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# InterMarque Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



**RENDEZVOUS 2010**

ALSO IN THIS ISSUE: ZDDP update • Transportation Art • Amery Recap • Out and About • Calendar

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[wheelsofitaly.com](http://wheelsofitaly.com)

Clubs listed in **red** are members of the

**InterMarque Council**

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

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## MANAGING EDITOR'S NOTE

It's the middle of July, which means we are more than half way through the driving season. Many club motoring and social events have already become a pleasant memory.

I know it sounds like I'm rushing toward the end of the season, but don't panic, there are still many fun and exciting events on the MultiMarque Calendar for the upcoming months. Hours of fantastic road time ahead in our vintage foreign vehicles.

SO...get out and enjoy the rest of the summer.

I want to thank all of our readers who responded to the Spring Kick-Off articles in the July issue. We received comments that were mostly kind and supportive of the event and the Organizing Committee and a few...not so much. Then there were comments from those folks who supported the event but offered some constructive criticism.

The unique vibe of the InterMarque Spring Kick-Off makes this motoring exhibition different from other car shows in the area. It is not marque specific, but an event where **ALL** members of the Vintage Foreign Motoring Community can come together as a group to display and appreciate **ALL** vintage foreign vehicles. In doing so spectators in attendance are given an opportunity to learn about the Marques and develop an interest in the restoration and preservation of the vehicles for future generations.

The questionnaire sent to the InterMarque Monthly subscribers on July 8th will help the Spring Kick-Off Organizing Committee in the planning of the 2011 event. Please take the time to respond and return by July 20th. Your response will be much appreciated.

Unit next month -

*Phyllis*



## Y O U ' R E I N V I T E D

**Curt Carlson and Teresa Boyer**  
cordially request your presence  
and participation in a reception  
to honor their wedding.

All are welcome.  
There will be a cash bar.

Saturday, August 7, 2010. 7:00pm

Kieran's Irish Pub  
Block E  
600 Hennepin Ave S  
Minneapolis, MN  
<http://www.kierans.com/>

# MOTOR OILS, ZDDP & VINTAGE ENGINES

ARTICLE BY: Tim Engle-Member:  
Lotus Owners Oftha North  
(LOON)



For several weeks in a row, the table talk at the InterMarque Breakfast has turned to motor oils, ZDDP anti-wear additives, and which oils are safe for use in vintage engines. The concern being that some modern oils have reduced the levels of anti-wear additives to a point that no longer protects the flat-tappet cams in vintage engines. After a while it seemed that perhaps an article on the topic would be a good thing. Now, after writing this book, it reads like something only an engineer or mechanic could love. But if you wish to understand how to care for your vintage engine, it's worth reading.

*Before we start...* I've heard and read comments from vintage car owners to the effect that they've converted their engine to hardened valve seats, so they can run any oil they wish. *But that's incorrect!* Hardened valve seats are the solution for lead-free gasoline, and that has nothing to do with low ZDDP levels in motor oils or cam/flat-tappet wear.

It wasn't long ago the API Service Classification on the bottle's label helped consumers understand what kind of oil was inside. Today, there are new certifying agencies in addition to API, government fuel efficiency and long life requirements as well as individual corporate standards. As a result, not all API SM oils will protect an engine equally.

Automotive emissions-system durability regulations now require that catalytic converters last over 100,000 miles. But there are some chemical elements used in lubricants that are incompatible with a cat's platinum-based active ingredients. Granted, these chemicals are not as incompatible as the old tetra-ethyl-lead that was eliminated from gasoline decades ago, but they do potentially shorten the cat's life.

CONTINUED ON PAGE 5



# MOTOR OILS, ZDDP AND VINTAGE ENGINES CONTINUED

PHOSPHORUS is one such element, and it's found in the motor oil anti-wear additive, ZDDP. So, in response to the emissions equipment long life requirements, automotive manufacturers have felt it necessary to reduce phosphorus levels in motor oils to ensure their ability to keep catalytic converters alive for the mandated 100,000 miles. That decision is fine for new engines, which can be engineered to work with low-phosphorus oils, but it leaves older engines, especially those with flat-tappet cam designs, vulnerable to accelerated wear.

Since zinc is the first word in the chemical name (zinc dialkyldithiophosphate), folks often talk about the wear problems caused by reduced zinc in motor oils. But the real problem is the low phosphorus levels which may lead to accelerated engine wear problems. Phosphorus plates out on metal parts, and is then worn off. It's a sacrificial material that is continuously replenished and worn off. If the concentration is too low, then it wears off faster than it plates out, and wear of the metal surface begins.

Wear can occur in many forms, and metallurgists study them all. Spalling is one form that results in chunks of the metal surface cracking out. It happens especially on hardened surfaces, like cams and tappets, and looks very much like the surface break-up on an old concrete floor... The following photo shows samples of spalling on four bucket tappets (flat-tappets) from a Lotus engine. These tappets are similar to those used in many overhead cam engines, like Fiat, Jag, Cosworth, etc.



Spalling on four bucket tappets (flat-tappets) from a Lotus engine.

Phosphorus and zinc are parts of ZDDP like hydrogen and oxygen are parts of water. ZDDP and water are compounds, and you can't raise or lower the amount of one constituent without changing the other one proportionately. There's a 2-to-1 count of atoms in the H<sub>2</sub>O molecule. The ZDDP molecule is much more complicated, but the proportion between the elements of primary interest is around 48% phosphorus/52% zinc (chemists rolling their eyes). If an oil spec sheet mentions a single-value concentration of ZDDP, like 1200 ppm, it's referring to the lower concentrated, more regulated element, phosphorus. If it gives a double-value concentration, like 1200/1300, then the smaller value is phosphorus (our main interest), and the larger value is zinc.

## SO HOW MUCH IS 1200 PPM OF ZDDP?

ppm = parts per million = 1:1,000,000...  
or 0.000001:1. *A very small amount.*

1750 ppm = 0.001750:1 = 0.175%.

Even a "high" concentration is still a trace amount.

1200 ppm = 0.001200:1 = 0.120%.

Modern "extra ZDDP" formulas are 1000-1200 ppm

800 ppm = 0.000800:1 = 0.080%.

A "low" concentration is a very small, trace amount.

Here are the key points for understanding API SM motor oils:

- 1) Modern engines are required to meet fuel-efficiency standards that force designers to use lighter and lighter viscosity oils, which produce less viscous drag on moving parts.
- 2) Modern emissions control components, including catalytic converters, are required to last in excess of 100,000 miles.

And because the current engines that must meet catalytic converter long life mandates must also meet fuel-efficiency standards, it is possible (with some confusion) to differentiate new-car, low-ZDDP oils from vintage-car, high-ZDDP oils by viscosity grade. Separated by viscosity grades, not all API SM oils are restricted to 800 ppm phosphorus.

CONTINUED ON PAGE 6

# MOTOR OILS, ZDDP AND VINTAGE ENGINES CONTINUED

Only FIVE SELECT GRADES are limited to 800 ppm phosphorus maximum... 0W-20, 5W-20, 0W-30, 5W-30, and 10W-30. If in doubt, the safe assumption would be that all SM oils SAE 30 and thinner are low phosphorus, *but that's not totally accurate*. If you need a high phosphorus, low viscosity oil for your vintage engine, it is possible with SM oils, but you need to search. Otherwise, there are still oils on the retail shelf certified to older API classes, like SH /SJ. Look into them.

All other low-viscosity grades not specifically listed above, and ALL SAE 40 and heavier grades are "allowed, but not mandated" to have higher phosphorus levels (ie, 1200 ppm phosphorus / 1300 ppm zinc).

All SM oils of all viscosity grades are required to have a minimum of 600 ppm phosphorus, typically in the form of ZDDP.

SM oils with 600-800 ppm ZDDP are not safe for use in vintage flat tappet cams, but some grades of SM oils with higher levels, 1000-1200 ppm, are safe for use in stock engines for street use, but not hotrod engines. Unfortunately, the last four paragraphs are as confusing as they are helpful.

Finding the appropriate oil for a vintage engine is not as easy as selecting high viscosity oil and reading the label to determine its API Service Classification. That's because API SM "allows," but does not mandate more ZDDP for higher viscosity oils. This leaves the door open without saying the oil companies must walk through it.

Each oil company can chose whether to add a little or a lot more ZDDP to all, some or none of their products and each product can still correctly claim to be API SM certified. As a result, some oil companies have re-introduced higher ZDDP levels in select products, but it's not possible to tell with certainty which ones have, and where, by simply reading the label on the bottle.

Let's say your buddy uses 10W-40 Brand X SM oil and absolutely swears buy it. "You've gotta use this oil, it's great stuff!!" So you start using 10W-30 Brand X, the viscosity grade your engine manufacturer specifies, and in a single driving season the cam and lifters are damaged beyond repair. In addition, all the debris material has been

circulating throughout the engine. So what happened? Did your buddy mis-lead you?

Not necessarily. His 10W-40 is not one of the five grades noted above, and the oil company chose to use 1200 ppm of ZDDP. That was enough to protect his stock cam in street use and he was happy. However, the 10W-30 oil you used is one of the five select grades limited to between 600 & 800 ppm of ZDDP; well below the level required to protect the engine's cam and flat tappets. And both oils are rated API SM according to the current standard.

## MISCONCEPTIONS

1. The cam-friendly oil formulations from the good old days had 3 or 4 times the Zn and P content of more recent oils. That's a typical convenient memory exaggeration, and old levels were really only about twice as high.
2. The current API Service Classification SM and ILSAC GF-4 specifications limit oils to 800 ppm phosphorus... period. No, it's not an absolute... it's only true for five specific multi-vis grades.

Taken in a vacuum without a dose of understanding, it's those two perceptions, more than any others, that get exaggerated and fuel much of the debate. In between the radical extremes there is a real topic worth understanding.

ZDDP was introduced to motor oils in 1942, at 300ppm phosphorus. From 1955 to 1970, the level was 800ppm. Since 1970, phosphorus levels in the API Service Categories have fluctuated between 1000 and 1200 ppm, with the exception of one golden era, 1980-88, when API SF increased phosphorus to 1200-1500ppm. And some performance or racing oils were, indeed, marketed with higher levels (1700 ppm), but the API standards didn't drive that.

API SM oils in the five specified grades, with 600-800 ppm of ZDDP, are not appropriate for vintage flat tappet cam engines.

When an oil company states their oil, with 1000-1200 ppm, is adequate for most engines' needs, that's probably accurate. Stock engines! It would be helpful if they would publish the ZDDP level on the label, but most (all??) don't,

CONTINUED ON PAGE 7

and few provide full disclosure on their websites. And again, SM only allows more ZDDP; it doesn't mandate it, so it's up to the consumer to select the proper oil in a "buyers beware" market.

For a street-sport engine with "big" cams, high-pressure valve springs and an owner that drives hard, 1000 ppm is probably not adequate and 1200 ppm marginal. There is no hard guide line for hotrod parts and how much is enough; just understand that for high performance flat-tappet cams in high rpm engines, more protection is required. 1200++ Use good sense, do your research, be responsible for your choices, your mileage may vary...

For track events or competition, where you know you will be flogging it, use racing oil with 1300-1800 ppm of ZDDP.

In addition to reduced Zn and P levels, many modern oils with "adequate" ZDDP also use newer Calcium-based detergents, which SAE publications have documented as causing more wear than the detergents previously used in the older API SH/SJ oils. Depending on how much detergent an oil has, and which detergents are used, *optimal phosphorus levels for vintage flat-tappet cam engines can range from 1200 to 1500 ppm.*

When catalytic converter-safe phosphorus reductions were first implemented, it was done across the board (minus some specialty brands, like Amsoil, Brad-Penn, Redline, etc.) and with little public knowledge. That led to report wear problems in older engines, which, in turn, resulted in a public outcry from car guys.

In response to this outcry, some oil companies "re-introduced" higher ZDDP levels into select products and select viscosity grades. But even current "re-introduced" / "added ZDDP" formulations are still "reduced ZDDP" compared to the old performance oils we remember, such as the original Mobil 1 20W-50 (1600p / 1700z). As a result, many engine repair/hotrod shops and aftermarket cam manufacturers now recommend non-API-approved motorcycle or racing oils, or the addition of aftermarket ZDDP additives.

CONTINUED ON PAGE 8

## ZDDP HISTORY

Unless otherwise stated, the single-value ZDDP limits listed below are based upon the level of phosphorous present. Zinc is always proportionately higher.

- 1942** ZDDP was introduced in motor oil—low phos level of 0.03% (**300ppm**) allowed.
- 1955** API MS oil increased ZDDP to 0.08% (800ppm).
- 1970s** There were problems with oxidation causing oil to thicken. ZDDP is also an anti-oxidant, so ZDDP was increased to 0.10% (**1000ppm**)
- 1971** API S\_ classification scheme implemented, ZDDP levels unchanged (**1000ppm**). ML became **SA**, straight mineral oil, no additives MS (1964 type) became **SC** MM became **SB**, inhibited oil, minimum duty MS (1968 type) became **SD**
- 1971-80** API SE, ZDDP levels unchanged at 0.10% (**1000ppm**). Used by GM 1971-on, but cam/tappet wear protection proved inadequate.
- 1980-88** API SF, ZDDP increased, ranged from 0.12% to 0.15% (**1200-1500ppm**)
- 1989-93** API SG, ZDDP dropped back, ranged from 0.10% to 0.12% (**1000-1200ppm**).
- 1993-96** API SH, ILSAC GF-1, ZDDP levels unchanged (**1000-1200ppm**).
- 1997-01** API SJ, ILSAC GF-2, ZDDP reduced to 0.10% (**1000ppm**) maximum.
- 2001-04** API SL, ILSAC GF-3, ZDDP unchanged, 0.10% (1000ppm) maximum.
- 2004-July 2010** API SM, ILSAC GF-4, ZDDP reduced to 0.060-0.085% (**600-850ppm**) for select SAE 30 weight and lighter oils... back down to 1955 levels. All non-selected grades, and all SAE 40 and heavier grades are "allowed" (not mandated) to use 1200 ppm phosphorus/1300 ppm zinc levels. All SM oils must have a minimum of 600ppm.

# MOTOR OILS, ZDDP AND VINTAGE ENGINES CONTINUED

## SO WHAT'S A VINTAGE CAR OWNER TO DO?

One popular option is to buy the oil you like without worrying about the ZDDP level, and then add a bottle of aftermarket ZDDP additive, such as ZDDPlus. ZDDPlus can be bought online here: [www.ZDDPlus.com](http://www.ZDDPlus.com). ZDDP additives on eBay: <http://tinyurl.com/28xa6tl>

But that's not the best solution. ZDDP works optimally in the presence of other additives like molybdenum disulfide (Moly) and sulfur in specific, balanced proportions. Simply pouring in a bottle of ZDDP without the other complimentary elements doesn't yield the "more is better" result one might expect.

In addition, there are downsides to over-dosing on ZDDP because too much can also cause problems for the engine's metals. At around 1500ppm, it has been shown that zinc begins to erode the boundaries surrounding the metal's microscopic grains. In some situations, the benefits of more phosphorus out-weigh the risks associated with more zinc; but if you're not qualified to make that call, be conservative about throwing more ZDDP additive into a high-ZDDP oil just because, "more is better". Sometimes it's not.

The better solution is to select oil that provides the elevated ZDDP levels your engine requires while maintaining proper balance with other elements. *Finding one is where it gets tricky.*

Some manufacturers, like Mobil, are very forthcoming with information about ZDDP levels, and they make choosing a flat-tappet-friendly oil relatively easy: Mobil Additive & Use Chart: <http://tinyurl.com/2scbb7>  
Ask Mobil Q&A Archive: <http://tinyurl.com/25gf39q>

In contrast, Castrol doesn't say much of anything about ZDDP levels.

Still others like Valvoline (Ashland Oil) talk about ZDDP, but are very quick to suggest using either Valvoline VR1 Racing Oil, or VR1 Not Street Legal Racing Oil (VR1 "NSL") for flat-tappet cam engines that require high ZDDP levels.

*Unfortunately*, racing oil manufacturers typically presume the oil will be changed after each competitive event so they

omit or severely limit the street additives that protect against things like low-temperature sludge, high-temperature sludge, acid build-up, dirt, etc. As a result, Valvoline's recommended change interval for VR1 NSL is just 3 months/500 miles, which is typical for most true racing oils. Some "racing oils" are marketing cross-over products that also include a full compliment of street additives. But if you don't know for sure if the racing oil you wish to use is in that category, then the safe default decision is to assume it is not.

As a general rule, it's not wise to use true racing oils for road use without also using very short change intervals...and that gets pretty expensive.

## 2010 MOTOR OIL MARKET OVERVIEW

I don't pretend to know all the "street" oils that provide elevated ZDDP levels, but here are a few thoughts on what's out there that is safe for use in vintage engines. I use Mobil 1, but I have no connection with Exxon Mobil and I'm not pushing Mobil 1.

Mobil 1 15W50 and Mobil 1 15W50 Extended Performance synthetic oils are both readily available at retail. They each contain 1200 ppm phosphorous/1300 ppm zinc in SAE 40 wt and heavier grades. That is enough ZDDP to protect vintage flat-tappet engines with stock cams, stock valve springs, and in "street" use. Aftermarket high-lift/high-performance cams with heavy duty valve springs, and track day/Motorsports engines could still benefit from higher ZDDP levels.



API specifications do not apply to "racing," "severe duty," "motorcycle" or any motor oils that do not carry an API "starburst" seal or that clearly state they are for off-road-use only. So in that vein...

The old Mobil 1 20W-50, which has not been marketed by that name for many years, was simply re-labeled as Mobil 1 V-Twin 20W-50 Motorcycle Oil... it's still available, just on another shelf. It's the same old desirable stuff, it contains 1600p/1700z and it's just as good as it ever



CONTINUED ON PAGE 9

# MOTOR OILS, ZDDP AND VINTAGE ENGINES CONTINUED

was for vintage flat-tappet engines. Modern API SM low-ZDDP oil, plus a bottle of ZDDPlus additive, cannot produce levels that high.

If you feel the need for even more ZDDP for track-day protection, then Mobil 1 0W-50 Racing Oil provides 1750p/1850z. Use it straight, and change it often. Or, because it's totally compatible with the non-racing grades of Mobil 1, it can be blended with them to boost their ZDDP levels even further. The effect is similar to adding an aftermarket additive, but the factory additive package is a fully balanced blend of ZDDP and the other required elements, such as Moly and Sulfur.



One or two quarts of Mobil 1 0W-50 Racing Oil in a typical 5 quart sump will boost the ZDDP level, and the street additives in the remaining 3 or 4 quarts of "street" Mobil 1 will still be adequate to support the standard long oil/filter change intervals.

Castrol TWS 10W-60 Motor Oil (private labeled as BMW's house brand), Castrol (UK & Ireland) EDGE SPORT 10W-60 and Castrol Formula RS 10W-60 are all highly respected synthetic oils, and Castrol GTX-1 is an equally well respected mineral oil; but their zinc and phosphorous levels are not published. If you're looking for product-info to help evaluate a Castrol oil, it's not forthcoming. On the other hand...



Lotus is a vintage manufacturer that is still around. Most of the oils they previously recommended in their manuals are no longer in production, so Lotus performed another round of dynamometer oil durability testing on its old 910-Turbo engine. Granted, the tests started with a narrow selection of modern oils, but the only two oils Lotus ended up recommending for use in the 907, 912 and 910-Turbo flat-tappet engines above 32° F were Castrol Edge Sport 10W-60 (Euro/UK version) and Mobil 1 15W-50. Note that the Jensen-Healey also used the 907.

Amsoil has one product, XL-7500, that is API certified without elevated ZDDP. But all their other motor oils contain too much ZDDP to be API certified (1235-1266 ppm phosphorus). "Too much ZDDP" and "not certified"

may sound like bad things, but in our search for high-ZDDP oils, 1235-1266 ppm phosphorus is a good thing. And Amsoil motor oils, overall, are quality products. InterMarque/BMC/MG friend, Dwight McCullough, is an Amsoil dealer and can take care of your needs. [dwight@bmcautos.com](mailto:dwight@bmcautos.com)

Redline and Royal Purple motor oils also contain elevated levels of ZDDP. While I don't have specific data on their products, it's interesting to note that most of the Redline products are not API-certified primarily because their ZDDP levels exceed API's maximum limits.

Brad Penn's Penn Grade 1 Hi-Performance Oils are cult-popular with the American V8 streetrod, hotrod and drag racing scene. Brad Penn oils are mineral oils, not synthetics. They contain the higher level of ZDDP ("typically" 1340-1400 ppm phos) and enhanced film-strength required by high performance engines and flat-tappet cams. Brad Penn oils are not widely marketed at retail and are usually purchased online: <http://bradpenracing.com/>. There is a dealer in the Twin Cities, however: Auto Edge Limited, (651) 777-6924, [www.auto-edge.com](http://www.auto-edge.com) 900 Wildwood, Mahtomedi, MN 55115 <http://tinyurl.com/2fdjn5f>

## AND WHAT ABOUT TODAY'S CARS?

While high-ZDDP motor oils may be good for older cars, they should not be used in modern vehicles with catalytic converters subject to long life regulations. ZDDP has been used in motor oils since the catalytic converter was first introduced, and the phosphorus content has not proven to kill the cat. However, it may shorten the cat's life to the extent that it may not remain serviceable for the mandated 100,000 miles.

"Should not be used with catalytic converters" is the official corporate line of any mainline oil company surviving in a regulated business. But having said that, many car guys feel the potential cost of replacing a catalytic converter pre-maturely (before 100,000 miles) is the lesser of two evils, compared to rebuilding an engine due to excessive wear. Use your own judgment, and choose your own poison.

SEE OIL CHART ON NEXT PAGE

## CURRENT MOTOR OILS (JULY 2010) WITH HIGH ZINC/PHOSPHOROUS (ZDDP) LEVELS

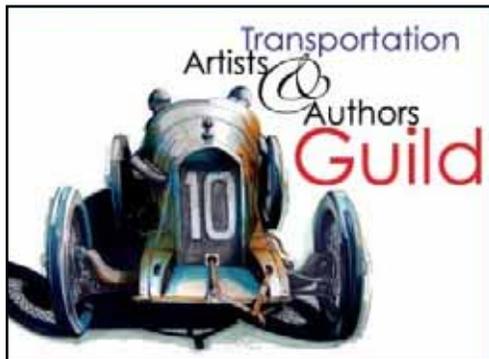
### PHOS. / ZINC

1750p / 1850z	Mobil 1 0W-50 Racing Oil
1660p / 1760z	3 Qts Mobil 1 20W-50 plus 2 qt Mobil 1 0W-50 Racing Oil
1630p / 1730z	4 Qts Mobil 1 20W-50 plus 1 qt Mobil 1 0W-50 Racing Oil
1600p / 1700z	Mobil 1 20W-50 -- old, discontinued, now called... Mobil 1 20W-50 V-Twin Motorcycle Oil (same good stuff)
1200p / 1500p /	1980-88 API SF permitted highest ZDDP levels ever specified, with phosphorus ranging from 0.12% to 0.15% (1200-1500ppm)
1400p / 1500z	Brad Penn® Penn Grade 1 Hi-Perf Oils
1300p / 1400z	Valvoline VR1 "Not Street Legal" Racing Oil NSL should be changed every 3 months/ 500 miles" <<<<<<
1383p / 1483z	3 Qts Mobil 1 15W-50 plus 2 qt Mobil 1 0W-50 Racing Oil
1310p / 1410z	4 Qts Mobil 1 15W-50 plus 1 qt Mobil 1 0W-50 Racing Oil
1266p / 1379z	Amsoil HDD Series 3000 Synthetic 5W-30, combined Diesel / Gasoline.
1266p / 1379z	Amsoil ARO 20W-50 Synthetic, street, gas/ Diesel, for API SL/ CI-4 Plus
1265p / 1378z	Amsoil AMO 10W-40 Synthetic, street, gas/ Diesel, for API SL/ CI-4 Plus Note: "for" API SL applications, but NOT API certified due to high ZDDP
1265p / 1375z	Amsoil AHR SAE 60 Synthetic Racing Oil, alcohol/ nitro, super HD race.
1235p / 1370z	Amsoil TRO 20W-50 Synthetic Racing Oil, gasoline hotrod, race, big cam
1200p / 1300z	Mobil 1 15W-50 (vintage flat-tappet engines/Lotus approved).
1200p / 1300z	Valvoline VR1 Racing Oil (mineral oil), API SF/CD.
1200p / 1300z	<u>API SM "allows" but doesn't mandate for SAE 40 and heavier oils.</u>
1100p / 1200z	Union 76 High Performance Motor Oil 20W-50
1100p / 1200z	Kendall GT-1 High Performance Motor Oil 20W-50
1100p / 1200z	Phillips TropArctic Racing Motor Oil 20W-50
1000p / 1100z	Mobil 1 5W-50 & 0W-40, Porsche-friendly, API SM
~800p / 900z	"Maximum" for API SM, select SAE 30 and lighter emissions/ longevity oils
~600 ppm	API SM minimum ZDDP



# Transportation art, why bother?

ARTICLE BY: Michael Jekot



[www.transportationguild.com](http://www.transportationguild.com)



As founder of the Transportation Artists & Authors Guild I am sometimes confronted with this question and more frequently with a similar attitude when exhibiting my automotive artwork. All of the Guild members totaling 19 artists and 7 authors from around the world would agree... It's a fair question especially now when every phone has a camera and transportation websites and blogs abound. Anyone can easily and at no cost fill up their computers memory with thousands of images and written commentary about favorite cars at shows and events. I've never had a very good answer to the question until last week.

I was sent an email with several photographs of original paintings I had done in the late 1970's for the owner of the local Porsche dealer where I was living at the time. The dealership owner competed regularly championing several notable models, all Porsches to various wins in the United States and Europe. His now adult son sent the email to me, he had found me on Google and discovered the Transportation Artists & Authors Guild where I show my automotive artwork portfolio. In his note to me he explained how he remembered his father commissioning the artwork, each painting depicting his father driving one of his Porsche racecars. There were 6 total paintings completed on canvas measuring 3 feet by 4 feet. He went on to say they were still in great shape and much more appreciated now. I asked how his dad was doing? He replied, Bob says hi!

The cars, each a collectors item are now long gone and though the memory survives the impact that the art, which still exists makes for a great memory for Bob and now his family. And that is the answer to the question.

If you have a vintage or even a new automobile, motorcycle, boat or airplane I encourage you to visit the Transportation Artists & Authors Guild website and contact there an artist or author that you think can add to your enthusiasm now and in the future... money and time well spent.

The Guild online: <http://www.transportationguild.com>

# EVENT COVERAGE

## Amery Airport Autocross and Straight-Away Speed Run

ARTICLE & RESULTS PROVIDED BY:  
Tom Hazen PHOTOS BY: Phil Ethier



Let me begin by thanking some very important people who made this event a reality:

Tom Moerke who researched and found this airport, and introduced me to the Airport manager.

Jay Griggs, the airport manager in question.

Terry Tobin who arrived at the crack o' dawn to work the entry gate, and who hauled all the cones and helmets here and who operated the radar gun in the afternoon.

Matt Cramer who also arrived early to help me set up and test the course.

Eric Christenson and Kelly Schroeffer who got there very early to greet you at the entry gate and then they ran the radar gun in the morning.

Jason Raska from Osceola Party Rental who set up the wonderful tent, chairs, and tables so we could dine and spectate in dry comfort. He also brought the porta-potty!

Kelly Meck and her Girl Scout troop #52623 from right there in Amery who fed us all day. They are 4th graders raising money for a horseback riding event.

CONTINUED ON PAGE 13

Hats off to Lucas Landin, who earned Fastest Time of Day honors whipping his 1991 Toyota MR2 through the autocross course in just 29.36 seconds. He said something about this being his first time driving autocross, but I don't believe him! :-)

Cleve Jordan and Matt Cramer tied for second at 29.70, but Cleve gets listed first because of his higher speed on the straight. It would have been a three-way tie for second, but Sheen Hua hit three cones on what would have been his fastest run, also a 29.70.

Justin Jongbloedt wins the Top Speed prize for a second time, blasting his see-lightly turbocharged 1988 Audi 90 through the radar trap at 135 MPH, just short of his previous best of 140 MPH, which is still the all-time record for straight-away at Amery.

The Cone Eater Award gets split between Sheen Hua who, as mentioned above, hit three cones on one run, and Dave Heldman, who munched a total of four cones for the day. I think I could actually see the cones shaking with fear every time Sheen or Dave pulled up to the starting line.

60 driver/car combinations made a total of 220 starts. Not bad for an event that was halted due to rain two times during the afternoon. Drivers who stayed all day got to run six times, plus the "Girl Scout Fun Run" after lunch.



The "AX" column gives the time going through the autocross section of the course, before the straight-away. "1AX" was the first run, "2AX" the second, and so on. DNF stands for "did not finish" and was usually caused by going around the wrong side of a cone, which disqualifies that run. All times listed in the "AX" columns are raw, actual times. They do not include the cone penalties, if any. The FTD (fastest time of day) column might include the penalty of two seconds per cone, if a cone was hit on your fastest run. Drivers are sorted by FTD, with the quickest at the top. In case of a tie in FTD, the driver with the fastest radar gun speed is listed first.

Numbers in the "C" column represent cones hit. Each cone hit adds two seconds to the time, but you will only see that reflected in the FTD time, if applicable, as all other times are listed as actual. So, the FTD might actually be the second-fastest "raw" time, if a cone was hit on your fastest run.

The "R" column shows the speed captured by my Bushnell radar gun as you crossed the finish line on the straight-away. Any radar gun will give its most accurate reading when the vehicle is traveling directly toward the gun, or directly away. Because the radar gun operator was standing on the side of the taxiway (for safety) and not in the middle, the cars were not pointed straight at the radar gun, and that "tangential" effect means the actual speed was probably a couple miles per hour higher than the radar gun reading. My apologies that some of the speeds and times didn't get recorded due to distractions or technical difficulties.

Healey Hillclimb IX at Afton Alps will be happening in August. Still lots of room for registration, but don't delay because I'm sure it will sell out in advance as usual. (Info is available at the back of this issue.)

Thanks again to everyone who helped out and smiled back at me all day. I have the time of my life running these events, and I love you all dearly.

Yours in Speed,

- Tom

RESULTS ARE POSTED ON PAGE 14

SPECIAL MENTIONS CONTINUED FROM PAGE 12

Rod Richert who staffed corners in morning and the end zone in the afternoon.

Don Gettinger who worked the end zone in the morning.

Nick Brett who rotated corners all day.

Bill Lozito who worked corners in the morning and the lonely entry gate during lunch and all afternoon. Bill also recruited three friends to come and volunteer:

Jacob Morlaes, Rick Thomas, and Keith Olson worked corners all day.

Steve Greenway who worked corner stations also.

Wayne Soderbeck worked the entry gate in the morning and corners in the afternoon

And most importantly, Eileen Wetzal and Cylie the Hot Flag Girls! I hope I spelled Cylie's name right!

Without the hard work of these dedicated volunteers, this event simply could not happen. I salute you!

Thanks also to all the drivers and spectators who stepped up to help with corner working and clean up. Sorry I didn't note the names of everyone else who helped, but I appreciate you all!



# AMERY AIRPORT AUTOCROSS 2010 CONTINUED FROM PAGE 13

June 12, 2010																	
FTD	Driver	Year	Make	Model	Car #	1AX	C 1R	2AX	C 2R	3AX	C 3R	4AX	C 4R	5AX	C 5R	6AX	C 6R
29.36	Lucas Landin	1991	Toyota	MR2	9	29.90	110	29.90	111	29.36	54	30.27	58	30.83	51	30.71	55
29.70	Cleve Jordan	2004	Dodge	Neon SRT-4	123	31.70	96	30.90	109	29.70	109	31.81	105	31.12	108	31.53	107
29.70	Matt Cramer	2005	Mitsubishi	Lancer Evo VIII MR	8	29.70	100	30.01	104	33.40	103	32.53	104	30.40	107	31.18	105
30.18	Alan Nemitz	2008	Toyota	Yaris	787	31.20	89	30.18	87	30.68	89	32.12	83	31.96	91	32.63	89
30.21	John Schmidt	1998	BMW	M3	808	30.68	108	30.37	108	30.21	106	31.65	106	31.43	105	31.37	104
30.26	Tom Hazen	2008	Mitsubishi	Lancer Evo X GSR	0	30.72	106	30.26	107								
30.31	Sheen Hua	2003	Porsche	911 Turbo	75	30.31	122	29.70	3	119	30.34	91					
30.43	Bryan Flemmer	2005	Subaru	Legacy GT wagon	700	30.95	108	30.43	112	32.20	108						
30.87	Jess Meyer	1986	Porsche	944	690	31.49	111	30.87	112	31.30	104	32.37	111	32.18	112	31.80	113
30.97	Steve Rixen	1957	Austin-Healey	100-6	27	32.21	81	30.97	80	33.99	80						
31.13	Andrew Burrington	2008	Mazda	Mazdaspeed3	144	32.87	102	31.59	106	31.13	107	32.71	1	101	32.91	105	
31.32	Brett Lindert	1997	Ford	Mustang GT	281	34.40	86	31.32	86	34.84	91	34.62	98	34.50	98	34.77	97
31.34	Jeremy Fohrenkamm	1976	Triumph	Spitfire	76	32.98	1	78	31.68	79	31.34	80	32.81	81	32.62	80	
31.39	Gary Kullman	2004	Subaru	Impreza WRX Sti	95	34.03	114	31.71	112	31.39	113						
31.40	Adam Harrison	1993	Honda	Del Sol	99	34.70	96	33.18	97	31.40	93						
31.49	David Younglove	2001	Audi	TT	18	31.59	117	31.89	113	31.49	115	32.64	112				
31.79	Phil Ethier	1979	Caterham	Super Seven	7	31.79	92	DNF	92	32.71	92	32.98	89	32.87	91	33.65	92
32.03	Ted Flemmer	2007	Mazda	Miata	653	32.96	93	32.03	90	33.35	90						
32.04	David Burman	2009	MINI	Cooper S	21	32.91	98	32.81	98	32.04	88	33.69	97	36.60	96		
32.07	Art Gutierrez	1999	BMW	M3	14	32.07	112	34.71	113	32.53	114	35.21	79	33.62	114		
32.08	Josh Jutting	1994	Honda	Del Sol	15	32.08	95	32.63	104	32.50	99	35.09	67	33.19	1	102	33.09
32.08	Dave Heldman	2001	VW	Jetta	917	31.65	2	97	32.08	98	32.56	1	99	34.03	100	32.37	1
32.15	Dick Beers	1997	Porsche	C4S	666	32.15	116	34.64	114	33.65	107						
32.28	Chris Peterson	2006	MINI	GP	42	32.51	98	32.28	102	35.06	102	34.90	102	32.66	1	101	33.43
32.42	Richard Shelby	2004	Home made	racing go kart 440	440	DNF		39.59	90	32.42	90	32.98	81				
32.44	Steve Shogren	1996	Lotus	Super Seven RM7	74	33.77	92	32.44	90	32.65	1	79	36.63	76			
32.56	Dennis Brandanger	2008	Corvette	Z06	6	34.10	129	32.56	127	33.79	123	33.59	1	119	34.02	124	
32.88	Rod Strumbel	2004	Ford	Mustang Cobra	727	33.63	118	34.42	126	35.10	126	33.10	126	32.88	124	36.05	124
33.18	Max Currie	1987	Porsche	944 diesel	788	34.78	82	35.21	80	35.84	81	34.56	79	33.59		33.18	
33.26	Mark Burrington	2005	Mazda	6	34	34.00	94	32.33	1	95	33.26	96	34.01	92			
33.44	Adam Knauer	1994	Honda	Prelude	22	34.32	110	33.44	125	33.74	123	33.55					
33.49	Alex Donaldson	2000	Lotus	Elise	2	38.85	1	88	33.15	1	65	33.49	102	34.84	47	35.83	96
33.55	Glenn Ciegler	2005	Noble	M400	1	DNF	119	33.89	123	33.55	121						
34.01	Kurt Schroeder	2004	Subaru	WRX	44	DNF	104	34.22	106	34.01	104						
34.08	Jeff Croes	1984	Nissan	300ZX	120	34.15	90	34.08	97								
34.15	Tyler Hoffman	2003	BMW	330i	17	35.03	97	34.15	97	34.35	95	35.86	96	35.34	97		
34.16	Tim Hood	1961	Austin-Healey	Sprite	55	35.98	72	34.16	72								
34.17	Logan Lafairve	2002	Chevrolet	Corvette C-5	61	42.54	113	34.17	117	36.59							
34.28	Kyle Krenz	1998	Ford	Contour SVT	54	34.28	97	35.29	100	35.41	99	34.70	99	35.92	99		
34.36	Dean Borris	2001	Toyota	MR2	147	DNF	50	DNF	48	35.66	58	36.15	44	34.36	46	34.07	2
34.46	Charles Balcerek	1984	Nissan	300ZX	20	34.92	99	34.46	101	35.12	91						
34.46	Jeremy Fohrenkamm	1974	MG	Midget	174a	34.46	75										
34.84	Dale Nelson	2009	Audi	TT	24	DNF	102	34.84	103								
34.95	Terry Tobin	1990	Audi	Coupe Quattro	19	38.25	89	34.95	89								
35.29	John Palmer	2007	Toyota	Camry SE	6300	38.99	103	37.28	102	35.29	103	38.00	102				
35.31	Justin Jongbloedt	1988	Audi	90	88	35.65	135	35.31	134								
35.92	Gary Hamlin	2003	Ford	SVT Cobra Mustang	3	37.65	118	35.92	116	37.67	118						
36.31	Dariusz Jezewski	2005	Pontiac	GTO	12	36.99	104	37.08	108	DNF	97	38.81	96	37.59	102	36.31	105
36.57	Carson Turnquist	2002	Ford	Lightning	200	36.99	104	37.02	107	36.82	106	39.78	104	36.57	104	38.01	101
36.83	Mac Cafferty	2001	Ford	Lightning	919	36.83	109	37.31	103								
37.21	Frank Wix	1988	Ford	Thunderbird turbo coupe	87	37.21	100	34.60	110	37.95	109						
37.98	Jacob Morales	1991	Mazda	RX7	10	37.98	86										
38.05	Marie Swenson	2007	Ford	Mustang GT	71	38.51	103	38.05	103								
38.37	Steven Wolfe	1985	Mazda	RX7	73	42.57	81	39.76	83	39.04	84	38.37	82	38.41	84		
39.02	Kelly Fohrenkamm	1974	MG	Midget	174	DNF	65	43.25	71	40.74	72	41.09	73	39.02	72		
40.03	Richard Shelby	1969	Chevrolet	Camaro	69	DNF	126	DNF	125	40.03	124						
40.47	Eileen Wetzel	1967	Austin-Healey	3000	5		60	43.57	73	40.47	71						
40.63	Dick Krentz	2006	Ford	GT	11	DNF	133	40.63	134								
DNF	Gary Miron	2002	Chevrolet	Corvette C-5	16	DNF	111	DNF	115	DNF	115						
DNF	Nick Brett	2005	Dodge	Neon	722	DNF	108										
						56		54		45		29		23		13	
												Grand Total Starts				220	

# OUT & ABOUT

## TRIUMPH CLUB SUPER SAUSAGE TOUR

June 13: Ridgedale-Minnetonka

HOSTED BY: Larry & Gail Berg - Minnesota Triumphs

PHOTOS AND RECAP BY: Terry Mackey

On Sunday June 13th, members of Minnesota Triumphs gathered at the Ridgedale Shopping Center parking lot at the start of a tour around Lake Minnetonka ending at the home of member Larry Berg for Brats on the Barbie.



**InterMarque**<sup>™</sup>  
SUNDAY PICNICS

JULY 25  
AUG. 29 • SEPT. 26

(the last Sunday of the month)

**1 P.M., CHEROKEE PARK  
ON THE WEST SIDE IN ST. PAUL**

What better way to spend a Sunday afternoon than to go for a drive and stop for a picnic at scenic Cherokee Park. This is a do-it-yourself affair, so bring your own food, beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. *If it rains, it's cancelled.*

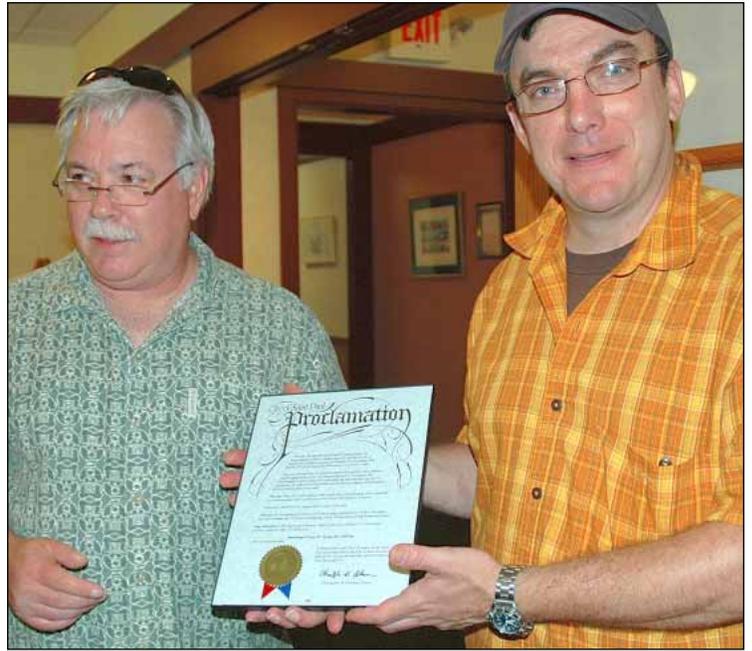
# OUT & ABOUT

## MAYORAL PROCLAMATION PRESENTATION

June 19: Square Peg Diner, Minneapolis

PHOTOS BY: Phyllis Galberth

The Mayoral Proclamation that was presented to the InterMarque Spring Kick-Off by St. Paul Mayor Chris Coleman has been placed on the *award and certificate wall* at the Square Peg.



Jim Mcfadden - InterMarque Communication Director - presents the framed proclamation to Phil Vanner (owner) of the Square Peg.

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## BULLETIN BOARD

FOR SALE

**1979 Caterham Super Seven Series 3**, badged as the Lotus of which it was a continuation. This car has as dual personality. You can put on the green-painted original Caterham alloy wheels and drift the country lanes on your way to the car show. Or you can put on the 15 x 7 Panasports and carve the cones at an autocross. You may set fastest time of day, and look marvelous doing it. Powered by a Ford 1600cc Crossflow, drysumped. Includes both sets of wheels, top, doors, full tonneau and boot cover. Suspension has been upgraded with newer Caterham parts, but includes all the original pieces in restored condition in case you want it to be indistinguishable from an original Lotus. 4.11/1 gears in alloy housing with Quaiffe LSD. I have the cruising gears for it also. There is a crate of Seven info and historic documents. This is as close as you are going to get to an original Lotus in this condition at this price. \$25K or reasonable offer.

**1979 MGB** Great car with the right stuff. New tires, windshield, soft top, oil cooler added, lower front and rear, overdrive, luggage rack, new mirrors, and sunvisors, cruise control, interior like new, tonneau, cover, Weber with automatic choke, battery cutoff switch, resurfaced head, polished ports and combustion chambers, Mallory uni-lite distributor, etc. Plus newly restored factory hard top goes with this car. Ready to drive - needs nothing \$8,900 Jon Masley at 651- 335- 2372 or jdmasley@yahoo.com

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



The official 2010 InterMarque Council Spring KickOff poster is available for sale. \$5 each Available at Cherokee Park Picnics and August 14th Brit Fest in Rogers. Info Phyllis Galberth : deegalberth@yahoo.com

# OUT & ABOUT

## RENDEZVOUS 2010

June 17-19: Thunder Bay, Ontario

HOSTED BY: Thunder Bay Vintage Sports Car Club

PHOTOS AND RECAP BY: Phil Ethier

The 2010 Lake Superior Vintage Sports Car Rendezvous was held June 17-19 in Thunder Bay, Ontario, Canada. The event hosted by the Thunder Bay Vintage Sports Car Club celebrated 20 year of cross border motoring. *The 2011 event - hosted by the British Iron Society. - will be held June 16-19 2011 in Fargo, ND.*



# OUT & ABOUT

## MG T REGISTER POOL PARTY

June 26: Minnetonka

HOSTED BY: Minnesota MG T Register

PHOTOS BY: Phyllis Galberth

On Saturday June 26 members of the Minnesota MG T Register gathered in Minnetonka at the home of long time members Bob and Sheila Figenskau for the club's annual pool Party and British Motorcar Display.



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# 2010 MULTI MARQUE CALENDAR

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (Sept. issue due by Sept. 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/](http://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 and Café** FIRST SATURDAY APRIL-NOVEMBER. 8:00 a.m. until 11:00 a.m. Auto MotorPlex, 8200 Audubon Road, Chanhassen, Minnesota. Largest monthly gathering of auto enthusiasts in Minnesota. Info: [www.automotorplex.com](http://www.automotorplex.com)

**July 15-18: Kohler International Challenge**  
Road America, Elkhart Lake Wisconsin  
Info [www.roadamerica.com](http://www.roadamerica.com)

**July 17 Rosefest Car Show** Bryant Farmstead Park at 38th and Bryant. Popular Vote, limited space available for a variety of classic foreign autos. Please call Mark or Val at Quality Coaches by July 10th, 612-824-4155

**July 24: InterMarque Drive-In Movie night** hosted by the Minnesota Austin Healey Club. Cottage View Drive-In, Cottage Grove. Please contact Steve Rixen at [srixen@gmail.com](mailto:srixen@gmail.com) See page 11 for more info.

**July 24: American LeMans Series Open House** watch the new Jaguar XK LIVE in action while enjoying some food and beverages! 1-4pm. Jaguar Minneapolis, 8905 Wayzata Blvd. (394 & General Mills Blvd.) See event flyer in this issue.

**July 24: Published Enemies Road Rally**  
GTA Road Rally jointly organized by the Lotus Corps of Chicago and the Sports Car Club of America. For more information about the rally and to find out how to re-register contact Event Chairman John Gartner: [rockheadracing@yahoo.com](mailto:rockheadracing@yahoo.com) See event flyer in this issue.

**July 25: InterMarque Sunday Picnic**  
Cherokee Park in St. Paul. See Details in this issue

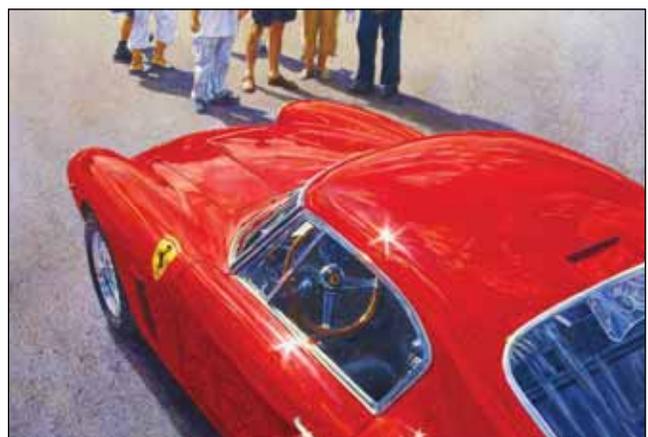
**July 31: il Rally Del Centenario: Alfa Romeo 1910-2010** Starting from Stockholm, WI. \$10-\$25/car depending on make. See event flyer in this issue.

**August 14: Healey Hill Climb IX** 8am - 5pm  
Afton Alps Recreation Area. Onsite check in opens 7:00am, closed 8:30am Questions? Contact Tom Hazen [myliberty@comcast.net](mailto:myliberty@comcast.net) or 612-237-1883 See event flyer in this issue.

**August 14: Brit Fest** Hosted by the Minnesota MG Group in Rogers, Minnesota at Ellingson's Car Museum. See event flyer in this issue.

**August 22: Rally in the Valley Car Show and Book Sale** 8 am - 2pm 1830 Hanley Road - Hudson, WI. More Info at [www.hudsoncarshow.com](http://www.hudsoncarshow.com) See event flyer in this issue.

**August 22: Wheels of Italy Italian Automobile and Motorcycle Show** 10:00a.m. to 4:00p.m Lake Calhoun Executive Center - 3033 Excelsior Blvd Minneapolis, Minnesota. See event flyer in this issue.



**August 29:** InterMarque Sunday Picnic  
Cherokee Park in St. Paul. See details in this issue

**September 4-5:** VSCR Race at Brainerd  
International Raceway with SCCA's Trans  
Am race weekend. The 22nd Annual Muscle Shoot  
out. More information can be found on the  
[www.brainerdraceway.com](http://www.brainerdraceway.com)

**September 10-12:** Elkhart Lake Vintage  
Festival XXV Road America, Elkhart Lake  
Wisconsin. Hosted by the Vintage Sports Car Drivers  
Association *Info* [www.vscda.org](http://www.vscda.org)

**September 11:** 30th 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](http://www.motorbooks.com)



**September 12:** 3rd Annual Wayzata & the  
Minneapolis Club Charity Auto Show  
Downtown Wayzata, Minnesota during James J Hill  
Days. *See event flyer in this issue.*



**September 26:** Intermarque Sunday Picnic  
Cherokee Park in St. Paul. See details in this issue.

**October 16:** BMC Automobile Open House  
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

## MARQUE NATIONALS and UPPER MIDWEST REGIONALS

**JULY 11-16:** Midwest Region, Austin Healey  
Club of America-Conclave 2010 Eagle Ridge  
Resort & Spa, Galena, Illinois. For further information:  
[www.austinhealeyconclave.com](http://www.austinhealeyconclave.com)

**JULY 26-JULY 29:** NAMGAR (North  
American MGA Register) GT-35 Lake Lawn  
Resort 2400 East Geneva Street, Delavan, WI  
[www.LakeLawnResort.com](http://www.LakeLawnResort.com)

**OCTOBER 8-11:** Lotus Owners Gathering  
(LOG 30) will take place where it all started 30 years  
ago, historic Gettysburg, PA. The hotel headquarters for  
the event will be the Eisenhower Inn & Conference  
Center. To book early, go to  
<http://www.eisenhower.com> and ask for the special \$99  
and \$119 LOG room rates. Track day will be held at  
Summit Point Motorsports Park in West Virginia.  
<http://www.summitpoint-raceway.com>. For more  
information contact Frank Howard at 612-823-3403 or  
[frankshoward@gmail.com](mailto:frankshoward@gmail.com).

**OCTOBER 18-21:** NORTH AMERICAN  
TRIUMPH CHALLENGE ( VTR ) Jekyll Island, GA.  
Additional details to follow as they become available

# 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](http://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](mailto: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](http://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](mailto: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](http://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](http://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](http://www.mntriumphs.org)

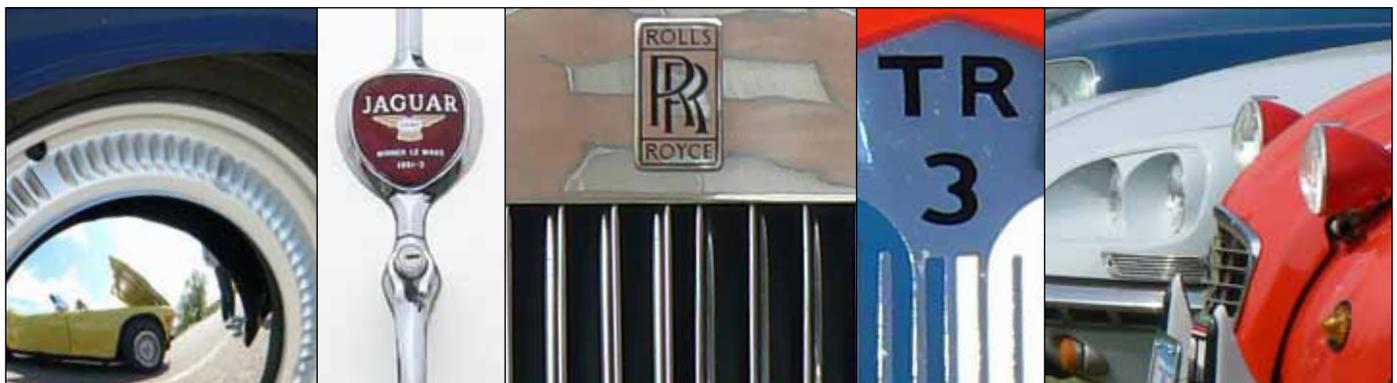
**Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering**, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or [esolstad@presenter.com](mailto:esolstad@presenter.com)

**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](http://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.tbvscc.ca](http://www.tbvscc.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](http://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](http://www.twincitiesvwclub.com)



For the first time ever... **LIVE FROM**

# LIME ROCK!



Join us at Jaguar Minneapolis to watch the  
**AMERICAN LE MANS SERIES**  
from Connecticut's Lime Rock Park.

Follow Jaguar Rocketsports Racing XKR GT  
racing in the GT2 class.

Enjoy spectacular snacks provided by CRAVE Restaurants.

Register to win a Performance Driving Certificate  
from Brainerd International Raceway  
and Official Jaguar Apparel.\*

\* Drawing at 3 pm. Winner must be present. Certificate valued at \$265

**CRAVE**  
FRESH • VIBRANT • AMERICAN

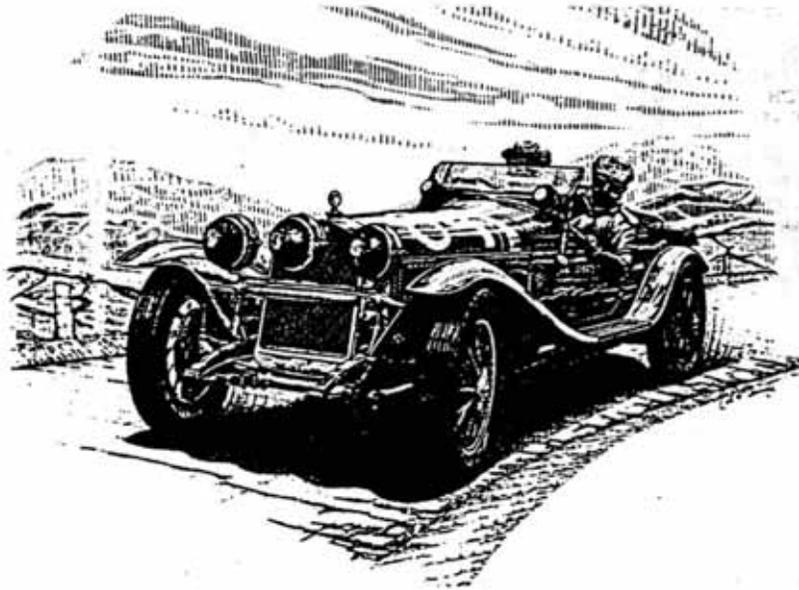
**AutoMotorPlex**  
MINNEAPOLIS

**1 to 4 pm CDT**  
**Saturday, July 24**

**Jaguar Minneapolis**  
394 & General Mills Blvd.  
Golden Valley, MN

**JAGUAR**

# IL RALLY DEL CENTENARIO ALFA ROMEO 1910 - 2010 SATURDAY, JULY 31<sup>ST</sup>, 2010



Don't happen to own an early 30's Alfa 8C2300? Not to fret. We welcome everything from Alfa Romeo Giulietta Sprint Speciales to Citroën 2CV's, '67 Fiat 850 Spiders to Lamborghini Miuras, Renault Caravelles to Jaguar XK120's, and '68 Camaro Z28s to Subaru WRX STI's, and even Alfa Romeo 2600 Berlinas or Jowett Jupitors - the more interesting the better. You'll enjoy 150 miles of excellent all paved sports car roads, great scenery, and an eclectic variety of vehicles. We'll end up at the Nelson Stone Barn for a post rally beer or wine, excellent pizza, scoring, and awards. This event can be run as a straight forward tour or a fairly brisk, Monte Carlo style rally. Either way, you'll have easy to follow written instructions which will include mileages and leg times. We invite you to come on out, have some fun, and give your favorite car some exercise.

**Registration:** 10:00 to 10:45am First Car Out: 11:01am

**Meet at:** Bogus Creek Cafe, 116 Spring St. (Co Rd J), Stockholm, WI

**Ends at:** The Nelson Stone Barn ([www.nelsonstonebarn.com/](http://www.nelsonstonebarn.com/)) outside of Nelson, WI.

**Cost:** Alfas: \$10/car; Other Italian cars: \$20/car; All others: \$25/car.

**Mail Pre-Registration Form by Wednesday, July 28<sup>th</sup> to receive a \$5 discount.**

**Rallymaster:** Ed Solstad (612) 822-0569 or [esolstad@presenter.com](mailto:esolstad@presenter.com)

While we don't have any cars on sticks to give out, we will have good wine for the class winners, Dead Guy Ale for "Dead last but finished", plus a 6-pack of Moretti for the most interesting Italian car.

Presented by the Stella del Nord Chapter of the Alfa Romeo Owners Club

## IL RALLY DEL CENTENARIO

# ALFA ROMEO 1910 - 2010

## SATURDAY, JULY 31<sup>ST</sup>, 2010

**Pre-Registration Form – Must be Postmarked by Wednesday, 7/28/10**

**Class:** A - computer , B - remote odo / GPS , C - stock , D - novice stock (less than 3 TSD rallies)

**Amt.:** Alfas: \$5/car , Other Italian cars: \$15/car ,; All others: \$20/car , (Chks to AROC-SdN)

**Mail to: AROC-SdN, 3701 Pillsbury Ave. So., Minneapolis, MN 55409**

**Driver:** Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Club \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ ST \_\_\_\_ Zip \_\_\_\_\_

e-mail \_\_\_\_\_

**Navigator:** Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Club \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ ST \_\_\_\_ Zip \_\_\_\_\_

e-mail \_\_\_\_\_

**Car:** Yr \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

### **RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT**

#### **II Rally del Centenario Alfa Romeo 1910-2010**

DESCRIPTION AND LOCATION OF EVENT

DATE RELEASE SIGNED

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein defined as including but not limited to the racing surface, pit areas, infield, burn out area, approach area, shut down area, and all walkways, concessions and other areas appurtenant to any area where any activity related to the event shall take place), or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin, acknowledges, agrees and represents that he has, or will immediately upon entering any of such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area or areas and his participation, if any, in the event constitutes an acknowledgment that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited for the purposes of his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted areas:

1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoter, participants, racing association, sanctioning organization or any subdivision thereof, track operator, track owner, officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the event and each of them, their officers and employees, all for the purposes herein referred to as "releasees" from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of the undersigned, whether caused by negligence of the releasees or otherwise while the undersigned is in or upon the restricted area, and/or competing, officiating, observing, working for, or for any purpose participating in the event;

2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing, officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releasees or otherwise.

3. HEREBY ASSUMES FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to the negligence of releasees or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. EACH OF THE UNDERSIGNED further expressly agrees that the forgoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

**Driver:** \_\_\_\_\_ **Navigator:** \_\_\_\_\_

# PUBLISHED ENEMIES

## Road Rally

July 24, 2010, Minocqua, Wisconsin

*A GTA Road Rally jointly organized by the Lotus Corps of Chicago and the Sports Car Club of America.*

*Enjoy a drive along some of the best all-paved driving roads in Wisconsin's Northwoods, while playing a game of roadside trivia.*

*Open to all licensed drivers, driving any car. You need only bring a road legal car, at least two people (one to navigate, one to drive), a watch, a calculator, a clipboard, something to write with and a willingness to have fun.*

*All teams competing in gangster regalia will not only receive the Rally Master's appreciation but will score an additional 10 points.*

*Children related to the driver and/or navigator under the age of 16 will be allowed as passengers.*

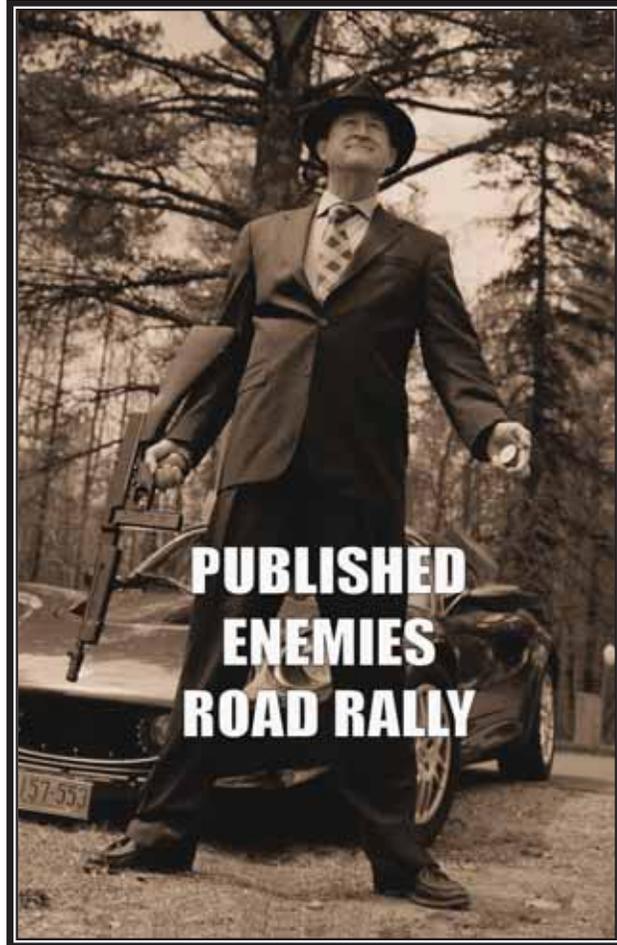
*Both guardians will be required to sign a waiver on behalf of a minor competing in the event.*

*Pre-registration is preferred to ensure sufficient route instruction availability and to ensure first come first served space in main room for the awards banquet.*

*On-site registration will be at Brandy Lake Park in Woodruff, Wisconsin between 10 am to 11 am, July 24, 2010. First car out at noon. The rally will finish at the historic Little Bohemia Restaurant, the site of the famous shootout (competitors will be responsible for their own meals).*

*Entry Fee: \$35.00 per car, SCCA members will receive a \$15.00 discount.*

*There will also be a SCCA Tour-TSD Road Rally on Sunday July 25, 2010 starting from Brandy Lake Park. If you attend both events you will receive a \$15.00 discount for the Road Rally on Sunday*



**For more information about both Rallies and to find out how to pre-register contact:**

Rally Master, Dave Koski: (715) 356-4384, [dwkoski@charter.net](mailto:dwkoski@charter.net)  
or  
Event Chairman, John Gartner: [rockheadracing@yahoo.com](mailto:rockheadracing@yahoo.com)



**LOTUS CORPS** Chicago, Illinois





**August 14th 2010**

**The Minnesota  
MG Group presents:  
The annual Brit Fest  
All British Car, Bike Show &  
Swap-meet at Ellingson's Car  
Museum 20950 Rogers Dr.  
Rogers MN 55374**

*9:00am to 1:00pm  
Peoples choice balloting from  
9:00 to 12:00.  
Trophies at 1:00*

*Car show and Swap meet*

**The areas largest All  
British Car & Bike Show  
and swap meet! Now in  
our 13th year!**



**Free to the Public, Tour the museum for \$5.00**



**Show your vehicle for \$5**

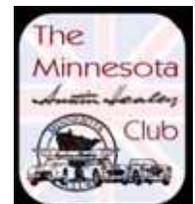
**Swap meet spaces \$10 per space**

**Please no FOR SALE signs  
on any vehicles.**

**See these and other British car  
clubs at Brit Fest 2010**



**Ellingson's Car Museum  
20950 Rogers Dr.  
Rogers, MN 55374-9191  
Corner of Hwy 101 and I94 in Rogers  
Contact: Minnesota MG Group,  
Jim Pennoyer (763)5365472**



# Healey Hillclimb IX

## Saturday, August 14, 2010

(rain date Sunday, August 15)

### Afton Alps Recreation Area

The Minnesota Austin-Healey Club invites you to **TAKE THE HILL!** Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition and make history with your own run **TO THE TOP!**

**On-site check in opens 7:00am, closes 8:30am**

**MANDATORY drivers meeting 8:30am**

Advance registration only - Payment required in advance!

Drivers must be 18+, sign waiver, pass on-site tech inspection, wear helmet (Bring Snell 90 or newer. We'll have some loaners)

Vintage Race Car Exhibit by our friends:  
See pre- and post-war track classics!



**CORNER WORKERS NEEDED!** Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8am to 5pm will receive a free buffet lunch! Space is limited, so call Tom now to reserve your coveted place among the cones.

Directions: I 94 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex. Mapquest/GPS: 6600 Peller Ave S., Hastings, MN

**Advance registration required! (deadline Aug 11)** \$40 per driver. \$25 for Austin-Healey Club members. Make check payable to the **Minnesota Austin-Healey Club** and mail to Tom Hazen, 11434 Mtka Mills Rd, Mtka, MN 55305. Or pay via PayPal adding \$2 service charge to myliberty@comcast.net. Sorry, no refunds.

**Despite all precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. Drivers, spectators, and workers enter at their own risk.**

Driver
Year, make, model, color, requested car number
Email and phone

Questions? Contact Tom Hazen at 612-237-1883 or myliberty@comcast.net



Paul Weidner climbs the hill in his Speedwell Sprite - Photo courtesy Andy Lindberg

This event brought to you by the



### BRING FRIENDS!

Helmeted passengers 16+ will be allowed on all runs, and spectators admitted at no charge.



The course is entirely paved and consists of a 1/3 mile autocross section at the bottom of the hill with several tight turns followed by a hillclimb section that rises 250 feet in just over 1/3 mile. Drivers will run in the order their paid registrations are received. We will try to give everyone four runs, more if time permits. From 12:30 to 1:30 we will take a break to enjoy the optional barbecue buffet luncheon served in the ski chalet (\$10 cash or check, pay at the buffet).

Free breakfast treats provided by the

### Square Peg Diner

2021 East Hennepin · Mpls · 612-378-0855  
www.squarepegdiner.com

**SEE YOU ON THE HILL!**

*2nd Annual*

Enthusiastbooks.com

*presents*

# Rally in the Valley

Car Show & Book Sale



**More  
Cars!  
More  
Fun!**

**Sunday, August 22, 2010**

**8:00 am – 2:00 pm**

1830 Hanley Road, Hudson WI. (715) 381-9755

[www.hudsoncarshow.com](http://www.hudsoncarshow.com)

**Thousands of Transportation Books on Sale!**

All vehicles welcome, including cars, trucks, motorcycles, buses, tractors and fire apparatus. If it has wheels, bring it!  
No entry fee. Awards for the top 15 vehicles. Free dash plaques for the first 150 entries. Rain or shine.

# WHEELS OF ITALY



Artwork: Doug Meythaler - Graphic Design: Michael Jekat



## Italian Automobile Motorcycle & Scooter Show

August 22, 2010  
10:am - 4:pm

Lake Calhoun  
Executive Center  
3033 Excelsior Blvd.  
Minneapolis MN

[wheelsofitaly.com](http://wheelsofitaly.com)



## THIRD ANNUAL WAYZATA ROTARY & THE MINNEAPOLIS CLUB CHARITY AUTO SHOW

Vintage • Classic • Rod & Custom  
Foreign • Sports & Exotic Cars

Please mark your calendars  
and get your show cars ready!!

Sunday - Sept. 12, 2010  
10:00 am to 4:00 pm,  
Rain or Shine  
Downtown Wayzata, Minnesota  
During JAMES J. HILL DAYS

**:: Free to the Public ::**  
\$15.00 per Car, Charity Donation  
(One Goodie Bag & Event Poster per car)



MINNEAPOLIS CLUB

Contact: Marty Schneider  
612-237-3843  
[www.wayzatarotary.org](http://www.wayzatarotary.org)