

December 2010
Vol. IX No. 10



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

MINNESOTA
TO BRITISH
COLUMBIA
AND BACK...

VIA
BORGWARD!



ALSO IN THIS ISSUE
ON YOUR MARQUE: CITROEN DS • OUT & ABOUT • 2011 CALENDAR

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ronengle@gte.net

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www.northstarbmw.org

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jpm06@embarqmail.com

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'Sota MINIs
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**Stella del Nord Alfa Romeo
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esolstad@presenter.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

The logo for InterMarque Council features a stylized red and blue wave above the text "InterMarque Council" in a serif font.

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:
Ron Engle (red car, center) and the
Borgward Club take a scenic break
at the Lake Harrison Hot Springs
in British Columbia.

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**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.

MISCELLANEOUS MUMBLINGS

Ah winter, that nasty little season between the final fall color tour and the first spring awakening drive. How do you spend your winter? Are you lucky enough to have a garage big enough (and warm enough) so you can attempt a winter project? If so, how do you combat the immutable natural force of procrastination? "It's only (pick a date), I've still got (pick a length of time) to the start of the driving season." More projects have foundered on the rocky shoals of mañana-ism than have fallen due to lack of funds, equipment or mechanical aptitude.

Or maybe your car is in storage for the duration (mine is) and you spend your frostbite season fretting over next season's activities. That is where I am right now, but I'm not worried about my cuckoo gas gauge or how to afford a five-speed conversion. No, since Phyllis Galberth's untimely death revoked my emeritus status, I spend my time fretting over the InterMarque.

The whole InterMarque concept (the shared activities, the Council, the Monthly, etc.) has grown explosively since early in the millennium. See Steve Rixen's article, (page 4 in this issue), on the last InterMarque Council meeting for a partial listing of some of the challenges that success brings. Of these challenges, the primary one is self-identification. *Who are we and what is our mission?*

The tag line of the Monthly says that we are "vintage foreign cars of the upper midwest." Easy, huh? Rephrase it a little and you've got a mission statement. "The purpose of the InterMarque is to bring together those with a common interest in the ownership, restoration, preservation and driving of any vintage foreign car, and to share resources and knowledge and thereby enhance the enjoyment of owning and driving any of these cars. Fun and camaraderie are to be the hallmark." (Thanks to the Minnesota Austin-Healey Club. Most of this verbiage is lifted from Article II of their bylaws.)

The problem comes in defining "vintage foreign cars." Let's take the words one by one, starting with the least controversial, "cars." *Do we mean all cars? Only sports cars? Do we include commercial vehicles like Citroen and Morris vans?* My take is we include them all. What do you think?

Let's move on to "foreign." *Does it mean all foreign or just European?* The big question here is whether to include Japanese cars. Toyota, Honda, et al. have morphed their products into vehicles more American than Chevies or Fords. Not just in where they are produced either; their whole being screams Detroit. When did a Camry become indistinguishable from a Malibu?

This question brings us to the most controversial item of all. *What does vintage mean?* Merriam-Webster lists three definitions not related to wine: "(1) of old, recognized, and enduring interest, importance, or quality (classic); (2) dating from the past, old, outmoded, old-fashioned; (3) of the best and most characteristic." It seems to me that these definitions pretty much cover the waterfront. The word "old" appears a lot so I believe we should limit our scope to foreign (all foreign) cars 25 years of age and older. But #4 is important also and we should not neglect cars "of the best and most characteristic." Say, give those relatively rare or expensive cars a 10- or 15-year break. *What do you think?* Email me at andrewlindberg@comcast.net.

More later. Enjoy your winter. We're taking a break for two months.



InterMarque Council Meeting RECAP

by Steve Rixen (Minnesota Austin-Healey Club)

The InterMarque Council met Sunday, October 17, at the Square Peg Diner. Andy Lindberg had called the meeting, asking the representatives of the car clubs for input about the future of the Council after the untimely death of Phyllis Galberth, who had been leading the council.

The first question was if there was support for the continuing existence of the Council. I, as appointed representative of the Minnesota Austin-Healey Club, with assent of Club president Eileen Wetzel (also attending), voted yes. Other attending Clubs' representatives also voted unanimously to support the continuation of the Council.

The group went on to discuss a number of topics that define the scope, breadth, and support of the InterMarque Council. Among the topics were:

- The volunteer chairman of the Council (anyone?)
- Responses received from the 2010 Spring Kick-off car show survey.
- Venue options for the 2011 Spring Kick-Off Car Show. Purpose of the kick-off being to expose us and our hobby to the general public and to the various clubs together as a group.
- Discussion of the enthusiast cars eligible for the SKO Show.
- Purpose or Mission Statement development for the Council.
- The Council's non-profit status.
- The InterMarque web site and monthly magazine.

In the end, although some problems were identified, we agreed the IM Council serves a purpose, providing structure, support, and a venue for information exchange for each of our enthusiast clubs, and continued association was warranted.

Each club supports the InterMarque by opening some of our events to other clubs. Examples are summer monthly InterMarque picnics, Brit-Fest (MGs), speed events (MAHC), and fall color tours (many Marques).

22ND NATIONAL Borgward Owners Club 2010 Meet and Rally

Sept. 7-11, British Columbia
ARTICLE & PHOTOS BY: Ron Engle



ABOVE: A Lunch stop in Lynden, Washington, a quaint Dutch Village close to Canadian border.



The Rhombus on the 1958 Borgward grill is larger, in 1959 the Rhombus was made smaller. Below is Dave Rocovits' 1959 Goliath Tiger.



Displaying the Bremen City Flag, where Borgwards were built in Germany.

The 22nd National Borgward Owners Club 2010 Meet and Rally was held in British Columbia September 7–11. The American Borgward contingency was to meet in Bellevue, Washington, on September 6 and rally with the Canadians to Harrison Hot Springs, B.C., then to Lillooet, B.C., and finally making a loop to Whistler, B.C. (where the 2010 Winter Olympics were held) and then to Vancouver. Barbara and I decided that I would drive our 1960 Borgward Isabella Coupé out to Seattle where I would pick her up at the Seattle airport, thus saving our Chow Chow, Lulu, an extended kennel stay.

Borgwards are rare, here is a bit of background on the Marque. Carl F.W. Borgward had designed and built automobiles in Bremen, Germany, from the 1920s to 1961. By the mid 1950s, the Borgward Group, which included Borgward, Goliath, and Lloyd automobiles, was the second largest manufacturer of automobiles in Germany having produced over 500,000 units between 1948 and 1957. Borgward was the first German production car after World War II to use unibody construction. Borgward also produced highly successful racing cars—including the Borgward Rennsport RS, which broke dozens of international class records in mountain racing, Formula II, and stock. Stirling Moss raced a Cooper-Borgward (Cooper body, Borgward engine). The Goliath was the first German car to introduce fuel injection as standard equipment and the Borgward P100 was the first German car with air suspension as standard equipment. Borgwards were sold in over 98 countries worldwide. In the USA there were over 500 Borgward dealers and over 60,000 Borgwards, Goliaths, and Lloyds were imported between 1955 and 1961. The company went out of business in 1961 and Carl Borgward died in 1963.

Most of the Borgwards that were sold in the USA were sedan and station wagon models but the ones you see most often today are the Isabella Coupé models which were introduced in 1957. The coupé has a 1.5 liter, 4 cylinder OHV Borgward engine producing 82 bhp with a two barrel Solex 32 down draught carburetor. With “4 on the tree” and independent rear suspension the car handles well. Weight: 2480 lbs, price in 1959/60: \$3600. My Coupé still retains the original 6 V electrical system.

CONTINUED ON PAGE 6

DAY 1 & 2 (September 3-4) After a final check of the spare parts box, tools, and luggage, I drove off from Minnetrista, Minnesota, to I94 at 8:15 am. It was a nice 60F, but very windy. I cruised along between 60 and 65 mph. Gas in Moorhead, MN, and a nap at a rest area. After 543 miles I arrived in Dickinson, ND, at about 6:30 pm local time, for the first night. The second day I drove 493 miles to Belgrade, Montana. At Bad Route Road rest area, I chatted with two corvette owners and a Triumph owner on their way to a car show in Billings. The temperature was almost 90F as I neared Billings and the Borgward temperature gauge was on the rise. Borgwards prefer cool German weather. Jawohl!

My Borgward 4 cylinder engine, 1.5 Liter, OHV, with two barrel Solex 32 Carb, 82 bhp and the big "D" in chrome and porcelain.



Day 3 (September 5) I left Belgrade at 7:45 am and crossed the beautiful Rocky Mountain terrain over Pipestone Pass down to Butte. By 12:00 I had reached Missoula and pulled into an empty parking lot. It was Labor Day Sunday and all was quiet. I raised the hood and saw coolant leaking at the water pump. Oh no! At last it had happened. Three times I had traveled across country in the Borgward with no problems. But I was prepared. Fortunately I had a complete water pump unit with the belt drive attached in my spare parts box. As I paused to gather my wits, a fellow drove up and asked me the ubiquitous question, "What kind of car is that?" When I told him I needed to replace the water pump, he said he lived only two blocks away and invited me to come to his well equipped garage where his brother was working on his Firebird. Don & Larry were sent from heaven! As I scraped off the old gasket, they cut a new one, and in two hours the Borgward was on the road again. Wow! These two fellows were wonderful and make our car hobby so worthwhile. I would, indeed, make it that night to Spokane, Washington.

Day 4 (September 6, Labor Day) I left Spokane early, around 6:00 am, so that I could pick up Barbara at the Seattle airport at 5:00 pm. Just 300 miles to go. Near Ellensburg there were huge open air markets with signs reading "Peaches - \$7.50 a Lug". But little did I anticipate that at Ellensburg, I82 from the Yakima Valley would merge on to I90 with Labor Day going home traffic so heavy that for fifty miles over the Snoqualmie Pass speed was reduced to 15 mph. Was traffic backed up all the way to Seattle?! Would Barbara be left waiting at the airport! Then suddenly there were four lanes and my angst subsided.

I picked up Barbara on time and we drove to the Borgward rendezvous motel in Bellevue. It was good to see the Borgward people and their cars, many from California. The motel was the staging point for the rally to Canada. Monica Borgward, the daughter of Carl F.W. Borgward who died in 1963, was a special guest. Monica brought flags of the city of Bremen, Germany, where the Borgward plants were located, for club members. There were many guests from Germany and club members from the US and Canada who came but did not have their Borgward with them. The caravan included five Borgward Coupés, one Borgward Sedan, and one special Goliath Tiger, perhaps the only running restored Tiger in the USA. Borgward also built the Goliath and Lloyd cars, which were also sold in the USA. The guests from Germany, the USA and Canada drove behind us in about six other vans and vehicles. At various times there were about 35-40 people in our group. The expected Dutch and Mexican contingencies could not make the trip.



Monica Borgward (right with white scarf), the daughter of Carl F.W. Borgward, enjoying car talk with the crew.

CONTINUED ON PAGE 7

Day 5 (September 7) With great anticipation, the caravan headed toward the Canadian border with a lunch stop at Lynden, Washington, a charming Dutch settlement village. We crossed the Canadian border at Abbotsford and to our surprise two of the Borgwards were pulled over and searched. I guess Borgwards en masse were just too unnerving! After regrouping our caravan, we then traveled on country roads to Harrison Hot Springs Resort in British Columbia. In Harrison we were met by the rally organizer, Klaus Tietze, with his 1958 Borgward Coupé. We looked at our cars until darkness and appropriately ended the day at a German Restaurant.



Borgwards at the Canadian Border

Day 6 (September 8) This morning we had a car photo shoot in front of Harrison Lake nestled in the Canadian Rockies while displaying the Bremen City flags that Monica Borgward had brought us. Then off we drove on Canadian Highway 1 to Hope then north to Lytton where we took Highway 12 to Lillooet, our day's destination. We followed the Fraser River for most of the drive. Steep climbs were encountered with beautiful canyons, lakes and gorges.

I drove behind the Goliath Tiger with its front wheel drive 63 HP horizontally-opposed 4 cylinder engine with dual carburetors. Suddenly on a steep grade the Goliath sputtered. We all pulled over but, alas, it was only a dirty gas filter. Once replaced the Goliath had plenty of zip and was apt to pass the Borgward Coupés with their 82 horses. Suddenly, out of nowhere, the "Elvis Rocks the Canyon" Café appeared on the canyon road near the famous Hell's Gate on the Fraser River. I have never seen a more extensive collection of Elvis memorabilia. Then on to Lillooet, an old gold rush mining town which marked the beginning of the "Cariboo Trail" into the northern Rocky Mountains of British Columbia. It seemed like around every curve a more beautiful lake or mountain vista would appear. A more scenic drive in our Borgwards could not be imagined!



Changing the gas filter in the Goliath Tiger. The front wheel drive Tiger series had a special horizontally-opposed 4 cylinder engine with dual carburetors producing 63 bhp with an auxiliary oil cooler and high speed transmission.

Day 7 (September 9) The route from Lillooet to Whistler, where the 2010 Winter Olympics were held, was perhaps the most demanding. The road twisted around and over mountains with steep climbs and very steep descends, so much so that even in second gear we pumped our brakes for miles and could smell "brake shoes", which we later jokingly said must have been from the car in front of us. We crossed wooden one way bridges that did not have stop signs, just look out for on-coming traffic and be courteous.

Whistler awaited us, and it was a well-planned out Olympic Village with plenty of high end hotels, pleasant walk ways with restaurants and more sports stores than you could imagine. The youth crowd was there and they were coming down the ski slopes on jump bikes with super shock absorbers jumping off special ramps erected along the course. This was the final destination for the Borgward Club Meet, the climax of a wonderful tour through the spectacular Canadian Rockies. The Canadian Borgward owners were marvelous hosts and most gracious. Klaus, the organizer, had driven his Coupé over the whole route and stayed in all our lodgings to ensure our success.



Waiting for a train to pass near Lillooet.

Day 8 (September 10) Although the Meet would not end until the next day, Barbara and I had to leave the group and return to the USA via the famous Sea to Sky highway that went from the mountains of Whistler down to Vancouver along the Pacific Ocean, a most spectacular drive and almost all down hill. We got lost in Vancouver, as we had been warned, but it was easy to get directions in our Borgward. A Turkish Diplomat remembered the Borgward marque fondly and led us in his car toward the US border. After a pleasant drive we were once again on a crowded Interstate nearing Seattle where I brought Barbara to the airport for her return flight back to Minnesota. I continued on to Ellensburg, Washington.

Days 9, 10 & 11 (September 11, 12, 13) On the way back I stopped to get some of the \$7.50 a lug Yakima peaches I had seen on the way out. I have never tasted a better peach and decided I would take some to Don and Larry in Missoula as a thank you for their help. On the 11th I stayed over night in Bozeman, Montana. On the way through Billings, I drove by the old Borgward dealership, now a tire company, and took a photo of my Borgward in front of the building. This is where in 1957, while in high school, I saw my first Borgward. That evening I stayed in Bismarck. On

the final day as I approached Fargo, my speedometer cable broke. But once again, I found a spare cable in my Borgward spare parts box.

Here are a few tips for 6 Volt system owners. German Hella makes an electronic 6V flasher unit (Blinkgeber, in German) that greatly increases the frequency and intensity of the turn signal lights. It fits nicely under the dash and mounts with one screw. Another tip from Randy Schultheis's Borgward: if your wiring harness is old, run a positive line (cars with negative ground) directly from the battery to the positive terminal on the stop light switch and you may get a brighter stop light.

Although I was happy to be home, my thoughts went back to Bad Route Road, Harrison Lake, the Elvis Café, those beautiful mountains, lakes and bizarre one way bridges, and most of all the sound of Borgward engines, their owners, and my new Canadian Borgward friends.

I had driven 4500 miles (7200 km), averaged about 30 miles to the gallon, and used one quart of oil. I'm ready to go again! But first, I'd better restock my Borgward spare parts box.



Kris and Curt Hoffman's Cabrio Coupé. The lights, wipers, etc., are controlled with the large ivory colored keys below the radio.



Kris at Duffey Lake, "Baby it's Cold out here!"



Whistler Olympic Village, the final destination.

ON YOUR MARQUE

Citroën DS

The Martians Have Landed: A Fast Study of a Gallic Wonder

ARTICLE BY: Eric Fantin
PHOTOS BY: Brian Cornell

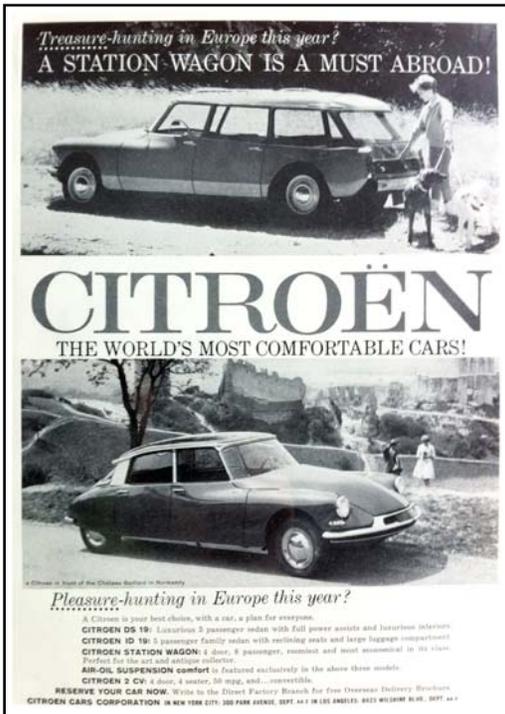


2010 is the perfect year to talk about the Citroën DS, and celebrate its 55th anniversary. It was unveiled at the Paris salon in 1955 with great fanfare, and was received with sensational applause by the press and public. A wondrous space-age car inside and outside!

The story of André Citroën has been told countless times and symbolizes the success of entrepreneurship in Europe after WWI. The company produced military products during the war. Once the conflict was over, it started producing gears and cars, using mass production techniques that had served the company so well during wartime production. At first the cars were of a conventional design, but in 1934, Citroën made its first bold technical move, a front-wheel-drive car with monocoque body and hydraulic brakes. The Traction Avant was a great success and was produced in great numbers, in multiple versions, until 1957. When a replacement was needed for the Traction, it was to be another bold move, and so it was. To say that the vehicle presented to the public at the Paris salon in 1955 was daring would be an understatement. The styling, developed by Flaminio Bertoni, was out this world, as if from outer space, with a wind-cheating prow, similar to a rocket. 12,000 people placed an order during the salon!

At the heart of the car is a hydro-pneumatic system, which runs the suspensions, steering, brakes, and, depending on the model, the gear box. The brainchild of chief engineer André Lefèvre and his team, the hydro system allowed the elimination of conventional springs and shocks, and created a constant ride height. There were twin leading (front) and trailing (rear) arms connected to pressure spheres, front in-board disc brakes, power steering, and of course front-wheel drive. One of the goals was to create a suspension efficient in any kind of road condition, while still offering supreme comfort for the occupants. The structure of the car was also unique. It used a platform and an upper structure, where all body panels could be affixed and easily removed. If needed, it would only take a couple of hours to remove all the body panels!

The specifications were less daring for the engine. It was a hemi-head straight four, with three main bearings originally, and later five. This engine, although very stout, had its ancestry in the 1930s and had an agricultural feel.



Approximately 38,000 DS's were sold in the United States from 1956–1972. The above ad, from an early 1960s American art and antiques magazine, gives an idea of the target demographic. You could take delivery of your Citroën in France, tootle around Europe and then ship in back! Not unlike modern day foreign delivery perks.

Have a car or manufacturer you'd like to write about? Please email it to InterMarque@gmail.com for consideration.

CONTINUED ON PAGE 10

The story of the DS is unique in more than one way, but one stands out most. Although highly unorthodox and very sophisticated, it was mass produced (1.5 million cars in 20 years) and reached a broad segment of the car-buying public.

As a vintage car today, the DS is an ideal classic for its modern characteristics, its shocking look, and relative exclusivity, at least in our country. Once past all the idiosyncrasies and the “fear factor” of the hydraulic system, it makes for an enjoyable car. As long as maintenance is done correctly, it is not hard to see cars with over 200,000 miles on the clock with no major issues, a testimony to the quality of the engineering.

My first recollection of a DS as a child in Europe was to be carsick every time I sat in the back seat – so much for a positive first impression! As the owner of many DS, I am happy to say that I have never been carsick in them again, but now I am always behind the wheel.

The first shock of the DS is always the look. It is long, with a wide shark nose tapering in the back, a very open greenhouse, slim pillars, and an impression of motion. Then, second shock, the car is on the ground, as if a mysterious force has pushed the car on its knees. You will see people stopping, looking and scratching their heads in disbelief.

Upon entering and sitting down low on the very comfortable individual seat, you are confronted with a monobranch steering wheel. We are definitely not in Kansas any more! Look around, and you get an impression of space and rational thinking. The dash is conventional enough, considering the rest. The gear lever, a four on a tree, is on the right and the various other functions on the left. After checking where everything is, turn the ignition key underneath the steering hub and push the start button on the right. The engine comes to life, with the help of the manual choke. Seconds after the idle settles, the whole car rises gently, first the back and then the front, until it levels off in the standard height position. The reaction of bystanders is always precious, from amazement and incredulity to a barrage of questions. George Jetson look out! The sound of the engine is more plebian than sophisticated, which, after all the hubbub of the suspension, leaves you wanting more.

All the funding was spent on the hydraulics and the look; nothing was left for the engine.

Once under way, the overall feel is of stability, confidence and comfort. The ride is soft and compliant, the car gets up to speed smartly, nothing neck-snapping, more of a long legged climb. The shifting is crisp, although the clutch could be lighter. If the car is equipped with the Citromatic shifter, things get more outlandish: first the lever is behind the steering wheel and doubles as a starting device, then the lever gets pushed thru the gears but without a clutch pedal. As one could imagine, it takes some time to get used to it. The steering, very assisted, feels connected enough. The handling is excellent, and despite an alarming body motion, the car stays firmly planted on the road.

This brings us to wonder how do we slow and stop this marvel of engineering? Once again, do not look for a conventional approach. There is a small black rubber mushroom, three inches in diameter, sprouting out of the floor where the brake pedal should be. Push gently and the car will stop, as does any other car. Strong pressure on the pedal will get you through the windshield. It takes some getting used to, but they are very efficient. Once you familiarize yourself with all the Gallic quirks of the car, it becomes an ideal vintage car and in the case of the wagon, a very versatile machine indeed. The DS represents the quintessential French car of its era, sold 1.5 million, and still dared to be different.



The 5-door Safari station wagon is also referred to as a DS Break or Familiale.

INTERESTED IN LEARNING MORE ABOUT THE DS? Consider joining the Citroën Club of Minnesota. More information can be found on their website. <http://www.citroenmn.com>



OUT & ABOUT

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

BMC FALL SHOP OPEN DOORS

October 16, Linwood, MN

PHOTOS & CAPTIONS BY: Andy Lindberg



Nothing attracts attention like an open bonnet.

When Brian McCullough sent out the flyer for his shop's open house, he included the warning, "Dress warm."

One of the most uncontrollable factors in a car event's degree of success is the weather. It turned out that Brian's warning was unnecessary and the usual crowd of people warming their tootsies around the fire pit did not materialize as it has in years past.

The excellent (free!) food and drinks did appear again and none of the British car enthusiasts went home hungry. The McCulloughs are experts at slipping American V6s under British bonnets and there were several conversions on display. Plus, as the pictures indicate, a wide variety of British iron was there for people to admire.



An engine conversion nearing completion in the BMC garage.



Just a sampling of the many British cars that appeared at the open house.

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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
JOHN MACARTNEY, A BRITISH
SUBSCRIBER. (THAT'S A TRIUMPH
SPITFIRE IN THE BACKGROUND.)

Please submit your caption
suggestion by February 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!



LAST MONTH'S CONTEST



You can back it down
now. The flood is over.

– Roger Gillette,
Jaguar Minnesota

Andy... See if
you can squeeze
under me now...

– Jim McFadden

TONIGHT AT 10
Backroad Auto
Burlesque shows.
A passing fad or
time for concern?

– anonymous

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/~stadther/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@hbc.com



1978 MGB

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



1968 Fiat 124 OK, we don't usually include car dealers' ads here, but how often do you see one of our cars on a used car lot? The dealer's ad describes this gem as a "fun little project" and, if the body is solid, maybe it is. At any rate it's one of the early flat-hood 124s and deserves better than being sent to the crusher. The ad says the price is \$3,000, but we'd guess that's negotiable. <http://www.redwingchrysler.com/used-inventory/index.htm?SByear=clear&SBmake=Fiat&SBmodel=clear&SBbodystyle=clear&SBprice=clear>



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.

QUICK QUIZ!

WHAT DOES A TACHIMETRO MEASURE?

- The speed of your Fiat
- The speed of the engine in your Fiat
- The speed of your heart when driving your Fiat
- The speed of the oxidation process on your Fiat

Web Surfing Fun! (if you're not too TIRED! out)
<http://www.autoblog.com/2010/03/11/ji-yong-hos-tire-creatures-are-steel-belted-radness/>

BMC British Automobile BMCAUTOS.COM

*Repair and Maintenance
Vehicle Alterations and Upgrades
Full Restorations, Drivers to Concourse*

10-12

Transportation Artists & Authors Guild

The Transportation Guild is an international collection of dedicated professional artists and authors whose main focus is how we all get around in our world.

Welcome and enjoy the ride.
www.transportationguild.com



Support real creativity!

10-12

CARMASTERS

Eduardo "Goldfingers" Briceño
Automotive Paint Restorer & Consultant
Specializing in High-End Collectibles

612.242.0563
carmastersluis@aol.com
Minneapolis, MN

10-12

Steve Rixen is...

Strictly British

Parts, Service, Consultation

Email: scrixen@gmail.com
Phone: 612-877-1938

729 Paul Burch Drive Hudson WI 54016

10-12

2010 MULTI MARQUE CALENDAR

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (March issue due by Feb. 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.

*How to drive a **FAST BARGAIN!***

- * 110 miles per hour
- * 100 horsepower
- * 0-50 mph in 8 seconds
- * Up to 30 miles per gallon
- * Combines sports car performance with family convenience

... **\$2599**

\$2599 plus tax and license at U.S. ports of entry. Wire wheels, rear seat and hard-top extra. Write for free booklet and list of dealers.

*It's the New **TRIUMPH TR-3***

STANDARD-TRIUMPH MOTOR CO., INC.
122 EAST 42ND STREET, NEW YORK 17, N.Y.

AUGUST 1956, MOTOR TREND

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.)

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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

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 : Andy Lindberg, andrewlindberg@comcast.net

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 New location in 2011!
Watch this space for details.

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.arrowheadsc.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@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

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

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



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 (Registration includes one Vehicle, two adults, one child under 18 and a car blanket)	After May 1: \$75.00	_____
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



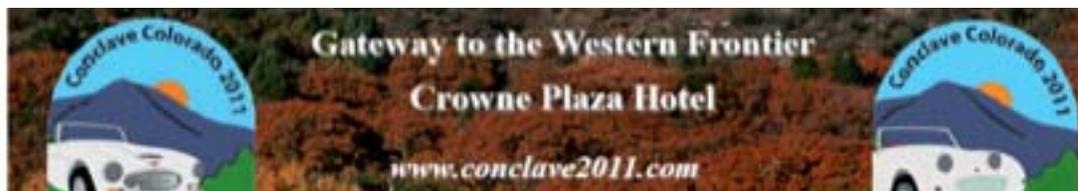
Name _____ Spouse/Guest _____
 Address _____ City _____ State/Prov. _____
 Zip Code _____ Country _____ AHCA Member # (optional) _____
 Phone _____ Cell Phone _____ E Mail _____
 Additional Adult guest(s) _____
 Children attending (Names and Ages) _____

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 (tricarb).....	<input type="checkbox"/>	<input type="checkbox"/>	Trailer Parking for the week	_____	\$ 35.00	_____
BJ7.....	<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 BuffetSunday			
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 Healey.....	<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)	_____		_____

Number of People Participating in:
 ___ Popular Car Show
 ___ Gymkhana
 ___ Funkhama
 ___ RC Cars Senior
 ___ RC Cars Junior
 ___ Arts and Photo Contest Senior
 ___ Arts and Photo Contest Junior
 ___ TSD Rally
 ___ Fun Rally
 ___ Scenic Tour / Economy Run

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
 _____ Legends Car Driving Experience
 _____ Open Wheel Driving Experience
 Note: These experiences will be held at PPIR 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.