

November 2010
Vol. IX No. 9

InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

*To Every Thing
There is a Season
Turn,
Turn,
Turn...*



IN THIS ISSUE

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VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

- Arrowhead Sports Car Club
www.arrowheadscc.org
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of Manitoba**
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- British Iron Society
of Greater Fargo
www.BritishIronSociety.com
- Citroën Car Club of MN**
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- Delorean Owners Association,
Minnesota
www.deloreanowners.org
- Fahr North:
Porsche 356 Group**
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- Ferrari Club of America,
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- 'Sota MINIs
www.sotaminis.com
- Stella del Nord Alfa Romeo
Owners Club**
esolstad@pressenter.com
- Twin Cities VW Club
www.twincitiesvwclub.com
- Vintage Sports Car Racing**
www.vscr.org
- Volvo Sports America
Minnesota Chapter
David Olson, olson199@umn.edu
- Wheels of Italy**
wheelsofitaly.com

Clubs listed in red are members of the



Updates for web sites, email addresses, phone numbers, and meeting times and places (see calendar) are most appreciated.

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ON THE COVER:
Michael Barone's 2CV leads the
Citroën Club over the river
and through the woods during the
2010 DRIVE FOR KIDS.

facebook

InterMarque! Vintage
Foreign Motorcars
of the Upper Midwest
is on Facebook.

Join the group and feel free
to add to this site with
pictures, stories, and
announcements about local
Vintage Foreign motorcars
and events.

PRODUCTION EDITOR'S NOTE

As many of you already know, this past September brought unprecedented sadness and change to our small, but dedicated InterMarque team. Phyllis Galberth, Managing Editor of this publication passed away suddenly from a stroke just after last month's issue was completed. This is our first issue without Phyllis and I'm very grateful to those of you who quickly offered help. Special thanks goes to Andy Lindberg who originally started this publication. He has graciously returned to pick up the Managing Editor reins, for awhile.



Phyllis and me at Wheels & Wings 2010

A publication like this is only as strong as the people who are willing to step up and help support it with articles, photos and calendar updates. No other publication in our area pulls in so many diverse foreign car enthusiasts, clubs, events and information in one handy website and newsletter. As Andy and I work to get reestablished we're hoping to hear from more of you. Perhaps you know of a Vintage Foreign club that isn't featured in our list yet or you have info and photos about a fun drive or event. Looking to write an article on your Goggomobil? Now's your chance! The only prerequisites are that it relate to vintage imports in some way.

InterMarque was established to celebrate ALL Vintage Foreign Motorcars and provide a central forum where these unique cars can be shared with a wide variety of enthusiasts, club members and the general public. It's a big tent that's volunteer driven by people who enjoy sharing their experiences and having a good time while doing it. Care to join us?

Let's keep it rolling!

Brian Cornell, Production Editor
intermarque@gmail.com

SAVE THE DATE... 5/21/2011

**INTERMARQUE 2011
SPRING KICK-OFF**

SAME LOCATION

**COMO PARK
St. Paul, MN
10 AM – 3 PM**



IN MEMORIUM PHYLLIS GALBERTH

BY: Andy Lindbergh
PHOTOS BY: Keith Galberth
& Brian Cornell



The Lord is my Mechanic:
I shall not want.
He parketh me in
green pastures,
He replenisheth my oil
and water.
He steereth me in
paths of righteousness
for His name sake.
Even though I drive through
the scrapyard of death,
I fear no evil.
For He is with me.
His spanner and screwdriver,
They comfort me.
He prepareth a floor jack
before me,
in the presence of my enemies.
He anointeth my head with oil,
My dashpot overfloweth,
Surely, goodness and love will
follow me
And He will set my dwell
in the garage of the Lord,
Forever and ever,
Amen

Phyllis Galberth died on September 20, 2010. Her death was the result of a sudden, massive, and nasty stroke on September 16. Her funeral on September 24 was attended by nearly a hundred grieving British, French, German, Japanese, and

Italian cars – and twice that number of heart-broken drivers and navigators.

Unless this is the first time you've read the *InterMarque Monthly*, you know that not only was Phyllis the Managing Editor of the *Monthly* and Chair of the InterMarque Council, she was also the spark plug for, and best friend of, the vintage foreign car community in the upper midwest.

How did she do all this? Let me quote her penultimate Facebook post: "Sometimes you have to do what is right over what is easy." Phyllis worked hard. Harder than me and harder than you. Thomas Edison said that genius is "one percent inspiration and 99 percent perspiration." My spouse, Linda, tells me that women don't perspire, they glisten. If so, Phyllis glistened the details.

You know that the devil lies in the details. It's easy to say that you believe in truth, justice, and vintage foreign motorcars, but the devil's pitched fork

starts twitching when the newsletter goes out an hour late or there aren't enough goodies in the goody bag at the big car show. Anybody can claim to be a "big picture" person, but if you don't glisten the details, your big picture is going to look like something done by Jackson Pollock on a bender. This is why Phyllis was such a success. She put all those nasty little details together into a coherent whole. Pollock lovers may have complained that her picture was too Claude Monet for them, but Phyllis realized that however she put together the canvas, some people were not going to like the result. Still, I never heard her say a bad work about her critics.

Can the InterMarque (Council and Monthly) survive without Phyllis? I believe it will but we shall see. Phyllis' last Facebook post, in the morning of the day when she later suffered her fatal stroke, was, "Keep it real." If we follow that simple, but sage, philosophy, then the future looks good.



30TH ANNUAL Wheels & Wings

September 11 • Osceola, WI

ARTICLE BY: Andy Lindberg

PHOTOS BY: Keith Galberth,
Andy Lindberg, & Brian Cornell



Dennis Hove's spotless, all original, 1972 Mazda RX2 was the winner in the steadily growing Japanese category.

The Sunbeam Alpine Tiger is often overlooked in the British scene, but it's appeal is easy to gauge.



The Saturday after Labor Day means one thing – Wheels and Wings. This year was no different despite the decade-long rumor that "Wheels and Wings is no more." So once again W&W could quote Mark Twain, "The rumors of my death are highly exaggerated." Nevertheless, perhaps to quell next year's rumors, this year people were handing out flyers announcing that the 31st annual event would be held on September 10, 2011.

It was a nice day albeit with a cool start to challenge roadster drivers. There were also many different and interesting cars in attendance, even if there didn't seem to be quite as many as the 1,000+ Motorbooks claimed for 2009. I could be wrong, however, because I'm basing my judgment on only the cars in the lots near the warehouse, not in the two auxiliary outlets where many attendees were directed.

CONTINUED ON PAGE 6



It was a chilly start for these Triumph drivers on the way to Osceola.

Is this how rumors get started? Healey banner barely visible under the For Sale sign





WHEELS AND WINGS CONTINUED FROM PAGE 5

Now for your reporter's highly subjective awards. First, the "Feed My Starving Enthusiasts" award goes to the MG Club for the Belgian waffles they made for folks in their normal gathering place behind the building.

The "Wotta Ya Got in There!?!?" award is shared between Ed ("Fast Eddy") Olson and Tom Wolters. Except for the excellence in workmanship, it's hard to imagine two more different approaches to or reasons for an engine transplant into an old British car. As his nickname implies, Ed wanted to go fast. His TR6 contains a blown big-block Pontiac that runs the quarter well under ten even with the power turned down. His TR6 is, by the way, a completely capable street car that drove to Osceola in the company of some less-likely-to-light-up-their-rear-tires-at-65-mph Triumphs. Its additional four inches in the chassis and doors is hardly visible unless you know what you're looking for.

Tom Wolters' Austin-Healey, on the other hand, is the budget re-creation of a Healey 100-6 that broke in half, chassis and all, when Tom was retrieving it from its former owner's care. It came home in two pieces, front and rear. Some angle iron, welding and skill created a new chassis. But the original engine was stuck and Tom went to look for a replacement. He found what he was looking for at Joe's Auto in Vermillion – a 250 cubic inch (4.1 liter) six out of a 1975 Ford Maverick. Tom's Healey is now badged as a 4100-6, a fun takeoff on big Healey model names – the original 100 (2.6 liter four), the 100-6 (2.6 liter six), and the final 3000 (3.0 liter six).

Oh, you Maverick you.

CONTINUED ON PAGE 7



Fast Eddy's Triumph TR6
See Ed fooling around with it here:
www.youtube.com/watch?v=ThYK12JMvK4&feature=related



Tom's Healey is now badged as a 4100-6, a fun takeoff on big Healey model names – the original 100 (2.6 liter four), the 100-6 (2.6 liter six), and the final 3000 (3.0 liter six).



The following foreign vintage motorcars won Motorbooks awards:

Competition: David Parsons, 1973 Porsche 914

French: Paul Vogel, 1971 Citroen Type H4 van

Italian: Daniel Romero, 1967 Alfa Romeo Duetto

Jaguar: Brian Bergin, 1961 Jaguar E-Type

Japanese: Dennis Hove, 1972 Mazda RX-2

MG: Bill & Lorna McReaken, 1950 MG Y

Mini: Jim Huston, 1966 Austin Cooper

Porsche: Bob Cox, 1978 Porsche 911 SC

Other German: Tom Crew, 1984 BMW M635CSi

Swedish: Robert Wilson, 1968 Volvo P1800 S

Triumph: Joe and Karen DeMuth, 1960 TR3A

To view photos of most of these people receiving their awards go to

www.qbookshop.com/pages/wheelsandwings.

And then there were the club awards. **MG** took the award for the largest club turnout; **Delorean** won for "Unique Club Turnout."



Paul Vogel's 1971 Citroën H4 van and Michael Guanella's recently restored Mehari anchored the MN Citroen Club's invasion of MG Holler.



From the same era that brought us the Subaru Brat this 1981 VW Rabbit Pickup features a turbo diesel.



David Parsons 1973 Porsche 914 took top honors in the "competition" category.

Multi-Marque Drive for Kids

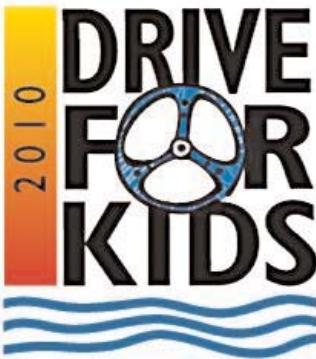
October 10: St. Paul – Stockholm – Nelson – Red Wing

ARTICLE BY: Michael Barone,
Citroën Club of MN

PHOTOS BY: Andy Lindberg,
Brian Cornell, & Michael Barone



St. Paul's Mounds Theater was the official starting point for the drive. Vintage foreign motorcars are highly over-represented in this photo.



It was a perfect day for the Drive For Kids tour. Over 130 cars participated, mostly American Iron (some lovely things too, including a pristine R2 Avanti in sea-mist green).

The representation of InterMarque vintage foreign cars was minimal consisting of Lew Palmer's MGTD, Jim Harris' nicely patinated Riley Saloon, W. Welter's 1979 Jaguar XJ12L, a VW Beetle, and Steve Devitt's '70 Volvo P1800. Our Citroën Club was fully represented by six entrees (and the organizers were pleased with our prior group-registration!): three 2CVs (Barone/Schmidt, the Cornell Family-of-Four, plus Rich and Liz Stadther driving Barone's red car), two DS21s (Dean Anderson with Neil Schoenheider riding shotgun; Steve Williams), the Traction Avant Commerciale of Joel Grover (plus Amy, Summer and friend), and Andy Lindberg's A-H Sprite (Andy and Linda are paid-up CitClub members, even though they sold Pepe LeBleu back to Axel in Seattle last winter). I know, that makes seven, but the Stadthers paid for their own registration.

CONTINUED ON PAGE 9



Also, Paul Lohman (a former Barone-car pinch-driver, now with his own very fine '58 Corvette) and his ladyfriend Janine, registered before church...then Paul drove back to Minneapolis to sing in the choir, and then skipped out to join us in Red Wing. Talk about dedication!

Here are some more photos from the afternoon:
<http://www.flickr.com/photos/27443707@N04/sets/72157625012365799/>

Though most of the group went off to different evening obligations, the Barone and Lohman cars headed to Geordie's 454 Bistro (on Snelling, just north of Randolph, on the east side) for a very tasty supper. If you've not yet discovered this place, the food is excellent, the prices very reasonable, and the ambience warm and friendly.
<http://www.geordies454.com/>

Enjoy the last days of your 2010 driving season! And here's looking forward to next year's Drive for Kids! (Save the second Sunday in October... just guessing on the date).



Citroëns enjoying Wisconsin's 35 on their way from St.Paul to Red Wing.



One car show spectator gasped in horror at the two car seats in the back of the Cornell's 2CV. "What if a freight train fell on the car?!?"



A Riley Saloon, Volvo P1800 and an MGTD provide a nice range of vintage motoring profiles.

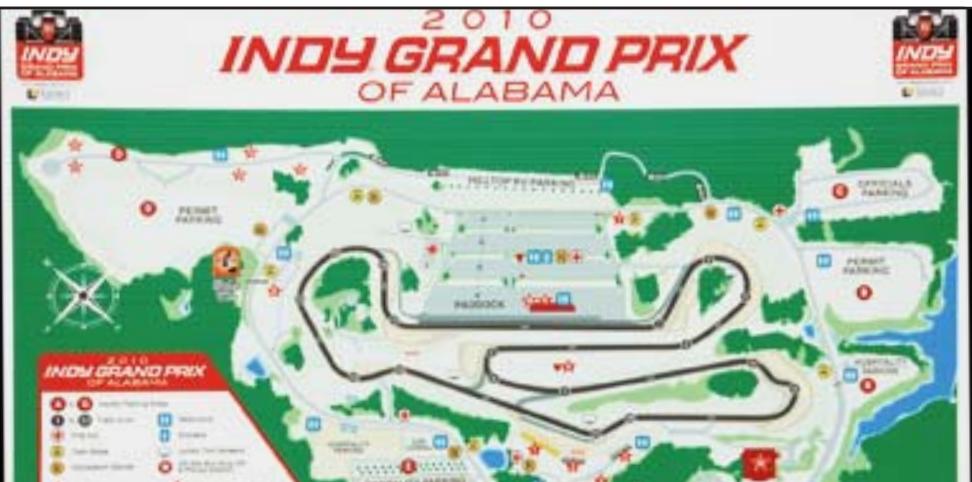


2010 Alabama Grand Prix

April 12

Barber Motorsports Park
Birmingham, Alabama

ARTICLE AND PHOTOS BY:
Jim McFadden



Barber Motorsport Park is also home to the Porsche Sport Driving School



Mr. Barber was seen frequently about the track throughout the week, usually driving (or riding) in his Lotus Mk VI.



My wife Brenda was seen frequently tending to the catering and concessions which was a race of a different kind.

The forecast was for a 0% chance of rain for the next 4 days with highs in the mid-to-upper 70s. An ideal forecast for any upcoming weekend, especially here in the Midwest. But, this particular forecast was not for the Midwest. This forecast was for a small corner of Alabama's Jones Valley.



Nestled between Sand Mountain to the north, Red Mountain to the south, and Ruffner Mountain to the east, lies one of the premier motorsports venues in the country, the 850-acre Barber Motorsports Park.

Located just 10 minutes NE of Birmingham, the park was the dream of local entrepreneur and vintage car and motorcycle collector, George W. Barber. Designed both as a museum to house his vast collection and a race course, Mr. Barber built it in hopes of one day attracting major motorsports events.

That day has arrived. It is the fourth stop on the 2010 calendar for both the Firestone Indy Lights and Izod Indy Car Series. Throw in a Continental Tire race and the Porsche 250 Rolex event and we were on the eve of the inaugural Indy Grand Prix of Alabama!

The racecourse is a road course, 2.38 miles in length with 17 turns. It has a tiered paddock area that easily accommodated the cars and crews of the four events.

A memorable trip for any race fan to be sure. In my case, I was invited to tagalong with my wife as her company, the Prom Management Group, had been asked to assist with catering and running the concessions for the event. My beautiful wife Brenda is VP Sales & Marketing and was attending in hopes of meeting people and making contacts to gain additional Motorsports events for her company.



CONTINUED ON PAGE 11



The racecourse is a Road Course, 2.38 miles in length and consisting of 17 turns. It has a tiered Paddock area, which easily accommodated the cars and crews of the 4 events.



With the precision of a NASA launch crew, they set up tents, barriers, laid flooring, unloaded numerous chests of tools and equipment before finally pulling their cars from the transporters.



Rain tires are used for pushing the cars around prior to the race.

Rather than just having a ticket to the race, I was going to have an all-access pass... with Hot Pit privileges. Not just a memorable trip, this was shaping up to be the trip of a lifetime for an old enthusiast like yours truly!

We arrived on the Wednesday before the race and stayed the next town over from the track in Trussville, Alabama. Not due at the track until the next day, we ventured into Birmingham and had dinner at a seafood restaurant, Ocean, which was as good as any restaurant I've visited in the Twin Cities. The people of Birmingham were amazingly friendly and proud to show off their city.

Thursday morning, we arrived at the track. Many of the teams were just arriving and setting up their paddock areas.

With the precision of a NASA launch crew, they set up tents and barriers, laid flooring, unloaded numerous chests of tools and equipment before finally pulling their cars from the transporters. By noon, most were complete. The whole operation reminded me of an army on the move.

Meanwhile, Brenda was supervising the setup of her company's compound. They had two semi trucks of equipment, along with a 45' semi filled with ice as well as dedicated Coke and Budweiser trucks.

All the hot dogs, hamburgers, brats, chicken sandwiches and such were all to be cooked at the concessions tent. Not only did this insure freshness, but also what had been a 5-minute trip on a cart from the main compound to the stand during the week, became a 45-minute trip on Race Day once 80,000 spectators arrived.

Thursday was to be a practice day for the Rolex and Continental Tire Series cars. These were shuffled on and off the track with crews busily adjusting cars in-between.

The Indy Cars and Indy Firestone Light crews arrived late Thursday night and early Friday morning began to set up their paddock areas and unpack the cars.

The precision with which crewmembers did their job in prepping their cars was amazing. Note the rain tires on many of the cars. The crews use these to preserve their race tires when pushing the cars around the paddock area.

All the while the Indy crews were setting up, the Rolex and Continental series held their qualifying laps on the track. The entire track and paddock areas were buzzing with activity. Indy Car and Indy Lights practice started in the early afternoon.

We were fortunate enough to share our hotel with the Sam Schmidt Motorsports Indy Lights crew. We all met every night at the Applebee's across from the hotel to share adult beverages and talk racing. It was interesting getting their 'inside' perspective on it all. Especially interesting was Dave Higuera, the crew chief of the #7 Lucas Oil car driven by rookie driver and 2010 Firestone Indy Lights Champion, J.K. Vernay. Dave had formerly been a crew chief in the Indycar series for both Chip Ganassi and Bobby Rahal. As the hour grew late, I mentioned to Dave, "Isn't this a school night for you guys?" Dave replied, "It's OK, we're ready."

The next day they put their #7 car on the Pole in qualifying. Guess Dave was right.

CONTINUED ON PAGE 12



Thursday was to be a practice day for the Rolex and Continental Tire Series cars.



Meeting fellow BMW 2002 enthusiast Bobby Rahal was a highlight...



.... as was walking Danica Patrick to her car prior to qualifying.



Watch out Healey Hill climb!

Indy car qualifying came on Saturday afternoon. Once again the paddock was buzzing with excitement. I had opportunities to meet A.J. Font, Chip Genesis, and Bobby Rahal, whose son Graham was running the Sarah Fischer car in the race. Bobby Rahal and I spent some time discussing a mutual passion – the BMW 2002. Bobby had one during his college days and actually used that experience to discover his prowess in a racecar. When he graduated from college, instead of attending graduate school, as had been the plan, he convinced his parents to let him go to driving school instead. The rest as they say, is history.

I also had the chance to meet several drivers, amongst them, Ryan Hunter-Rey, Helio Castroneves (the eventual race winner), Takumo Sato, driving the Lotus liveried #5 car, and Milka Duno.

On Qualifying day, I met Marco Andretti. Or should I say re-met. Back in the early '90s, I had been a visitor to Newman-Haas Racing in Libertyville, IL, and met Mario and Michael Andretti and Michael's 5 year-old son – Marco. When I spoke with Marco, we talked about the couple times he had put his #26 car in the gravel trap during practice. As I left, I urged him to stay out of the gravel to which he replied, "That's the plan." Marco led the race for 27 Laps.

I walked Danica Patrick from her paddock to Pit Lane. She was very intense and actually much smaller than I'd imagined. Her bio puts her at 5 feet 2 inches, but she was more like 5 foot even. As soon as she left her paddock, we were surrounded with at least a hundred of her fans. She calmly walked to Pit Lane, signing at least 30 autographs along the way. When we got through the Pit entrance, leaving the fans behind, she turned to me and said: "Well, I've got to go fast now... wish me luck!" She qualified 12th

Saturday the Rolex Porsche 250 and the Continental Tire Series races were run. The latter is a multi-class race and it was great seeing both the Daytona Prototype (DP) and street car derived Grand Touring (GT) racecars go at it. In the end, the 01 Telmex Chip Ganassi car, driven by Scott Pruett and Memo Rohas took the podium and the # 07 Mobile 1 Corvette from Banner Racing, driven by Paul Edwards and Scott Russell won in the GT Class.

Sunday was Race Day, the Main Event. The Indy Lights went off first and had a relatively smooth race with only two cautions. J.K. Vernay, in the #7 Lucas Oil Sam Schmidt Motorsports car led every lap and took the checkered flag. He had been passed but it was ruled to have been under caution, so the other car had to relinquish its position.

In between races, I had to spend an hour at the concessions stand at Turn #3 making burgers, hot dogs and brats because they were swamped. Pretty intense, but actually quite fun.

With the 'rush' over, I was able to return to the track just in time for the race to start. Again, the race went smoothly with only a few caution flags such as when Sato's #5 Lotus quit coming out of the #14 turn. Marco was leading the race with just twelve laps to go when an error in their fuel strategy forced him into the pits for a Splash & Go. Helio Castroneves (#3 Penske car) then took and held the lead, winning the race for Team Penske.



Have a photo or event you'd like to share? Please email it to InterMarque@gmail.com for consideration.



The September 26 InterMarque picnic at Cherokee Park featured beautiful weather and a nice turnout. Great food too.

INTERMARQUE PICNIC

September 26

LOCATION: Cherokee Park, St. Paul

PHOTOS & CAPTIONS BY: Andy Lindberg



In addition to the Citroën 2CV behind Tim Engel in this picture, there was also a nice variety of vintage foreign motorcars present: British, French, German, and Japanese.

RUST IN PEACE

This pair of Renaults won't be going anywhere anytime soon. You can drive past them using Google street view. Emerald Grove, WI, HWY 14.



PHOTOS SUBMITTED BY BRIAN CORNELL



CAPTION CONTEST

Have a photo you'd like to share for the caption contest? Please email it to InterMarque@gmail.com for consideration.



PHOTO SUBMITTED BY BRIAN CORNELL

Please submit your caption suggestion by November 5 to InterMarque@gmail.com. Please put CAPTION CONTEST in the subject line. Winners will receive a complimentary 1-year extension on their free InterMarque Monthly subscription!

BMC British Automobile

Winter 2010/2011 ~ Snows afoot and soon to be under it!



OPEN HOUSE
and scenic drive
SAT., OCT. 16!
See flyer
in this issue.

Introducing our second location!

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brian@bmcautos.com

Ring: 651.400.0145

BULLETIN BOARD

FOR SALE



1969 Merlyn 11A Formula Ford,
Go Vintage Racing in September!

Very nice; ready to race. Andresen engine. See at
<http://stadther.home.comcast.net/~ststadther/Merlyn.html>.

Race history includes VSCR and VSCDA at Road America, Brainerd International, Blackhawk Farms, GingerMan, Grattan. \$17,000 or best offer. Rich Stadther: 651-698-1981, or stadther@comcast.net.

Spitfire Left door for MKI Spitfire -
good condition Keith Galberth: 952-898-6914

1973 MGB Roadster This excellent running roadster is bright red with great chrome and no rust. It has a new black top with red piping . From the engine compartment to the trunk this car is extremely clean in every respect. \$ 8,250.00 Robert: 651-636-9465 or 612-670-3054

1973 JAGUAR E-TYPE V12
4 Speed, very good condition, 76,000 miles, very good driver!!
Owned for over 20 years by last owner! Adam's Brother Automotive, 343 Sherbrook, Winnipeg. \$26,995 Canadian. Phone (204) 774-4122
Pictures available from wjkjackson@hotmail.com

1959 TR3A

I am selling my wonderfully restored TR3A. The rebuilt drive train has approximately 500 miles on it. Pictures of the car and included items will be posted on my website at www.bartleson.org (NOT ACTIVE YET). \$15,000. Pictures of car and parts available upon request. Contact Eric Bartleson, 507-429-5233 cell ebartle@hbci.com



1978 MGB

49,000 miles with factory wire wheels and new convertible top. \$3500 or B/O. Call 320-366-3861



2010 SPRING KICK-OFF COMO PARK

InterMarqueCouncil
Vintage Foreign Motorcars of the Upper Midwest

The official 2010 InterMarque Council Spring KickOff poster is available for sale. \$5 each + S/H Email us at InterMarque@gmail.com to inquire about purchasing one.

Web Surfing Fun....
<http://www.2011mediocrity.com>

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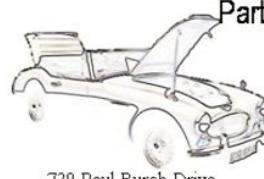
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Hudson WI 54016

2010 MULTI MARQUE CALENDAR

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (Dec. issue due by Nov. 5)

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8:30 a.m., Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building, Minneapolis, Minnesota. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Info on and map to the Peg: www.squarepegdiner.com/ (* The Peg is sometimes closed on holiday weekends.)

East Ender's Saturday Morning Breakfast

A group of vintage foreign motoring enthusiasts have started a semi-monthly East Ender's Breakfast Group for those that want Breakfast a little later and not drive to Minneapolis. Join the East Ender's on the 1ST AND 3RD SATURDAYS each month, 9:00 a.m. at: Sail Away Café, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.

Cars & Café FIRST SATURDAY APRIL–NOVEMBER. 8-11:00 a.m. Auto MotorPlex, 8200 Audubon Rd, Chanhassen, Minnesota. Largest monthly gathering of auto enthusiasts in Minnesota. Info: www.automotorplex.com

2010 Club Fall Color Tours

OCTOBER 16

Minnesota Austin-Healey Club

INFO: Club website www.mnhealey.com or Tom Hazen, myliberty@comcast.net

MEET: Bogus Creek Cafe, Stockholm, WI 9:00 a.m.

SotaMinis

MEET: 5:00 p.m. October 14 Whitewater State Park — Altura, MN

INFO: Rob Mahaney rob.mahaney@integraonline.com

Mini-Sota Minis Pizza Eating and Psychiatric Self-Help Assn

MEET: Square PEG, Minneapolis, MN 8:00a.m
INFO: John Engstrom, jmjengstrom@yahoo.com

OCTOBER 16: BMC Automobile Open House Drive starts at 11am. Open House goes from 12:00pm -4:00pm 6810 225th Avenue NE Stacy, Minnesota Freeze or Shine, Fire Pits ,Hot Food, Hot Coffee Cider and Pop will be served. *Event flyer in this issue.*

MARQUE NATIONALS and UPPER MIDWEST REGIONALS

OCTOBER 18–21: NORTH AMERICAN TRIUMPH CHALLENGE (VTR) Jekyll Island, GA.

Additional details available at <http://vtr2010.org/>



2011 MULTI MARQUE CALENDAR

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May 14: Minnesota Scottish Fair & Highland Games (British Car Display) Dakota County Fair Grounds, 4008 220th Street West, Farmington, MN

May 21: InterMarque Spring KickOff
Como Park 1360 Lexington Parkway North-St.Paul, Minnesota (Como Park Picnic Hill and North Pavilion Parking Lot) 10:00a.m. - 3:00p.m. Event flier will be available in February 2011. For further information contact: Spring Kick-Off Event Chair : Phyllis (Dee) Galberth deegalberth@yahoo.com

June 16-19: Vintage Sportscar Rendezvous
Rendezvous on the Red, hosted by the British Iron Society in Fargo, North Dakota. Events will be held at the Hilton Garden Inn- Fargo. Registration form in this issue

June 26: InterMarque Sunday Picnic
Cherokee Park in St. Paul.

July 31: InterMarque Sunday Picnic
Cherokee Park in St. Paul.

August 13: BritFest All British Car and Motorcycle Show. Details to be announced after Januay 1st at www.ellingsoncarmuseum.com/events

August 21: Wheels of Italy Italian Automobile and Motorcycle Show details available in January at www.wheelsofitaly.com

August 28: InterMarque Sunday Picnic
Cherokee Park in St. Paul.

September 10: 31st Annual Wheels and Wings Osceola, Wisconsin. Hosted by the Motorbooks division of the Quayside Publishing Group. 8 a.m. – 5 p.m. www.motorbooks.com

September 25: Intermarque Sunday Picnic
Cherokee Park in St. Paul.

MARQUE NATIONALS and UPPER MIDWEST REGIONALS

JUNE 12-18 : MG 2011 North American Council of MG Registers presents our fourth all-Register gathering to be held at "America's Adventure Place " Reno -Tahoe, Nevada. Questions/More Information? Website is www.mg2011.com See event flyer in this issue.

JULY 3-8: CONCLAVE COLORADO 2011 Hosted by Austin-Healey Club of America in Colorado Springs,Colorado.Registration form in this issue.

AUGUST 22-25: VTR 2011 "Triumph in the Rockies" hosted by The Rocky Mountain Triumph Club in Breckenridge. Colorado. Additional details available after November 2010.

REGULAR CLUB EVENTS

Arrowhead Sports Car Club Monthly Meeting, second Thursday of the month, 7:00 p.m., 4767 West Arrowhead Road, Hermantown, Minnesota. Info: www.arrowheadscc.org

British Iron Society Informal gathering, every Saturday morning at the Fry-n Pan, Fourth and Main, beautiful downtown Fargo, North Dakota. Info: Larry LeClerc lkleclerc@msn.com

Fahr North Gathering EVERY 3RD THURSDAY, 5pm. Club Jaeger: 10th & Washington Avenue North, Minneapolis Mostly Porsches guys, but all are welcome. Contact : Eric Erickson 952-426-5024

Mercedes Benz Club of America, Twin Cities Section Informal dinner and discussion, first Wednesday of the month, 6:30 p.m., Lion's Tap Restaurant, Hwy 212 and Cty Rd 4, Eden Prairie, Minnesota. 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, Minnesota. Info: www.mnhealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield, Minnesota. Info: Steve Blomberg 612-869-8264 striumph77@aol.com

Minnesota SAAB Club Monthly Meeting, first Thursday of the month, 7:30 p.m., Major's Sports Cafe located on Snelling Ave. in Roseville, Minnesota. 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, Minnesota. Info: www.mntriumphs.org

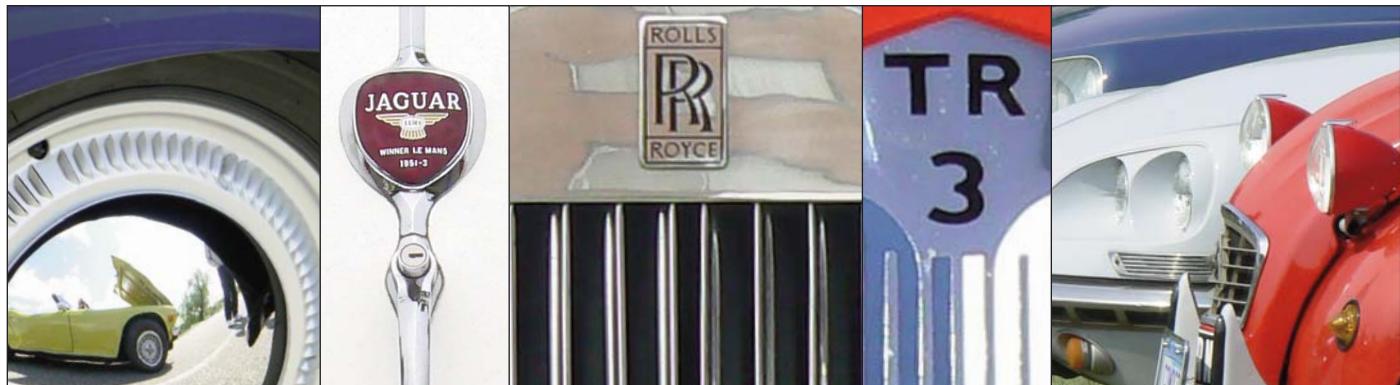
Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@pressenter.com

The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

Thunder Bay Vintage Sports Car Club Monthly general meeting, third Tuesday of the month, 7:00 p.m. at the Port Arthur Prosvita Centre, 540 S. High Street in the Library Room, Thunder Bay, Ontario. Info: www.tbvsc.ca

Triumph Drivers of Manitoba Monthly meetings, open to interested parties, are held on the second Thursday of each month at the Irish Club, 654 Erin Street, second floor at 8:00 p.m., Winnipeg, Manitoba, Canada. Info: www.britishcar.ca

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW, St. Louis Park, Minnesota. Meeting usually lasts 30 to 45 minutes. Info: www.twincitiesvwclub.com



This years tour before our Opening is a 28 mile trip through the Linwood & East Bethel roads. All paved back roads tour you would otherwise never visit. The tour can be taken any time before or during our event.

If your planning for the tour beforehand, arrive around 11am at 'The Country Store' 21820 Typo Creek Dr NE Linwood, MN 55092.

When you arrive, ask the store clerk for Instructions to the Self Guided Tour. The drive should be a pleasant one taking 30 to 60 minutes, depending on how hard you really want to answer those questions.

For directions to our place from noon until 4pm, check out bmcautos.com or call us at 651.400.0145. Hope to see you here! -Brian and Jennifer McCullough.

'McCullough's Fall Shop Open Doors' at:

BMC **British** **Automobile**

Saturday, October 16th, 2010 12 to 5 pm.



The McCullough's Invite All Our Friends To The BMC Fall Shop Open Doors.

Take a short trip North to Linwood for an outdoor fall time fire, food, pop, treats, coffee, hot apple cider, bench racing, 'back then' stories, stories of events attended by various members, and who knows what we'll end up with!

If you are daring and courageous, or just stubborn like us, bring your LBC. We will have a small self driving and 'late' fall Colour tour map with a few of our scenic areas round the side of town you most likely have not driven previously. Paved roads and low traffic as much as possible. Its always fun moving along with the leaves blowing to each side!

Forecast: Dress warm. If you're used to driving your British Roadster in Bitters of early spring or the crisp of late fall, then You can dress as you would normally!

What to bring: Yourself Plus One... or ten. Warm clothing! If you have a short video, book or broken axleshaft to share or pass around, feel free to but not required.

Tele: 651.400.0145

Email: brian@bmcautos.com

Cost: None. Nada.

Address: 6810 225th Ave NE • Linwood, MN 55079-4200

Directions:

A beautiful drive approximately 45 minutes from Minneapolis

From Minneapolis/St. Paul, take 35W or 35E North

35W/E merges back into I35 near Forest Lake- almost there!

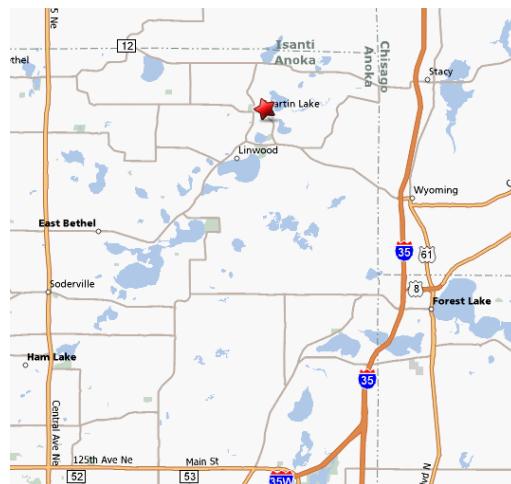
Take the Wyoming Exit 135 and head WEST (Co Rd 22).

Go approximately 4.5 miles to Martin Lake Road and head north.
(right)

(3.4 miles on your un-calibrated Jaeger or Smiths odometer)

*Approximately ½ mile down the road, turn left onto 225th Avenue
which is the first left you can take at Martin Lake Picnic Area.

We are the very last home in the cul-de-sac on the left hand side.
You can't miss it, there is always a few Classic LBCs sitting in one
or both of our driveways!



Don't want to take the freeway to get here? Not a problem- take the scenic and historic hwy 61 North to Co Rd 22 West. From Elk River, west of here, take County Rd 22 (Viking Blvd) East to Martin Lake Road.

The British Iron Society of Fargo, North Dakota invites you to

Rendezvous on the Red

at the 21st Annual Vintage Sports Car Rendezvous
June 16, 17, 18, 19, 2011, in Fargo, North Dakota, USA

Fees are in US Dollars. Cancellation will be subject to a \$10.00 cancellation fee. Refunds will NOT be offered on or after May 1, 2011. The club will provide registration packages to those who have paid the full registration fee but were unable to attend.

Questions? Please contact Gayle Soderquist at (701) 799-4863 or Richard Garske at (701) 306-7126 or email us at mail@BritishIronSociety.com.

Visit our web site at www.BritishIronSociety.com for more information and updates.

Name _____ Spouse/Guest Attending _____

Children Attending (Name and age) _____

Street _____ City _____

State/Province/Postal Code _____ Club Name _____

E-mail Address _____ Phone _____

#1 Vehicle to be registered _____
Yr _____ Make _____ Model _____

#2 Vehicle to be registered _____
Yr _____ Make _____ Model _____

Registration

Totals

Basic Registration fee \$60.00 until May 1, 2011 After May 1: \$75.00
(Registration includes one Vehicle, two adults, one child under 18 and a car blanket)

Each additional person: \$5.00 x _____

Each additional vehicle: \$5.00 x _____

Buffet Breakfast-Friday & Saturday morning included with registration.

Banquet Saturday Night \$35.00/Adult x _____

\$20.00/Child 12 and under X _____

TOTAL IN US DOLLARS _____

Make checks payable to British Iron Society and send with registration form to:

British Iron Society

C/O Richard Garske

106 27th Ave. N., Fargo, ND, 58102

Hotel: Contact Hilton Garden Inn-Fargo for hotel room reservations @ 1-800-Hiltons.
A block of rooms are held under British Iron Society

Conclave Colorado 2011

July 3-8
Colorado Springs

Conclave 2011 Registration Form July 3-8



Name _____ Spouse/Guest _____
 Address _____ City _____ State/Prov. _____
 Zip Code _____ Country _____ AHCA Member # (optional) _____
 Phone _____ Cell Phone _____ E Mail _____
 Additional Adult guest(s) _____
 Children attending (Names and Ages) _____

Vehicle Class	Vehicle #1	Vehicle #2	Registration Fees	Quantity	Cost	Total
100	<input type="checkbox"/>	<input type="checkbox"/>	Registration before May 22		\$115.00	
100M	<input type="checkbox"/>	<input type="checkbox"/>	Registration after May 22		\$135.00	
BN6/BN7 (2 seat)	<input type="checkbox"/>	<input type="checkbox"/>	Additional Adults		\$ 30.00	
BN4/BT 7 (4 seat)	<input type="checkbox"/>	<input type="checkbox"/>	Additional Cars		\$ 30.00	
BT7 MKII (mircar)	<input type="checkbox"/>	<input type="checkbox"/>	Trailer Parking for the week		\$ 35.00	
BT7	<input type="checkbox"/>	<input type="checkbox"/>	Concours Judging fee (per vehicle)		\$ 35.00	
BJ8 1 light	<input type="checkbox"/>	<input type="checkbox"/>	Meals / Events (per person)			
BJ8 2 light	<input type="checkbox"/>	<input type="checkbox"/>	Italian Buffet (Sunday)			
Jensen Healey	<input type="checkbox"/>	<input type="checkbox"/>	Adults		\$ 16.00	
Bugeye Sprite	<input type="checkbox"/>	<input type="checkbox"/>	5-12 yrs		\$ 12.00	
Sprite Mk II, III & IV	<input type="checkbox"/>	<input type="checkbox"/>	Historic English Ladies Tea		\$ 20.00	
Modified	<input type="checkbox"/>	<input type="checkbox"/>	Flying W Dinner/Show (Wed.)			
Diamond in the Rough	<input type="checkbox"/>	<input type="checkbox"/>	Adults Before May 22		\$ 18.00	
Other Henley	<input type="checkbox"/>	<input type="checkbox"/>	6-12 Yr		\$ 12.00	
			3-5 Yr		\$ 5.00	
			Awards Banquet (Thursday)		\$ 30.00	
			Kid's Pizza Party (Thursday)		\$ 16.00	
			Total Payment (U.S. Funds)			
			Mail your completed registration form to: Mike Schneider 110, N. Rastetter, Louisville KY 40206-2418 To pay by check, make checks payable to AHCA Conclave 2011 To pay by credit card: Card # _____ Visa MC Expiration Mo _____ Yr _____ 3 Digit Code on Back _____ Name on Card _____ Signature _____			

Please send me information on registering for the following additional events available at Pikes Peak International Raceway.

- Richard Petty Driving Experience
- Legend Car Driving Experience
- Open Wheel Driving Experience

Note: These experiences will be held at PPDR during the Gymkhana. Registration and fee payment is direct with these organizations.





MG2011

The fourth all-Register Event

SAVE THE DATE: June 12-18, 2011

The North American Council of M.G. Registers presents our fourth all-Register gathering to be held at "America's Adventure Place" Reno-Tahoe, Nevada. A mid-week convention, this will be an M.G. vacation guaranteed to provide lasting memories for all in attendance!

Information regarding registration, activities, and hotels is forthcoming!

Questions/More Information? Website is <http://www.mg2011.com> or Contact via e-mail: MG2011INFO@AOL.COM

Vintage Triumph Register 2011

Breckenridge, Colorado

SAVE THE DATE: August 22-25, 2011

Guests visiting Breckenridge can still experience the history and people that forged this genuine Victorian town 147 years ago. Framed in the Blue River Valley by the Ten-Mile Range and the Continental Divide, Breckenridge was a haven for miners drawn to the promise of riches.

Today, the town's special Victorian character has been preserved and Breckenridge is Colorado's largest National Historic District. More than 250 authentically preserved and registered structures serve as home to restaurants, pubs, shops, and facilities for year-round businesses. The unique blend of old and new has made the resort a destination known worldwide as Genuine Colorado.

Summer daytime temperature generally run between 65 and 85 degrees Fahrenheit. Humidity is a low 30 percent. Typical summer clothing works just fine during the day; evenings cool off and often call for a sweater or jacket. Elevation is over 9000'. If you are a "flatlander", you should plan to take it easy the first few days you are here. We highly recommend stopping over for a day or two in Denver, Colorado Springs, Grand Junction, or someplace else along the way to get used to the reduced oxygen in the air at higher altitudes. Be sure to bring lots of industrial strength sunscreen if you plan to do much top down driving.

Also, you will notice that your Triumph has noticeably less power than usual when crossing mountain passes. This is nothing to worry about but it is a good idea to pull out a couple of spark plugs and inspect the color every now and then on the way from your home to Colorado so that you can adjust the fuel mixture. If your carbs are properly adjusted for sea level, your engine is going to run rich at 9000'.

For more information, please refer to our tips on High Altitude Tuning for You and Your Triumph.