rixen steve@rixen.com or 715-386-2880.

JULY 25 - 27

The BRIC RoadAmerica, Elkhart Lake, WI. This is the biggie! More cars, more people, and fewer hotel rooms than at anything else on these pages. Make your motel reservations now for the 2005 event. Info: www.vscda.org and www.roadamerica.com.

JULY 26 - 27

Rally in the Valley Chippewa Falls, WI. Hosted by MMGG. Meet in Chippewa Falls, tour the Leinenkugel Brewery, participate in a poker run, have dinner, and either head for home or spend the night at the scenic AmericInn Motel in the Falls. (715-723-5711, \$90/night if you say you're with MMGG). Info Steve and Diane Rindt 715-832-8316 or sdrindt@msn.com.

AUGUST 23

Fox & Hounds Tour Location TBD. Host Austin-Healey. Info: Tom Hazen 612-237-1883 or tom_hazen@adp.com.

SEPTEMBER 13

M&M TouRally Hosted by the Minnesota Austin-Healey Club. Info soon.

SEPTEMBER 19 - 21

Elkhart Lake Fall Vintage Races Road America, Elkhart Lake, WI. Not as crowded as July's Brian Redman International Challenge and the weather is usually better also. Several intermarque convoys are going to be organized so you can go to the event with others on your own schedule, on your own favorite route, and/or at your own preferred speed. Info: www.vscda.org and www.roadamerica.com.

SEPTEMBER ??

Superior Circle Ken Smith is talking about a circumnavigation of our inland ocean. It's still in the planning stages but if you're interested, give him a ring. 952-220-0850.

OCTOBER 4

MMGG Fall Colour Tour Details later

OCTOBER 4

MAHC Fall Colour Tour Details later.

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

MAY 1 - 5

Challenge Championship 2003 Jaguar Clubs of North America. Phoenix, AZ. Hosted by the Jaguar Club of Central Arizona. Includes tour of Jaguar Cars' Arizona Test Facility. Info: www.jcna.com

MARQUE NATIONALS CONTINUED

- MAY 12 - 15** **SpriteSpree 03** Harrisburg, PA. The only, once every five years Sprite convention. Hosted by ???
Info: Rick Moses, 888-5SPRITE or austinhealeysprite@juno.com
- JUNE 6 - 8** **MOFLO 2003** Osage Beach, MO. Midwest Outing of Fiat & Lancia owners. The meeting in the middle. Info: www.mirafiori.com/~kdickson/
- JUNE 19 - 21** **TRA 2003 National Meet** Auburn, IN. This show will feature the first public appearance of TS1 in almost 30 years. TS1, a TR2, is the very first production TR. TRA is the Triumph Register of America which caters to TR2's, TR3's, and now TR4's. For more info see www.triumphregister.com.
- JUNE 19 - 23** **MG2003** North American MGB Register, St. Louis, MO. Info: www.british-cars.org.uk/kimber/namgbr
- JUNE 20 - 22** **Citroën Rendezvous** Northfield, MA. Hosted by Citroën Quarterly. Info: Michael Cox (617-742-6604 or CitQ@aol.com)
- JUNE 25-30** **Conclave 2003: A Capital Experience** Washington, DC. Hosted by the Capital Area Austin-Healey Club. Info: Gary Palsgrove (301-468-0151 or evorgslapg@msn.com), Allen Feldman (mapper500@starpower.net), or capitalhealeys.org. Local info: Greg Lauser 715-262-9813 or greg_lauser@cargill.com
- JULY 10-13** **American MGC Register** Davis, WV, Blackwater Falls State Park
- JULY 14** **GT28** North American MGA Register Get Together, Welches, OR. Hosted by the Columbia Gorge MGA Club. Info: Pat & Kenny Snyder (360-263-4047), Mark Hadley (503-771-7576 or markbadley@aol.com), or www.british-cars.org.uk/kimber/namgar
- JULY 18 - 20** **Fiat Freak Out 2003** Asheville, NC. Hosted by the Atlanta and East Tennessee Chapter of Fiat Lancia Unlimited. Info: www.flu.org/ffo2003/
- JULY 22 - 24** **GOF Central** Delevan, WI. Hosted by the Milwaukee & Greatlakes MG Motorcar Group (MGMGMG). For MG T series cars (and earlier). Info: Kristi Mirocha 262-786-6763 or mirocha@excep.com.
- AUGUST 6-10** **Vintage Triumph Register** Armagh, PA. Hosted by The Roadster Factory. Info: www.vtr.org
- SEPTEMBER 4-7** **SAAB Owners' Convention** Hershey, PA. Hosted by the Central Pennsylvania SAAB Club. Info: www.saabconvention.org
- JUL 20 - AUG 18, 2004** **Rolls-Royce Centennial World Tour** Baltimore, MD to Monterey, CA. Hosted by the Rolls-Royce Owners Club. Celebrates "the Meeting" of Charles Rolls and Henry Royce on May 4, 1904. Info: Peter Lind (707-967-8202 or bonpete@earthlink.net) or www.rroc.org/worldtour

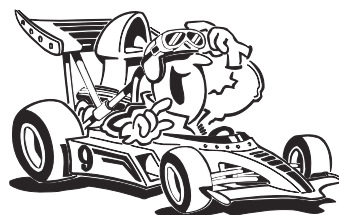
REGULAR CLUB EVENTS

- British Iron Society** Informal gathering, every Saturday morning at CashWise in Fargo. Info: Don Carlson 701-293-6882
- Lotus Owners of the North (LOON)** Informal gathering, third Sunday of the month at ~~Sherlock's Home~~. Info: Terry Pitts 651-450-0921 tjp50@earthlink.net
- Minnesota Austin-Healey Club** Pic With the President, first Wednesday of the month, 7:00 p.m. Bakers' Square, Highland Village, St. Paul. Info: Tom Hazen 612-237-1883 tom_hazen@adp.com or www.mnbealey.com
- Minnesota MG T Register** MG Luncheons, every Tuesday, 11:15 a.m. Frenchman's, 1400 E. 66th Street, Richfield. Info: Bob Figenskau 952-935-7909 or www.mnmgr.com
- Minnesota SAAB Club** Monthly Meeting, first Thursday of the month, 7:30 p.m., the Ground Round at the Har-Mar Mall in Roseville. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org
- Minnesota Triumphs** Monthly Meeting, second Thursday of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club. Info: Bob Lee 715-425-2580 or clubs.hemmings.com/mntriumphs/
- Stella del Nord chapter Alfa Romeo Owners Club** Monthly Gathering, second Monday of the month, 7:00 p.m. Various locations. Info: Ed Solstad 612-822-0569 or esolstad@presenter.com.



Jaguar Club of Minnesota

3RD ANNUAL CLASSIC GO-CART CHALLENGE



Organized by **Jaguar Club of Minnesota** • Open to All Classic European Car Clubs

Saturday March 22nd. All drivers need to be at the track by 8:15 am. Racing begins at 9:00 am and goes to 11:00 am, coffee & rolls will be provided at registration. Awards will be held during lunch at Tasty Pizza restaurant immediately after the event

Event will be limited to 50 drivers, 10 drivers per heat. Fastest lap times will determine grid positions for each heat. Each heat group assignment will be based upon prior experience. *Reassignment* of drivers to a particular group will **not** be allowed. All club members are welcome to support their drivers.

Event is limited to licensed drivers. Helmets provided, personal helmets with face shield DOT approved. Drivers waiver required.

ProKart Indoors - 1201 97th Ave., NE (Hwy 65), Blaine, MN - 763-717-3582. (West of 35W and north of new Hwy. 10.) Track has been widened from previous years to allow easier passing.

Awards - Join us for lunch & awards at Tasty Pizza, 11822 Hwy 65, 763-755-5080. (From ProKart Indoors north on 65, cross 109th Avenue, right on Cloud Drive.) Reservation required.

Participants are considered signed up when their checks are received. No cancellations. Drivers must find alternate in event of being unable to drive. **NO ON-SITE REGISTRATION.**

Very popular event - register early.

Please make checks out to: **Jaguar Club of Minnesota.**

Send your checks to:

Jaguar Club of Minnesota, c/o Peter Griffin, 5045 Chowen Ave. S. Minneapolis, MN 55410

For questions call: **Peter Griffin 612-922-3917.**

Driver #1 (\$33.00 per driver)

Name _____ Prior Experience _____ Prior Go-Cart Challenge _____
Street Address _____
City _____ State _____ Zip _____ Phone (_____) _____
E-mail _____ Club Membership _____

Driver #2 (\$33.00 per driver)

Name _____ Prior Experience _____ Prior Go-Cart Challenge _____
Street Address _____
City _____ State _____ Zip _____ Phone (_____) _____
E-mail _____ Club Membership _____

Number of People Attending Lunch & Awards _____

If you're late you won't get to race!