

InterMarque

Vintage Foreign Cars in the Upper Midwest

Monthly

InterMarque Calendar Highlights

March 22

3rd Annual Go-Cart Challenge, Blaine, MN

April 26

Midwest Motor Sports Open House, Sauk Rapids, MN

May 16 - 18

Donnybrooke Vintage Revival, Brainerd, MN

May 18

Inter-Marque Banquet and Car Show, Radisson Hotel and Conference Center, Plymouth, 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!

Inter-Marque Banquet Finds New Home

(For 2003 at least) The show is on!

When Sherlock's Home closed at the end of last year, the new owners were expected to be in place and the restaurant operating by this time. That has not happened so a new venue was selected for this year's event, the Radisson Hotel and Conference Center in Plymouth.

The new location offers pond-side parking with at least the early registrants on the grass. There's a flyer in this issue of the Monthly (also being sent to newsletter editors for use in club publications). Sign up early. It's fun.

The show is on!



2002 Event

Random Acts of Kindness Department

Ed Solstad was driving down a deserted country road, making a final check on the route for the February 28 Lucas Flamethrower Rally. There, stuck in the snow at the side of the road, was a Chevy Cavalier with a young, and flustered, male driver. Ed stopped, said the heck with the timing on this leg of the route, and pulled a tow rope from his Subaru's trunk. After the rope was put in place (and the young driver took his foot off the brake) the Cavalier came easily out of the ditch. The young man came up, stammered, said he was eternally grateful and wanted to know what he could do. Ed said, "Just do the same for somebody else sometime."



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Marque Clubs of the Upper Midwest

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(www.citroenmn.com)

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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)

MINI-sota Motoring Society
(frozenquest@yahoo.com)

Minnesota Morgans
(ljmlshields@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.

Whatizit?!

How many of you out there can identify this somewhat antique automotive mechanism? Answer and the names of the accurate historians and the lucky guessers in next month's Monthly.



GT Cars Open House

March 1, GT Cars' last open house of the season

Twelve cylinders are impressive, they produce a lot of power, and they motivate some of the most delectable cars in the world. But open heart surgery like this may set you back more than your average Spitfire oil change.

This is not a trolling motor for one of the Ferraris. It belongs to an MGA barely visible in the big picture.

Some attendees found that getting in and out of a Countach isn't easy, even if your wallets isn't as large as that of most Lambo owners.

As the open house was ending, Mark Signorelli drove up in his bug-eye Sprite. It was good to see one out on the street so early, even if it was just being delivered to the shop to have some work done.



Next garage open house: April 26, Minnesota Motor Sports, Sauk Rapids

You've heard the fairy tale before. A poor but automotively gifted Prince Charming (aka Bill Lyons, Alec Issigonis, Donald Healey, Cecil Kimber, Enzo Ferrari, Ken Richardson, Dr. Ferdinand Porsche, or someone else of that ilk) develops an all-new car to sweep Cinderella and the auto-buying public off their collective feet.

Appealing as this story may be, it is not the story of the Fiat 124 Spider. No, in this case, a huge industrial behemoth developed a machine that was not only beautiful, but also showed up most of the Prince Charming vehicles.

How could such a non-Hollywood thing occur? Fiat was on a roll in the mid-60's. They had just overtaken VW as the 4th largest automobile manufacturer in the world. They had inked a deal to help the U.S.S.R. build its auto industry. And, most importantly for this story, their new 124 sedan had been named Car of the Year.

There was nothing avant garde about the 124 sedan. It was front engine/rear drive. It used worm and roller steering. It had a solid rear axle rather than IRS. The sedan's styling was so stodgy that it made a Volvo look like next year's Ferrari in comparison.

Yet the British

magazine *Autocar* called it "The most up-to-date solution to the classic layout yet devised." The sedan did have four-wheel disc brakes, the rear axle was suspended by coil springs



InterMarque Mini Profile, by Andy Lindberg

and trailing arms (rather than leaf springs), and then there was the engine. Although only 1197 cc, it was a new design by ex-Ferrari engine man, Aurelio Lampredi. Its five main bearing crankshaft promised a healthy bottom end and its alloy head brought lighter weight to the pushrod mill. Its output was 60 bhp, near to the power being produced by the similarly sized engines in the current Spridgets and Spitfires. Those engines were, of course, tuned for sports car rather than sedan use.

Later that year, at the 1966 Turin Motor Show, the 124 Spider was unveiled. The Spider had several important differences from the Sedan. First, although built on the basic sedan chassis, its

The wheelbase reduction was and is pretty much standard practice when producing a sports model. Each of the other changes, however, deserve a few words.

The five-speed was based on the sedan's four-speed, but with a longer tail section. At the time a five-speed gearbox was rarer than six-speeds today. They were unknown in the moderate price field. One of the Spider's competitors was still using a four-speed unit with a nonsynchronized first gear.

The Spider's dohc engine was also something rarely seen in this price class. (The MGA had used a dohc for a brief time but it was withdrawn and never heard from again.) The Fiat engine also featured one of the first uses of a belt, rather than a chain, to drive the camshafts. The belt was covered, originally so that one's necktie would not be drawn into the mechanism. As the years flew past, the case also offered protection for gold chains, pony tails, and navel rings. With its 1.4 liters and overhead cams, the engine now produced 90 bhp compared to 95 bhp in the 1.8 liter MGB and 104 bhp in the 2.2 liter TR4A.

The Spider's body was another story. Critics at the time thought it was well done but old-fashioned. Its rounded sides wasted interior space, its side windows were flat rather than curved, and its recessed headlights seemed to echo the MGB. (Of course,



wheelbase was reduced 5.5 inches. Second, it had a five-speed gearbox. Third, its engine was now 1438 cc and boasted dual overhead camshafts. And finally, it had a new open body, designed and produced by Pininfarina.

Pininfarina had helped MG tidy up the B's design.) Pininfarina did not just design the body, however, they also built each and every one.

The target market for the Spider had always been the U.S. but it did not appear here until 1968. The reception, however,



Two of the Fiat's technological tours de force: on the left is the dual overhead cam engine and below is the easily removed soft-top.



was little short of ecstatic. *Road & Track*, for example, said the Spider “is the *only* car of its type being built today that is mechanically modern.”

In 1970, *Road & Track* compared the four contenders in the mid-priced sports car category - the MGB (Mk II), the Triumph TR6, the Porsche 914, and the Fiat Spider. (Some results from that test appear in the sidebar.) *R&T's* conclusion after the test was completed: “The Fiat won by virtue of its overall balance. On the road its steering, roadholding and ride made an unbeatable combination; in pampering the occupants its seating, interior fittings and weather protection were most effective, approached only by the Porsche.”

(As an fyi, the Porsche was second in the test, followed closely by the TR6, and the MGB a distant fourth.)

But every car has its Achilles heel. For the Fiat, it was its engine's lack of torque, 60 lb-ft below that of the TR6. This meant that aggressive use of

the gearbox was required to keep up with the other vehicles. *R&T* said a larger engine was needed.

Fiat did make a bigger powerplant standard, the 1608 cc for the 1971 model year, but the smogged version of that engine arrived in the U.S. The Euro version had 101 lb-ft of torque (and 110 bhp) versus 94 lb-ft (and 104 bhp) in the U.S.

Fiat, like most automakers here and abroad, spent most of the 1970's increasing the size of their engines and making them less potent in order to pass EPA regs. The Spider's engine increased to 1756 cc and finally to 1995 cc, but power and per-

formance remained relatively stable.

There were, however, two exceptions. First was the Spider Abarth. Carlo Abarth sold his firm to Fiat in 1971 and the rally Spider was his first project. In addition to a hot engine (128 bhp street, 200+ in rally form), the Spider Abarth also featured independent rear suspension. Just over 1,000 Spider Abarths were built, but a lot of Spiders have been converted to the Abarth's distinctive look with black hood and trunk and no bumpers.

The other exception was the Fiat Turbo Spider, sold in this country just before Fiat gave up on the U.S. Converted by U.S.-based Legend Industries, the turbo was limited to a relatively tame 6 psi but still increased power to 120 bhp and torque to 130 lb-ft.

Even when Fiat pulled out of the U.S., the Spider was still sold here, as a Pininfarina. Spider production ended only when Pininfarina and GM struck a deal and the Spider production line began producing the Cadillac Allante.

Road & Track Data				
from Four Sports Cars Comparison Test, June 1970				
	Fiat Spider	MG MGB	Porsche 914	Triumph TR6
Price	\$3484	\$3361	\$4092	\$3630
CC's	1438	1798	1679	2498
Bhp	96	92	85	104
Torque	82	110	103	142
0-60	11.9	12.1	13.9	10.7
Lateral G's	0.723	0.701	0.736	0.680
RPM's/70mph	4000	3980	3120	3370

Beauclerk

and the Great Westminster Chase

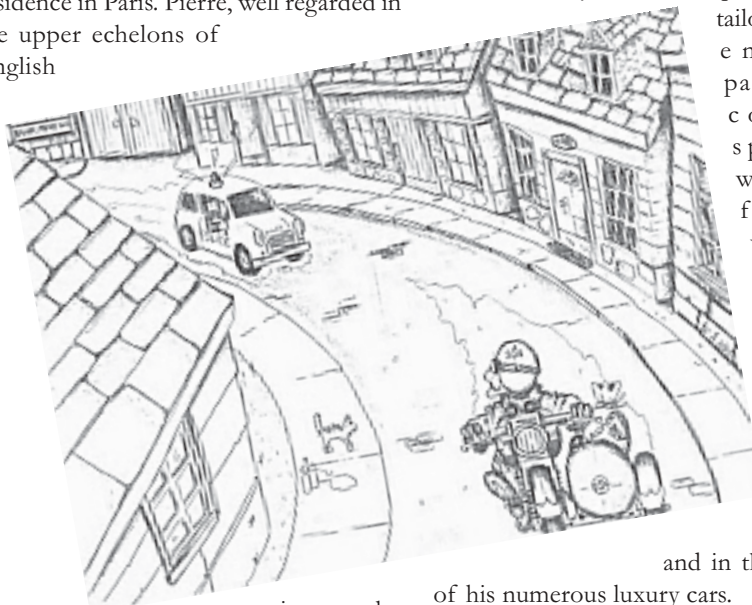
By Nuala Galbari
Cartoons by Geff Galbari

(This story originally appeared in the Jan/Feb issue of The Oily Edition, Newsletter of the Mini-Sota Minis. It is used here with permission of the author, artist, and The Oily Edition.)

It is often puzzling to me that an occurrence during the early part of 1961, the subject of which I thought worthy of a short 'Carry On' film, received only minor coverage in two London newspapers and was later totally forgotten. The events that occurred over the course of a few months were the subject of a hilarious editorial in the Belfast Telegraph and certainly tweaked the interest of many of us in Northern Ireland. The subject would have made an ideal case for Inspector Clouseau, but I digress – it was before Clouseau's time.

During the late 1950s, the notable family of *de Theriac* (Anglo-French aristocrats) witnessed dwindling fortunes as a result of a decline in profits from their treacle (molasses) factories. Pierre de Theriac, the grandson of the founder, was at that time living in a West End pied-a-terre (bachelor apartment) just off Park Lane, where his staff maintained a string of Bentleys and two Aston Martins.

Pierre had grown up in London and lived between the family's several city and country residences. However, in 1959, when the price of treacle plummeted on the London Stock Exchange, the family began selling the properties and subsequently moved back to their residence in Paris. Pierre, well regarded in the upper echelons of English



society at the time, apparently assumed that his family name would be enough to sustain him – socially and financially – and continued to live a high profile lifestyle, throwing lavish parties in both town and county.

Bank officials sent him a letter requesting his presence in the central office to discuss, "a delicate matter."

All went well until he began to seriously overdraw his accounts at National Westminster Bank.

Within a relatively short period of time, Pierre had spent the larger part of his inheritance. He continued to reduce his balance by excessive spending at his

tailor, hosting endless parties and country sporting weekends, frequent visits to a variety of London clubs

and in the upkeep of his numerous luxury cars.

At first, the bank appeared willing to regard the 'noblesse oblige' and as Pierre held the position of a gentleman, although cash poor, he still appeared asset-rich. Pierre rode the coat tails of the family name for almost two years before bank officials sent him a letter requesting his presence in the central office to discuss, "a delicate matter."

After several additional letters, which Pierre ignored and stuffed into his bureau in the library, a National Westminster Bank representative was dispatched to his Park Lane residence early on a Monday morning. Pierre was thereby informed that the Bank would "no longer honour" his overdrawn account and presented him with the option of settling his account within one month or suffering the

indignity of having his personal assets removed.

Horrified at the thought of losing the Bentleys and the Aston Martins, and already having let most of his servants go, Pierre concocted a medicinal compound to treat the ailing bank account. And he almost succeeded.

Posing as a messenger, Pierre donned helmet and goggles and, working under the alias of 'Beauclerk', rode around London on his BSA motorbike and sidecar, using his position to gain access to bank buildings and his childhood obsession with mechanical clocks as a method of learning the time-locked vault system. After several visits he had acquired enough knowledge to re-program the vault in the Central National Westminster Bank which he planned to open on the March 31st bank holiday at precisely 11.35 p.m.

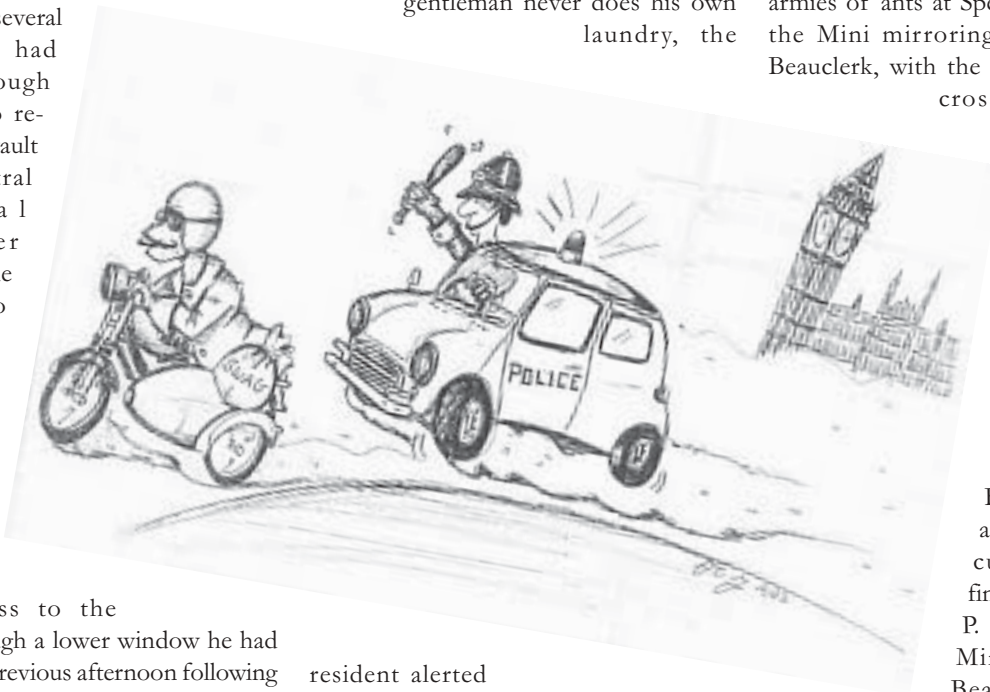
At 11.30 p.m., Beauclerk gained access to the building through a lower window he had unlocked the previous afternoon following a delivery of cancelled checks from another branch. By the early hours of the morning, he had unloaded a sizeable amount of the contents of Vault A into laundry bags and with the motorbike weighed down under the swag-filled bags, Beauclerk slowly made his way back to his pied-a-terre and loaded the lolly into one of his Bentleys. However, his plans to escape before dawn were foiled.

Parker, Pierre's chauffeur, had suffered the indignity of having his last two paychecks bounce and had subsequently removed the rotor arms in retribution. As the stars faded from view and unable to start any of the Bentleys, or the Aston Martins, Beauclerk hastily shifted the swag back into the BSA sidecar and began

"A gentleman never does his own laundry."

winding his way through West End mews. As daylight appeared, things started to go awry when a fellow Park Lane resident, walking his Afghan hound before breakfast, noticed Beauclerk leaving on the laundry laden motorbike.

Suspicious that Pierre was out on the motorbike at dawn and knowing that a gentleman never does his own laundry, the



resident alerted the Metropolitan Police. By the time the Met received the call, secondary alarms at the bank had alerted the Westminster Police and two police patrol cars were immediately dispatched to the point of the last sighting while Beauclerk headed across Tower Bridge. However, Beauclerk easily out-maneuvered the ponderous Wolseleys and gained a considerable lead.

Beauclerk easily out-maneuvered the ponderous Wolseleys

P.C. Hodgkins radioed to headquarters that they had lost the trail as Beauclerk had managed to evade them by darting in and out of the little mews. But before Beauclerk could take a breath he was spotted by P. C. Cooper in his Mini as he approached Trafalgar Square. Beauclerk, suddenly aware of the menacing, tenacious little Mini closing in on him, continued to circumnavigate Trafalgar Square while trying to devise a new escape plan.

After fifteen minutes of evasive maneuvers, Beauclerk found himself cutting through the pedestrian walkways in Hyde Park, scattering the crowds like armies of ants at Speakers' Corner with the Mini mirroring his every move. Beauclerk, with the Mini close behind,

crossed over the Lambeth Bridge and back over the Westminster Bridge before losing his bearing.

In what was now a useless effort to escape the sticky little motor, Beauclerk had taken a circuitous route that culminated in one final wrong turn. With P. C. Cooper and the Mini closing in, Beauclerk came to a smoking halt at Scotland Yard's service entrance. The intrepid Mini finally trapped Beauclerk and the swag.

Today, Beauclerk is happily employed cleaning Big Ben's clockface. It is rumoured that he may be offered a position as Big Ben's Chief Clockwinder.

At the time of Beauclerk's trial, the Chief Magistrate succinctly observed: "The entire affair could have been avoided if [Pierre] hadn't foolishly invested in a fleet of posh cars and had simply bought a Mini."

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

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 attended. This year, a **CLUB TROPHY will be awarded**. Make sure your club has a shot at it. (Strictly fyi and no pressure, but right now Team Citroën has the most entrants. But last year's ftd winner, Bob Lee, Jr., says nobody is going to beat him. Bob owns a TVR but is racing for Team Triumph.) **NO ON-SITE REGISTRATION!!!** These karts are fast! 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 pgrijf888@aol.com or 612-922-3917.

APRIL 26

Midwest Motor Sports Open House 10:00 a.m. to ??? 26 South 1st Street, Sauk Rapids, MN. One of the great vintage foreign car shops. Always something interesting in the garage. Owner Dan Iburg says no snow this year. Info: Dan Iburg 320-251-0676 or danielmms@aol.com

MAY 16 - 18

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

MAY 18

NEW!

InterMarque Spring Banquet and Car Show Radisson Hotel & Conference Center, Plymouth, MN. North-east corner of the intersection of I-494 and Hwy. 55. Hosted by the Inter-Marque Council. Car show 1:00 p.m. Banquet 3:00. Banquet cost is \$13.35/person including tip and gratuity. Events, fun, you can't miss it!!!

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..

MAY 30

Opening Night of the New Italian Job How can they outdo the old flick with Michael Caine, Noel Coward and Benny Hill? Do you remember the XKE's, the Aston, the Lambo, and three Minis being tossed off the mountain? Are the new MINIs up to the job? The MINI-sota Motoring Society intends to gather at the Inver Grove Theater to find out. Info: frozenquest@yahoo.com

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 cohosts 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 7

Chicagoland British Car Festival Palos Hills, IL. Hosted by the (Chicago area) British Car Union. 9:00 a.m. to 4:00 p.m. 17th annual. West of I294, between 107 and 111 Street on 88 Avenue. Info: www.britishcarunion.com or 630-773-4806

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

British Built Car Show 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 & Datsuns) 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

MARCH 22

MINI Scenic Tour Start at the Pickle Factory Eatery in Pepin, WI. 11:45 p.m. Hosted by the MINI-sota Motoring Society. (Note: A MINI is relatively new and is built by BMW. A Mini is relatively old and was built by BMC. A MINI is also bigger than a Mini but you're probably confused enough already.) Info: frozenquest@yahoo.com.

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@pclink.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 planned 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's Arizona Test Facility. Info: www.jcna.com

MARQUE NATIONALS CONTINUED

- MAY 12 - 15** **SpriteSpree 03** Harrisburg, PA. The only Sprite convention, held once every five years.. 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 6 - 8** **Heartland MG Regional** St. Joseph, MO. Hosted by the Heartland MG Club. All British Cars welcome. Guest marque: Austin-Healey. Info: www.heartlandmg.com, info@heartlandmg.com, or Tommie Camblin 816-795-9628
- 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 evorgslap@msn.com), Allen Feldman (mapper500@starpower.net), or capitalbealeys.org. Local info: Greg Lauser 715-262-9813 or greg_lauser@cargill.com
- JUNE 27-29** **Antique Motorcycle Club of America National Meet** Farmington, MN. Hosted by the Viking Chapter. 8:00 a.m. to 6:00 p.m. Friday and Saturday. 8:00 a.m. to noon on Sunday. Info: John Eiden 763-537-8052, Dave Rademacher 763-755-8520, or www.antiquemotorcycle.org.
- 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 markhadley@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/jfo2003/
- 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
- AUGUST 22-24** **Volvo Sports America National Meet** Niagra Falls, Canada. For Volvo P1800 owners.
- 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 tlp50@earthlink.net
- Minnesota Austin-Healey Club** Pie 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.bemmings.com/mntriumphs/

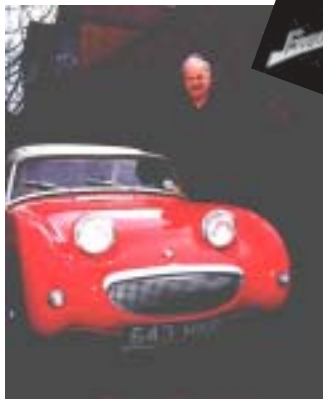
Stella del Nord chapter Alfa Romeo Owners Club Monthly Gathering, second Monday of the month, 7:00 p.m. Various locations. Info: Ed Solstad 612-822-0569 or esolstad@presenter.com.

2003 Chicagoland All-British Swap Meet.



The 2003 Swap Meet again filled two buildings at the DuPage County Fair Grounds. Attendance seemed to be up from last year and the regulars were there in force (B.S. Levy, Ted Schumacher, LBC Co., etc.)

Deja Vu All Over Again?



My father, the late Donald Healey CBE, saw the prototype of what was to become the Healey Frogeye at his home in Cornwall; being very impressed, he instructed me to become involved in what he considered to be an excellent project. The result is a sports-car in the Healey tradition.

Geoff Healey

21st Feb. 1990

In the early 1990's, the Frogeye Car Co. began producing the bug-eye replica seen at left. Actually it wasn't so much a replica as it was a development of the original. Donald and Geoff Healey helped develop the car (that's Geoff in the picture) and the Frogeye carried the Healey name. It featured a GRP body, a galvanized steel chassis, and updates to the engine and suspension.

After 250 some cars were produced, manufacturing stopped and the rights were sold to private investors. Nothing was heard about the car for quite a while.

Now LaFox Factory Automotive Service of South Elgin, Illinois, says they will begin handling the cars. They had one on exhibit at the recent Chicagoland British swap meet (along with the Birkin/Lotus 7 and Royal Enfield cycles that they also carry). For more info, contact LaFox at 847-931-1555.

Miscellaneous For Sale

Both of these vehicles were spotted at GT Cars with 4-sale signs in their windows. No prices were given and we can't find the phone numbers anymore. If you're interested, maybe the folks at GT Cars (952-884-3101) can get you in touch with their owners.



Jensen Interceptor with big honking Chrysler engine



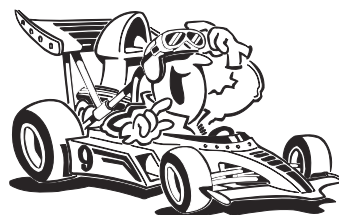
Triumph TR7, 1975 or '76

Last chance! Act now or
you can't race!



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!

Inter Marque Car Show & Banquet



for vintage foreign cars in the cities & beyond

May 18

Car Show 1:00 p.m., Banquet 3:00 p.m.

Radisson Hotel and Conference Center

I-494 & Hwy 55, Plymouth

**Come and bring your car! Come and see the cars!
Come and have some fun!**

Frequently Asked Questions & Frequently Questioned Answers

Q1. Who is the host for this event?

A1. The Inter Marque Council, a rag-tag group of some foreign car clubs in the Upper Midwest.

Q2. My car barely makes it from one side of the garage to the other. Should I bring it?

A2. Absolutely! We love restoration projects as much as concours vehicles. (Just ask our spouses.) And if it has trouble running, you're going to find more help here than anyplace else in the five-state area.

Q3. Can I win a prize?

A3. Maybe. The rules are pretty loosey-goosey right now but we'll get them together by the 18th.

Q4. What'll it cost?

A4. The car show is free. The 3-course banquet is \$13.35/person. Pay your server.

Q5. Can I pre-register?

A5. Certainment! And you should to get a low car show number. Plus, the club with the most pre-registrants gets an award.

Q6. My car doesn't have its logo around the border and there isn't any club for it around here. Can I still come?

A6. Yah shoor, you betcha. Say where's that Volvo logo? And will there be a Saab 93? And how about a Sunbeam Alpine? And a Simca? And . . .

RSVP: To reserve a seat at the banquet and to get your advance car show registration number, please send name(s) and car marque, model and year to andylinberg@earthlink.net.

