

InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

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**Austin-Healey 100
Road Test**

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Glacier Lakes Quatro Club
(www.glacierlakesqclub.org)

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

Lotus Eaters (TYPE45@aol.com)

Lotus Owners of the North -
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Volvo Sports America Minnesota
Chapter (David Olson,
olson199@umn.edu)

Z Owners Club of Minnesota -
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Clubs listed in bold are members of the InterMarque Council. We would like this to be as complete a listing as possible. Send info/rumors/whatever on clubs not listed to andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

IMM on the Web: The Minnesota Triumphs Sports Car Club has posted the *InterMarque Monthly* on its website. Brent Kiser, web mechanic, tries to get new editions up as quickly as possible. For your *IMM* fix, click to www.mntriumphs.org.

Austin-Healey 100



words and photos by Andy Lindberg

British Motor Corporation held a competition in 1952. It wasn't an official contest, but it did have a substantial prize. BMC had just been created through the merger of Austin and Morris and the contest was to design a new two-seat sports car to sell in the U.S.A.

Why didn't BMC just call on its in-house sports car group, MG? After all, they had the tradition, the talent, and were already selling a pretty nice sports car, the MG-TD, in America. The answer is that the merger of Austin and Morris was not a merger; it was a takeover of Morris by Austin. Austin was led by Leonard Lord who had a fiery departure from Morris in the thirties. Even after he assumed the leadership of BMC, he does not appear to have been the sort to forget a grudge. "Those buggers in the country" was his

Austin-Healey

favorite phrase for Morris management, and he may have even wanted the new car to compete against the MG sports car.

Nevertheless, MG (Morris Garages) was apparently invited to participate in the design competition. So also were Frazer-Nash, Jensen, and a relatively new company headed by Donald Healey. Healey's entry was unveiled at the 1952 London Motor Show. It appeared the first day as the Healey Hundred; on the second day its badge proclaimed "Austin-Healey 100." During the evening, Lord and Healey had struck a deal and production of the "100" moved from Healey's plant in Warwick to Austin's in Longbridge. (MG's entry became the MGA a few years later.)

The Hundred was a hit out of the box.

Its styling by Gerry Coker, is one of those timeless designs that looked right when it was new and still looks perfect fifty years later. The engine was a huge four-cylinder pirated out of the Austin A90. It had an incredibly long stroke of 111.1 mm and a bore of only 87.3 mm. As with other long-stroke engines, this produced gobs of pulling power. Its horsepower was a relatively mild 90 bhp at 4000 rpm but its torque was an earth-moving 144 lb/ft at 2000 rpm. Not only did you not have to rev this engine, you couldn't. Red line was a low 4800 rpm.

The transmission also came from the Austin A90. Only three of the A90's four gears were used; its second through fourth gears are the 100's first through third. The Austin's first gear is still in the Healey gearbox. It's just blocked off as it was completely unnecessary for people not using their Healey to compete in tractor pulls.



third. Fourth may be possible too but I didn't want to try it. Certainly the car requires little in the way of gear-shifting. Just as well as I found the throw of the shifter rather long. More like a Volvo 544 than a Triumph TR3.

You've got better things to do with your time when you're in an Austin-Healey 100 anyhow. Not only is this a great freeway cruiser (I'm guessing around 3000 rpm at 70 mph) and a friend in the curves, but it is a head-turner wherever it goes. It attracts friendly conversations like Lucas electronics attract shorts. Linda and I drove around St. Paul on a nice summer evening and met several people who (1) once owned a Healey, (2) had a Healey and/or kit car under (re)construction

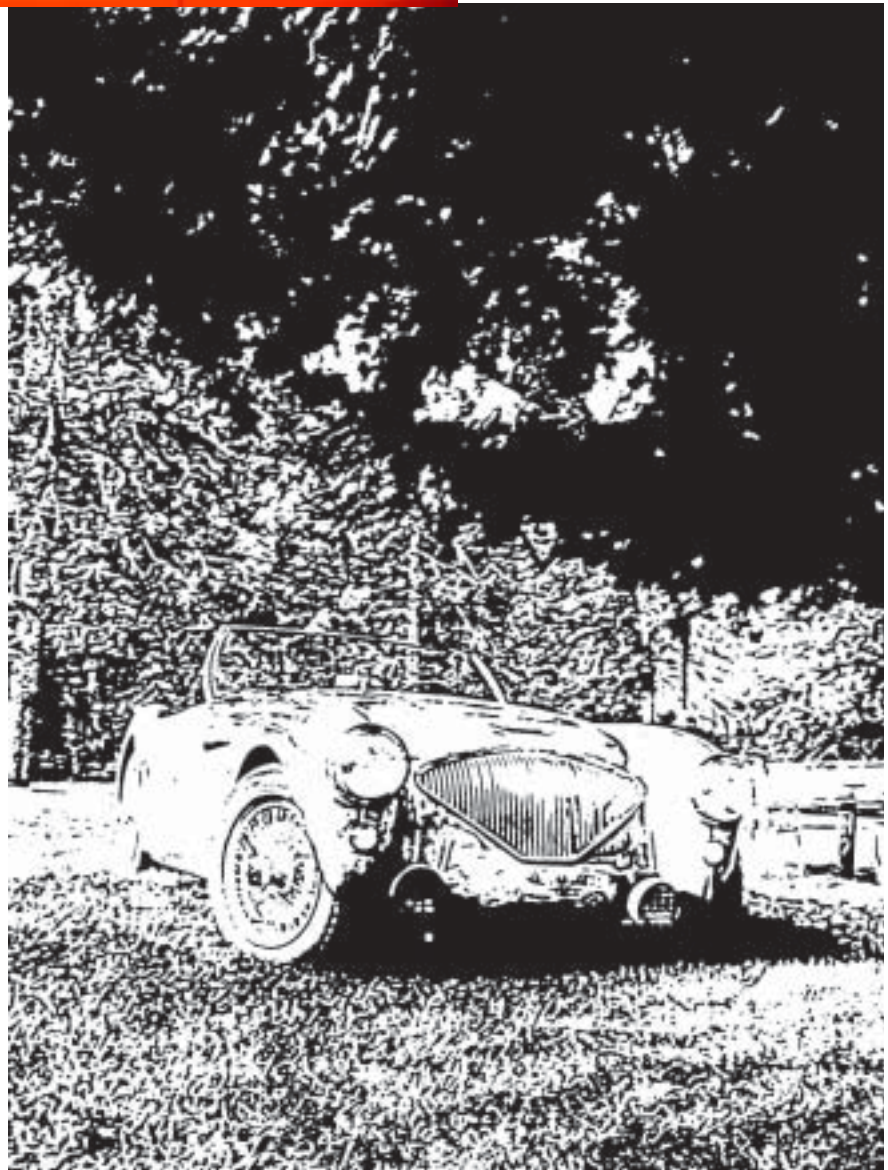
An overdrive was fitted to all cars and a true four-speed was introduced in 1955.

The chassis and suspension were conventional, with box-section steel running from front to back with cross-bracing here and there. The front suspension was from the A90 but consisted of the timeless double wishbones and coil springs. The rear was a straight axle and semi-elliptic leaf springs.

The car *JMM* tested was Curt Carlson's BN2. The BN2, 1955 successor to the original BN1, includes the performance upgrade of a four-speed transmission and the luxury enhancement of self-parking wipers.

The car, like many restorations, is a work in progress. Curt has already finished a whole heck of a lot of work (for example, its wipers do indeed park themselves) but he is working on a new engine and the present throttle tends to hang up at 2000 rpm. For the former, you learn to ignore 20 si oil pressure; for the latter, you soon become adept at hooking your foot under the gas pedal and pulling it up at stop signs.

You also soon realize that first gear is like four-wheel drive; you may need it once or twice a year but for the most part it just sits there. This car pulls so strongly that you can keep up with traffic starting in



in their garage; or (3) just plain loved the look of the car.

It should be noted that not all vintage sports cars have this effect. A friend with a TR3 and a TR4 tells me that he can drive the TR4 around Apple Valley all weekend and nobody notices him. On the other hand, when he takes out the TR3 he's likely to meet a half-dozen people in the first five minutes.

The 100 is a Big Healey (as opposed to the small Sprite) and its steering does feel

like a large car. This is, however, probably due to the lack of rack & pinion and power steering because this is not really a big vehicle in the modern SUV sense. Nevertheless, there is tons of room inside the cockpit. The footwells go on forever and the lack of airbags, window winders and other such leaves plenty of room for human beings. It seems to be a car that would fit large people well.

In addition to some of the things that I've already mentioned, Linda had two items that she found appealing. First was the (relative) lack of wind buffeting. Much better than in some other sports cars, including a couple I'm trying to convince her to buy. Second was the red, body-color, metal dash. It not only looks good but it has an honesty sadly lacking in many more ornate designs. In addition, the dash curves up in front of the passenger for even more space.

All in all, a very nice car. Not a lot of amenities (the person riding in the right-hand seat is the only cupholder) but not a lot of privations either. Check Mel Torme's comments to the right. I think he nailed it.

Which Healey is Which? The Secret Code Revealed!

Secret Code	Marketing Label	Years	What it is
BN1	100	1953-55	The first Austin-Healey
BN2	100	1955-56	BN1 with a four-speed
BN4	100-6	1956-59	BN2 with 2.6 liter, 6-cylinder engine, & +2 seating
BN6	100-6	1958-59	Two-seat version of BN4
AN5	Sprite	1958-60	Bugeye
BN7	3000 MkI	1959-61	BN6 with engine bored out to 2.9 liters
BT7	3000 MkI	1959-61	BN7 with +2 seating
BN7	3000 MkII	1961-62	MarkI BN7 with triple carbs
BT7	3000 MkII	1961-62	MarkI BT7 with triple carbs
AN6	Sprite MkII	1961-62	Bugeye with Spridget body
BJ7	3000 MkII	1962-63	BT7 with convertible top & roll-up windows
AN7	Sprite MkII	1962-64	AN6 with disc brakes and 1100 cc engine
BJ8	3000 MkIII	1963-64	BT7 with 150 bhp & wood dash
BJ8	3000 MkIII, Phase II	1964-68	BJ8 with revised chassis
AN8	Sprite MkIII	1964-66	MkII with roll-up windows
AN9	Sprite MkIV	1967-69	Mk III with 1275 cc engine & folding top
AN10	Sprrie, MkIV	1969-71	Face-lift version of AN9

What did Mel Torme Think of the Healey 100?

In 1955, *Car Life* magazine published a road test of the "100" by car enthusiast and singer, Mel Torme. Here are some excerpts from that article:

"I took delivery on September 16 and looked forward eagerly to my tour which took me from New York to Cincinnati, Indianapolis, Cleveland, Detroit, Dayton, Dallas, Birmingham, and Los Angeles -- 7,500 miles that would serve to acquaint me with the fineries and foibles of the Austin-Healey. Al Pellegrini, my piano-playing accompanist, merely growled unintelligibly. He owns an Olds SS."

"The car made six circuits around the 2 1/2 mile course (the Indianapolis Speedway) and the consensus was that she ran and cornered like a racecar. Sam (Hanks) said he'd driven a Jag around the track once and that the Austin out-handles the XK a good 10 to one. Having owned both cars, I concur."

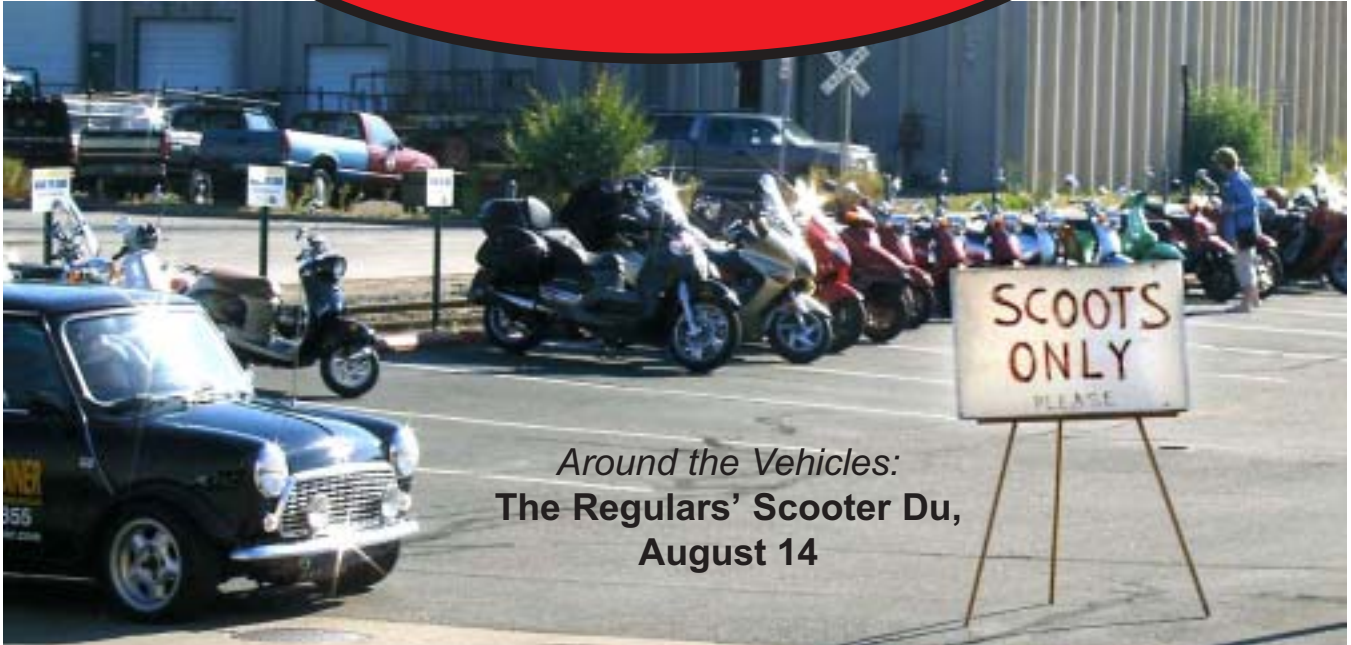
"The windshield, when lowered into a 'scuttle' position for competition, is useless. On top of hindering your vision, it offers no protection from the wind at all, and you find yourself struggling for breath if you drive over 20 mph."

"The motor heat makes the cockpit about as hot as a Marilyn Monroe calendar. At times the heat is so unbearable you have to stop and turn the engine off. The production models have some asbestos sheeting appended to absorb some of the heat."

"I am sold! Nine weeks and nearly 8,000 miles later, I am more than willing to admit that the Austin-Healey '100' is Britain's best buy!"



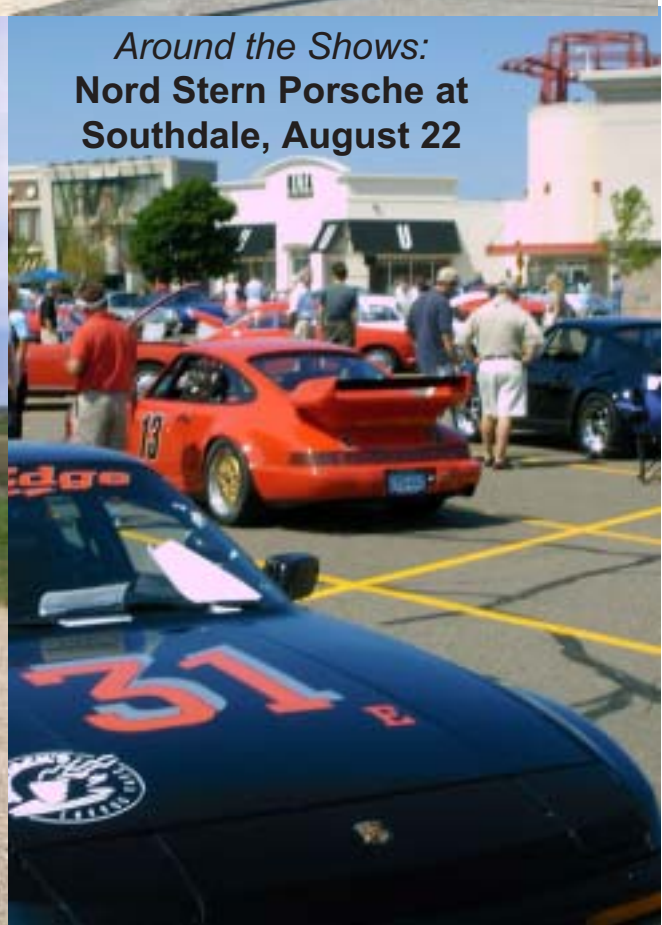
Out and About



Around the Vehicles:
**The Regulars' Scooter Du,
August 14**



Around the Region:
Sports Car Roads in North Dakota



Around the Shows:
**Nord Stern Porsche at
Southdale, August 22**



Editor's Note:

The *InterMarque Monthly* has two pieces on the August 28 Red Green Tour. The first is by Aaron Courteau (Lotus Eaters Club) and the second is from Paul Wiedner (Minnesota Austin-Healey Club, Minnesota Autosports Club, and Minnesota Marcos Owner Club).

Both require a little background on tour leader Tom Hazen's "Official Scale of Driving Effort." The purpose of the Scale, reprinted here, is to try to avoid the traffic snarls that are part of



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!

so many tours with large numbers of cars. The idea is to put the maniacs who want to go fast at the head of the pack and the more leisurely drivers toward the rear. People were asked to select their approximate driving pace before the tour began. Since the tour was to be held on public roads, no-one was given the choice of numbers 8, 9, or 10.

This means the hot shoes all selected 7. They (including the tour leader) then proceeded to drive at 8, or maybe 9 sometimes. As a passenger in one of these

cars, I can say that while I never saw God (see 10), I was pretty sure I got a glimpse of a couple minor saints.

That said, the tour was a great event. Fantastic roads and a wonderful turnout even on a damp day. The official reports follow:

Hi Folks,

What a great day! Yeah it started (well stayed) mostly cloudy all day, but it did not dampen our enthusiasm! (Pardon the pun)

The day started out at the Day by Day Cafe in St. Paul with Owen Gleason in his 7, Calvin Hamada in the Esprit SE, and my friend Sarah and I in the ESPRIT. Owen stayed through breakfast and, as much as he wanted to drive, decided to spend the rest of the day at Wheels of Italy over by Lake Calhoun. Hopefully it stayed dry for those guys. Frank Howard and Andy Lindberg (the gentle genius behind the InterMarque and its monthly

On the shore of Lake Pepin at the tour's start



electronic newsletter) joined us around 10:00 after having seen the opening moments of the Wheels of Italy.

So - Calvin, Frank, Andy, Sarah and I headed down 61 towards Prescott. We stopped right before the turnoff to Hwy10 at Ericson's Marine to see Levi Laudt and his beautiful Black S4S. Levi was with a client on the river so we took some pics and headed to WI. On the way, Toni Oskooi called my cell phone for directions. He and Karen would meet up with us later in Pepin with his gorgeous V8 Esprit.

The drive was uneventful, very pretty, though it did rain lightly. We thought we lost Frank and Andy just north of Stockholm, but turns out they had just stopped for some gas. A not so accurate fuel gauge.

We rolled into Pepin, gassed up, and proceeded down to the harbor and the Pickle Factory. About 20 cars had beaten us there, but we got rock star parking just

outside the place, right on the river. We met up with Tom Hazen - the Healey Club President and Mad Scientist of these great runs, and got signed in. Surprise, surprise! The LOTUS were the major portion of the "fast" group, 7/10th on Tom's scale. We would be staged first behind him in his Sprite (Frank and Andy actually signed up in the 6/10ths group, but after a stop or two we let them follow right behind Tom for some screen time ;-)).

I'd be guessing, but I would say we had at least 30 cars there with a new C5 Vette drop-top, a newer Jag coupe, and Tony's V8 being the newest of the bunch. Besides Tom's

Acura (driven by his friend Ash) and the Vette, the cars were all British.

From 1:00 to 3:00ish we tore up 90+ miles of some of the best sports car roads in the midwest, if not the whole country! With the three Esprits leading the pack most of the way (except for Frank's stint up front) we all got LOTS of camera time on Tom's rear-mounted camera. The footage we saw looked surprisingly good, and Tom promises us some copies, hopefully somewhat edited.

Thankfully there were no mishaps to report. Everyone made the majority of their shifts cleanly, and there were only a couple of exciting moments: Tom's near miss with an oncoming Oldsmobile in a blind left, and maybe a bit of late DEEP

braking by Tony in a off-camber, up to down, sharp right hand turn. That was fun to watch. :-)

Thanks to those who made it and those who gave their regrets. More drives this summer and fall so keep watching the (Lotus message) board and listening for phone calls. Have a great week!

Aaron Courteau

One of the (less challenging) curves on the tour



By the end of the tour, Tom Hazen had taken on a slight resemblance to Red Green



ARE YOU A SEVEN?

by Paul Wiedner

I thought I was until I played catch the leader with the intrepid Tom Hazen and his gaggle of Loti followers (all were Sevens, but none were “7”s). If you have no idea of what I’m referring to then you obviously weren’t at the Red Green Rally/Tour, the finest way to spend the last Saturday in August this year. This was the best 100 miles I’ve driven this summer, lots of elevation changes, curves, curve and more curves. I had so much fun to another I’d not be averse — averse? A verse? Ah, a verse:

The Red Green Rally as told in verse, with apologies to Seuss...

A Pickle was the start, the Factory Pickle, that was the Green
This would be a run thru the country to Alma, to the Red Ram Saloon
The cars were rated from Seven to One
The Sevens went fast and the Ones went slow
Sixes thru Twos somewhere between
Prez Tom led the Sevens in his mighty mite Sprite
Egged on no doubt by the Loti might.
As Sevens a lone Marcos and Jag struggled behind
The Sixes thru Twos came streaming in kind:
Big Healeys, Bugeyes, MGs,
Sprites, and more
If it was British and sporty
It was sure to be there
While driving the rally on roads oh so twisty
With directions so brief & questions to answer
A navigator sure was a boon, a good thing to have
If not U turns were sure to be had
That was the case with my passenger seat so empty
Drove right past the turn, a U was my fate,
From running with Sevens to ambling with Sixes
Still had some fun with my mighty steed
Prez had a stop to let us catch up,
He started again with Sevens in front
My second chance to keep up was just like my first
I learned that day to stay with the Sixes
Not quite as fast but more scenery to spy
Had fun driving with an Elan and a Triumph TR3
Just had to find my level you see.





Wheels of Italy was held on August 28 and attracted almost 300 cars and thousands of spectators.

There were Ferraris and Lamborghinis.



There were Alfas and Lancias

And there were even some cars that had never been on the autostrada



There were Fiats



For more info, see www.wheelsofitaly.com

Doctor Ernie's Tech Tips

by Ernie West of Dead Lake Motors

Subject: Gaining Horsepower

(Editor's note: This is a continuation of "Doctor" Ernie's series on increased horsepower.)

Well, if you've paid your car club dues, and therefore got and read the Club's newsletters, you should be up to date on the basics of getting more power out of your engine. Also I hope you noticed, none of the basics included any \$19.95 gizmos that you put between the carb and manifold or coil wire and distributor cap. Nothing's that easy.

Once again I want to emphasize, that only the combination of all of the basics will pay high dividends. Leave any one of the basics out and the total power increase will be greatly reduced.

But let's assume that you've done all of the four basics covered in past newsletter tech tips, and now you're ready to close the hood and blissfully ride off into the sunset with full power. Sorry. Not quite yet. The last requirement is to fine-tune a few more things. If your engine project is one of the popular American "Big 3" models, there are very detailed books that let you proceed with very few mistakes. In fact you can even buy a "crate" engine already assembled that's a product of many hours of research on a dynamometer. But if your engine is less popular, or especially if it's an older model, you'll probably be on your own to do the fine-tuning.

Here's what works for me. I call it "a poor man's dynamometer". The ingredients of this "dynamometer" are:

1. An open stretch of road.
2. Some type of roadside markers: signs, mailboxes, etc.

3. A stopwatch, or use the tachometer or speedometer.

This test has to be tailored to fit your vehicle. It's obvious that the restrictions would vary when testing a motor home or E-Type Jaguar. But here's what I set up for testing a typical MG, Triumph, or Healey. My test road is probably close to 1/8th mile between markers; and I approach the first marker in third gear at an exact 3000RPM. Then I hit both the throttle and stopwatch as I pass the first marker. Then I hit the stopwatch again as I pass the second marker. As crude as this sounds you'll be surprised at how consistent your numbers will be. Consistency is the keyword here. Always eliminate any variables. Don't do it one day with a 40MPH headwind and your 400 pound Uncle Henry along for the ride, then the next day with a tailwind, etc., etc.

After you've gotten a consistent test set up, then make minor adjustments just one at a time per test run to see if that adjustment is an improvement or not. The first variable that I work with is ignition timing. I keep advancing it upward 2 degrees



at a time, from a conservative setting, till I get the best stopwatch reading (or highest mile per hour or tachometer reading). Anytime I get any engine pinging I back the timing up till it's gone. Next I work on fuel



nite

This is easy on British cars, as mixture is easily adjustable for all ranges of engine power. On other cars rejetting is a bit more complicated and time consuming. Further testing could involve taking the air filter(s) off or unhooking the muffler(s), (again just one thing at a time). Any marked improvement in test runs would suggest improvements in those areas.

When all is said and done, you'll have the satisfaction of knowing you're getting what the factory said you didn't need. True you won't get any purple hearts by lowering your motorhome's 0 to 60 time from 24 seconds to 20 seconds, or shaving 1/2 second off your Dodge Viper time. But how can you put a price on the smug feeling you get by trouncing that other guy at the stoplight?

Subject: Tire Pressures

Most of the information in this section was gleaned out of a car magazine. I never gave it much thought till I read that story, but it makes sense. The tire pressure recommendations that are on the doorpost, glove box lid, or in the owner's manual, are a middle of the road suggestion.

According to the magazine article, many tire installation companies set all passenger car tire pressures at 32 pounds. The reason for this is that in all but extreme conditions this is a safe setting. If you stop and think, rarely are driving

conditions exactly the same day after day. A full size sedan could be transporting six big people one day, at 75 MPH, on a 100-degree day on a mountain road. The same car may be used a week later with just one person, in town on a 60 degree day.

Two extremes, but real world occurrences. Most automakers want a safe vehicle but will push the safety margin to its lowest limit to give their customers the most comfortable ride. I'll bet most of

you, just like me, aren't positive that your tire pressures are within three pounds of what they should be. Unfortunately three pounds less than these recommended settings can turn a tire into a bubble gum consistency mess on a 100° day.

This magazine article also stated that never should you exceed the maximum pressure that's printed or stamped on your tire sidewalls, but many times in extreme load, speed, and temperature conditions

you would be safer having close to those maximum pressures in your tires.

Remember check your pressures with an accurate gauge, and only at cold tire temperatures (less than a mile of driving). If you regularly rotate your tires every 5000 to 6000 miles, you should be able to tell by tire wear if your settings are too high or too low.

Happy Motoring!!!

Doctor Ernie's Electrical Terms You Should Know:

AMPS - The amount of electricity flowing through a circuit. Measured with an ammeter. Amp measurements may be necessary to check alternator output and starter draw.

GROUND - Refers to both the ground connection for electrical circuits, or a short to ground. On all modern vehicles, the body is connected to the negative battery terminal while the wiring is connected through the ignition switch and fuse box to the positive terminal. This is a "negative ground" electrical system. In some antique vehicles and certain older British cars, a "positive ground" electrical system is used. A common cause of electrical problems is poor ground connections or loose, missing or corroded body-to-engine ground straps.

HOT WIRE - Any wire connected to the positive battery terminal that supplies voltage in a circuit. A "hot" wire will spark when grounded because it completes a direct path back to the battery. It should also read battery voltage when checked with a grounded voltmeter, or illuminate a grounded test light when touched. Hot wires aren't always fuse protected.

OHMS - Electrical resistance, is measured with an ohmmeter. Perfect continuity reads zero ohms of resistance. A circuit shorted to ground would also measure close to zero ohms resistance between the circuit and ground. An open circuit reads infinite ohms resistance. Resistance checks are often required for sensors, ignition coils, and spark plug wires.

OHMS LAW - Expresses the mathematical relationship between amps, volts and ohms. It can be written one of several ways: $AMPS = VOLTS / OHMS$ or $OHMS = VOLTS / AMPS$ or $VOLTS = AMPS \times OHMS$. Useful for figuring out current or resistance in a circuit.

OPEN - A lack of continuity in a circuit. Current will not pass through an open circuit or switch. Open can be caused by failed relays, blown fuses, broken wires, or loose or corroded connectors.

PARALLEL CIRCUIT - Circuit elements are connected next to or parallel to one another. This creates multiple branches or pathways through which current can flow. The resistance in any given branch will determine the voltage drop and current flow through that branch and that branch alone. A failure in one branch of a parallel circuit won't affect the operation of components in the other branch.

SERIES CIRCUIT - All circuit elements are connected end-to-end in chain-like fashion. The current has only one path to follow so the amount of current passing through it will be the same throughout. The total resistance in a series circuit is equal to the sum of the individual resistances within each circuit element. If one element in a series circuit goes bad, continuity will be broken and the entire circuit will go dead.

SHORT CIRCUIT - Occurs when a portion of an electrical circuit is bypassed unintentionally. It's called a short because

it creates a shorter return path for the current to follow. An example of a short would be a break in the insulation on a wire touching metal. A short can create a runaway current that overloads a circuit and can damage wiring and circuit components. Shorts usually cause a fuse to blow.

VOLTS - The difference in electrical potential between two points, or the electromotive force that pushes electricity through a circuit. In automotive applications, 12 volts is the standard. Measured with a voltmeter, voltage checks are necessary at the battery and circuit hot wires.

VOLTAGE DROP - A drop in voltage that occurs when current flows through a point of resistance. Loose or corroded connections create resistance that can cause a large voltage drop to occur. Good connections should show less than 0.1 volt drop. More than 0.4 voltage drop can cause problems. It is measured with a voltmeter.

The Doctor's Notes: When taking your car to a mechanic, if your trying to describe a problem, use the correct word when describing the problem. The correct use of the words short, ground, or open, won't lead your mechanic in the wrong direction.

Another common mistake is to use the word "juice" or any other fluid name. Think of it this way. If you cut a garden hose, the fluid will run unimpeded. If you cut a wire, the electrical flow will stop. So don't use them as the same.

Wheels & Wings

Classic Motorbooks, September 11

Finally Wheels and Wings got a break at weather roulette. After years of too hot and/or too wet, it was finally a darn nice day in Osceola, Wisconsin for the annual book sale and car/cycle show. Another lucky break for participants was that the Hummer contingent did not make a repeat appearance. As usual, there were about seven to eight hundred cars present. Of these, maybe a third were "intermarque" kind of vehicles.



Club Honors:

Above: The Minnesota MG Group took the award for the largest club turnout. They had over fifty cars present and provided free donuts and coffee for club members.

Left: The Lotus contingent received an award for unique club turnout.

CLASSIFIEDS

CLASSIFIEDS are now **FREE** if you meet the following **CLASSIFICATIONS**:

1. You are honest as the day is long.
2. What you are advertising is not your primary source of income. (In other words, garages and car dealers are still subject to our outrageous charge of \$10/issue.)
3. You have never owned an AMC Pacer.

Send your classified advertisements to andylinberg@earthlink.net. All ads will expire after three months unless renewed or we receive word to pull them before the three months has expired.

à Vendre

1958 MG Midgette ZB Four door saloon. Wood dash, black with tan interior, solid driver. A plain fun car to take the family or friends to the DQ on that cloudy, cold day. New brakes, new wiring. A rare car in the US and even the UK now. No rust, clean. Don Carlson 701-293-6882, cell 701-371-1282, or CarlsonTrbuffalo@aol.com Price: \$6,995 obo (Sept 04)

1960 Triumph TR3A Completely restored. Spa white with blue interior. Over \$25,000 invested. Everything done. Calif car with no rust ever. Engine run in with synthetic oil, fresh change. 600 miles. Overdrive, fully synchronized trans, wire wheels, new windshield. Too much done and spent to list. \$23,500 obo. Pat 612-388-0505 PRHOLTMN@aol.com (October 04)

1961 Jaguar Mark IX Four door saloon. Sunroof, air-conditioning, disc brakes, British racing green, solid driver, fold-down opera tables on rear left and right sides, power steering, power brakes. Production numbers, 10,009 made, 4,647 shipped to North America. A touch of class. Don Carlson 701-293-6882, cell



(Sept 04)

1965 Alfa Romeo Giulia Normale, spider. Black w/red interior. Have owned since 1982. Regular service at F&D. No rust but some parking lot dings. \$8500 Laurie Casagrande 612-824-1955 (Aug 04)

1973 Triumph TR6 Perfect body, needs some mechanical. \$4,000

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~~Carlson~~
Price:
\$12,000
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obo. Bob 612-532-4867 (Oct 04)

1978 Triumph Spitfire 1500, 41K miles. Maroon with tan and black interior. Luggage rack, hard top. Always stored inside. Body and interior in good condition. Runs well but needs alternator. \$3,600 obo. Ryan 651-688-6468 or rma1592@comcast.net (Oct 04)

Three Triumph TR10's Four door sedans plus parts from three other cars. Projects, rolling, titles. BE UNIQUE! Own something that no one else has. An interesting, fun car. Enough parts for three complete cars. Enough spare parts to fill a medium Ryder truck. Package DEAL, all for \$500 FIRM. Don Carlson 701-293-6882, cell 701-371-1282, or CarlsonTrbuffalo@aol.com Must sell by October 1 or these little cars will be CRUSHED. I no longer have storage space. (Sept 04)

Recherché

Triumph TR 2/3/3A/3B OK, I've been looking for a car since May and I'm getting desperate. I wanted a sidescreen TR back then but now I'll consider any other sporty European vehicle from 1947-1967. Give or take twenty-some years on either side. And I'm not too strict on the "sporty" bit either. As a matter of fact, I've been spending my recent eBay surfs looking at such exotica as Citroen 2CVs, Volvo 122 station wagons, and even a couple Renault R5s (aka Le Cars). Help me soon or I will not be responsible for my actions. I could buy a 1985 Crown Vic, install a fake continental kit, whitewalls, and fade into the woodwork. I still want a good to very good driver. And the "No Red Cars" rule is still in effect. Kinda, maybe. Andy Lindberg andylinberg@earthlink.net 651-292-8585 (May 04)

PAINT BY ... Cheryl Anderson

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INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

- SEPTEMBER 17 - 19** **Indy British Motor Days** Ar buckle Acres, Brownsburg, IN. This year's featured marques are Spitties and Spridgets. Info: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 or Don Haynam 317-887-3867 mgdr@quiknet.net
- SEPTEMBER 18** **Launch Party/Bombers' Moon Fall Dance** 4:00 p.m. till ????? Hanger 3, Historic Fleming Field (aka South St. Paul Airport), 1725 Henry Ave., South St. Paul. Hosted by Moterwerks MINI and the Commemorative Air Force. Launch Party is for the new MINI convertible. It runs from 4:00 to 7:00 and includes a car show for classic Minis, new MINIs, dressed-up Minis, and other British cars. There is also free Kemps ice cream (while supplies last) and prize drawings. At 7:00 p.m. there will be a swing dance featuring live big band music. Admission is \$10 and food and beverages will be available. All proceeds from the event will be donated to the Commemorative Air Force, an all-volunteer association and museum dedicated to WWII and classic aircraft.
- OCTOBER 16** **GT Cars Open House** 950 West 94th Street, Bloomington, MN. 9:00 am until early afternoon. Always an interesting assortment of British and Italian cars in the shop and attendees can put their cars on the hoist and get a safety inspection from a GT Tech. Refreshments will be served.. Info: Mike Karch or Jeff Flynn 952-884-3101 or www.gt-cars.com
- JUNE 16 - 19, 2005** **Rally at the Rapids - Vintage Sportscar Rendezvous 2005** Sugar Lake Lodge, Grand Rapids MN. To insure a room, **call the Lodge now** at 800-450-4555. Seventy-six rooms have already been reserved and there aren't that many of them left. Hosted by Minnesota Austin-Healey Club. Info: Greg Lauser 715-262-9813 glouser@presenter.com or Mike Martin 952-898-1634 Ahbn1@aol.com

RECURRING INTERMARQUE EVENTS

- InterMarque Breakfast** Every Saturday morning! Skip the cartoons and dig the cars. Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Humungous parking lot! Breakfast starts at 8:30 (9:00 Triumph time) or whatever time you want to show up. Very good attendance lately. Usually 25-30 people and some nice cars in the lot.
- InterMarque Informal Car Show** Every Sunday starting as soon as the first car shows up. Now at two (count 'em, 2!) locations. Toby's **DONOVAN'S*** for people on the east side and **BILLABONG'S** for folks on the west. MG, Triumph, Mini, Citroën, Jensen, Jaguar, Morgan, Alfa, Austin, Delorean, Mercedes, TVR, Riley, Ferrari, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. They start at about five and go till the last car has left. (*Donovan's is the new name for Toby's. As far as we're concerned the name change means nada.)

INTERMARQUE RACES, RALLIES, & TOURS

- SEPTEMBER 17 - 19** **Elkhart Lake Vintage Festival** Elkhart Lake, WI Sanctioned by VSCDA. Featured Marque: *Morgan*. Less crowded than the BRIC and probably nicer weather too. Info: www.vscda.org and www.roadamerica.com
- SEPTEMBER 18** **Oktoberally Express** 10:15 a.m., the Pond View Cafe, 515 Main Street, Plum City, WI. Sixty miles east of St. Paul on US Hwy 10. This Monte Carlo style event is being run in conjunction with the 2004 Oktoberally. Great roads and brisk speeds. If you enjoy driving twisty all-paved back roads with lots of elevation changes, you'll love this event. Run it as a timed event or just ignore the timing and drive it as one of the best tours that you've driven. Event ends at the Historic Trempealeau Hotel, Trempealeau, WI. 193 miles. Hosted by the Stella del Nord Chapter of the Alfa Romeo Owners Club, the Sorts Car Club of LaCrosse, and the Land of Lakes Region of the Sports Car Club of America. \$35/car. Info: Ed Solstad 612-822-0569 esolstad@presenter.com
- OCTOBER 2** **Fall Color Tour** Joint tour of the Minnesota MG Group and the Minnesota Austin-Healey Club. Tom Moerke and Wayne Soderbeck are putting the event together.
- OCTOBER 2** **Great German Bratwurst Rallye - "Run for the Bun"** Location tba. Nord Stern Porsche Club members and anyone driving a Porsche invited. \$35/car, two people/car. Info: Lou Tusler

lou@snsabling.com

OCTOBER 10

Fall Color Tour Jaguar Club of Minnesota. Ron Nordwall and Don Messer are putting the event together.

MAY 13 - 15, 2005

Australia/US Healey Challenge Elkhart Lake, WI Sanctioned by SVRA. This is the first in a series of five races between US Healey racers and their down-under counterparts. Other races are at Watkins Glen, VIR, Mid-Ohio, and Mosport. Minnesotan Jeff Johnk is one of the key people behind this exciting race series. Info: www.svra.com and www.roadamerica.com

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

SEPTEMBER 16 - 19

TRials 2004 Egg Harbor, Door County, WI. National 6-Pack (Triumph TR6) convention. Info: Jeff and Karen Rust 815-874-5623 ITRMPH2@aol.com

JUNE 26 - JULY 1, 2005

Carolina Conclave Location: Winston Salem, NC Austin-Healey Club of America. Host Club: Triad AHC. Info: Gary Brierton 336-249-8869 gbrierton@hotmail.com

JUNE 18 - 23, 2006

Northeast Ohio Conclave Location: Akron, OH Austin-Healey Club of America. Info: Wayne Ward 440-235-8326 wardwe@aol.com

SOMETIME, 2006

All MG Convention Location: TBD. Dates: TBD. Once every five years all the national MG clubs (aka registers) hold their national conventions together. The last of these meets was held in St. Paul in 2001. The next is scheduled for 2006 and the MG Council of North America wants your input on location, types of events, etc. Rick Ingram, chief muckymuck of the combined MG groups' group, can be reached at P.O. Box 588, St. Joseph, IL 61873 or mowog1@aol.com.

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

Mercedes Benz Club of America, Twin Cities Section Informal dinner and discussion, Lyon's Tap, Eden Prairie. Info: 952-829-0848

Minnesota Austin-Healey Club Pie and/or Pint With the President, first Wednesday of the month, 7:00 p.m. Usually Andy's at University and Fairview in St. Paul but location moves occasionally. Info: Tom Hazen 612-237-1883 tom_hazen@adp.com or 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

Minnesota SAAB Club Monthly Meeting, first Thursday of the month, 7:30 p.m., the Green Mill at Rosedale. 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: John Withrow 952-736-8391 or www.mntriumphs.org

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

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.

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