

November 2005
Vol IV, No.11



InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Curt Carlson
takes us up to
speed on
the Colo-
rado
Grand.
See page 8.

Special: Saturday, October 15 events! See page 16

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
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(www.metropolitansfrom
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(www.mnhealey.com)

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(www.mnautox.com)

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgtr.com)

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

Minnesota Morgans
(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 Mani-
toba** (www.britishcar.ca)

'Sota MINIs
(minimotoringsociety.com)

**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
(www.zownersofmn.org)

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

An upper midwest e-group catering to TSD
rallies and tours:

Twin Cities Area Rally People

TCARP@yahoogroups.com

Sign up at www.yahoogroups.com

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.

Sign up at [p2.forumforfree.com/
bmcautos.html](http://p2.forumforfree.com/bmcautos.html)

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EDITORIAL CONTRIBUTIONS are **always** welcome.

Miscellaneous Mumblings



You can almost hear the SUV's snickering. After months of being embarrassed by a motley crew of aging sports cars, they can sense that their season is approaching. The last club fall color tour will soon be history and we are only weeks away from the thirteenth anniversary of the great Halloween blizzard. The Tahoes and Escalades can hardly contain their glee as the pesky little interlopers seek refuge in garages and barns throughout the upper midwest.

Let them have their moments of glory in the snow and salt. It was a great season, wasn't it? Shows, tours, races, autocrosses, rallies, one hillclimb, and extended trips to far-away locations. For myself, I think this year I set a personal record for the least amount of time broken down on the side of the road.

If that wasn't enough to make a fellow feel proud, this issue of the *Monthly* would. Curt Carlson treats us to his story about the Colorado Grand, a thousand mile (that's mille miglia for you Alfistis) tour through some of this country's most breath-taking scenery. Thanks to Curt for the article and pictures, and a special thanks to Dick Mathews whose exquisite AC Bristol and generosity made the trip possible.

Curt's article pointed out to me that there's a whole world out there that I hardly ever see. I hate to break any preconceived notions you may have of me, but Delages and D-type Jags don't play much of a role in my day-to-day existence. And because of that, I've perhaps come to some incorrect conclusions about how the owners of these cars live with them. I assumed they put their cars on golden jack stands and hired a maid to come in and dust them once a week.

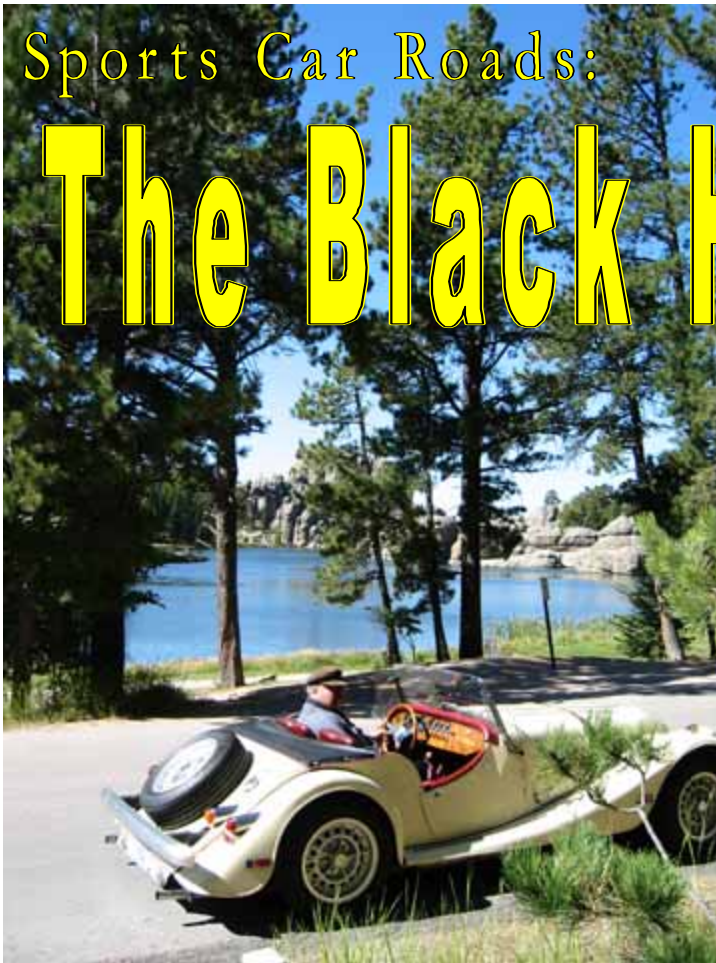
Wrong! Jay Leno drives his cars, Russ Bees drives his diverse collection to 30+

events every year, and that couple driving their 1931 Bentley in the Colorado Grand has earned my undying respect. In addition, they seemed to be having as much fun piloting it as I do driving the Citroën 2CV. You know, it would be almost the same if only I could find a place where, at the end of a day's trip in the 2CV, there would be an open bar, a black tie dinner, a masseuse, a hot tub, and chocolates on my down pillow. What do you think? Would these things be standard if I traded up to a Triumph Spitfire?

Speaking of great drives, we also have Dale Martin's report on some roads a little closer to home, roads just made for a Morgan +8 and for your car as well. Along a slightly less expensive path, Mark Illinski makes his first appearance in the Monthly. I met Mark at the Wheels and Wings show in September. In addition to owning a beautiful Mini, Mark collects and shows 1:43 scale models so I asked if he'd do some reviews for the Monthly. His first piece is on Citroëns since I happened to mention I own one, but hopefully he'll cover other marques or other aspects of the hobby in the future.

Sports Car Roads:

The Black Hills



We had a great afternoon driving and the weather was perfect.

Day two started with a good breakfast at the RV Park and then, at

about 8:00, we were on the road. The weather was cool in the 40s but the sun was shining through the trees making it a perfect morning to drive the Needles Highway.

If you haven't driven this beautiful stretch of road, think about doing it. The road twists and turns through some of the most beautiful mountain roads anywhere. There are lots of 180-degree hairpin turns as you climb and descend through the Custer state park. You drive through narrow rock tunnels that thread through the hillsides. We continued on into the game trail loop where we saw bison, deer, prong horned antelope, and wild turkey.

We had so much fun when we got to the end of the loop we turned around and headed back to do it again. This time through the loop there were a few minutes when we were forced to pull over on the side of the road because there was a cattle drive using the road. The cattle kept looking hard at the Morgan as they went past. I kept telling them not to drool

on the car. I even mentioned that to one of the cowboys on horse back. He said drooling wouldn't be the worst thing they could do to the car.

Words and photos by Dale Martin

Have you ever been on a road that twists and turns through beautiful scenery, saying to your self, "Boy do I wish I were driving the _____ on these roads!" Well I sure have. The last time Barb and I drove through the Black Hills I told myself that I was going to take a few days, spend some time with my 28 year old son, and drive the heck out of those roads in the Morgan.

Last week we did it. We left at about 10:30PM on Wednesday evening and drove the 620 miles to Hill City, trailering the Morgan behind the GMC van. After a side trip through the Badlands we got to Hill City about 11:00AM. We parked the van and trailer at the RV Park, and unloaded the Morgan. After a quick lunch we were off to Mt Rushmore, and some of the beautiful roads to Custer.





After a quick fuel stop in Custer we headed up highway 16A to Keystone.



This stretch of road has three wood bridges that you cross and then about 3 seconds later you are going under the bridge that you just crossed. The road twists and turns while you climb and descend back in to the cute little town of Keystone.

miles on the Morgan that day so we headed into Hill City for a light dinner and a few beers to clear our throats of that mountain dryness. We reviewed and rehashed one of the best driving days of our lives.



16A was so much fun that after lunch we headed back to Custer to do it again. Then back up the Needle Highway to Hill City. By now we had put over 300

Day three started at about 8:00 again. A beautiful clear crisp day for a drive. We headed for Spearfish Canyon. First we had an hour drive to Lead. Then up 14A to Spearfish. The sun shining on the rock outcropping was gorgeous and we saw some big horn sheep standing in the sun on the rocky ledges over the road.

Beautiful hardly describes what the Spearfish Canyon drive is, and after a coffee break in Spearfish we headed back through the canyon. By 1:00 we were in Deadwood. to do a little shopping (as little as possible). And an even smaller amount of gambling, at the ever-growing amount of Casinos in town.

Later that afternoon we were back in Hill City packing up the Morgan in the trailer and heading back to Minnesota. Three days and over 600 miles of some of the best sports car driving roads in the country were left behind as we headed into the night.

OUT & ABOUT

Elkhart Lake Vintage Festival

This fall's Elkhart Lake Vintage Festival was held September 16 - 18. Featured marques were Bugatti and Elva.

Upper Midwest racers included:

Group 1. Mark Heathman (1948 MGTC), Dennis Holloway (1949 MGTC) and Mike Speidel (1926 Bugatti Type 37)

Group 2. Rich Stadther (1963 Elva Courier FF), Dan Powell (1961 Austin-Healey 3000), Joe Alexander (1963 Triumph TR4), Jeff Lumbard (1967 Unipower GT), Mark Brandow (1960 MGA roadster), Randy Byboth (1963 Austin-Healey Sprite), Bob Youngdahl (1962 Elva Courier), Charles Ebert (1955 Arnolt Bristol Deluxe), and Mal Fay (1968 Austin-Healey Sprite).

Group 3. Dave Jahimiak (1957 Devin Special), Tom Strand (1967 Elva MK 7S), and John Houlton (1972 LeGrand S Spyder)

Group 4. John Hertsgaard (1959 Formula Junior Special), Robert Hanneman (1969 Zink C4 Formula Vee), and Roger Karnopp (1972 Titan MK-6 FF).

Group 6. Dick Kantru (1971 Chevrolet Camaro)

Group 8. Ben Robertacci (1971 Porsche 914-6), Ed Ceilley (1971 Triumph Spitfire), Jerry Barr (1968 Triumph GT6), and Greg

Meyers (1965 Dodge Dart)

Group 10 Elva. Bob Youngdahl (1962 Elva Courier IV), Robert Maurer (1963 Elva Mk7), Rich Stadther (1963 Elva Courier FF), and Rom Strand (1964 Elva Mk7S)

Bugatti Grand Prix. Mike Speidel (1926 Bugatti Type 37)

1:43 Scale Car Models by Mark Illinski

Collecting 1:43rd scale models is a practical alternative to having the real thing. Although there is nothing like having the real car experience, for less than \$30 each in most cases, one can have a nicely detailed model of a car that is simply unobtainable due to its rarity or escalating restoration costs. Other factors also play a role such as insurance, storage, maintenance and upkeep.

My collection started ten years ago when a friend asked if I would help him vend at the Toledo Toy show. Since then, I've managed to build a large collection

of nearly three hundred cars. All are of British, European and Japanese descent.

The Citroën models that I presently have are of decent quality and available from a wide range of manufacturers and distributors. E-bay is a good source for these models as well. The distributors that I've dealt with in the past are all very good and seem to be up to date with their product. Here are some websites that you can go to. This way, these models can be seen first hand.

www.tfcusa@northweb.com

www.ewamodels.com

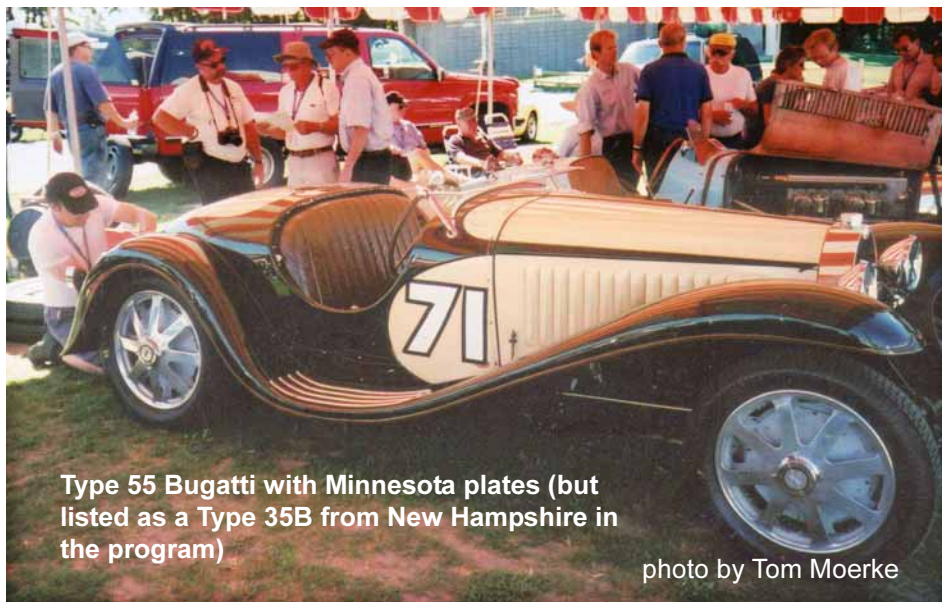
www.ixomodels.com

The latter one is just a website, not a distributor. IXO models are of the highest quality in my opinion. Their prices range from \$15-25 per model and cover a wide range of different makes including Citroën.

Minichamps (Pauls Model Art) is another excellent manufacturer. Prices are in the \$30-45 range. The quality is EXCELLENT !!! Evidence of this can be seen in their recently released Citroën SM.

Vitesse Models are also very good. They cover a lot of the Citroën 2CV, Traction Avant and modern day cars quite well. Pricing is from the \$15-25 range.

Nostalgie Models are of excellent quality and seem to favor the French automakers. Of the two Citroëns that I have from



Type 55 Bugatti with Minnesota plates (but listed as a Type 35B from New Hampshire in the program)

photo by Tom Moerke

Nostalgie, I am very impressed. Prices fall into the \$25-30 range.

Solido Models offer a wide range of French cars and has been around for a long time. Their quality has vastly improved in recent years. They remain reasonably priced in the \$15-25 range.

Dinky and Corgi are made in the UK and have been around since the beginning of time. They also make some very nice models of the Traction Avant series cars 1934- 1955 and cover the 2CV as well.

That's about all I have for now. Thank you

Mark

Surprise Ending to MG Fall Color Tour

by Dan Shidla

The Minnesota MG Group's fall color tour took on a new level when the attendees were at Tom & Barb Belongia's house for dinner.

There were about 50 people there. After most had finished eating, club vice president Elena Pierce said there were a few announcements. She went through a few club type things, then she introduced her daughter and her boyfriend's daughter.

She then said she and her boyfriend, Dick Biessener, had decided to get married and everyone was invited to the ceremony.

She then said the ceremony would be held in the next room now!! Apparently the only people who knew it was to take place were the hosts, Elena, Dick, and the two daughters. A local judge was there and the ceremony took place with everyone standing close. It was followed with champagne and cake.



Pine Run Motorsports Project Update

With the long-rumored closing of Brainerd Raceway still on the horizon, there has been a lot of interest in the proposed race facility at Pine Run. The Pine County Board met on September 20 to vote on the track's Environmental Assessment Worksheet, but delayed the vote for 30 days to gather more information and perhaps get a better idea

on how the political winds are blowing. The worst case scenario is that the Board could order submission of an Environmental Impact Statement, a costly piece of work that has never been required for any other project in the county.

Information that the facility's developers will provide to the county include: wetland delineations, a stormwater management plan, a wastewater treatment plan, a noise analysis to show the track can stay within state limits, a traffic analysis reflecting MN DoT ideas, and an emergency response plan.

This month's Board meeting could be key and letters like the following are unfortunately appearing in various newspapers and web sites:

The Pioneer Press, October 11. "Mobilized citizens can prevail. It was with great joy that we read that the Goettermans are having some success in their fight against Deer Creek Speedway. We here in Pine County are facing the possibility of the same problems if the proposed Pine Run Racetrack becomes a reality.

"Fortunately, we were able to start from almost day one to evaluate and comment on the track's environmental assessment work-sheet. An unfavorable determination could result in a legal appeal being filed by Stop the Track, a group of opponents that we belong to.

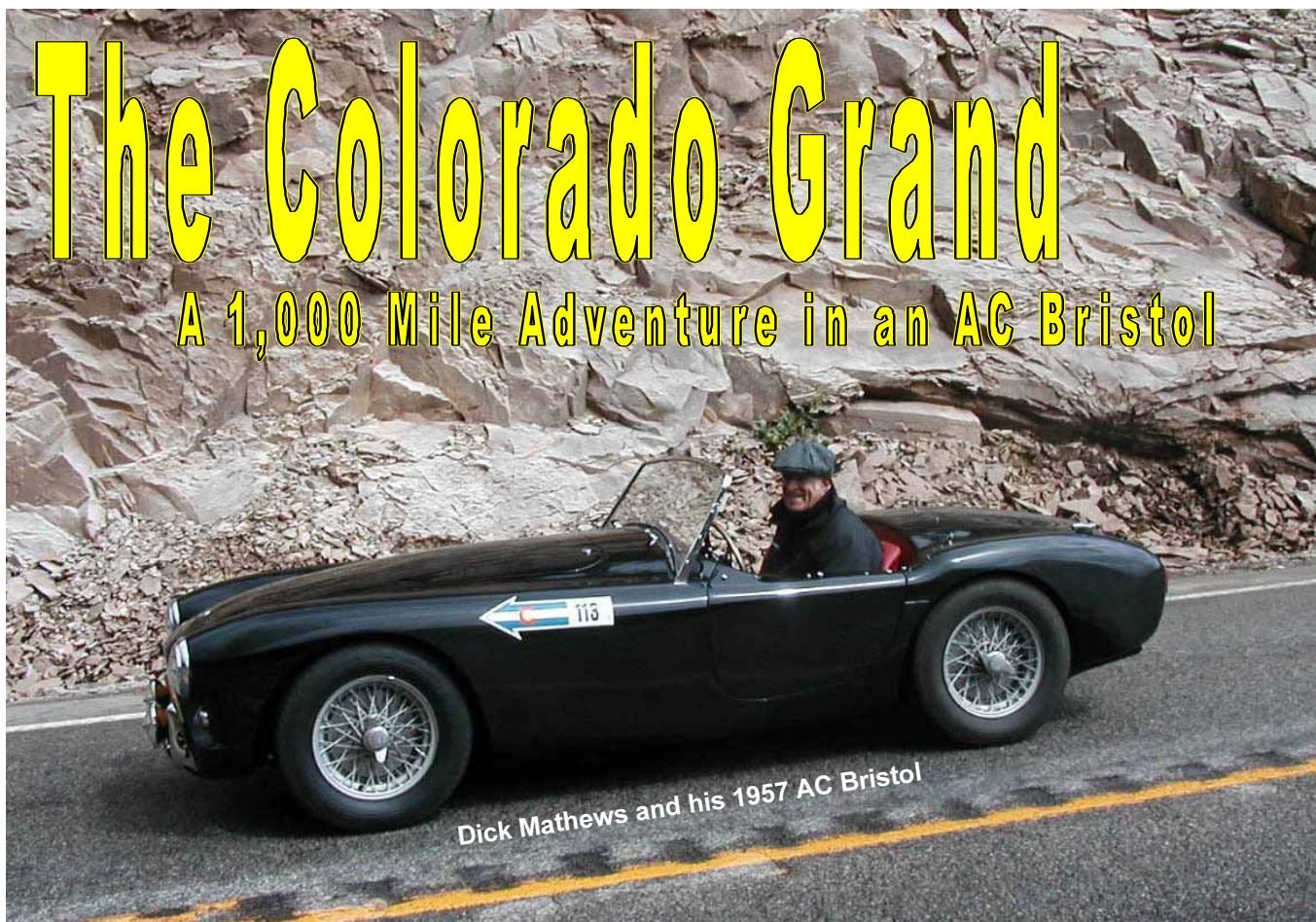
"It is important to note that even a small group of concerned citizens can fight and win. Never underestimate the power of the people when their cause is just."

Unless emotional letters like this are countered by the facts, they can easily prevail. For info on the track and what you can do, go to: www.pinerunracing.com

Separated at Birth?

David Oreck, vacuum cleaner salesman, Harley rider, and Duluth native

Stirling Moss, car insurance salesman and auto racing great



words and photos by Curt Carlson

I was visiting my friend Josh in Chicago for the weekend in early August when I got a call from Dick Mathews. Dick had just heard that his application to run the Colorado Grand, a 1000 mile rally around the state had been accepted due to a late cancellation. Dick had been applying for the past 3 years and he and his car finally qualified for this most elite honour. He asked if I wanted to accompany him as navigator/mechanic.

It didn't take me too long to realize that this was a once-in-a-lifetime opportunity. I agreed and we began preparations. There was much to do and little time to do it before the mid-September event. After my return home, Dick and I conferred and we compiled a hasty to-do list of items we'd need to take care of prior to departure. There was much work to do on the car including fixing a nasty fuel leak, wiring in driving lights, installing seat belts, securing a spare, and numerous other tasks. We got to most



of them. Dick and I spent about 15 hours preparing for the trip. When all was said and done, we'd gotten to most of it.

We left on Saturday the 10th of September, the day of Wings and Wheels in Osceola. This would be my 1st absence from W&W in 10 years. Dick had bartered with Mike Manser (MAHC) for use of his tilt-bed trailer in exchange for unlimited use of my Healey 100 for the 8 days while we would be gone. I was happy to oblige as Mike is a trusted friend and the opportunity was worth the risk.

We left at 6:00am with Mike shuttling me to Dick's house after I delivered the 100. Dick and I were on the road by 6:30 pattering through the Twin Cities on a sleepy Saturday morning on our way west. The rest of the day is somewhat of a smudge, with endless hours upon endless hours on the road in Dick's SUV towing his Bristol-powered 1957 AC Ace behind.

Bucking a headwind for 2 days to Colorado made the "tour" more memorable, but with a 12-gallon tank and 8 miles per gallon our days were broken up at very regular intervals. (Gasoline cost around \$3.10 thanks to Hurricane Katrina.) We made it as far as Grand Island, NE on the first day and continued to Denver on Sunday evening.

Our obligation on Monday morning the 12th of September was a "virgin" drivers meeting for the newbies. We made it from Denver to the meeting in Vail with about 15 minutes to spare, parked the trailer on the road, and dashed into registration. The drivers meeting foretold the rest of the week with a VERY well organized meeting with the rest of the first-timers and the CSP (Colorado State Patrol) officers who would be escorting us on our adventure for the rest of the week. In the meeting, the "rules of the road" were described. 1) Close to town – SLOW DOWN! 2) Double yellow on the ground – DON'T GO AROUND. 3) Big and Yellow and Bright – BE EXTRA

In front of cloud-shrouded Red Mountain are a 1954 Mercedes Gullwing, a 1956 Austin-Healey 100M and a 1918 Peerless.



POLITE (School Buses). 4) If the motors (CSP) Don't wave – DON'T BE BRAVE

“What could be simpler?”, we asked. Four rules for a 1000 mile rally? I wish our local club rally rules could be so simple! We enriched the jets on the triple-webers (drop-shipped to Vail) for the altitude and checked into the hotel afterwards. Naturally, I dropped a cap-bolt inside of the engine compartment SOMEWHERE. After I'd given up hope of finding it and sent Dick to the hardware store for a replacement, I did the “shake the car” trick and the bolt magically reappeared. It continues to astound me how anything important can seemingly disappear *off the face of the planet* only to reappear after a replacement has been secured. The dinner that evening was indescribable at the Vail Cascade Resort and Spa.

Tuesday we departed from Vail in the Ace for a BIG push to Telluride. The car ran like British crap from the outset, misfiring and backfiring the whole way to lunch in Paonia, 130 miles away. Dick changed the plugs during the break and I didn't think we would make it for the 3 hours it took us to get there. In Paonia, the Grand had arranged for the locals to provide us with a home-cooked potluck

did my best to sample each one, but was afraid that I wouldn't be able to fit into the Bristol if I went too far.

The locals insisted we each leave with a dozen Colorado Peaches. It was tough to find room in the car, but they were insistent. I'm glad I found room, they were fantastic. After lunch, we were back on the road to Telluride (elev. 9500'). We only traversed one pass that day, at 9755'. The Bristol ran hot on the way up, not firing on all cylinders, but cooled down on the way down the mountain so much that the engine temp gauge wasn't registering at all. Our route took us through the “Black Canyon of the Gunnison,” sheer rock faces 2500' down to my right and 2500'

lunch in the city park shelter and community room. It seemed the whole town showed up to welcome us and everyone brought a dish to pass. There must have been 45 plates of entrees, salads, desserts, drinks and snacks. I

up to my left. Dick was in his element and was using all of the road and some of the shoulder too. I reminded him a couple of times that “My Mother loves me very much”. It didn't seem to matter. We sputtered into Telluride with about an hour of daylight left, almost 300 miles on that first day. An open bar and social hour greeted us with a lavish dinner later in the grand ballroom. After dinner, with my belly and head full, I returned to the lodge.

As I was walking up, I saw Tom Ellis (lead mechanic with the tour) getting into the Bristol to see if he could get it running better. I worked with him for about two hours checking and adjusting the points, replacing the condenser, setting the timing, checking for strong spark, checking for proper fuel delivery, etc. Nothing seemed to make a difference. We retired for the evening vowing to sleep on it and return the next morning with a plan in our heads and magic in our hands.

Up the next day, breakfast and preparing for departure. Dick and I watched the tourers depart in a symphony of cylinders with all the fanfare (smoke included) as if it was a performance of the 1812 overture. They left in waves, Maseratis following Bentleys, AC's leading Ferrari's, Mercedes trailing Jaguars.

Soon the hotel parking garage was quiet and after Tom wrapped up a few loose ends on others' cars, we searched for an answer to the AC's poor running. We came up short even though we rechecked everything for the next 3 hours. By 11:00, we were scratching our heads and at a loss. Tom suggested that since

the car wasn't running well at idle or mid-range, there was something amiss in the fuel delivery at the carbs, so we removed the idle jets and blew out the circuit. After reinstalling them, Dick said the car ran better but I'd say it still wasn't 100%. At any rate, whether it was bad gas, lower altitudes, or Tom's ministrations, the severe problems of the previous day did not reappear.

It was getting late and we decided to press on as best as we could. Luckily, we had a short day on that 2nd day to Durango. There were at least three passes over



Dick and Tom check out the AC



10,000' though and as we topped Red Mountain in the snow, my driver had to make a pit-stop in the woods. With the snow falling on me, I waited, shivering in the open-topped car. The scenery was breathtaking and so was the temperature.

On our way down the long slope the car idled and cooled for the next 40 minutes to the bottom. The brakes on the Bristol are fantastic, even with drums all around and I was amazed. We skipped lunch and made it to Durango by 4:30. Most everyone was already there. Open bar and dinner followed. I had a very nice time chatting with the other tourista.

The next morning dawn broke in the valley early and



Jamie Jackson of Edina pleads his case to Gunnison County's finest

we were on our way in a pack of Aces. The run from Durango to Crested Butte took us around the southern edge of the San Juan mountains and into the high desert of southwest Colorado. This gave Dick a chance to stretch out his right leg. As we cruised along at 110, a pride of Jaguars passed us like they were on their way to a fresh kill.



The sound of D-types, C-types, and XK-SS's serenaded us and I was sorry to hear the music fade. That was okay, because we caught up to them again in about 50 miles as we waited 45 minutes for the Colorado Highway Department to clear the debris from a blasting site off the road.

Lunch in Lake City was another city-wide affair and everyone was there. Lake City is nestled into the most beautiful valley I've seen and is a beautiful and quiet little Victorian-era mining town. The people were friendly and chatty, and we were treated like celebrities. The afternoon push to Crested Butte took us through Gunnison, and the local Police and Sheriffs were waiting. Dick and I counted at least 6 Granders (none of them us) pulled over on the shoulders pleading their cases. We took it easy for the last twenty miles to Crested Butte. Open bar and another lavish buffet dinner followed.

The next morning the temperature was 28 degrees with frost on the cars. The Bristol had 50 weight oil in the crankcase and no choke. Starting was sluggish even with manual choke (palms down over the carb throats) and Dick on the starter button. We let it warm up a bit before proceeding on the last push back to Vail. We took it easy back through Gunnison but didn't see even one

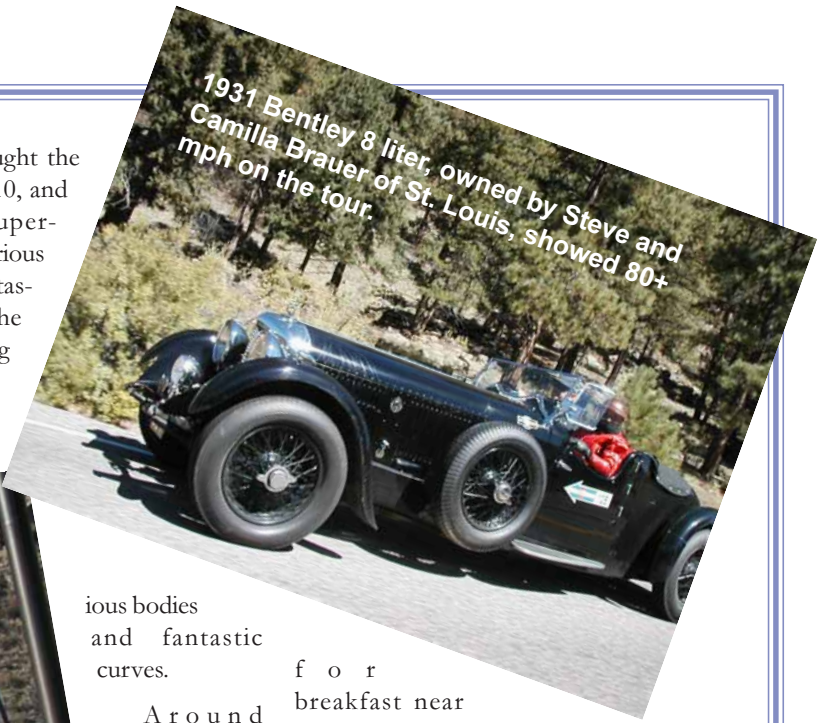


It's tough being a reporter for the *InterMarque Monthly* but somehow Curt managed.

local constable. Maybe they'd run out of ticket stubs the afternoon before. Lunch in Salida was again a whole-town affair in the city park and the kids had been let out of school to watch us arrive and greet us with the high-school band in the city park bandshell (donated by the Colorado Grand last year). Only about 90 miles to Vail for the afternoon run meant that we could find a nice stop on the side of the road to watch some other

glory. We brought the car up around 10, and milled with super-models with glorious bodies and fantastic curves, all the while ogling super model cars with glor-

1931 Bentley 8 liter, owned by Steve and Camilla Brauer of St. Louis, showed 80+ mph on the tour.



ious bodies and fantastic curves.

f o r breakfast near

A r o u n d noon we put the AC on the trailer and headed East. We made it to Grand Island again with the full harvest moon showing us the way home. Sunday, we met friends

Omaha and then continued back to Minneapolis, arriving just after sunset. As nice as the event was, it was nicer still to drink in the heavy cream of Minneapolis air rather than the skim milk of Colorado. I collected the 100 and listened to Mike extol the virtues of a true roadster. He must have enjoyed himself, as he was casually talking about selling his racecar and putting the money into the suspension on his 3000.

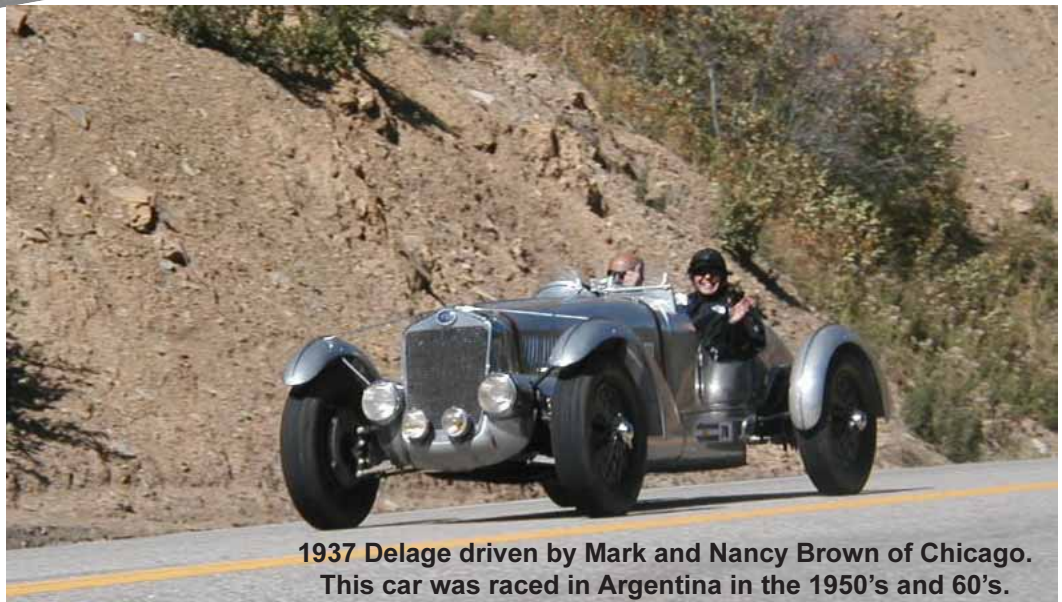
The Colorado Grand was behind me but the memories will go with me to my grave. It was a glorious trip with incredible cars, scenery, roads, people, food, accomodations, organization, and weather. I can think of no detractions and wonder if I'll ever have the chance to run it again.



Diego and Helen Robadeneira cross the finish line in their 1955 Jaguar D-type, after having passed Dick and Curt doing 140+ mph earlier in the tour.

After 45 minutes, we were back on the way. I skipped out of the black-tie dinner that evening but did find the open bar. I spent my birthday napping on the bed and eating French chocolates. I was tired and happy to have made it back "home".

The next morning was the "Concourse de Non-elegance", a chance to show the cars in all their buggy and muddy



1937 Delage driven by Mark and Nancy Brown of Chicago. This car was raced in Argentina in the 1950's and 60's.

Dog Days Tour

October 1



The tour got off to a rousing start at the Pickle Factory in Pepin as Tom Hazen explained the rules: (1) slow down in town; (2) let faster cars pass; and (3) don't tailgate.

Neither words nor pictures can do justice to this event. Forty-plus cars gathered at the Pickle Factory in Pepin, Wisconsin. Their tour leader Tom Hazen sent people off according to how fast the drivers expected to drive. The faster cars left first with the slower vehicles following.

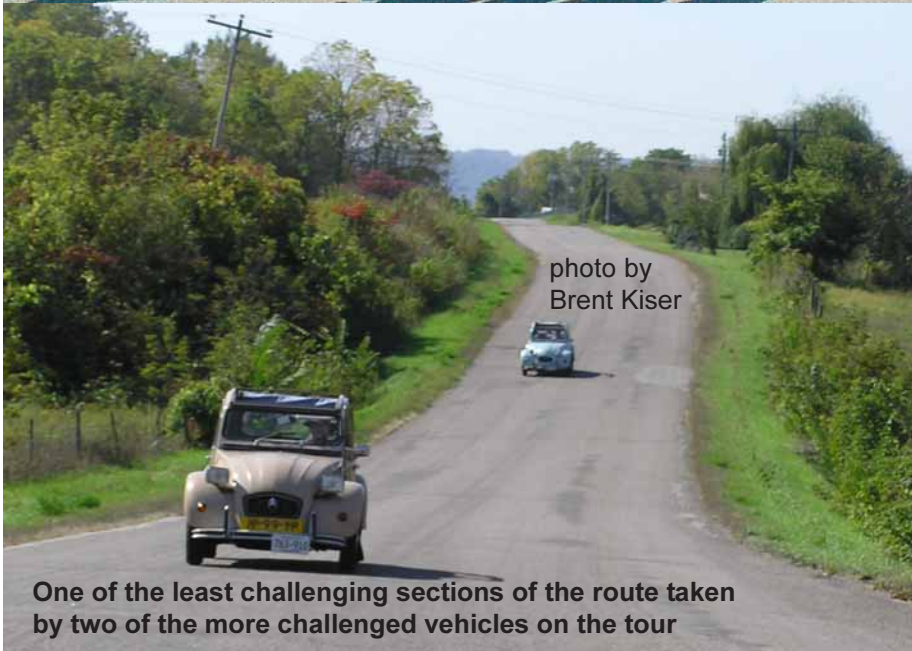


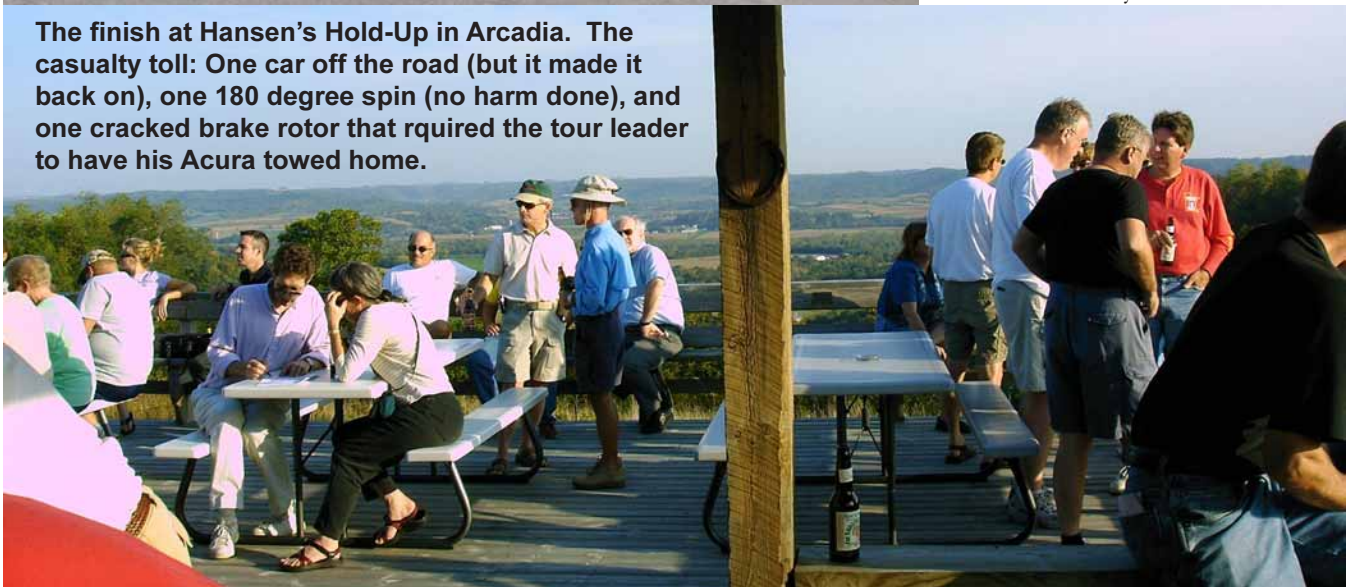
photo by Brent Kiser

One of the least challenging sections of the route taken by two of the more challenged vehicles on the tour

Everyone got “couples friendly” route instructions plus a map with the route highlighted. Tom had driven the course the day before and the instructions even pointed out places where there might be loose gravel on the road or oncoming tour traffic. This amount of preparation was incredible and much appreciated by the tourists.

And the roads were fantastic. Alligator Slide, Pretzel Pass. You just gotta love roads with names like that. In addition, the views from some of these roads were worth the trip all by themselves. The next time Tom Hazen and the Minnesota Austin-Healey Club have a tour cancel whatever else you have planned and be there. You won't be sorry.

The finish at Hansen's Hold-Up in Arcadia. The casualty toll: One car off the road (but it made it back on), one 180 degree spin (no harm done), and one cracked brake rotor that required the tour leader to have his Acura towed home.



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. 1100 cc, 4 cy, hemi, dual carb, high in the back. 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, built 3,000 miles ago. Gone thru and repainted with new black and silver paint in 1998. No additional modifications. Sharp! Great trophy winner. \$6,000 Pat Kessler at bpbrown@aol.com 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 one year (engine, tranny, overdrive, u-joints, differential). New cassette stereo, 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)

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. 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. Otherwise, I'd like \$5,500 but will listen to offers. For 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 MGG-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. Dress up elegance or dress down casual. \$50 obo. Linda Bryan, Maplewood, 651 777 7037. (Sept)

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)

Auto Magazines Approximately 1500 automotive magazines from the late 60's to current. Primarily **premium** American (Vintage Motorsport, Car Collector, SIA, R&T, etc.) and **premium** British titles (Thoroughbred & Classic Cars, Classic & Sports Car, and MotorSport). Save me from myself. Best offer. George Arthur 651-436-3227 (November)

InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



Do you have your InterMarque Monthly polo shirt yet? No? Me neither but they should appear on the site below in a few weeks. They'll make great holiday presents! All colors shown are artists' representations of actual colors.



INTERMARQUE CALENDAR

INTERMARQUE EVENTS

November 15

Crash! The Legacy of Auto Safety Pioneer James J. Ryan 7:00 p.m. Coffman Memorial Union Theater Presented by Max Donath, director of the U's Intelligent Transportation Systems Institute. Safety belts save lives, and no one knew that better than the legendary James "Crash" Ryan, professor at the U of M (1931-63). A national advocate for automotive safety, Ryan earned his nickname by using himself and his graduate students as subjects in numerous crash tests conducted on campus. Ryan was responsible for improvements in shock-absorbing hydraulic bumpers, recessed dashboards, collapsible steering columns, and seat belts. Mechanical engineering professor Max Donath narrates the compelling story of Ryan's pioneering research and advocacy for transportation safety. The presentation includes footage from vintage film and television programs. The lecture is free and open to the public. Info: 612-626-8282 or www.it.umn.edu/alumni/itas/crash.html.

MAY 7, 2006

German Car Show Maplewood Imports, Porsche, Mercedes-Benz, and Audi

MAY 21??, 2006

InterMarque Spring Kick-Off/Car Show/Banquet Noon to ?? Who's in charge here?

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. Hosted by the Thunder Bay Vintage Sports Car Club. Rendezvous is always a great event and the Canadians know how to do it right. The Thunder Bay Club was the one that got this event off of its focus on British cars designed by Donald Healey so they deserve the support of all of us. Besides, it will be a great time. Host hotel will be the Best Western Nor'Wester, 2080 Highway 61 in Thunder Bay. For reservations, call 807-473-9123 or 888-473-2378. Info: www.tbvsc.ca

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. **Big Time Announcement:** Second Saturday of the month is Lady's Day. No free breakfast but a separate table and you don't have to talk about cars (unless you want to). Info on and map to the Peg: www.squarepegdiner.com/

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

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 Psychi-

atric 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 glouser@pressenter.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

Saturday, October 15 Events

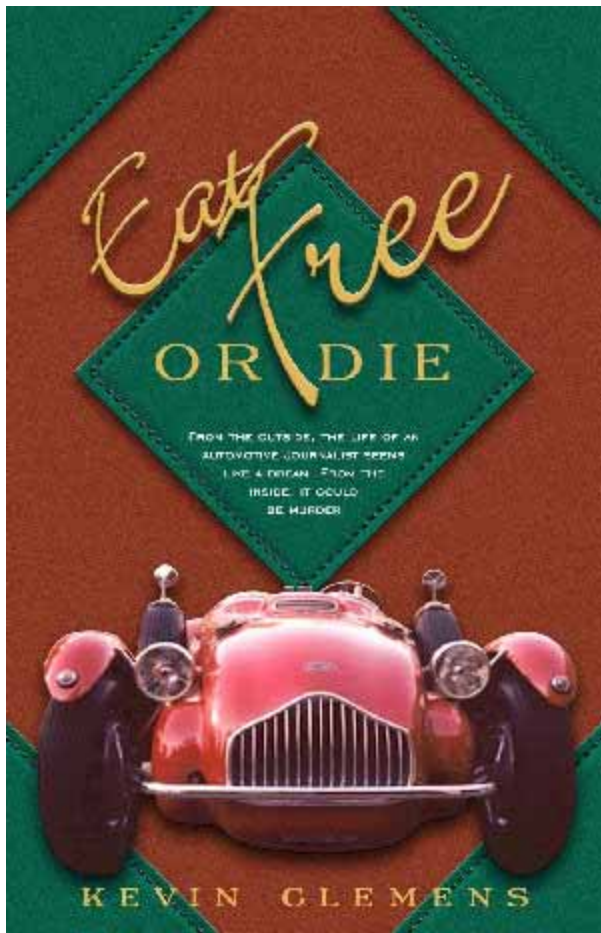
GT Cars Fall Open House. 10:30 am - 1:30 pm. 950 West 94th Street, Bloomington, MN Fall seminar on getting your car ready for winter will be at 11:30. Hot dogs and hamburgers. Info: 952-884-3101.

Minnesota Austin-Healey Club Fall Color Tour. This tour includes a special guest appearance by the Minnesota MG Group (and others?). Meet at 11:00 am at Riverfront Park in downtown Red Wing - between the river (Mississippi) and the train depot, hard by the St. James Hotel. The tour is approximately 100 miles in length and includes Zumbrota and Cannon Falls and ends in Wabasha at Slippery's for an early dinner/late lunch at approximately 3:00 pm. Dinner prices range from \$10.75 for chicken to \$15.75 for beef. Vegetarian lasagna is also available. Please call Dick Mathews at (763) 587-0285 for details and to let him know your dinner plans so he can give the restaurant a head count.

Minnesota SAAB Club Adopt-a-Highway Clean-up. Breakfast at Little Oscar's Restaurant in Hampton, MN at 8:00, followed by the highway cleanup at the Park and Ride at 9:00.

Minnesota Triumphs Fall Colour Tour. Meet at Denny's in Hudson, WI, by 9:00 a.m. Denny's is located on the south-west corner of I-94 and Carmichael Road (Exit #2). The Tour will follow about 100 miles of scenic backroads through the St. Croix and Mississippi River valleys, eventually ending in Pepin, WI. Lunch will be at The Pickle Factory in Pepin.

'Sota MINIs Fall Foliage Overnight Adventure. Meet at the Square Peg (map at www.squarepegdiner.com/). "Sota MINIs and MMPEAPSHA are meeting there to start planning the 2009 national event that they are hosting. After the meeting, the Overnight Adventurers will head to Harmony and Preston.



Eat Free or Die

From the outside, the life of an automotive journalist seems like a dream. From the inside, it could be murder.

a novel by

Kevin Clemens

**RELEASE DATE:
NOVEMBER 21, 2005**

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