

February 2006
Vol V, No.2

A woman with short blonde hair and glasses stands in a workshop. To her left is a red classic car with its trunk open. To her right is a blue classic car on a lift. The background shows shelves with various items and workshop equipment.

InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Synthetic Oils 2006

see page 4

photo by Robert Graham

Vintage Foreign Marque Clubs of the Upper Midwest

**Austin-Healey Club of
Manitoba**
(www.ahcm.ca)

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)

Inter-Marque Council (715-
425-2580)

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
(kgalberth@visi.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

Interesting Web Sites

NonOxy gas sources: www.msra.com/NonOxygenatedFuel/Non-OxyFuel.htm

Upper midwest e-group catering to TSD rallies and tours: TCARP@yahoogroups.com. Sign up at www.yahoogroups.com

Inter-Marque internet forum for the Twin Cities area: p2.forumforfree.com/bmcautos.html

Cheap gas in the Twin Cities: <http://www.twincitiesgasprices.com/>

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EDITORIAL CONTRIBUTIONS are **always** welcome.

Miscellaneous Mumblings



About one hundred years ago, there was an art movement in Italy called the Futurists. At the time, painters saw their world in turmoil. Photographers were stealing their bread and butter, the family portrait, and the Impressionists and Cubists were questioning their old methods.

The Futurists had a vision of where painting should go, and it wasn't back to the past. In 1910, they issued a manifesto exalting machines. Their most famous statement was, "The roaring automobile is more beautiful than the Winged Victory." (*The reference is to the Winged Victory of Samothrace, a ground-breaking Greek sculpture of 200 BC.*) The Futurists didn't last very long.

Things haven't changed much in a hundred years. If you mention the word "automobile" in reference to your art, you've committed a big art world boo-boo. I listened to Minneapolis automotive artist Paul Jekot, the artist on the cover, for a few minutes at his show on January 7. For me, the take-away was how difficult it is for automotive art to be recognized as "real" art. Paul studied at the Art Institute of San Francisco. There he was asked what he wanted to paint. He answered, "Cars," and watched his teacher's face turn into a caricature of Edvard Munch's "The Scream."

Every time I go to a museum, I think, "Boy, I can't wait to see the painting of the Ferrari Dino." I'm always disappointed. There are lily pads, naked women, landscapes, and assorted fruits and vegetables (aka, still lifes). At the Walker, there's a monkey sculpture that Picasso did out of a toy car, but that's about it.

Monet did lily pads, Andy Warhol did Brillo pads, and Salvador Dali did melting

watches. And, despite their wildly different styles and subject matter, they were all accepted as fine artists. Maybe it's not what you paint, but what you bring to your painting.

That to me is the secret of art. A good artist can give you a new way of seeing the familiar or a way to make the unfamiliar accessible. An automotive artist has as much chance of achieving this as does a "fine" artist. Look at the way *Road & Track's* Wm. Motta can use rain drops to bring out the essence of a car. Or the way painter Hector Luis Bergandi, more accurately than any photograph, could render the tension in a Grand Prix race.

Art, like beauty, is in the eye of the beholder. The better beholder you become, the more you can appreciate it. I recommend the Guild of Motoring Artists web site (www.motorart.co.uk). It helped me a lot.

By the way, whatever happened to those Italian artists in the Futurist movement? I'm not sure, but I've often wondered where those incredible carrozzeria craftsmen came from.

OUT & ABOUT

Synthetic Oils 2006; an event where art and science merge

report by your editor

Michael Jekot calls Minneapolis his home, art his profession, and Porsches his passion. On January 7, his profession and passion were on display at Johnson Autosport in Shakopee.

Why didn't he hold his show in a gallery like most artists do? Mike explained, "At a gallery you spend all your time trying to explain to people why you paint cars. The people that come here, they understand."

It was true. Most of the attendees clearly understood not only why an artist would paint an automotive scene, but that the subject is one that deserves artistic interpretation. None of the attendees was dressed in art show chic (black pants/black shirt/black shoes/black beret/black cigarette holder); most of them could tell the difference between a Porsche 356 and a 917.

Mike does a lot of his work in acrylics, hence the title of "Synthetic Oils." This is a flexible medium and, in the right hands, can look like a traditional oil painting, a traditional water color, or something between or beyond the two of them.

The signature piece for the show was "Early Victory," a large acrylic of the 1952 Liege-Rome-Liege Rally. The early 356sl in the picture came in first in that rally, winning over many much more powerful cars.

Much more time-consuming, however, was the picture that appears to its left in the cover photo. The reflections on the side of this red Porsche Turbo took a very long time to get right. But the labor was worth it. The reflections in "Concours Strategy I" are not only eye-catching but more real than reality could ever hope to be.

Speaking of reality, Mike currently owns

and enjoys a 1964 Porsche 356C Coupe and a 2000 Porsche Boxster. More on Mike can be found at www.reconstructions.com. He doesn't do Porsches only, so if you'd like to commission a work on your favorite vehicle or race, give him a call (612-940-3534) or e-mail (jekot@bitstream.net).

Two other things need to be mentioned before this story closes. First, Mike's son Mark had some very nice photographic prints on display. Contact him through Mike.

Second, Johnson Autosport, had an assortment of wicked race/rally 911's to admire. The shop, run by Bob Johnson with help from his son Matt, prepares and maintains racing Porsches. It's a different feeling, and kind of humbling, to walk into a shop without one daily driver in evidence.

Why I like Tech Sessions

by Greg Gelhar, Minnesota Triumphs

Monthly tech sessions are events I try not to miss. Each tech session is different. There are people like me who attend most every one. I'm left wondering why more club members don't come to this activity.

Here are some of the benefits you can get from attending tech sessions.

You get to see what's possible to accomplish in a home garage with limited tools and space. Speaking of space, we have had tech sessions at garages where you could drive the cars around in circles and not come close to running into anything. Then there were sessions in garages where you have to duck so you don't hit your head while also avoiding things on the floor. All are enjoyable.

You can see how others have found ways to get around not having special tools. The function of those dedicated

Churchill tools shown in the back of the service manuals can be duplicated with some ingenuity. Other people have done it and are willing to share their methods.

What kind of tools do you want for your garage? After coming to a few tech-sessions, you will get an idea of the basic tools, the special tools, and the dream tools. See how others have furnished their garage. Tool storage and workbenches are different in each garage. I have picked up good ideas for my own garage by seeing what others have done. Most of these ideas are not high cost items, just sensible ideas.

It is also fun to listen to the conversations taking place. They range from the job at hand to far out observations on our daily life. Mix that with a satisfying lunch and you are bound to have a great day.

But what about the work?

Some club members are not all that mechanically inclined. That's OK. They can learn what is involved in a project they are considering without ever picking up a wrench.

There is also no substitute for "hands on" experience. Helping out on another club



member's car will give you knowledge unobtainable from books and manuals. Other members are true mechanical craftsmen. They are willing to share their talents and know how.

The subject matter at tech sessions is always changing. We've done simple things like cleaning and detailing cars. We have had tune up clinics and done basic maintenance. Engine and transmission rebuilds are not uncommon either. At other times, we have toured businesses that support our hobby.

Solving problems or lending a hand to help with other member's cars is a satisfying way to spend an afternoon. Popular projects are repeated many times. I am always impressed when we take a component apart and someone can speak with authority about its condition compared to others they have seen.

Go to a tech session. See that good results can be achieved by doing it yourself. Spend some time with others who share your interests and also like Triumph cars.

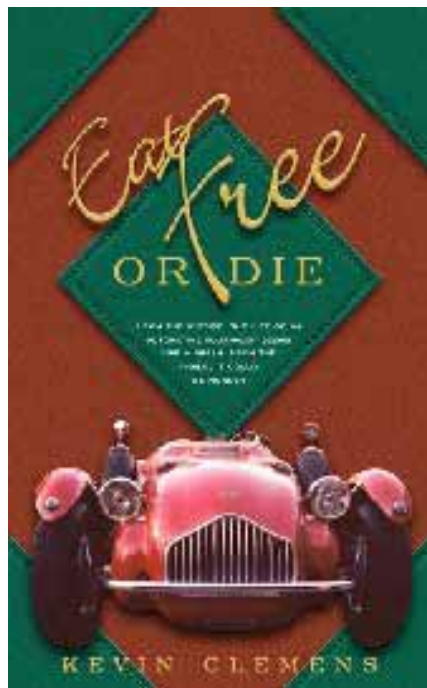
(This article originally appeared in "Triumphs & Tribulations," the newsletter of the Minnesota Triumphs Club. It is printed here with Greg's and the Tribulation's permission.)

Book Report: *Eat Free or Die* by Kevin Clemens

report by Andy Lindberg

This is a novel, the story of an automotive journalist, Simon St. Scot, who finds himself sideways in a series of nefarious plots. When the book starts, he's leading the life of my dreams, driving Ferraris, writing for a prestigious automotive magazine, and living in a converted fire station. Luckily trouble finds St. Scot early so I didn't have to feel bad about my wannabe status very long. As he becomes a murder suspect, an ostracized loner, and the victim of arson, it brought to mind the old saying, "It's more fun to read about interesting times than it is to live through them."

Kevin is a good writer and spins a readable yarn here. St. Scot struggles to find out what happened to him and why. Along the way, there are nifty cars, incorrect assumptions, and surprise revelations that will keep you turning the pages. If there's



a fault, it's that some of the characters resemble Boris Badenov more than is likely in real life. That said, there are a couple of auto-related items that make this a must-read book:

First, it has the only believable car chase I've ever read. There's an Allard J2 (pictured on the book's cover) being pursued by a new Lexus. The Allard is piloted by St. Scot, an accomplished driver who can set up a perfect four-wheel drift when necessary. The Lexus is being steered by a ditz who was lucky to find "D" on the automatic transmission. Nevertheless, the ditz puts his pedal to the metal and the Lexus' computerized vehicle dynamic system keeps the two cars in close proximity. Until the exciting conclusion, that is. But I'm not going to ruin the story for you. You'll have to read the book to find out what happens.

Second, it's worth reading just to get a better understanding of the offsetting forces that pull on automotive journalists. The title of the book, *Eat Free or Die*, symbolizes the source of this tension. On the one hand, the auto writers want to be unbiased journalists and report fairly on the good and bad points of new automobiles. On the other hand, the manufacturers of those automobiles court them with free meals, trips to exotic destinations, and stays in posh resorts. What's more, the manufacturers'

advertising supports their magazines, and their PR firms hire them for big bucks if they're willing to turn to the "dark side." St. Scot's visit to Wilden Industries, and what he does as a result, should help you better understand the exclamation points on the cover of next month's *Motor Trend*.

Third, as if there was ever any doubt, *Eat Free or Die* confirms the linkage between good food and good cars. In a previous life, I worked with corporate lobbyists and those folks knew how to eat on the expense account. They, however, don't have anything on automotive journalists. While the brats at Road America aren't quite as good as Clemens would have you believe, otherwise his food descriptions are as accurate as his automotive observations and will appeal to any *Gourmet* subscriber.

In closing I have to say that there is one inaccurate sexist stereotype in the book. St. Scot's girl friend drives, are you ready for this, a Miata. Wouldn't it be more true to life to have her own a normal "chick" car like a Durango or an Explorer or something? Absent this, the book was a great read, even for a Miata-owning male like myself.

SAAB Owners National Convention 2005 Has Deficit

"We have many items left over from SOC 2005. The proceeds from these sales are going towards paying for the convention. We are personally \$5,400+ in debt and need help to pay the bills.

"How did this happen? There are many reasons not the least of which is people sneaking into Saturday night's dinner. So, if you know anyone who came to dinner (without paying), please encourage them to make a donation. We don't care who they are we just want to cover the debt and put the 2005 convention to bed. If you feel like donating that's great too, there are three donation options available. (Saturday's dinner cost us \$35+)

"Most of the for sale items are located at our place and we'd like to get them out of our 700 square foot house as well. With our thanks in advance for your support."

Dirk and Ashli Feather, Massachusetts

www.mollyguard.com/event/21919562

The "Italian Job" of the Midwest

By Geff Galbari

Any Mini aficionado knows about one of the "Italian Job" films, either the original romp or the modern version. But I was part of another Italian Job before I knew anything about Minis.

I grew up in a small town in Wisconsin in the 1960s. We lived in a typical ranch house on a dead end street in a new subdivision on the outskirts of town. Like all our neighbors, we had the prerequisite family station wagon parked in the gravel drive.

My father worked two jobs, days at a cheese factory, and evenings at the airport. One afternoon he surprised us by pulling up the drive on a motor scooter. This was no ordinary scooter though, this was an Innocenti Li 125 Lambretta from Milan, Italy. Where he got it, I have no clue.

Italy was in a state of depression after WWII. Companies had to switch from war production to peaceful endeavors. With a talented engineering staff and a flair for design, an affordable scooter was just the product to get a company and the country back on its feet. So Innocenti, and the more well known Vespa, scooters arose from the ashes of war.

For a country that was eager to move forward, and a young population who wanted to be mobile, the scooters were just the thing. (Later Innocenti would build cars under license from BMC, hence the Mini connection.)

Europe was made up of small towns with narrow cobbled streets and these new scooters were perfect. Their fuel economy, and an aggressive ad campaign featuring

modern girls in skimpy outfits, assured their success. Don't compare these Italian scooters with their chunky American counterparts, they had more curves than an Italian

actress and were designed more like small cars than bikes.

Ours was white with dove grey side cowls, complete with glove compartment and spare tire. It was a step-thru design with running boards and the brake pedal on the floor boards. The powerful 5.2 hp 2 cycle engine was neatly hidden under the side cowls. The only things that marred its good looks were an aftermarket windshield and saddle bags on the flanks. My father took great pride in touring town on his Lambretta

How does a busy man find time to give his four boys rides? He multi-tasked Galbari style. He took three of us out at a time, my youngest brother on the back of his seat, me on the passengers seat, and an older brother on the spare tire. In this configuration, he would take us on thrill rides to a nearby gravel pit and jaunts into town. I can only imagine what people must have thought of us...possibly that the circus had come to town.

About this time mini bikes were becoming popular and, after perusing the Sears, Penny's, and Montgomery Wards catalogs, we all wanted one. My father let us know there was no way, besides we had the scooter. An unwritten rule in our house was if you could start it, you could ride it. We didn't weigh enough to kick start it, but two of us could get it off its kick stand. Then the beast threatened to crush us. Not being able to go solo, we eventually lost interest.

Then in the early 1970s, we watched "The Great Escape" when it played on the late show on TV. Every kid in America wanted to ape Steve McQueen's antics on a motorcycle as he jumped fences, trying to elude the Germans after escaping from a POW camp. All winter my younger brother and I sat on the Lambretta in the garage and practiced braking and shifting.

By spring we were ready to ride it. By this time the kick starter had broken off and it had to be "bump" started by running

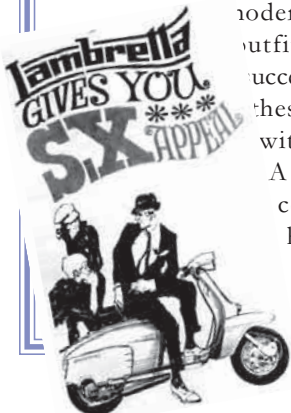
along side and popping it into gear. After a few wobbly starts, we were soon circling the house and tearing up the lawn. But, try as we might, we just couldn't get the scooter to jump as Steve McQueen had done. We would just clear the ground as witnessed by the neighbor kids with their eyes at road level.

The only part of the movie we could recreate was when Steve McQueen stopped and rocked the bike from side to side to check the fuel level. With no fuel gauge on the scooter this was a normal operation. Lucky for the scooter we were old enough to realize that the Lambretta was not an off road bike, and never would be. After an afternoon cleaning and waxing it, we saw the real beauty of the design and retired it from field service.

From now on it was the open road for us. We would spend many a summer day on the Lambretta scouting out the back roads near our home. One day as we were out cruising, throttle full open, with the speedo needle just tickling 45mph, I caught a glimpse of a large motorcycle closing on us in the rear view mirror. A fully dressed Harley-Davidson with a mature couple on board pulled up along side of us.

We nodded at them and they waved back, all smiles and trying to hold back their laughter. What a sight we must have made, two kids hunched forward on this Italian scooter going flat out with its 2-cycle engine screaming like a banshee. We rode side by side for a short while and then with a wave they zoomed past, leaving us in the rumble of their exhaust. My last outing on the Lambretta was that fall. I was off to college, my brother got into motorcycles, and the Lambretta was sold.

Four boys had done their worst to that little Italian job, and in the end it had the scars of a hard life, but it was still a work of art on wheels. Thank you Ferdinando Innocenti.



INTERMARQUE CALENDAR

INTERMARQUE SHOWS AND EVENTS

- JANUARY 21** **Mahogany Bay Open House** 10:00 a.m. 1000 First Avenue North, Lester Prairie, Minnesota. Hosted by Mercedes-Benz Club. Vintage boat restoration. Info: Paul Berquist 952-937-1822 pbassocinc@aol.com
- FEBRUARY 3 - 5** **World of Wheels Auto Rama** Minneapolis Convention Center, Minneapolis, Minnesota. See the Batmobile, Munster Koach, VooDoo Spyder, "American Heroes" Super Truck,, Toy-A-Rama, George Barris (King of the Kustomizers), Rusty Wallace, and the Texas Bikini Team. Info: www.autorama.com
- FEBRUARY 11** **Valentine's Day Breakfast.....Bring Your Sweetie To The Meeting** 8:30 a.m., Square Peg Diner, 2021 East Hennepin in the Hennepin Square Building. Hosted by the romantics in the Minnesota Minis Pizza Eating and Psychological Self-Help Association. Details later. Map to the Peg: www.squarepegdiner.com/
- FEBRUARY 25** **Sears Imported Auto Open House** 10:00 a.m, - 12:30 p.m. 1915 Xenium Lane N., Plymouth, Minnesota. Introduction of new body shop. Info: Mike Wells, body shop manager 952-512-6566
- APRIL 29** **Midwest Motor Sports Open House** Hosted by MMS and the Minnesota MG Group. Info: www.mmgg.org
- APRIL 29** **Twin City Tire Open House** Burnsville, Minnesota. Info: Jim Miller 612-546-5301
- MAY 7** **German Auto Fair** Maplewood Imports, Maplewood, Minnesota.
- MAY 21** **InterMarque Spring Kick-Off/Car Show/Banquet** 11:00 a.m. to 5:00 p.m. Radisson Plymouth, near the I-494 and Hwy 55 interchange. Car show is **free** for participants and spectators alike. It will be held from eleven till three in the grassy area behind the hotel/conference center. Over 100 cars last year; 150 in 2006? After the show there is an awards banquet and gathering of the afflicted. You don't have to show a car to attend the banquet and the cost is only \$16/person. Watch this space for more info.
- MAY 27 - JUNE 4** **Drive Your British Car Week** Everywhere, all week. Info: www.britishcarweek.org
- JUNE 4** **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 10 - 11** **German Carfest** Rice Park, St. Paul, Minnesota. Info: Paul Berquist 952-937-1822 pbassocinc@aol.com
- JUNE 15 - 18** **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 NorWester, 2080 Highway 61 in Thunder Bay. For reservations, call 807-473-9123 or 888-473-2378. Info: www.tbvsc.ca
- JUNE 17 - 18** **Stone Arch Car Show** Minneapolis, Minnesota. This is the continuation of the Father's Day (week-end) Show that used to be held on Nicollet Mall. Always an intriguing mix of common-place and off-the-wall cars of all years and countries of origin.
- JUNE 23 - 25** **Back to the 50's** State Fair Grounds, St. Paul, MN Hosted by the Minnesota Street Rod Association. 10,872 street rods, classics, and customs in 2005. Over 100,000 spectators. It is the second largest car show of its kind in the world ... second only to the National Street Rod Association's Street Rod Nationals. Info: www.msra.com/
- JULY 14** **Bastille Day French Car Show** Details TBD.
- AUGUST 12** **All British Car Show and Swap Meet** 9:00 a.m. to 3:00 p.m. Ellingson's Car Museum, Rogers, Minnesota. The area's largest All British show. Free to the public and a small charge to show your car or sell your parts. Hosted by the Minnesota MG Group. Info: Jim Pennoyer 763-536-5472
- AUGUST 24 - 27** **Rally in the Valley** This an all marque event. Photos from Last years rally can be found on the MMGG web site. <http://www.mmgg.org/rally2003&2004.htm> Watch for the Registration Form sometime in February.

SEPTEMBER 9

Wheels & Wings Classic Motorbooks, Osceola, Wisconsin. Over a thousand cars in attendance last year.

SEPTEMBER 10

British Car Union British Car Festival Moraine Valley Community College, Palos Hills, Illinois. Biggest gathering of Britmobiles in the central U.S. Info: www.britishcarunion.com/festinfo.htm

MAY OR JUNE 2007

Rendezvous 2007 Ashland, Wisconsin. Hosted by the Jaguar Club of Minnesota.

RECURRING INTERMARQUE EVENTS

InterMarque Breakfast Every Saturday morning! 8:30 a.m., Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Everyone is invited! Owner Phil Vanner has constructed a meeting room for us. Head toward the back of the diner and take a left at the cash register. Or just ask any staff member where the car nuts are. **Women are invited every Saturday but the second Saturday of every month is Lady's Day.** Info on and map to the Peg: www.squarepegdiner.com/

INTERMARQUE RACES, RALLIES, & TOURS

JANUARY 21

MMPEAPSHA Championship Kart Races 11:00 a.m., ProKart Indoor, 11700 Troy Lane, Maple Grove, Minnesota. Sponsored by the Minnesota Minis Pizza Eating and Psychiatric Self-Help Association. Everybody and all clubs welcome!! Info: www.mini-sota.com

JANUARY 21 - 22

Sports Car Racing on Ice Balsam Lake, Wisconsin - Lake Balsam. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

JANUARY 28 - 29

Sports Car Racing on Ice Chisago City, Minnesota - South Lindstrom Lake. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

FEBRUARY 4 - 5

Winter Carnival Ice Races St. Paul, Minnesota - Lake Phalen. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

FEBRUARY 11 - 12

Sports Car Racing on Ice Centerville, Minnesota - Centerville Lake. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

FEBRUARY 18 - 19

Sports Car Racing on Ice Thunder Bay, Ontario, Canada. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

FEBRUARY 25 - 26

Sports Car Racing on Ice Balsam Lake, Wisconsin - Lake Balsam. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

MARCH 4 - 5

Sports Car Racing on Ice Garrison, Minnesota - Lake Mille Lacs. Sanctioned by the IIRA. Rubber, studded and rookie sprint races on Saturday. Two-plus hour endurance race on Sunday. Info: www.angelfire.com/mn/icerace/index.html

MARCH 25

Sixth Annual Classic Go-Kart Challenge 8:15 a.m., ProKART Indoors, 12500 Chowen Avenue South, Burnsville, Minnesota. The Minnesota Jaguar Club invites members of other upper midwest sports and classic car clubs to participate. Mandatory drivers' meeting at 8:30 and absolutely NO on-site registration. See the flyer in this issue of the Monthly. Info: Dave Meek 612-799-5555 or www.jaguarminnesota.com

APRIL 22

Spring Warm-Up Rally/Tour Hosted by the Minnesota Alfa and Jaguar clubs. Most of the ice should be off the lakes so it's time to get your motor running. Info: esolstad@pressenter.com

MAY 6

Spring Blossom Tour A Tom Hazen Signature Tour. Run it fast with the Loti, slow with the Citroen 2CVs, or at your own "happy speed." Hosted by the Minnesota Austin-Healey Club. Info: www.mahc.com

Got a sudden urge to go go-karting?
Contact Tom Hazen
(libertytrans@mn.rr.com) Informal
sessions arranged all the time.

MAY 19 - 21

MotorCheck Vintage GT Challenge Road America, Elkhart Lake, Wisconsin. HSR Historic GTP/Group C/WSC and B.O.S.S. Series. The Dairyland 100 and Badger 200 MotorCheck Enduro Series enduros. Mikke Stott-UBS Sprint Series. Sanctioned by SVRA. Info: www.svra.com/ and www.roadamerica.com

MAY 26 - 30

Donnybrooke Revival Brainerd International Raceway, Brainerd, Minnesota. Info: www.vscr.org

JUNE 10

Escape to Wisconsin Rally/Tour Departing from Hudson, Wisconsin. Hosted by the Minnesota Alfa and Jaguar clubs. Info: esolstad@pressenter.com

JULY 13 - 16

Brian Redman International Challenge Road America, Elkhart Lake, Wisconsin. This is the upper midwest's largest vintage car racing event. Thirty classes of cars in ten race groups. This year the BRIC plays tribute to the fortieth anniversary of Can-Am. Downtown Elkhart Lake will host a concours on Friday and Saturday evenings. Participants from the U.S., Canada, Europe, and Australia. Sanctioned by SVRA. Info: www.svra.com/ and www.roadamerica.com

AUGUST 5

Coulee Classic Rally/Tour Can't afford the dollars or time to take in the Mille Miglia, the Carrera Panamerica, or the Colorado Grand? This could be your ticket. Hosted by the Minnesota Alfa and Jaguar clubs. Info: esolstad@pressenter.com

AUGUST 19

InterMarque Gymkhana Brown & Begelew parking lot, St. Paul, Minnesota. Hosted by the Minnesota Austin-Healey Club. Nominal entrance fee and unlimited fun. If you want to learn about your car's capabilities, it doesn't get any cheaper or safer than this. Info: www.mahc.com

SEPTEMBER 15 - 17

Elkhart Lake Vintage Festival Road America, Elkhart Lake, Wisconsin. Three days of great vintage racing. For a nominal fee, spectators can drive their street cars (no trucks or SUVs) on the track during the lunch break. Sanctioned by the Vintage Sports Car Drivers Association. Info: www.vscda.com and www.roadamerica.com

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

JUNE 15 - 18

Citroën Clubs National Meet Location: Saratoga Springs, New York. Info: www.driveshesaid.com

Calendar continued on page 11

InterMarqueMonthly
VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Logo Wear

To order yours, go to fourth-gear-ltd.com, click "online shopping," click "corporate stores," click InterMarque Monthly, and then make your selection.

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fourth-gear-ltd.com

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Premium Quality

Polo Shirt

\$35.95



For Sale



1936 Rover Saloon with 58,760 original miles. A very nice 4 passenger British auto capable of touring long distances comfortably. It has received many FIRST IN CLASS awards, plus BEST OF SHOW awards. Up grades include a GM ohv 4 cylinder 95 hp motor with 4500 miles since the rebuild, a 5 speed transmission, a Toyota rear axle, new upholstery, new running board rubber, electric fuel pump, newer www Firestones, new gas tank liner, new ball joints & new 12 volt battery (2005). Painted dark blue over black fenders (wings) and in beau-tiful condition. All interior wood, dash & window cappings, is restored English rosewood. The chrome is especially nice. The original 6 cylinder (14hp) engine complete is included. A wonderful sliding sunroof makes the car a pleasant touring car and the interior is always cool. All manuals and much literature is included. The restoration has been carefully & professionally done so as to preserve the appearance of an original 1936 Rover. Asking \$20,500. For more pictures contact: Russ Bees@msn.com or (515) 961-4120 in Iowa (Dec).



1970 MGB. The car has 89k, bought it around 70k 2.5 years ago. It is a reliable daily driver and has started every time since I have been in Florida. I have put a

new radiator, temp sensor, thermostat, all radiator hoses, alternator, leaf springs with associated parts, king pins with new front tires, points and condenser, new hood and clamp, inner door panels and dash cover, clutch master cylinder, brake master cylinder, emergency brake. That is all that I can think of right now. I would say that the next thing that I would replace would be the brake master cylinder; it works ok but it was a rebuilt and does not work as well as it could. The front passenger floor panel has a dent from the bottom, the front seal leaks oil; it needs a quart every other tank of gas. The leads within the pod on the steering column wore out so I rewired it for push button ignition. The car runs great and I would be confident driving it from Gainesville to Minneapolis. \$5500 OBO. Ken Lamb klamb@ufl.edu (Jan)

1973 Triumph TR6 – “SIX4KIX” – Arizona car, frame-off restoration. Red, black top, tan seats. New stereo and CD



player. New top, tonneau cover and boot. Weber carburetors, Monza exhaust, high performance clutch and much more. Rust free. Looks and drives great – MUST SEE!! Contact Mark of Quality Coaches @ 612-824-4155 (Dec)

Project Cars Three Austin Healey Bugeye Sprites, \$1,400-\$2,500. 1962 Jaguar Mark II 3.8 sedan, \$3,500. 1966 Triumph Spitfire, \$2,200. 1968 Jeep-Kaiser 1 1/4 ton 4x4 M715, \$3,000. 1987 Toyota MR2, \$1,600, needs some body work on front but have all replacement parts plus new windshield. Runs well. Plus a heavy duty car dolly for only \$450. All prices are negotiable, come see! Pat and Bob Kessler (608-784-8916) bbpbritish@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. (Dec)

How did you let this one slip by?

1931 Renault TN6A Bus



eBay, Dec 29 - Jan 8

Seller: MotoeXotica, St. Louis

High bid \$2,078, reserve not met

“Originally green, this French Bus is one of the last of its type. Used as publicity for the Chicago store Carson, Pirie, Scott & Co. as well as during the ‘Vive St. Louis’ celebration in 1964, this bus was donated to the St. Louis Transportation Museum in 1964. There is a 1963 Chicago sticker on the windshield.

“The exterior has been repainted. The original wooden seats inside look great and would turn out spectacular if refinished. The bus can hold 30 people. The exterior is solid but the roof and side paint is peeling. There is a missing engine cover on the left side.

“The bus still retains the original ‘Gentilly’ route map inside showing its stops in Paris. It is extremely solid.

“It has a Missouri title and weighs almost 12 tons. The bus is powered by an inline 6 cylinder gas motor. We have not tried to get it running yet and it is being sold in non-running condition.”

(Discovered any other gems on your web travels? Send the information to intermarquethmonthly@yahoo.com. We love them too.)

Flash! Back on eBay. “Buy It Now” for only \$15,695!

com

- JUNE 18 - 23** **Northeast Ohio Conclave** Location: Akron, Ohio Austin-Healey Club of America. Info: Wayne Ward 440-235-8326 wardwe@aol.com
- JUNE 21 - 25** **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** **Vintage Triumph Register National Convention** Location: Dallas Ft. Worth, Texas, near Texas Stadium. Info: vtr2006.com
- AUGUST 11 - 13** **Mini- and Micro-Car National Meet** Location: Lake Crystal, Illinois. This is for cars with engines less than 1,000 ccs. Some old Minis qualify as do BugEye Sprites and Citroen 2CVs. Those are the big cars at this event, however. The stars will be the Isettas, Messerschmitts, Bonds, and their ilk. Info: www.microcar.org
- OCTOBER 13 - 17** **LOG 26** Location: Ft. Worth, Texas. Lotus Owners Gathering. Featured model is the Europa. Drive your Lotus on the Texas Motor Speedway.
- 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. The exact date is 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: Mike Martin 952-898-1634 or www.mnhealey.com
- Minnesota MG T Register** MG Luncheons, **every Tuesday**, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield. Info: Phyllis Galberth 952-898-6914 kgalberth@visi.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



March 25th, 2006
Jaguar Club of Minnesota
6th Annual Classic
Go-Kart Challenge

Organized by Jaguar Club of Minnesota – Open to All Sports Car Clubs

Saturday March 25th. All drivers need to be at the track by 8:15 AM. Mandatory drivers meeting at 8:30 AM. Racing begins at 9:00 AM and goes to 11:00 AM. Awards will be presented during lunch at a local restaurant immediately afterwards. We will announce the lunch location at the go-kart event.

Event is limited so sign up now! Fastest lap times will determine grid positions for each heat. Each heat group assignment will be based upon prior experience. All club members are welcome to attend to support their drivers.



ABSOLUTELY NO ON-SITE REGISTRATION!!



Event is limited to licensed drivers. Helmets provided, personal DOT approved helmets with face shield approved. Drivers waiver required. All shoes must be secured to the foot (no flip flop style sandals). ProKART Indoor Racing does not allow kart-to-kart contact, kart-to-barrier contact or dangerous/reckless driving.

ProKART Indoors – 12500 Chowen Avenue South, Burnsville, MN 55337 – Phone (952) 808-7223
 Check out www.prokartindoor.com for detailed directions

NOTE BURNSVILLE LOCATION!



Participants are considered signed up when their checks are received. **No cancellations or refunds.** Drivers may find an alternate in event of being unable to drive. **Jaguar Club reserves the right to deny participation to applicants that do not understand the “spirit” of the event or have exhibited inappropriate behavior in the past.**

For questions call: **David Meek – 612-799-5555**

*After two hours you
will be worn out !*

Cost is \$40 per driver, please make checks out to **Jaguar Club of Minnesota.**

Send you checks to: **Jag Club of MN, c/o David Meek, 10267 Meade Lane, Eden Prairie, MN 55347**

Drivers meeting at 8:30. If you're late you won't get to race!

Driver #1 (\$40.00 Per Driver)

Name _____	Years Karting _____	Self Rank (1 to 10) _____	Slow to Fast
Street Address _____		Prior Go-Kart challenge? _____	
City _____	State _____	Zip _____	Phone () _____
E-Mail _____		Club Membership _____	

Driver #2 (\$40.00 Per Driver)

Name _____	Years Karting _____	Self Rank (1 to 10) _____	Slow to Fast
Street Address _____		Prior Go-Kart challenge? _____	
City _____	State _____	Zip _____	Phone () _____
E-Mail _____		Club Membership _____	

13th Annual INTER-MARQUE

May 21, 2006

1. Vintage Foreign Car Show (11:00 a.m. - 3:00 p.m.)

The famous spring kick off show returns to the tranquil surroundings of the Radisson Plymouth, conveniently hidden at the north-west corner of I-494 and Hwy 55. As always, the show is **FREE** for both participants and spectators. This year's theme is "Of Mice and Moose's." A special invitation is extended to our petite brethren (under 1,000 c.c.'s) and our well-endowed compatriots (over 5,000 c.c.'s). *(No RSVP is required, but it'd be nice if you did so anyhow.)*

2. Awards Banquet & Get-Together (3:00 p.m. - 5:00 p.m.)

Following the show, at 3:00 p.m., there will be an awards banquet and intermarque get-together at the Radisson. The price is only \$16 per person. Please RSVP if you wish to attend the banquet. The Radisson needs an estimate of how many people will attend.

RSVP form:

Name(s): _____

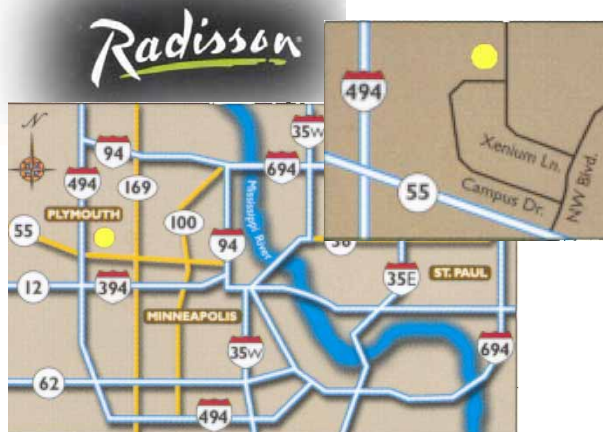
Car(s): _____

Club (if any): _____

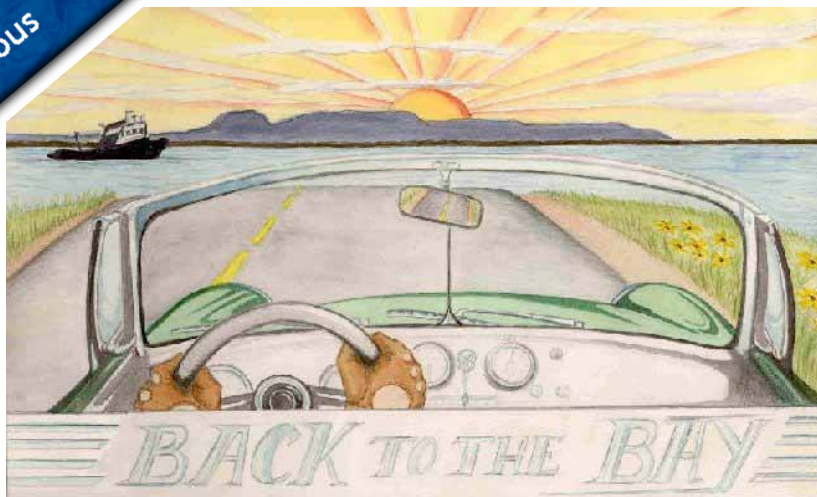
Banquet Attendees: _____

Send info to Phyllis Galberth at:
19390 Judicial Road
Lakeville, Minnesota 55044

Sponsored By:



Rendezvous



The Thunder Bay Vintage Sports Car Club
Invites you

Back to The Bay!

For
The 16th Annual

Lake Superior Vintage Sports Car Rendezvous

We are looking for a more than a few good enthusiasts to exercise their classic sports cars and help us celebrate this
All Marque event.

In 1991, Thunder Bay was host to the beginning of the now traditional vintage sports car "Rendezvous". We look forward to your return Back To The Bay for Rendezvous 2006.

We would like to invite you and your friends to join us for a weekend of sports car fun and games at the Best Western NorWester Resort Hotel. Come enjoy our social and driving events and renew acquaintances from years past.

Thursday June 15

Register at the NorWester Hotel. Then head over to the Neebing Roadhouse across from the Hotel for a Meet and Greet Social. We will be holding prize draws and have sign up for Friday Tours.

Friday June 16

Enjoy guided tours starting at 9:00 am. We will be holding a funkana in the afternoon. In the evening join us for a driving tour visiting local attractions along the way.

Saturday June 17

Start off with a Rally in the morning followed by an afternoon Show and Shine. We will also be holding a Pit stop challenge during the Show and Shine. Everything wraps up with the Evening awards banquet.

Feel free to share this information with your fellow motoring enthusiasts.

You can contact John Colosimo at 807-344-7694 for more information.

Or Email us at info@tbvsc.ca