

October 2005
Vol IV, No.10



InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



Rich Stadther and his **1963 Elva** Courier carve the cones at the Minnesota Austin-Healey Club's August 20 Gymkhana. Rich noticed he was **losing oil pressure** and pulled off the course. A little investigation revealed a clogged oil cooler that Rich will likely have repaired before this weekend's Elva feature race at **Road America**.

Vintage Foreign Marque Clubs of the Upper Midwest

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

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

Ferrari Club of America, Minnesota Chapter
(LSand007@mn.rr.com)

Glacier Lakes Quatro Club
(www.glacierlakesqclub.org)

Jaguar Club of Minnesota
(www.jaguarminnesota.org)

Lotus Eaters (TYPE45@aol.com)

Lotus Owners of the North - LOON
(tengel@mchsi.com)

Mercedes Benz Club of America, Twin Cities Section (www.mbca-tc.org)

Metropolitans from Minnesota (www.metropolitansfromminnesota.com)

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

Minnesota Autosports Club
(www.mnautox.com)

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgttr.com)

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

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

Minnesota Morgans
(Healeymog@yahoo.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

Minnesota Triumphs
(www.mntriumphs.org)

Nordstern Porsche Club (www.nordstern.org)

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

North Star Rotary Rockets
(www.northstarrotaries.com)

Pagoda Club of Minnesota (651-452-2807)

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

Triumph Drivers of Manitoba (www.britishcar.ca)

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

Twin Cities VW Club
(www.twincitiesvwclub.com)

Upper Midwest Lotus Ltd. Affiliate (autos.groups.yahoo.com/group/umlla)

Vintage Sports Car Racing
(www.vscr.org)

Volvo Sports America Minnesota Chapter (David Olson, olson199@umn.edu)

Wheels of Italy
(wheelsofitaly.com/)

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

Clubs listed in **red** are members of the Inter-Marque Council



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COPYRIGHT 2005 by IMM. All rights reserved. Due to an unexpected increase in the number of clubs listed above, we have had to condense the usual legal fine print to: We own everything and if you do anything stupid it's not our fault. Yada, yada.

EDITORIAL CONTRIBUTIONS are always welcome.

HEALEY GYMKHANA

August 20

The Brown & Bigelow parking lot was again the site for the annual Austin-Healey Club Gym-khana. The lot, located just south of downtown St. Paul on Plato Avenue, surprised veteran attendees by not having donned a fresh coat of tar and gravel the week before.

Paul Weidner put the event together (with help from Dwight McCullough) and the Healey Club provided coffee, doughnuts, and



Event chair/course designer Paul Weidner and timer Tom Hazen (in Paul's Speedwell Sprite)



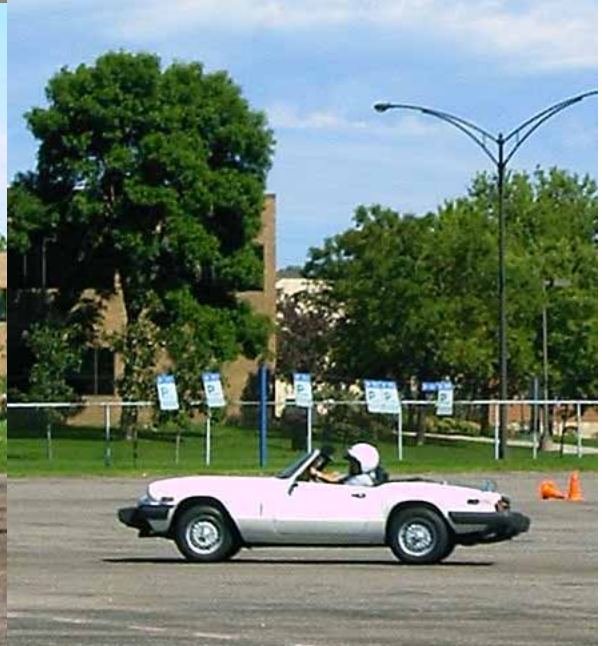
A nice mix of old and new cars wait their turn to try the course

pop for participant. Turnout was a little disappointing with only twenty some drivers but this gave them more time on the track. Fastest time of 1:07.02 was posted by Paul Weidner in his Speedwell Sprite. Others in the top ten were Tom Hazen, Andy Tasi, Dave Meek, Dwight McCullough, Tom Politiski, Aaron Courteau, Frank Howard, Phil Ethier, Curt Carlson, and Mel Turcanik.

Doug Burch, whose first autocross was only a few weeks ago, shows that practice makes a big difference.



Simon Bosworth takes the sweeper in his MG Midget.



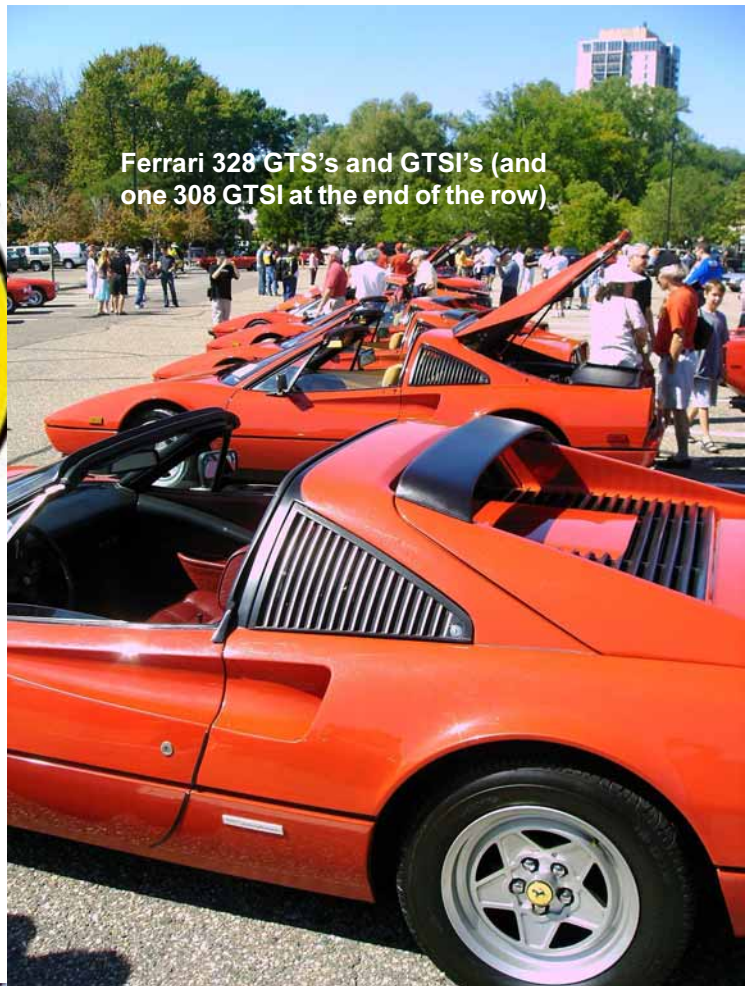
WHEELS OF ITALY

AUGUST 27

Three hundred cars were preregistered for the 2006 Wheels of Italy show and a good number of them showed up. In addition, there were a fair number of drive-ins and an assortment of Moto Guzzis, Ducatis, and Vespas.

The weather was darn near perfect and there were as a traffic jam in the non-Italian parking lot as British, French, German and Japanese car owners arrived to ogle the rosso machinery.

The car that had people staring at it all day was a Lamborghini Murciélago Roadster. For those with more traditional tastes, however, there were front-engine, V-12 Ferraris, Fiats (500's, 124's, X1/9's and a big block Topolino), Alfa's, Panteras, and the earlier Lambos like the Muiria. The 1960 Ferrari 250 SWB (Short WheelBase) pictured at bottom right also got its share of admirers. Some thought it was a Tour de France car but the owner said that model was only built on the long wheelbase chassis.



Ferrari 328 GTS's and GTSI's (and one 308 GTSI at the end of the row)



1959 Autobianchi Bianchi and Fiats



1968 Fiat 500L



1960 Ferrari 250 SWB

OUT & ABOUT

Announcement of new Lotus Club

Hello InterMarque Community!

The popular belief locally is that Lotus owners and fans are crazy. We are. We're crazy about these cars, their standout abilities, and the Marque's rich – if not speckled history. Another thing we seem to be locally is very opinionated and strong willed... not that there is anything necessarily wrong with that, but it runs rich with the odor of discord which is only a little deceptive to the uninformed.

There have been 2 clubs here locally – both independent – those being The LOON (Lotus Owner's of the North), and The Lotus Eaters. Culminating with this announcement there is now a 3rd. The Upper Midwest Lotus Ltd. Affiliate (name subject to change). The reason for being of this club is also its differentiation from the other two in that it is the Nationally recognized Midwest Affiliate of Lotus Ltd. – North America's Largest Lotus Car Club. This provides its members all of the benefits associated with membership in the National Club like The Lotus ReMarque National Monthly Newsletter, vendor discounts (including, but not limited to driving schools, equipment vendors, and even high end apparel), but most importantly Club Liability Insurance should the unspeakable happen during a club event. Many – if not all of the other local car clubs have club insurance whether it be for social gatherings, drives, Gymkhana's, Hill Climbs, you name it. Responsibly speaking in the litigious society we live in, it's taking serious chances to be organized without such protection.

So – for the low low price of \$35 first year's dues, and \$25/year there after, you'll be a part of a Nationally Affiliated Club (no local dues), with the down home friendliness and support that so many of

our local clubs have demonstrated within and outside of the InterMarque Community. Our idea is inclusion – SECURE inclusion, and we hope to partner with the other local clubs – especially the other Lotus Owners – to help grow the sporting car community here, and all the possibilities we all can bring to the area.

Feel free to contact me for more information regarding membership, or with questions at:

Elanplus2@earthlink.net

651-293-9089

Happy Motoring!

Aaron J. Courteau, Organizer – Upper Midwest Lotus Ltd. Affiliate.

Bridgestone's latest Blizzaks

A Weapon in the War Against Winter

With winter approaching, Bridgestone Firestone recently took over the Bloomington Ice Gardens to give local Bridgestone Tire dealers and others a chance to see its latest Blizzak winter tires. Telling Minnesotans about winter tires is a bit like preaching to the choir. By the time the snows hit in earnest, most of us have already safely tucked away our toy

cars and have reverted back to a winter-appropriate vehicle. And around here, that usually means something with real snow tires on all four wheels.

Not your dad's snow tires

Snow tires used to be large and chunky, usually bias-belted tires that you dad dutifully mounted on the back wheels of the family wagon. They really only worked on deep snow and were noisy, hard riding and gave poor levels of wet grip. For ice, metal studs were imbedded into the tread to provide little claws that would grip the slippery surface, but also ripped up the pavement. Snow tires were bad enough that you tried to get them off of your car just as soon as the threat of winter driving had passed.

All-season

In the 1980's, all-season tires were introduced. In theory, these tires provided good wet and dry grip for summer driving and at least adequate traction on snow and ice. They were fine if you lived in places that only saw occasional snowfalls, but truthfully were less than stellar if you happened to live in locales with real winter. As time went on, all-season tires did improve and even performance cars were soon coming from carmakers with all-season performance tires.



Bridgestone Breaks Out

Bridgestone introduced its Blizzak winter tire line to North America in 1992. Here was something new: a winter tire that used special tread compound and tread pattern technology to provide reasonable levels of winter grip. Other tire companies, notably the European manufacturers like Michelin and Pirelli has specialized winter tires for Scandinavian and Alpine markets, but none had thought that Americans would be interested. The Blizaaks hit a niche that was largely unexploited. Not only did they actually work better than anything else on the market, they also were available in enough sizes to be the most

Blizzaks have a “tube multicell” tread rubber compound with microscopic voids that contact the ice surface. These voids allow the thin film of water to travel into the compound (like a sponge), placing the rubber in contact with the ice surface for improved traction. The tread pattern itself also has numerous “sipes” and small grooves that help the tread reach through the water film and interlock with the small bumps and valleys in the ice surface. In addition, the latest Blizzak Revo1 tire line has “bite particles” small hard elements that are bonded into the tread rubber and scratch the ice surface to give additional grip. The special ice-gripping multi-cell compound makes up the outer 55 percent of the tread rubber; after this is worn away, a regular winter compound is exposed for the final miles of the tire’s life. This more rigid winter compound provides a firm under layer for better dry and wet road handling.



Ice bound

Bridgestone put a pair of all-wheel-drive Jaguar X-Type sedans onto one of Bloomington Ice Garden’s skating rinks. One had the new Blizzak Revo1 on all four wheels, while the other was fitted with Michelin X-ICE tires. The object was a quick acceleration test, measured with an in-car accelerometer. In three tries with each car, the Bridgestone-shod Jaguar consistently gave higher acceleration numbers, indicating more grip on the slick ice. It wasn’t the definitive winter tire test, but it was impressive.

Which one?

The new Blizzak Revo1 is available in 11 sizes, in 15 inch through 17 inch sizes. There are now actually five complete Blizzak tire lines for everything from sports cars to commercial light truck. Not all of them have the multi-cell tread compound, so if you decide you need the technology to help you get through winter, make sure you ask your Bridgestone dealer for the right product line. The tires aren’t cheap, but then the peace of mind from having the best weapon possible in your winter arsenal is probably worth the premium.

practical choice for skiers and commuters who had to count on getting to work in the winter. Since the Blizzak’s introduction, more than 100 million have been sold worldwide.

How do they work?

When water freezes, it actually increases in volume. You can see this when you freeze a tightly sealed container of water in your freezer. The expansion in volume will actually deform the container. If pressure is placed on ice, squeezing the crystals at the surface will cause them to melt. This thin film of water is the reason why ice skates and snow skis glide, riding on the water film. It’s also the reason why tires slip on icy surfaces. Bridgestone



Big Mini News

from an announcement sent to members of the Minnesota Minis Pizza Eating and Psychiatric Self-Help Association (MMPEAPSHA)

“As many of you know, every year there’s a MiniMeet East somewhere on the East Coast and a MiniMeet West, somewhere on the West Coast. Every five years there’s a MiniMeet East Meets West in the middle of the U.S.

“In 2004 the MiniMeet East Meets West was held in Rockford, IL, put on by the MADMEN and M.I.N.I., and we had a great turnout of **MMPEAPSHA** cars & members. The next MiniMeet East Meets West will be in 2009.....which also happens to be the 50th Anniversary of the introduction of the Mini.....sooooo.....

“**MMPEAPSHA** and ‘**Sota-MINIs** (formerly the MINIsota Motoring Society) have decided to host the **50th Anniversary MiniMeet East Meets West, 2009** here in the Twin Cities!!!!

“The Twin Cities are centrally located, certainly have the facilities to handle such an event.....and we can draw on the expertise of other Mini (the MADMEN and Minis In Northern Illinois) Clubs that’ve put on such meets, and also the MG Club which put on a National MG Meet here a few years ago. So....’Why not us?’

“It seems that’s there’s no ‘Central Authority’ that assigns who gets a Mini Meet.....and according to other clubs who’ve held them in the past, it’s “First Come, First Served”. Soooooo.....the “Brain Trusts” in **MMPEAPSHA** and ‘**Sota-MINIs** have decided to form a joint planning committee, meet, and start doing some preplanning.

“***We’re looking for volunteers to serve on the Planning Committee!*** If you live in, or near, the Twin Cities and would like to volunteer to serve on the Planning Committee, please send me an

Email at cbaumann@lkdllink.net giving me your **name and Email address**, and I'll let you know when and where we're going to have our first Committee Meeting.....probably sometime in October.

"This is going to be a lotta work and require a lotta planning and organization.....but I know we can pull this off!!! With your help and cooperation, we can really put **MMEAPSHA** in the forefront of Mini Clubs.

"Hope we'll hear from a big bunch of you soon....."

Jim Baumann
cbaumann@lkdllink.net
1-320-963-5681

Pine Run Motorsports Park

Over 150 people attended an August 23 meeting to discuss to discuss the Environmental Assessment Worksheet (EAW) for the proposed race facility. The meeting was held at Pine City High School

and chaired by the County Planning Director.

Although most of the comments were opposed to the track, the auto racing community was ably represented by Dwight McCullough, Chip Smith, Tom Feurer, and Steve Roers. These gentlemen debunked many of the rumors, the hyperbole, and the urban legends that the track's opponents had used in their statements.

McCullough, a former Pine County resident, said that 182 entries is the most his club has ever had at a single event. Smith noted that his Harley and his snowmobile are louder than his race car. Roers noted that most attendees at races are friends and family of the racers.

Next on the agenda is for the County Zoning Office to prepare a summary of the EAW and comments on it for the County Board. The Board can then take one of three actions: (1) allow the track

development to go ahead; (2) ask for more time to study the issue; or (3) require the developers to prepare a full Environmental Impact Statement.

If the long-rumored closing of Brainerd International actually takes place, the Pine Run facility could be the only Minnesota facility available for vintage racers.

Speaking of Minis

Sharp-eyed reader Brent Kiser spotted the sticker below on a Mini when he was in England last spring. Let Brent tell you a little more.

"This picture was taken in York, England inside the wall that surrounds the city and near the barbicon gate. A barbicon gate is a medieval gate that has three gates that attackers must break though. Between the first and second gate is an area where the defenders can shoot arrows at the attackers. It is the only barbicon gate remaining in England."



Don't the English have a way with their language? They can even make cussing sound elegant and proper.



THE COLORADO GRAND VIA AC BRISTOL

(Editor's Note: The Colorado Grand is a thousand mile rally held every September. Entries are limited to 75 cars built prior to 1961. This year, local enthusiast Dick Mathbews decided to enter his AC Bristol. For his riding mechanic he enlisted IMM contributor Curt Carlson. Our embedded reporter has sent the following dispatches so you can follow their adventures on a day by day basis.)

Words and photos by Curt Carlson

Saturday, September 10

Hey there. 30-35mph southerly winds from Des Moines to Grand Island made for a slightly nerve-racking trip so far. We left the Cities at 6:30 a.m. and got to Grand Island, Nebraska around 5:30 p.m. The trailer hauls beautifully (Thanks Mike!) and other than the wind, it's hard to even remember the car is back there.

The trunk lid blew open twice until I figured out that it wasn't latched fully. Luckily, nothing blew out like sidecurtains or travel directions to Vail. The Oldsmobile is averaging 12mpg towing. With only a 16 gallon tank, that makes for \$40.00 fill-ups about every 3.5 hours! UGH~! Lucky I'm not paying for gas.

Tomorrow evening we should arrive near Vail and the drivers' meeting is on Monday afternoon with 1st day drive on Tuesday AM.

Sunday, September 11

Well, we made it to Denver. Staying in town this evening as a night at a Vail resort is around \$300.00. Comfort Inn again sounds nice to me. Here's a couple of pictures from ABSOLUTELY NOWHERE as evidenced by the sign on the convenience store and no service on the cell phone. Gas was \$3.09 but we HAD to put some in as we wouldn't have made it to the next exit on the freeway about 35 miles away.



Aired up the tyres on the Bristol, filled her with gas, and fixed a couple of minor things. She fired RIGHT up and ran smoothly with no adjustment to carbs or timing. But still, we're only at 5400 feet in Denver.

Going to check in at Vail tomorrow around 10:00 a.m. Two passes of 10,500 feet and 11,000 feet to get there. Sure hope Dick doesn't want to DRIVE the Bristol there without changing carb jets (drop shipped to Vail and waiting for us there.)

Registration tomorrow morning and drivers meeting at 4:30 p.m. First day on the road Tuesday takes us from Vail to Telluride. BIG day I'm sure.

I bought an atlas and got out my long underwear. Temp in Vail tomorrow night is supposed to dip into the 40's but daytime should be in the 60's. Beautiful here with the foothills in the background behind our hotel.

More on the road.....

(Another editor's note: After we received his September 11 transmission, we have not heard anything from our embedded reporter, Curt Carlson. We have not received any ransom demands and hope that the lack of communication is caused by something less serious. Maybe a jackalope ate his modem or maybe he was evicted from the trendy city of Vail for wearing a Minnesota Austin-Healey Club tee-shirt. Who knows? At any rate, the adventure continues next month. We hope.)



Miscellaneous Mumbblings

STD Does Not Stand For Sexually Transmitted Disease

No, it means Slowest Time of Day, the award I garnered at the Austin-Healey Club's Gymkhana on August 20. While I prefer to call it Biggest Time of Day, it is still not one of the more coveted awards.

It took me a long time before I was willing to risk my self-esteem in one of these events. A few years ago, I ran through an autocross course in Linda's TR6 and walked away disgusted at my performance. I was slow and sloppy, and sulked for a week afterward. So I vowed not to do it again.

Then along came Pepe le Bleu, my Citroën 2CV. I realized that here was the perfect excuse for lackluster performance. A slow time wouldn't be my fault, it would be Pepe's. Before I even got on the autocross course on the 20th, one contestant told me that Pepe's racing nickname should be Sundial. It's hard not to exceed that kind of expectation.

But that's not what I wanted to tell you about. Despite my STD award, I left the event feeling good. First, my times improved from my first run to my last. Every time wasn't better than the one before it, but generally, over the length of the session, I got better.

It was a good feeling and brings me to my second point. When the day was done, Pepe and I understood each other better. I knew better what he could do (lean over at a ridiculous level) and not do (make quick left to right turns). And he knew better what I could do (miss a shift now and again) and not do (remember where all those cones are).

More people should have been there. A lot of you folks have spent serious amounts of TLC (time, love, and cash) on

your cars. An autocross/gymkhana gives you a low risk way to get to know your car better. What does it like to do; what repulses it. It's a lot cheaper to learn these things in a nice safe parking lot than it is out on the highway.

Your Editor Buys a Car on eBay

And it worked slicker than 20W50 in July. I didn't do any of the stuff you're supposed to do: have somebody inspect the car, check its CARFAX, etc. I just called up the seller and said I'd pay his "buy it now" price if he could assure me it was a good car. He did, I did, and it is.

What kind of car is it? Well, initially I was looking for a 1970-73 Mercedes Benz 250. A four door sedan with automatic transmission and maybe even air conditioning. But did I really need another old car with old car problems? Linda and I took a vote and I lost.

So I thought about another Mercedes, a newer one, the unloved 190E. Then I got to thinking. About all its gadgets: automatic climate control, power seats, power sunroof. They made me nervous and the cost of fixing them made me even more nervous.

Then it came to me. If I wanted to pursue my goal of being ousted as chair of the Inter-Marque Council, what car would do it? British car clubs are the largest voting bloc on the Council, but apparently not even my purchase of the



2CV was enough for them to stage a coup. What would be such an affront to Anglophiles that I could no longer hold my position?

That's right, the car all British car enthusiasts love to hate, the Mazda Miata. It's Japanese and it captured the market that the English abandoned in 1980. Its styling owes a little to the Lotus Elan but Mazda clearly was aiming at the MGB market. It's cheap, a decent handler, and a little underpowered. It's fun to drive and it's a 1990 so I can claim, with almost a straight face, that it's a classic..

So, do I like the Miata or the 2CV better? Well, the Citroën appeals to my sense of practical French chic and the Mazda to my boy-racer hormones. Right now, it's a toss-up.



1990 Mazda Miata at brother David's house in Kalamazoo

WHEELS & WINGS

practical

25TH ANNIVERSARY

This was advertised as the 25th annual Wheels & Wings. Probably they're right and the first show by this name was held in 1980. Tom Warth, however, used to hold discount book sales back in the 70's when he still owned the outfit. At first they were small affairs held in his garage. Later, as the company grew exponentially, it moved to bigger quarters and some real classic cars started to turn up. Tom didn't get where he did by ignoring opportunities to drum up business so the car show was born.

Enough reminiscing. How was the big 25 for Wheels & Wings?

Weather. There was a clear blue sky and strong winds from the south kept temps in the upper 80's. Sun block and shade were at a premium.

Turnout. Motorbooks press release told the media to expect two thousand cars. We can't confirm that but there were at least one thousand there. After about 10:00 a.m., parking was limited. Unless your car club saved you a spot, you were relegated to the far perimeters.

Clubs. The award for the largest turnout went to the MG's for the umpteenth year in a row. The Minnesota MG Group also handed out free coffee, pop, doughnuts and cookies all day long, even if they knew you didn't drive in with an MG. The "unique" club award went to the Citroëns who not only had more than a dozen of their defiantly French cars in attendance but also a four star picnic. (No escargots were harmed in preparing the feast.) Other clubs with a noticeable presence included Triumph, Mini/MINI, Austin-Healey, Audi Quattro, Ford Thunderbird, Porsche, and the Rotary Rockets (mainly Mazda RX7's).

Books. Vintage foreign car enthusiasts didn't have much to chose from this year, at least not out in the bargain tent.

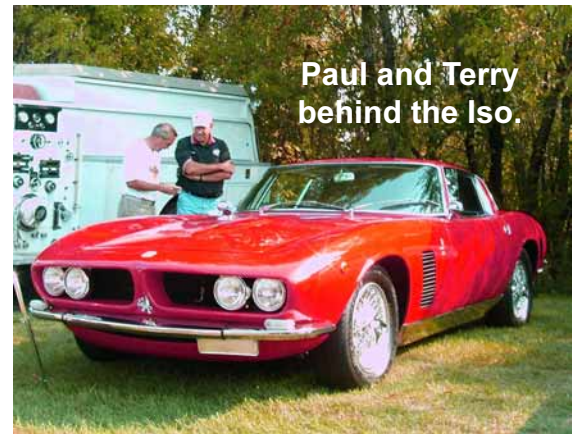


Motorbooks seems to be aiming at a different audience just at about the time when their traditional customers are coming into some serious disposable income. Ah well, there's probably a well-oiled corporate plan guiding them into their new territory.

WHAT WAS YOUR FAVORITE CAR?

The InterMarque Monthly staff asked a few of the Wheels and Wings attendees to pick their favorite cars and to tell us why. Here are some of their replies.

Paul Weidner (Minnesota Austin-Healey Club and Minnesota Autosports Club): “My favorite was the 1967 Iso Grifo owned by Terry Schultz. 1960’s Italian style and in beautiful shape.” (Editor’s note: The Iso’s body was designed by Bertone, its chassis by Giotto Bizzarrini, and its engine by Chevrolet. In this car, the Chevy engine is the 327 cubic inch mill tuned to put out more horsepower than it did in any Impala or Corvette.)



Paul and Terry behind the Iso.



Diane Rindt (Minnesota MG Group): “My favorite was Jack and Kathryn Schneider’s 1932 MG J2. This is a beautiful car. I would love to drive it; it looks like it would be a blast! I have a ‘76 Midget and would trade it in a heart beat! This car is a true classic! All original!” (Editor’s note: An 847 cc overhead cam engine in 1932! Unbelievable though it may seem today, this car helps you understand why sports car enthusiasts grumbled when the first MG T-series cars were introduced.)

Tom Politiski (Minnesota Morgans): “This 1959 Singer Gazelle (owned by Dick and Val Wallrich) is an oddball car that the editor of this newsletter should like.” (Editor’s note: I am an oddball and do like the Singer, even though it is not nearly as weird as the 1958 Skoda 440 that was my personal show favorite. What I really like, however, is the fact that owner Dick Wallrich was able to make it to the show after a harrowing three month stay in the hospital. Good to have you back Dick!)



Tom (left) and Dick (right)



Steve Shogren (Minnesota Triumphs): “My favorite was this 289 Cobra. It would be a fun car to own, with amazing performance. He made a wise investment years ago. The only minor problem is the question, is that a kit car?” (Editor’s note: This is Tom Warth’s original AC Cobra. Warth founded Classic Motorbooks in his south Minneapolis garage forty years ago and is obviously enjoying some of the fruits of his labors.)

For Sale



1937 Riley Adelphi Sportsman Saloon
Very comfortable, roomy for 5 passengers, and well equipped. The front window cranks out for increased ventilation and there are foot vents as well. Included are original shop and owner's manuals. This car has recently appeared in two all British car shows winning "Best of Class" award each time. Can be driven reliably on long tours. Located in Iowa. 1.5 litre, 4 cyl, hemi, dual cams high in the block. Always runs cool. 12 Volts. Preselector 4 speed. Body is aluminum alloy with steel fenders. 14' 6.5" long. Very attractive two-tone green. 18" wire wheels in excellent condition. W.B is 112.5" Included are the original & valuable registration plates. Newly restored upholstery and wooden dash & window surrounds. Sliding sun-roof. **NEW ITEMS:** WWW Firestone tires, Riley spin offs, brakes, gauges (all functional), fog lamps, seat belts, K&N air filter, wind shield glass, rear axle seals, rebuilt distributor, & gas tank. Modern turn signals added in addition to the original trafficators. \$17,500 (515)961-4120 or RussBees@msn.com for more pics. (Sept)

1956 Triumph TR3 In primer, almost complete. Also TR3 and 3A parts for sale. Stan Nelson 612-987-9697 (Sept)



1960 Austin-Healey Mk1, BT7. Optional hardtop. Red with black interior, excellent shape, wire wheels, OD, engine rebuilt 9/04, runs excellent. \$32,500 Terry 612-371-

9049 for more info. (July)



1964 Porsche 356C Coupe, black with red interior, great shape, engine rebuilt 1500 miles ago, runs excellent. \$21,500 Terry 612-371-9049 for more info. (July)

1965 Austin-Healey 3000 Mk 3, BJ8, early phase two. Serial #29979. Healey blue over white. Top is in new condition. New interior. \$35,000 \$28,000. Larry Nimmerfroh lnimmerfroh@mn.rr.com 952-294-4314 (Oct)

1967 MG B/GT Special Complete ground up restoration. Rebuilt engine with no lead head, exhaust header with Ansa "hi-flow" exhaust system, Mallory dual point ignition system, majority of suspension and metal components have been powder coated, Weather shield slide back sun roof. Tartan red over black leather with red piping. Car will be on display at Wheels & Wings, or contact Todd Bjerknes 651-464-3215, 763-574-9577 e-mail tbjerknes@aol.com (Sept)

Triumph Herald Coupe Original 948cc engine rebuilt 3,000 miles ago. Gone thru and redone, with new black and silver paint in 1998. Two national conventions. Sharp! Cute! Trophy Winner! \$6,500 Pat Kessler at bpbritish@aol.com or 608 784 8916 (May)



1973 Volvo P1800ES Black with light blue leather interior. Four speed with overdrive. Everything works except A/C. Excellent headliner, good title, current registration. 100+K miles, some rust,

driver's seat worn. Also for sale is a 1971 P1800E engine, tranny and overdrive. Milo David 612-379-2852 (work), 763-757-4930 (home) or milod@wysguys.com (May)

1972 Triumph TR6 Maroon paint is 10 years old but still very nice. Original tan interior in good condition. Original top keeps out water. 86K miles, strong engine and new tires. Well cared for. \$9,200 Steve Fisher 612-929-2208 (June)

1974 Triumph TR6 with aftermarket turbo blower. Red with traditional rust spots. New clutch assembly, new black top, new head gasket. \$5,000 \$4,000. Larry Nimmerfroh lnimmerfroh@mn.rr.com 952-294-4314 (Oct)

1975 MGB black, refinished. Immaculate, beautiful road car. Full chrome trim - sides, luggage rack, MGB logo on trunk. Immaculate engine bay with Weber two stage carb. Entire powertrain overhauled professionally in last year (engine, tranny, overdrive, universal, differential). New cassette radio. Top, tonneau like new. Needs to be seen. Viewable now in warm storage. \$10,000 \$7,500. Larry Nimmerfroh lnimmerfroh@mn.rr.com 952-294-4314 (Oct)



1975 Triumph TR6 British Racing Green with tan interior, great shape, with OD, runs excellent. \$13,500 Terry 612-371-9049 for more info. (July)

1976 MGB - 59,000 miles. Dark red with black interior, no rust, weber carb conversion, hot cam, Pico exhaust, electronic ignition, steel rims, good tires, 2 tops (one with zip-out window), CD player. Very good condition, \$5,500 Dan Cunningham 612-729-1846 (July)

1980 Triumph TR7 Convertible, low mile, good condition, and original! \$5,000 Tom Redner tom_mary_redner@sbcglobal.net (Sept)

1985 VW GTI/ITB Race ready. I'd like to trade for a vintage racer or racer project. This is the "Project Race Ready Golf" from *European Car Magazine*. Pictures and stories at www.europeancarweb.com.



[com](#). Follow the "Project cars" link. I've written just about all I can about this project, so it's time to move onto something else about which I will write. I'd like to find a vintage Formula Vee or a spridget or I'm open to suggestions (I like Alfas almost as much as British cars...). Otherwise, I'd like \$5,500 but will listen to offers. For more info contact Kevin Clemens at Racerwrtr@aol.com (August)

Project Cars 3 Austin Healey Bugeye Sprites, \$1,400-\$2,500. 1958 TR3, \$3,000. 1962 Jaguar Mark II 3.8 sedan, \$3,500. 1964 TR4, \$600. 1966 Triumph Spitfire, \$2,200. 1968 Jeep- Kaiser 1 1/4 ton 4x4 M715, \$3,000. 1969 MGC-GT, \$2,600. 1987 Toyota MR2, \$1,600, needs some body work on front but have all replacement parts plus new windshield. Runs good. All prices are negotiable, come see! Pat and Bob Kessler (608-784-8916) bpbritish@aol.com. Sorry don't have pictures, but it is a great ride down the river to LaCrosse. All vehicles are at our British car repair shop. (Sept)

China Decorate your table with the sacred octagon! Am parting with my black glass dishes all in octagonal shape, "perfect for MG owners. Eight place settings of plate, coffee cup, saucer. Also some soup bowls and a wonderful large hexagonal bowl, great for salad or lots of mashed potatoes. Dress up elegance or dress down casual. \$50 or best offer. Linda Bryan, Maplewood, 651 777 7037. (Sept)

CAR GUYS!
Come and hear

Kevin Clemens

author of *Motor Oil For a Car Guy's Soul*
at
New Voices in the Valley

presented by

The Valley Bookseller
217 North Main Street
Stillwater, MN 55082
651-430-3385
on
Sunday, October 9 at 11:30 am

Kevin will read from *Motor Oil For a Car Guy's Soul*
and also from his soon-to-be-released novel:
Eat Free or Die
visit www.eatfreeordie.com for details

(Editor's note: Folks, book people honestly don't think car people know how to read. We owe it to our automotive passion to show up. We don't have to discuss James Joyce with them (just say that *Ulysses* is highly overrated); if a few of us showed up and weren't obviously Neanderthals, that would be a good thing.

In-Car Race Video of the 2005 Austin Healey Challenge Series as seen from my Healey 3000 racecar! This one-hour DVD includes Road America, Summit Point, VIR, Watkins Glen, and Mid-Ohio. You won't see this anywhere else! Send \$20.00 (personal check or money order) to: Dan Powell, 6005 Chowen Ave So, Edina, MN 55410. (Oct)

Cars Wanted Brian Denny owns and operates Props on Wheels and they provide vehicles for movies, videos, etc. Often, if your vehicle is selected, you can get paid for its use. His website is www.propsonwheels.com. If you're interested, drop him a line, preferably with a digital picture of your car. (Oct)

Announcing the formation of an upper midwest e-group catering to TSD rallies and tours:

Twin Cities Area Rally People
TCARP@yahoogroups.com
Sign up at www.yahooogroups.com

Announcing the formation of a British (Inter-Marque) internet forum for the Twin Cities area. The forum includes an area for local events as well as items for sale and wanted. As with any forum, how valuable it is depends on how much people contribute.

Sign up at p2.forumforfree.com/bmcautos.html

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

- SEPTEMBER 18** **Country Social** 1:00 - 4:00 p.m., Valley Grove Church, south of Northfield. Scandinavian country fiddling (bring your Volvos and Saabs), a good old-fashioned hymn-sing (with Michael Barone playing the historic Hinners pipe organ), and other entertainments. A great destination and a beautiful drive to get there. Follow 246 south out of Northfield and then west on 29. Info: www.valleygrovemn.com.
- SEPTEMBER 24** **Tenba Ridge Winery & Car Show** Blair, WI. Gate opens at 10:00 a.m. Winery tour starts at 11:00. Bring a picnic lunch. Show & shine car show with awards at 2:00 p.m. The winery owners are old British car enthusiasts and their ancestors are from Alsace. \$10 registration. Info: Diane Rindt drindt5953@hotmail.com, 715-832-8316.
- SEPTEMBER 23 - 25** **Indy British Motor Days** Indianapolis, IN. This year featuring Jaguars and saloons (aka sedans). Hosted by the Indiana British Car Union. Info: Dan Miller 317-783-0873 or TRRestore@aol.com
- OCTOBER 9** **Car Guy Book Reading** 11:30 a.m. The Valley Bookseller, 211 North Main, Stillwater, MN. Kevin Clemens will read from *Motor Oil For a Car Guy's Soul* and also from his soon-to-be-released novel: *Eat Free or Die*. Info: www.eatfreeordie.com.
- JUNE 4, 2006** **Bug In Central** 9:00 am to 3:00 pm, WestSide Volkswagen, 2370 Highway 100 South, St. Louis Park, MN Hosted by the Twin Cities VW Club Info: www.twincitiesvwclub.com
- JUNE 15 - 18, 2006** **Rendezvous 2006** Thunder Bay, Canada. More info when available.
- JUNE 23 - 25, 2006** **Back to the Fifties** State Fair Grounds, St. Paul, MN Hosted by the Minnesota Street Rod Association. 10,872 street rods, classics, and customs in 2005.

RECURRING INTERMARQUE EVENTS

- InterMarque Breakfast** Every Saturday morning! 8:30 a.m., Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Humungous parking lot! You don't have to be an InterMarque member to attend.
- InterMarque Brewfest** Every Sunday afternoon! 4:00 p.m. till ? Kip's Pub, northwest corner of I394 and Hwy 169. For anyone and everyone that has a European car and would be interested in a Sunday evening get together. www.kipspub.com

INTERMARQUE RACES, RALLIES, & TOURS

- SEPTEMBER 17 - 19** **Elkhart Lake Vintage Festival** Elkhart Lake, WI Sanctioned by VSCDA. The fall festival is always fun. Not as many expensive cars and pit poopsies as the BRIC, but not as crowded and much friendlier. The weather is usually better also. Info: www.vscda.org and www.roadamerica.com
- SEPTEMBER 17** **Oktoberally Express**. Registration 9:00 AM – 9:30 AM in the park across the street from the Pond View Café in Plum City, WI. All-paved Monte Carlo style tour rally. Easy to follow instructions. No fussy calculating on this event. A driver's rally with brisk speeds and 240 miles of the best roads and scenery. Hosted by the Stella del Nord chapter of the Alfa Romeo Owner's Club and the Sports Car Club of La Crosse, Land O Lakes Region SCCA. Cost: \$35/car; SCCA & Alfa Romeo Owners Club discount rate: \$30/car. Please RSVP by Wednesday 9/14/05 to Ed Solstad, Rallymaster at esolstad@pressenter.com or (612) 822-0569.
- OCTOBER 1** **Dog Days of Summer Tour** Rain date: October 2. On Saturday, October 1st, weather permitting, we'll meet for lunch at the Pickle Factory in Pepin, WI around 11:30 or noon. Drivers/Navigators meeting at 1:00 pm. Cars out shortly thereafter, with the most enthusiastic drivers out first. End point will be Hanson's Hold Up outside of Fountain City. Everybody's welcome, from rusty Yugos to 100-point Rollers. A true inter-marque event hosted by Tom Hazen and the Minnesota Austin-Healey Club. Info: www.mnhealey.com
- OCTOBER 2** **MOWOG 8** 7:15 am, Valley Fair Amusement Park, Shakopee, MN Final event of the 2005 series. Hosted by the Minnesota Autosports Club. Both vintage and new vehicles will attempt to find their way around the cones. Info: www.mnautox.com

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

- JUNE 18 - 23, 2006** **Northeast Ohio Conclave** Location: Akron, OH Austin-Healey Club of America. Info: Wayne Ward 440-235-8326 wardwe@aol.com
- JUNE 21 - 25, 2006** **MG International 2006** Gatlinburg, TN Hosted by The North American Council of MG Registers (composed of, take a deep breath, the North American MMM Register, New England MGT Register, North American MGA Register, North American MGB Register, and the North American MGC Register). This is the once every five year gathering of all MG's, the last of which was held here at the Minnesota State Fairgrounds in 2001. Info: www.MG2006.com
- JULY 19 - 23, 2006** **Vintage Triumph Register National Convention** Location: Dallas Ft. Worth, TX, near the Texas Stadium. Info: vtr2006.com
- JUNE 29 - JULY 3, 2009** **MiniMeet East Meets West** Minnesota Hosted by the Minnesota Minis Pizza Eating and Psychiatric Self Help Association and 'Sota MINIs (formerly the Minnesota Motoring Society). This is a once every five years event and this one will celebrate the 50th anniversary of the introduction of the first Mini in 1959. Date is probably still tentative but both clubs are ramping up for the event. Info: www.mini-sota.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, **first Wednesday** of the month, 6:45 p.m., Lion's Tap Restaurant, Hwy 212 and Cty Rd 4, 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. or before. Fort Snelling Officers Club. Info: Greg Lauser 715-262-9813 glauser@presenter.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.mnmgtr.com
- Minnesota SAAB Club** Monthly Meeting, **first Thursday** of the month, 7:30 p.m., the Backyard Bar & Grill near Har-Mar, the restaurant just as you turn in to the movie theaters. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org
- Minnesota Minis Pizza Eating and Psychiatric Self-Help Association** Regular monthly meetings at irregular times and locations. Check www.mini-sota.com or 320-963-5681.
- Minnesota Triumphs** Monthly Meeting, **second Thursday** of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club. Info: 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
- Triumph Drivers of Manitoba** Informal gathering, **every Saturday** morning, 9:00 a.m., at the Rib Shack Restaurant, 1140 Pembina Highway, Winnipeg, Manitoba, Canada. Spouses welcome. Bring your car or just drop in. Info: www.britishcar.ca
- 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

Hey, will you be able to get you and your loved ones **InterMarque Monthly** clothes for Christmas presents? Probably! Check this space next month and don't send all your money to L.L. Bean in the meantime!



The OktobeRally Express

Saturday, September 17, 2005

A Road Rally Presented by
The Stella del Nord chapter of the Alfa Romeo Owner's Club
and the Sports Car Club of La Crosse, Land O Lakes Region SCCA,
Registration 9:00 AM – 9:30 AM in the park across the street from the
**Pond View Café located in beautiful downtown Plum City, WI., 1 hr, 20 min east of St.
Paul on US 10.**

The OktobeRally is an all-paved Monte Carlo style tour rally. We give you easy to follow written instructions including the leg times in whole minutes and the leg distance to the truncated 1/10th mi. None of that fussy calculating on this event.

Easy enough for beginners, and interesting enough to keep the experienced ralliests suitably entertained.

A real driver's rally with, brisk speeds and 240 miles of the best roads and scenery that you can possibly imagine.

It doesn't get any better than this in the Upper Midwest. Come on out and ENJOY big time.

We'll finish with a picnic hosted by the Sports Car Club of La Crosse.
That means brats, beer, soda, and German potato salad.

Cost: \$35/car; SCCA & Alfa Romeo Owners Club discount rate: \$30/car

Please RSVP by Wednesday 9/14/05 to Ed Solstad, Rallymaster at
esolstad@presenter.com or (612) 822-0569.

Tenba Ridge Winery & Car Show

Bring your Classic Car for the Car Show and get ready to sample some GREAT wine!!

September 24th, 2005

10:00am The gate opens

11:00am: Tour the Winery & sample the wine

Bring your own picnic lunch

Show -n- Shine Car Show

1:00pm: Judging starts

2:00pm: Awards and door prizes

The Tenba Ridge Winery is located outside Blair Wisconsin on Joe Coulee Road. It is nestled in the rugged hills of Trempealeau Country, in a part of Wisconsin left untouched and unchanged by the last glaciers to cover parts of North America. The Winery is carved out of the lower level of the family home, reminiscent of the small family wineries found in Europe.

John Patrick Gill's great grandfather started making wine in the Alsace area of France in the 1890's. John Patrick took up the art in the early 1980's while he was living in Fox Point Milwaukee. Today John Patrick and his wife, Kiyoko, are making wine the same way John Patrick's great grandfather did. They use the same materials and processes; this is what makes their Alsatian wine taste so good.

John Patrick and Kiyoko are also British Car Enthusiasts and have been for years. John Patrick has owned many different British Cars throughout his life, 1952 MG TD Stage 2, 1958 BUG EYE SPRITE, 1964 AH SPRITE, 1974 TRIUMPH SPITFIRE and an MGA 1600 TWIN CAM.

John Patrick Gill lived in Long Lake, Minnesota when they were building the I-494 Belt Line. In the early stages of building the new highway the only part that was concrete was the two "clover leaves". At that time John Patrick drove 18 miles from home to work and when he came to the clover leaf for the "new" highway he'd drive his MGA as fast as he could on the clover leaf, putting the car into a 4 wheel slide, never letting up on the gas. Then he'd hit the unfinished dirt road and continue until he'd hit the next clover leaf and run the same drill again!

Kiyoko learned how to drive in an MGB. She lived in Madison Wisconsin and her father's secretary (friend of her parents) taught her how to drive. The MGB was the secretary's car. She took Kiyoko out to the country roads to teach her how to drive. The secretary was quite dismayed when Kiyoko was passed by a tractor.

John Patrick and Kiyoko passed on their love of sports cars to their children too. When their daughter Annie was just old enough to start driving, they took the 1974 Triumph Spitfire on Hwy 20 down by Waterloo. On their way back to Cedar Falls, John Patrick said to Annie, "Don't you think you better slow it down a little." She replied, "Dad I'm only doing 55." At which point he noted, "That's the tachometer and it's 5500 RPM. The speedometer says 108!" Today Annie is the artist who painted the label they use for Tenba Ridge wine.

Come join us for great wine, great cars, and great people!

Name: _____

Address: _____

E-Mail: _____

Vehicle/s to be registered: _____
Year Make Model

Registration fee before August 24, 2005 = \$10/car (No refunds on or after September 1) (After August 24 or at the gate registration fee = \$15.00 per/car) (Check payable to Diane Rindt)

(Money collected will be used for awards and door prizes)

Send Check and Registration Form to:

Diane Rindt
4271 North Shore Drive
Eau Claire, WI 54703
drindt5953@hotmail.com or 715-832-8316

THE DOG DAYS OF SUMMER TOUR

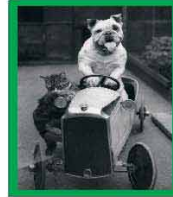


Saturday
October 1, 2005
(rain date Sunday Oct 2)

11:30 AM
The Pickle Factory
Pepin, Wisconsin

Canines welcome!

Doggy treats and toys will be provided.



Is that your favorite road sign? You will cruise by **dozens** of them on this tour. We'll be driving the most scenic, hilly, curvy, and wooded roads in the area. Guaranteed fun for you and your pets!

The Dog Days of Summer is a **"couples friendly"** tour, not a competitive rally. Complete and easy-to-follow route instructions with road names, mileage, and a detailed map will be provided. To reduce tailgating and passing, 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, **7/10ths maximum**.

Lunch at the Pickle Factory will be a "pay your server" affair, then after a short meeting, the **tour will depart at 1:00**. It takes about two hours when driven at **Happy Speed**. The route is about 100 miles, but you'll rack up about 250 miles for the day, round trip from the Cities. The tour will make a pit stop at **Hansen's Hold-up** near Fountain City for refreshments, and end with an optional visit to **Elmer's Auto & Toy Museum**.

The tour is FREE! Hansen's and Elmer's are pay-your-own.

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, WI. 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 libertytrans@mn.rr.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 - Promise you won't tell anybody?
- 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:

