

# Inter Marquee Monthly

Vintage Foreign Cars in the Upper Midwest

## In This Issue

**Brian Redman International Challenge**  
Race Report

**Ellingson's All-British Car Show & Swap Meet**  
Open Bonnet Report

**TVR 2500**  
Road Review

## Calendar Highlights

**August 23**  
Fox and Hounds Tour,  
Pepin, WI

**September 6**  
Wheels and Wings  
Osceola, WI

**September 13**  
Wheels of Italy  
Minneapolis, MN

**September 13**  
Afton Alps Hillclimb II  
Hastings, MN

## Ellingson's All-British Car Show & Swap Meet August 9

### Open Bonnet Report

The Ellingson's show is gradually becoming an all (British) marque event. It started out as pretty much an all MG show, but that is changing. MG's composed less than half of the cars in Rogers, Minnesota this year and there were seventeen Triumphs on hand as well. Not all the vendors have gotten the message yet, but there was a good mix of parts on hand as well. On to the *Open Bonnet Report*.

**1. Attendance ★★★★★☆☆**  
☆☆ Ninety-three cars registered for this all-British event. Since they were so close to the cut-off and since at least eight additional cars attended without registering, however, we're awarding six stars for a one nationality show with over 100 cars.

**2. Weather ★★★★★☆** Barely a cloud in the sky and reasonable humidity. The only thing needed for the full five stars was a more moderate temp. The heat wasn't quite stifling, but it did send a lot of folks to the A/C shelter of Ellingson's show room.

**3. Mix of Cars ★★★★★☆** MG's were there in abundance, especially B's but also a good number of A's, several TD's and one TF. Triumph also put on a good showing as this year's "featured marque." TR6's were most popular but there was an im-

pressive assortment of side screen cars. The Metropolitan Club made a first-time appearance, and the Mini contingent celebrating their fourth anniversary. There were also Jags, new MINIs, Healeys, a couple of newish Bentleys and two Mercury Capris. (Are they British or German? Or some mix of the two?) In the singleton category was a Caterham Seven that may have received a trophy for both first and second since Lotus had its own category in the judging. (Speaking in the or-



Some people really get into things. Cindy O'Byboth struts her marques at Ellingson's.

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EDITORIAL CONTRIBUTIONS are sincerely invited. Send words and/or photos 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 Minne-  
sota** (www.citroenmn.com)

**Jaguar Club of Minnesota**  
(www.jaguarminnesota.org/)

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

Mercedes Benz Club of  
America, Twin Cities  
Section (952-829-0848)

Metropolitans from Minne-  
sota (651-653-0352)

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

Minnesota Ferrari Club  
(LSand007@mn.rr.com)

**Minnesota MG Group**  
(www.mmgg.org)

**Minnesota MG T Register**  
(www.mnmgr.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)

The Regulars Twin Cities  
Vintage Scooter Club  
(www.minnescoota.com)

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

Twin Cities VW Club  
(www.twincitiesvwclub.com)

**Vintage Sports Car Racing**  
(www.vscr.org)

Volvo Sports America Minne-  
sota Chapter (612-789-  
0851)

Z Owners Club of Minnesota -  
ZOOM (www.zownersofmn.  
org)

Clubs listed in bold are members of the InterMarque Council. We would like this to be as complete a listing as possible. Does anybody out there know whether that Morris Minor Club ever get off the ground? Send info/rumors/whatever on clubs not listed to andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

Have a comment? Send Letters to the Editor to InterMarque Monthly, 923 St. Clair Ave., St. Paul, MN 55105 or andylindberg@earthlink.net. While mail cannot be answered personally, IMM will publish as many smarty-pants letters and responses as space permits.

## Ellingson's, continued from page 1

ganizers' defense, it's tough to guess in advance how many cars will show up, much less in which category.)

### 4. Amenities ★

★★☆☆ As already noted, Ellingson's air conditioned facilities (including the facilities) were available for those overcome by the heat. Their kitchen served sloppy joes, hot dogs, and ice cream cones at a reasonable price. On the other hand, you had to go to the gift shop to beg for change for the pop machine and non-automotive diversions were non-existent.

### 5. Vendors ★★★★★

A dozen or so vendors appeared but their product lines are still heavily weighted toward MGB owners. One non-MG highlight was Bill Lillibridge with his New Zealand Mini (only \$7500) and an assortment of other down-under products. Note: Ellingson forbids "for sale" signs on cars because they have their own inventory. Too bad.

6. Cost ★★★★★ Two dollars to register your car. Nobody's getting rich putting on this event.

### 7. Ambiance ★★★★★

The signs for parking (see picture) cured most of the confusion of earlier meets at Ellingson's. In addition, an Ellingson employee put out a sign letting participants know that food and drink



Ellingson's All British: The cars above and the swappers below.



was available inside, a fact that was not obvious in prior years. The only complaint was that there wasn't much shade so one couldn't admire the cars and preserve a snow-white complexion at the same time.

### 8. Other ★★

★★★☆☆ Unlike last year none of our reporters got a trophy for their car, but we're still awarding five points because the competition was much tougher this year. Some other

fun items from the show included the two people's choice winners in the Mini category (both with shaved heads) and the R/C MINIs racing in the front parking lot.

### Attendance by official show categories

1. MG	39
2. Triumph	17
3. Other	14
4. Jaguar	7
4. Mini	7
6. MINI	5
7. Too young to drive	3
8. Lotus	1

### Prizes

Best of Show, people's choice -- Rich McGowan, Triumph TR3A

Judge's choice, modified -- Denny & Kath Culp, Nash Metropolitan

Judge's choice, original - - Doug Foster, Triumph TR6

# TVR 2500

First things first, TVR stands for Trevor (TreVoR) Wilkinson. Wilkinson left school at age 14 and decided his mission in life was to build automobiles. Bereft of an engineering or business degree, he didn't know this was impossible and went straight to work.

In 1947, he constructed a "special" on the chassis of an Alvis Firebird. The Alvis Firebird did not bear much resemblance to a Pontiac Firebird. Although it lacked a screaming chicken decal on its hood, this 1930's vehicle did have the speed of a screaming snail and the directional stability of a headless chicken.

Nevertheless, car production got underway when Wilkinson replaced the Alvis' stodgy sedan body with a roadster of his own design. In 1949, he produced the first car to be called a TVR. For this vehicle, Wilkinson also designed and produced the chassis. It was a multi-tubular affair and would reappear (sometimes in greatly altered specs) on all TVRs. He showed some real talent a year later when he sold this vehicle to his cousin for £325.

In 1953, with 3.5 specials under his belt, Wilkinson moved to standardize



specifications. He designed a new tubular chassis. The strength of this chassis was down the center of the car, not on its right or left side as in a conventional steel frame. For engines, he went to Austin, Ford, or MG. After a time, the MGA became standard (unless the customer wanted something else.) At first, fiberglass bodies came from outside suppliers, but then the chaps did a little cutting and pasting. The distinctive TVR shape began to appear in 1957.

The next years were a story of products and finances. The products were a success; the finances were a disaster. The Grantura, their first somewhat standard product, was a huge success. Over 500 were

built in Mark I, II, and III form. On the other hand, things went downhill on the finance side. Wilkinson was a good small businessman. He wouldn't pay six pence for a five pence piece

and he wouldn't use a three pence piece if it wouldn't do the job.

Over the years, however, he'd picked up a few loans and some investors. With a salable product, some of these people smelled the aroma of the quick quid. In 1962, Wilkinson left the company. TVR execs adopted plush expense accounts, tried to push production beyond what was possible, and, to insure a disaster, decided to support a factory racing effort. They hired Ken Richardson from Triumph for the latter.

Two bankruptcies followed. When the smoke cleared in late 1965, Arthur and Martin Lilley were in control. It was a good thing. A new model, the Vixen, appeared in 1967. In 1971, the 2500 made its entry. It lasted until sometime in 1972 when it was replaced by the 2500M that had a much longer production run. Dating of TVR changes is uncertain at best. In January 1972, *Road & Track* tested a 2500 and called it a 2500M.

Marjean Telke picked up this 1972 TVR 2500 at Lindahl Olds' used car lot in 1976. Her spouse, Terry, got the fun of driving it in the Minnesota winters. He reports that the hearing and ventilation was marginal at best. After some years, the Telke's daughter started using the TVR to



During reconstruction, the Telke car exhibits the TVR tubular frame.

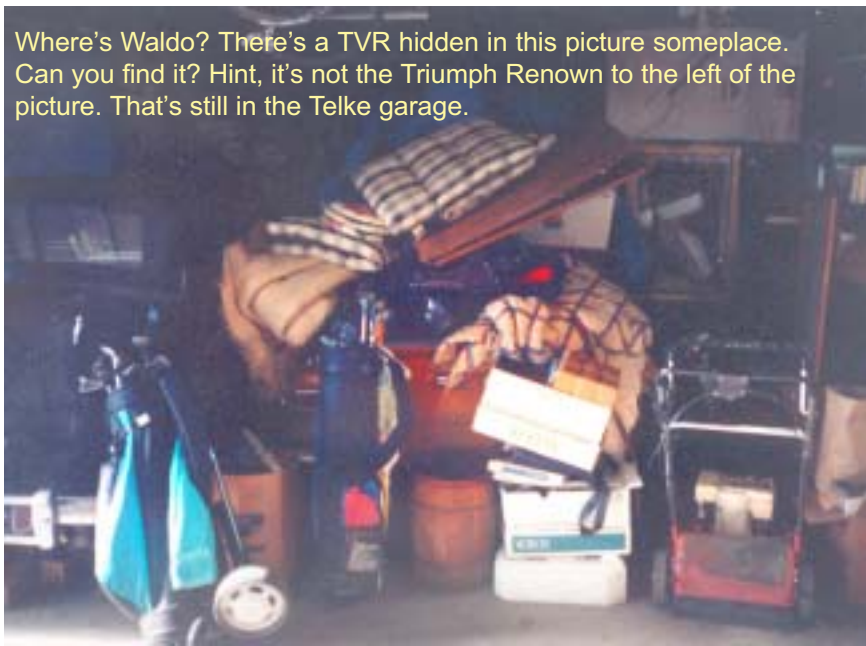
deliver pizzas. One night the left front fender was attacked by a large American vehicle. The TVR moved to the back of the garage awaiting reconstruction.

It waited quite a while. Finally, local TR guru Gerry Moc did the fiberglass repair. Terry worked on the rest and the TVR made its reappearance before the end of the 20th century.

The doors to the TVR aren't quite wide enough to make a dignified entry, but they're not so narrow as to require gymnastic training either. Once ensconced in the comfortable seat you know you're there for the duration. There are side bolsters on the seat and a high and wide transmission tunnel. Plus, the engine seems to take up a good proportion of the passenger compartment.

Road & Track called the TVR a "front mid-engine" design. A front engine car has a substantial portion of its engine's weight residing outside the imaginary rectangle formed by the car's four wheels. The more weight located towards the bow, the more you have to move the steering wheel to get around a corner. (Buick drivers call this "understeer.") Stern-heavy cars have the opposite problem. (Porsche drivers call this "oversteer.")

This is no big deal for your garden variety daily driver. Race and sports car de-



Where's Waldo? There's a TVR hidden in this picture someplace. Can you find it? Hint, it's not the Triumph Renown to the left of the picture. That's still in the Telke garage.

signers seek to minimize negative handling impacts by putting big heavy stuff (the driver, engine, and transmission) in the center of the vehicle. Many of these cars are rear mid-engine, Fiat X1/9, Porsche 914, Toyota MR2. TVR accomplished the mid-engine set-up the other way, by pushing the engine back into the passenger compartment.

This limits foot room around the pedals. If you're a 12EEE, do not even think of driving this car. You can accelerate, brake, and clutch, but you'll do all three at the same time. Other than that, the wide interior provides a good amount of room. It's stark black vinyl inside with none of the wood trim that other British vehicles use to evoke the atmosphere of a private club. Instrumentation is complete and legible. The gear lever is high, but not difficult to reach or operate. Ventilation, on the other hand is pitiful. Despite a sunroof and roll down windows, if you fart in this car, the smell will still be there two weeks later. This is not the vehicle for a Chili Fest.

On the road, the TVR is another story. Its Triumph six-cylinder pulls like a locomotive. The response is even better because the TVR is lighter than a TR6 and because Telke replaced the dual Strombergs with a pair of down-draft Webers. The down-drafts lack the sex-appeal of Weber side-drafts, but they provide more power at low RPM's and are almost as good up top.

The suspension is typical TVR, hard as a brick. (See sidebar for pun.) On well-maintained Washington County roads, you could hear it hopping slightly through corners. The word "slightly" needs to be emphasized here because full compression of the TVR's springs is miniscule. The TVR foes, turns, and stops with authority. It is what it was when Trevor Wilkinson produced his first special, a race car with a wee bit of civilization for the street.

**Did You Know?**

A major part of the suspension of one early TVR consisted of the coil springs off a dodge-em car's bumpers.

Until 1970, TVR's factory was located at Hoo Hill, an abandoned brick factory in Blackpool.

Blackpool, England is located about twenty miles up the coast from Liverpool, the place where those singer fellows got their start.

TVR's models created a sensation at the 1971 Earl's Court Show; not due to the cars which were carryovers but the female spokespeople who appeared bereft of any ornamentation whatsoever.

1972 TVR 2500	
Engine:	Triumph six-cylinder
Displacement	2498cc
Horsepower	104@5000 rpm
Weight	2150 lbs
Wheelbase	90 inches
Road Test Summary	
Engine	👉👉👉
Transmission	👉👉
Brakes	👉👉👉
Handling	👉👉👉👉
Ride	👉
Driver Comfort	👉👉
Ergonomics	👉
Amenities	👉👉
Fit/Finish	👉👉
Styling	👉👉👉
Fun to Drive	👉👉👉👉
Overall	👉👉

# Fox & Hounds Tour



**Saturday, August 23, 2003** (rain date Aug 24)

**12:00 Noon at the Pickle Factory in Pepin, Wisconsin**

Is that your favorite road sign? You will pass more than **50** of them on this tour. We'll be driving the most scenic, hilly, curvy, and wooded roads in the area. Guaranteed fun for your vintage ride!

Fox & Hounds holds an honored place in the history of British motoring. The "fox" (tour leader) will head out alone, with the pack of "hounds" pursuing after a one-minute head start. Complete and easy-to-follow route instructions and a detailed map will be provided. To reduce tailgating and passing, the "hound" cars will line up in order of anticipated driver enthusiasm, according to their self-chosen spot on the Official Scale of Driving Effort. The most motivated drivers will be in front.

The lunch will be a "pay your server" affair, then after a short meeting, the tour will start at 1:00. It takes about two hours when driven at **Happy Speed**. The tour is less than 100 miles, but your total travel distance for the day will be about 270 miles from Interstate 494.

**Best of all, this tour is FREE!**

Directions: From 494, it's a scenic 60-minute drive to Pepin. Take Hwys 10 and 61 south and east out of the Twin Cities. Turn left to stay on 10 East, heading toward Prescott. Cross over the drawbridge in Prescott and turn right onto Wisconsin Hwy 35 South. Pass through Diamond Bluff, cross Hwy 63, go through Bay City, Maiden Rock, and Stockholm. In Pepin, turn right at the BP gas station (good time to fill your tank) onto Prairie Street, then over and down the hill, jog left on First Street over the tracks into the marina parking lot. We will be dining in the downstairs "Bottom of the Barrel" area. See you there!

Questions? Contact Tom Hazen at 612-237-1883 or [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com)

#### The Official Scale of Driving Effort

- 0/10 - Up on blocks or, more charitably, a crouching tiger in the garage
- 1/10 - Get out and push
- 2/10 - Grandma going to church on Sunday
- 3/10 - Just out for a pleasant drive
- 4/10 - Rev it up a little on the straight-aways
- 5/10 - Honey, slow down! You'll wake the baby!
- 6/10 - **Happy Speed**
- 7/10 - Really put your foot into it
- 8/10 - Zoom Zoom Zoom
- 9/10 - Second in class at Elkhart Lake
- 10/10 - Wide open 'til you see God, then BRAKE!

Sponsored by:



# Tech Tip

## Concours Preparation



This tech tip is for those of you who attended your marque's national meet and didn't take first place in the concours. Here, Mr. George Curts shows how to protect your car from damaging dust mites and UV radiation prior to the show. Mr. Curts won the concours at the 2002 Porsche Parade.

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people and, off course, our  
fine vintage cars.



by Liz Stadther

The Brian Redman International Challenge (BRIC) vintage event July 17-20 at Road America reinforced its reputation as THE grand vintage race of the season. Big cars, big names ( Bobby Rahal, Brian Redman, Augie Pabst), big dollars and big rigs, a sea of tents in the competition paddock, a car auction, two car shows, and a big entry list all united to deliver the unique affair that is the BRIC.

A notable and welcome anomaly was the absence of the usual hot, sticky weather. Rich and I have this on our can't-miss list, and it's our extravagant event, where we share in a rented paddock tent arranged by Jeff Lumbard.

A highlight was the Thursday night dinner at the track, with a talk by Grand Marshall John Surtees, world champion automobile and motorcycle

racers, who raced full-time through 1972. Carol Johnk found tables near the podium, and we enjoyed a lively talk by Mr. Surtees. He was available to autograph event posters during the weekend. Ours is newly framed and hanging in our automotive art gallery (a spot on the dining room wall).

**The Racing**

Rich took the Elva Courier with its newly built engine. He pulled off the track on the second lap of his first track session with an ominous 20 pounds of oil pressure. That was it for the weekend, so he had to be content with

laps more than Brian Crombie, though, after a last-minute problem kept the newly restored '72 LeGrand SCE Spyder at home in the garage. Brian brought photos to prove it was restored, and it's a fine looking beast.

VSCR drivers who did race were Dan Powell, Jeff Lumbard, Walt Duffy, Jeff Johnk, Brian Kennedy, Ben Robertaccio, Dick Kantrud, Larry Page, John Mayer, Bob Youngdahl, Tim Lynch, and Bill O'Keefe. Others there but not racing included Jack Church, Lee Host, Marcia Robertaccio, Bill Groschen, Greg Youngdahl, and Dick Giese. Apologies to anyone I've missed.

The racing was good throughout the weekend. Race groups included vintage production, vintage sports racers, monoposto, historic production GTO and GTU, historic sports racers & F70, and an exhibition group. With friend Nick Coenen, we watched exhibition cars powering out of turn 14 and up the big hill of the main straight. The big thrill was hearing turbo-

charged Indy cars, Ford Cosworth-powered F1 cars and the unique whine of a Ferrari F1, all painfully loud and magnificent. (The term "vintage" is applied very loosely for this group.) We also enjoyed the growling Trans Am cars,



Rich had two



in the group that included Brian Kennedy, Larry Page, and Dick Kantrud.

Some incidents during the weekend brought a few cars in looking the worse for wear. Among them was a Caldwell Formula Ford belonging to a good friend of ours. Her car and another touched going full blast down the hill toward turn 5, spinning her car into the right wall, then across the track to smash hard into a wall. The body-work and left side of the car were destroyed. She got out of the car but left by ambulance for the medical center. Pieces of the car were scattered across the track. This was an alarming episode, but she came out of it without a scratch. It reinforced how very good the cars and safety equipment are.

### **The Shows**

The two evening car shows in Elkhart Lake were great as always. Road & Track sponsors the shows, and there were awards for the top cars in various categories. On Friday, race cars paraded into town and parked on a closed-off street near the resort hotels.

The transformation from recently raced cars to show cars was amazing, and crowds of people wandered along the street admiring them. Walt Duffy showed his 356 Porsche and Dan Powell and son Steve showed Dan's Austin Healey 3000. Rich and I did a chat-and-ogle stroll after a steak dinner at the "cow house" (Schwarz's steak

house in little St. Anna).

The best part of the concours is standing near the curb at its conclusion, preferably close to a Can-Am car, as engines fire up for the brisk procession back to the track. We found out Saturday that a friend, Gene Owen, won first prize for formula cars for his impeccably restored black Brabham Formula B.

On Saturday sports cars were featured at the concours. We opted for a Siebkens tavern sandwich before looking over the amazing machines on the street. Our personal favorites included a Jaguar XKE 4.2 and a 1969 Camaro. Nearby was a vintage car auction. We took a quick look but didn't get a sense of how well it went or what the winning bids were like.

### **Wisconsin Notes**

This wouldn't be complete without bringing up "Wisconsinness," what I call the places and things one finds that make Wisconsin unique. One such thing came to mind as we took a construction detour through the town of Necedah.

A religious shrine there is well worth a stop. Here is a succinct description from a travel web site (given with a word of caution to any wayward men, who might have trouble leaving): "At the site where it is believed the Virgin Mary, Mother of

God, appeared to a local farm woman 50 years ago, followers have built 14 grottos depicting several saints and events in the lives of the Holy Family. Guides are available for tours of the grottos. Also on site is a home for wayward men, a Mother's Infants Home, a K-12 Christian Catholic School; and, a House of Prayer, currently under construction."

To get to our motel in Chilton, we traveled through New Holstein, where banners proclaimed the upcoming Cow Fest. Had to be, right? We looked closely to see if the fest might be that weekend, thinking we'd need another route to avoid the traffic jams. Nope. The Cow Fest is in October. Should be big, with all the advance advertising.

Finally, I'll mention the Norske Nook, a well-known lunch and pie stop in Osseo, Wisconsin. We got an early start on Thursday, so made it a breakfast stop. The jam that came with toast seemed exceptionally flavorful, so we asked about it. It turns out to be their homemade jam of blackberry, raspberry, and strawberry. They sell it; we bought it, and we recommend it.

### **The Future**

For us it's on to BeaveRun, a new track near Pittsburgh in August, for a weekend of Formula car racing and a Lotus reunion, and then to the Fall Festival back at Road America. See you at the track.

## **ON OFFER**

### **1979 Spitfire**

Good car plus spares. Has been used as a (summer-time) daily driver. Very reliable. Spares included. \$3800 obo

### **1972 Stag**

British Racing Green. Power everything. V8, automatic. Four seater, convertible. British competitor to the Mercedes 280SL. A lot of folks prefer the Stag. \$4800 obo

### **Contact:**

Tony Roadknight, 651-351-3174, [psroad@juno.com](mailto:psroad@juno.com). I need to spend more time on my other daily driver, an Australian 1929 Chrysler, with right hand drive.

# Club Meetings,



# Events & What Not

Minnesota Austin-Healey Club's Pie with the Prez

MG T Register's weekly lunch



Minnesota Triumph's monthly meeting



MINI-sota Motor-ing Society's spur-of-the-moment tour



## September Tech Tip

July 21st, 2003, 7:30pm: While sitting in my living room reading a magazine, I was greeted by the loudest BOOOOOOM and the most earth-shattering, window rattling explosion I had ever heard. I jumped up and ran out the back door. My next door neighbor was standing in his driveway looking into his open garage in disbelief.

I could see dust roiling from his garage through the main door and the service door. His 30 year-old air compressor had exploded! He had just plugged it in, and walked out the door to get something from his truck in the driveway. Luckily for him, that's when it went off. A rusty seam on the bottom of the tank split and sent the compressor up like a rocket through the bottom of his wooden workbench and into the garage. Pieces of the compressor, workbench and shelves were thrown into the street 50 feet away!

My neighbor was fortunately in the driveway and wearing his safety glasses and soundproof earmuffs (as he

religiously does even when mowing his lawn!) Because of this, he escaped injury. If he had been at his workbench, or even in the garage, pieces of metal, plastic tires from the air compressor, wooden shelves with nails protruding and various other bits of debris could have killed him or at best taken off a leg or an arm. He was VERY lucky.

Please look at the photo. Inspect your air compressor. Drain the tank religiously. Compressing gasses like air always causes condensation to form. If your compressor is old or you suspect its integrity, throw it away and replace it. The few hundred dollars it will cost you is far cheaper than a lost limb or your life. Do it today. Thank you.

Curt Carlson  
Minnesota Austin-Healey Club Membership Director  
and Newsletter Publisher



# Our Cars

## Andy Lindberg, editor, 1963 Austin-Healey Sprite

The ancient curse says, "May you live in interesting times." My Sprite and I had an interesting trip back from the Ellingson's event last Saturday.

That's not to say that the Ellingson's event was bad. Someplace in this issue there should be a report on it. No matter how many stars I (oops, I mean our team of unbiased reporters) end up giving it, it was fun.

I drove the Sprite up to the show because it had been cured of its two cylinder predilections and I was getting more comfortable taking it out. I even took the unusual step of washing it the evening before. At Ellingson's, I bought a neat set of Australian air filters for it and was thinking about finding some way to fix the speedometer and tach.

As I headed home, the Sprite and I buzzed through the downtown Minneapolis muddle. I heard something I thought might be tire-related so I moved towards the right lane. Then bang and the sound of a brake rotor tearing up the taxpayers' pavement. We got off the freeway and barely onto the shoulder just before the Riverside Avenue exit.

When I say we, I mean me and what was left of the Sprite. The left front wheel was missing. The front fender was dented where the wheel made its escape. The left rear suspension collapsed, apparently from the psychological strain of it all.

Now that I wasn't moving, the traffic seemed to moving faster and more erratically than before. The shoulder consisted of some dirt and then a grassy hill heading up toward the Riverside neighbor-

hood. It seemed safer uphill so I put on the Sprite's left blinkers, walked up, and sat down. The Highway Patrol appeared in ten minutes, called AAA for me, and left.

I waited. Cars shot past. I thought many left far too small a margin of error between their big right fenders and the little Sprite's bruised left fender. A motorcycle rider beeped at me and two MGBers almost dislocated their necks as they spotted me too late. Two Somali immigrants stopped and asked if I needed help. I thanked them but said a towtruck would be along soon.

It was. About twenty minutes after the Highway Patrol's call, Doug arrived in a tow truck with AAA decals. He pulled in front of the Sprite, switched on two bazillion warning lights, cursed the fact that the Sprite was rear wheel drive, and rejoiced that at least it had a manual transmission.



Tony pulled up behind us in another, even larger, truck and turned on its warning lights. They'd done this before and he was the blocker. To get to us, a car would have to go through the umpteen tons of Tony's truck. At least that was the plan.

Doug and Tony set to work attaching chains. These have to be in just the right place to raise the vehicle without bending sheetmetal. They made sure they got it right. Meanwhile, out on I-94, a car stopped to the left of Tony's truck and blocked the right lane.

Why? Maybe its driver thought we were a terrorist checkpoint. Maybe we looked like a new reality TV show.

My attention was distracted, however, by a mid-80's Oldsmobile careening toward us from the other side of Tony's truck, the shoulder side. My brain went into adrenaline mode. I calculated that the Olds should pass uphill of us. If, that is, nothing interrupted its uncontrolled progress. Nothing like, say, the uncut grass, the slope of the hill, a futile effort by the Olds driver to steer the 4,500 pound projectile, or a wheel falling off the Olds just like had occurred on my Sprite.

Tony saw the Olds and yelled, "Doug, look out above." In the half-second it took Doug to look up, the Olds slid to a stop about ten feet uphill from us.

The rest of the job attaching the Sprite to the tow truck went very rapidly. I jumped in with Doug and we headed out into traffic. Doug grabbed his two-way mike, reported that we were underway, and said that there would be a meeting Monday about the wisdom of future freeway tows.

I rewrote this final paragraph a few times in the last week. The first version consisted of my recipe for Sprite meatloaf. "Grind the car well and place in a large pot of boiling acid." I did a 180 for version 2 in which I decided to open a platinum card account and restore the Sprite to 100 point status. I've rethought both plans. Now I intend to wait a few weeks, inventory the damage, and make a decision when my brain is clear. In the meantime, if you want to make me an offer, I'll consider it.

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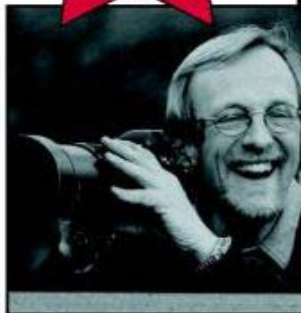
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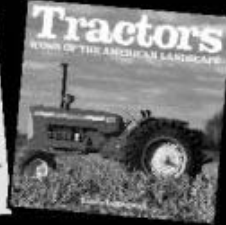
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No WWF (Wheels & Wings Fest) showdown this year. But any vintage foreign car group that doesn't have a good turnout will be noted in next month's *IMM*.

# INTERMARQUE CALENDAR

## INTERMARQUE SHOWS & EVENTS

- AUGUST 16** **20th Annual Vintage VW Car Show & Swap Meet** J.A.C. Auto, 6336 N.W. Highway 10, Ramsey, MN. 9:00 a.m. to 3:00 p.m. Info: 763-421-2705
- SEPTEMBER 6** **Wheels & Wings** Osceola, WI. Hosted by Classic Motorbooks. Bring whatever you've got. This is a big show. Books on sale under the tent and more cars than you can shake a dip stick at. Arrive early for good parking. Info: [www.motorbooks.com](http://www.motorbooks.com) or check the Strib want-ads a week or two ahead of time.
- 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. Biggest Brit car show in the region. Maybe the biggest in the country. West of I-294, between 107 and 111 Street on 88 Avenue. Info: [www.britishcarunion.com](http://www.britishcarunion.com) or 630-773-4806
- SEPTEMBER 13** **Wheels of Italy** "The Midwest's only all Italian car and motorcycle show." 9:00 a.m. through 5:00 p.m. Calhoun Executive Center, 3033 Excelsior Blvd, Minneapolis, MN. Just west of Lake Calhoun. Info: [www.wheelsofitaly.com](http://www.wheelsofitaly.com), [info@WheelsOfItaly.com](mailto:info@WheelsOfItaly.com), or 612-991-6962.
- SEPTEMBER 14** **Battle of the Brits** Sterling Heights (Detroit), MI. Hosted by Detroit Triumph Sportsclub. 21st annual. 2002 event fielded 432 cars and 202 motorcycles. Info: Sue Snyder 586-979-4875 or [snydleydog@yahoo.com](mailto:snydleydog@yahoo.com).
- FEBRUARY 22, 2004** **All British Swap Meet & Auto Jumble** Wheaton, IL. Hosted by Chicagoland MG Club and the Chicago area British Car Union. Two buildings, 100 vendors, and over 900 visitors. Free parking and \$5/person admission. Info: [chicagolandmgclub.com/swapmeet/](http://chicagolandmgclub.com/swapmeet/)



## RECURRING INTERMARQUE EVENTS

**InterMarque Informal Car Show** Every Sunday, April 13 through October, 5:00 - 7:00 p.m. (**EXCEPT AUGUST 17. SEE NOTICE ON PAGE 7!**) Billabong Aussie Bar & Grill, Bloomington. Come on out and bring your: MG, Triumph, Mini, Citroën, Jensen, Jaguar, Morgan, Alfa, Austin, Delorean, Mercedes, TVR, Riley, Ferrari, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. Located on the south frontage road of I-494 between Highway 100 and France Avenue. Billabong phone is 952-844-0655.



**Test Days** Second Saturday of the month 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.uscr.org](http://www.uscr.org).

## INTERMARQUE RACES, RALLIES, & TOURS

- AUGUST 16 & 17** **GRRR Allegrerita Tour & Dinner Cruise** GRRR Lite. Meet in Prescott and follow previous GRRR routes to La Crosse for a dinner cruise on the steam powered paddleboat Julie Belle Swain. After driving all day in a sports car with engine speeds of 5000rpm or better, it is very relaxing to be on a boat powered by an engine on which you can watch the connecting rods and actually count the rpms. Neat stuff! Whatever the final details, the event will involve the great roads and scenery that past GRRR participants have come to know and love. It may end up being a straight forward rally with a non-timed tour option or maybe we'll just scrap the timed idea altogether and just drive at our own pace. Hosted by Stella del Nord Chapter of the Alfa Romeo Owners Club. If you're interested in joining, get in touch with Ed Solstad 612-822-0569, [esolstad@presenter.com](mailto:esolstad@presenter.com), or [www.GRRRally.com](http://www.GRRRally.com).
- AUGUST 23** **Fox & Hounds Tour** 12:00 Noon, Pickle Factory in Pepin, WI. Host Minnesota Austin-Healey Club. Fox & Hounds holds an honoured place in the history of British motoring. The "fox" (tour leader) will head out alone, with the pack of "hounds" pursuing after a one-minute head start. Complete and easy-to-follow route instructions and a detailed map will be provided. To reduce

tailgating and passing, the “hound” cars will line up in order of anticipated driver enthusiasm, with the most motivated drivers in front. The lunch will be a “pay your server” affair, then after a short meeting, the tour will start at 1:00. It takes about two hours when driven at Happy Speed. The tour is less than 100 miles, but your total travel distance for the day will be about 270 miles from Interstate 494. We will be dining in the downstairs “Bottom of the Barrel” area. See you there! Info: Tom Hazen 612-237-1883 or [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com).

**SEPTEMBER 13**

**Afton Alps Hillclimb II** Hosted by the Minnesota Austin-Healey Club. Did you miss #I? Here’s your chance. Did you enjoy #I? Here’s another chance. Not a race but a heck of a lot more than a tour. Flier is on page 17. Info: Tom Hazen 612-237-1883 or [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com).

**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. The 20th running of this event will include a SALUTE TO THE LOTUS MARQUE. As part of the Lotus salute, there will be an all Lotus feature race on Sunday. This should be a great event at an outstanding track. All Lotus aficionados should register, and those who like trying to beat Lotus cars should sign up to race! 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.uscda.org](http://www.uscda.org) and [www.roadamerica.com](http://www.roadamerica.com).

**SEPTEMBER 19 - 22**

**“Last Hurrah” Challenge Tour** Leaves the Twin Cities on Friday for Ashland, WI. Then there will be a counterclockwise circumnavigation of our inland ocean. Organizer Ken Smith says that the tour will be conducted at Jaguar speeds and that space is limited. For the former, we recommend a supercharger on your TC; for the latter, contact Ken at 952-220-0850.

**OCTOBER 4**

**Minnesota MG Group/Austin-Healey Club Fall Colour Tour** Combined event. Details later

**OCTOBER 11**

**Minnesota Triumphs Fall Colour Tour** The Minnesota Triumphs calendar says, “God help us because this event is being hosted by the quiet and insecure O’Brien brothers. Wayne Glossner and Ron Rudamen have volunteered to work with the O’Briens to try to keep the event from erupting into something that will make Mardi Gras look like a high tea.” If you think this is your cup of tea (pun intended), contact one of the O’Briens at 715-386-5134 (Chris), 715-386-2013 (Patrick), or 715-386-6609 (Sean). Good luck.

**OCTOBER 17 - 19**

**Mid Ohio** Can’t end your race season yet? Try this new event. Two and three day race entries are available, with the early bird discount applying through September 22. Info: [www.uscda.org](http://www.uscda.org)



**This is The Fox. Join him on August 23!**

# MARQUE NATIONALS & UPPER MIDWEST REGIONALS

**AUGUST 22-24**

**Volvo Sports America National Meet** Niagra Falls, Canada. For Volvo 1800 owners.

**AUGUST 23-24**

**Midwest Rotary Rally** Road America, Elkhart Lake, WI. Race sessions, tech sessions, track touring, concours, car show. Held in conjunction with American LeMans Series. Info: [www.rx7wi.org/rally/](http://www.rx7wi.org/rally/)

**SEPTEMBER 4-7**

**SAAB Owners’ Convention** Hershey, PA Hosted by the Central Pennsylvania SAAB Club. Info: [www.saabconvention.org](http://www.saabconvention.org)

**JUNE 20-25, 2004**

**Austin-Healey Conclave** San Antonio, TX Info: Bonnie Ayer 210-340-0377, Edie Lowery 281-469-2610, or Anne Johnson 713-664-6445

**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](mailto:bonpete@earthlink.net)) or [www.rroc.org/worldtour](http://www.rroc.org/worldtour)

# REGULAR CLUB EVENTS

**British Iron Society** Informal gathering, every Saturday morning at Courtyard Cafe, 3105 North Broadway, Fargo, ND. Info: Don Carlson 701-293-6882

**Lotus Owners of the North (LOON)** Informal gathering, third Sunday of the month, 5:00 p.m. at Billabongs. Info: Terry Pitts 651-450-0921 [tlp50@earthlink.net](mailto: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](mailto:tom_hazen@adp.com) or [www.mnhealey.com](http://www.mnhealey.com)

**Minnesota MG T Register** MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield. Info: Bob Figenskau 952-935-7909 or [www.mnmgr.com](http://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](http://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/](http://clubs.bemmings.com/mntriumphs/)

**The Regulars, twin cities vintage scooter club** Semi-monthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd in Minneapolis. Info: [www.minnescoota.com](http://www.minnescoota.com)

**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](mailto:esolstad@presenter.com).

**Twin Cities VW Club** Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW. Meeting usually lasts 30 to 45 minutes and attendees gather afterward at TGI Fridays on I-394. Info: [www.twincitiesvwclub.com](http://www.twincitiesvwclub.com)

Winners of the judged competition, original cars, at Ellingson's. Left, Keith Galberth, second. Right, Doug Foster, first.

## Quote of the Month

Enzo Ferrari on May 21, 1963, "My rights, my integrity, my very being as a manufacturer, as an entrepreneur, as the leader of the Ferrari works, cannot work under the enormous machine, the suffocating bureaucracy of the Ford Motor Company." Quoted by Doug Nye in the August 2003 issue of *Classic & Sportscar*.



This space available for your advertisement, event flier, or article. Contact the editor.



# Healey Hillclimb II

Saturday, September 13, 2003

(rain date Sunday, Sept 14)

## Afton Alps Recreation Area

On-site registration begins at 8:00 am  
MANDATORY drivers meeting at 9:00 am

The Minnesota Austin-Healey Club invites you to **TAKE THE HILL!** Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition and make history with your own run **TO THE TOP!**

Requirements: Sign waiver, pass on-site tech inspection, wear helmet (bring a Snell 185 or newer, we'll have some loaners). Please visit <http://www.healeyclub.org/safetymain.htm> for details.

Directions: I94 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex. Go past the golf course then left and down the big hill.

Advance registration (deadline Sept 10) \$10 for Austin-Healey Club members, \$15 for all others. Day-of-show registration \$15 for A-H Club members, \$25 for all others. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen, President, Minnesota Austin-Healey Club, 130 East 18th Street #202, Minneapolis, MN 55403. This event is limited to 60 cars, so register early!

Driver(s)

Year, make, model

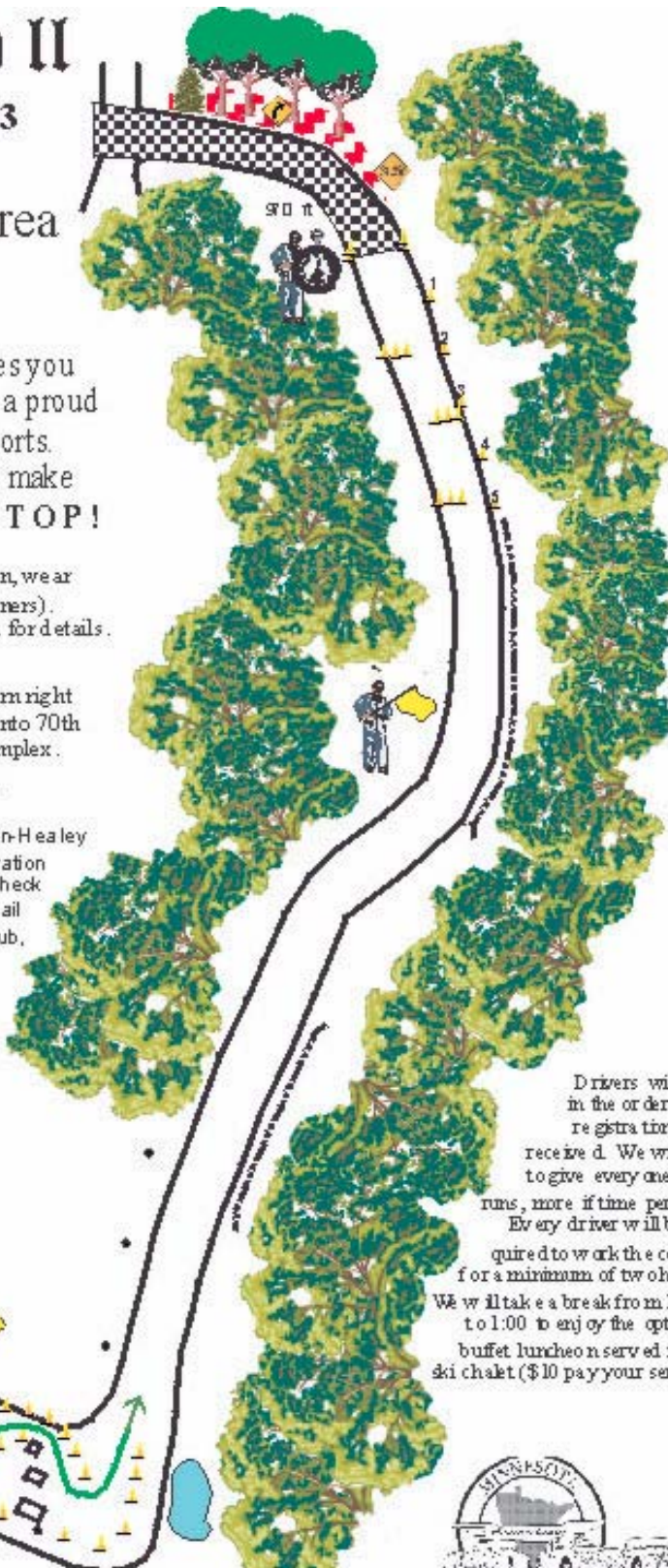
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720 ft

**SEE YOU  
ON THE HILL!**

Questions? Contact Tom Hazen  
at 612-237-1883 or [tom\\_hazen@ahc.com](mailto:tom_hazen@ahc.com)

Possible course design. This may be changed.



Drivers will run in the order their registrations are received. We will try to give everyone four runs, more if time permits. Every driver will be required to work the course for a minimum of two hours. We will take a break from 12:00 to 1:00 to enjoy the optional buffet luncheon served in the ski chalet (\$10 pay your server).

