

April 2011  
Vol. X No. 2



# InterMarque<sup>TM</sup> Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



## HAVE LOTUS WILL TRAVEL

ALSO IN THIS ISSUE

MISCELLANEOUS MUMBLINGS • DO IT HERSELF MG REBUILD  
CAPTION CONTEST • 2011 CALENDAR UPDATES

# VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

Arrowhead Sports Car Club  
[www.arrowheadsc.org](http://www.arrowheadsc.org)

**Austin-Healey Club  
of Manitoba**  
[www.ahcm.ca](http://www.ahcm.ca)

British Iron Society  
of Greater Fargo  
[www.BritishIronSociety.com](http://www.BritishIronSociety.com)

**Citroën Car Club of MN**  
[www.citroenmn.com](http://www.citroenmn.com)

Delorean Owners Association,  
Minnesota  
[www.deloreanowners.org](http://www.deloreanowners.org)

**Fahr North:  
Porsche 356 Group**  
Eric Erickson 952-426-5024

**Ferrari Club of America,  
Minnesota Chapter**  
[www.fca-minnesota.org/](http://www.fca-minnesota.org/)

Glacier Lakes Quattro Club  
[www.glacierlakesqclub.org](http://www.glacierlakesqclub.org)

**InterMarque Council**  
[intermarque@gmail.com](mailto:intermarque@gmail.com)

**Jaguar Club of Minnesota**  
[www.jaguarminnesota.org](http://www.jaguarminnesota.org)

**Lotus Eaters**  
[frankshoward@gmail.com](mailto:frankshoward@gmail.com)

**Lotus Owners of the North**  
[tsengel@comcast.net](mailto:tsengel@comcast.net)

**Mercedes Benz Club  
Twin Cities Section**  
[www.mbca-tc.org](http://www.mbca-tc.org)

**Metropolitans from Minnesota**  
[www.metropolitansfromminnesota.com](http://www.metropolitansfromminnesota.com)

Miata Club of Minnesota  
[www.miataclubmn.com](http://www.miataclubmn.com)

Midwest Sunbeam  
[www.sunbeamalpine.org](http://www.sunbeamalpine.org)

**Minnesota Austin-Healey Club**  
[www.mnhealey.com](http://www.mnhealey.com)

Minnesota Autosports Club  
[www.mnautox.com](http://www.mnautox.com)

Minnesota Land Rover Club  
[mnlandrovers.org](http://mnlandrovers.org)

**Minnesota MG Group**  
<http://minnesotamg.org/>

**Minnesota MG T Register**  
[www.mnmgrt.org](http://www.mnmgrt.org)

**Minnesota United Minis (MUM)**  
[www.minnesotaunitedminis.com](http://www.minnesotaunitedminis.com)

**Minnesota Morgans**  
[Healeymog@yahoo.com](mailto:Healeymog@yahoo.com)

**Minnesota Rolls Royce and  
Bentley Enthusiasts**  
[rolls Bentley@comcast.net](mailto:rolls Bentley@comcast.net)

Minnesota SAAB Club  
[www.mnsaabclub.org](http://www.mnsaabclub.org)

**Minnesota Triumphs**  
[www.mntriumphs.org](http://www.mntriumphs.org)

Nord Stern Porsche Club  
[www.nordstern.org](http://www.nordstern.org)

North Coast Borgward Club  
[ronengle@gte.net](mailto:ronengle@gte.net)

North Star BMW Car Club  
[www.northstarbmw.org](http://www.northstarbmw.org)

North Star British Iron (cycles)  
[jpm06@embarqmail.com](mailto:jpm06@embarqmail.com)

Pagoda Club of Minnesota  
651-452-2807

The Regulars Twin Cities Vintage  
Scooter Club  
[www.minnescoota.com](http://www.minnescoota.com)

Thunder Bay Vintage  
Sports Car Club [tbvsc.org](http://tbvsc.org)

**Transportation Artists and  
Authors Guild**  
[www.transportationguild.com](http://www.transportationguild.com)

**Triumph Drivers of Manitoba**  
[www.britishcar.ca](http://www.britishcar.ca)

**Stella del Nord Alfa Romeo  
Owners Club**  
[esolstad@presenter.com](mailto:esolstad@presenter.com)

Twin Cities VW Club  
[www.twincitiesvwclub.com](http://www.twincitiesvwclub.com)

**Vintage Sports Car Racing**  
[www.vscr.org](http://www.vscr.org)

Volvo Sports America  
Minnesota Chapter  
David Olson, [olson199@umn.edu](mailto:olson199@umn.edu)

**Wheels of Italy**  
[wheelsofitaly.com](http://wheelsofitaly.com)

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

The logo for the 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.



Publisher  
INTERMARQUE COUNCIL  
Managing Editor  
ANDY LINDBERG  
Production Editor  
BRIAN CORNELL

Article Contributors  
ANDY LINDBERG,  
FRANK HOWARD, KIM RIXEN

Photo Contributors  
ANDY LINDBERG  
FRANK HOWARD, KIM RIXEN  
JIM KRIZ

SUBSCRIPTION IS FREE!  
Please submit your request to  
[intermarque@gmail.com](mailto:intermarque@gmail.com)

ADVERTISING COSTS A LITTLE  
PDF Business Card ads (3.5x2)  
are \$5/month. Please inquire  
to [intermarque@gmail.com](mailto:intermarque@gmail.com)

Editorial contributions  
are always welcome,  
but are due by the 5th  
of the month prior. Submit  
your story or article to  
[intermarque@gmail.com](mailto:intermarque@gmail.com)

**ON THE COVER:**  
The beautifully restored dash  
on Gary Anderson's Lotus Elan  
in Massachusetts..

**facebook**

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

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

## MISCELLANEOUS MUMBLINGS

Some statistics reported in the spring issue of Hagerty. (Yes, the insurance company for classic cars has its own magazine.) Their annual Hobby Survey shows that of the 25,000 collector car owners they surveyed in 2010:

- 35% belonged to a local car club. *In 2006, 46% did.*
- 28% belonged to a national car club. *In 2008, 34% did.*
- 13% participated in an online club or community. *In 2009, 14% did.*
- 49% belonged to no club at all. *In 2008, that number was 46%.*

Pretty scary numbers for car clubs, huh? Remember, this was a survey of collector car owners, not of the general population. These are people who plopped down serious money to buy their old car and who value it at least enough to insure it. Yet 65% of them do not feel that it's worth a couple bucks to belong to a local car club.

Why not? Ah, that is the question left unanswered. Hagerty says the fastest growing reason TO belong to a car club is for legislative and regulatory advocacy (i.e., lobbying). It's up from 31% to 44%, but is something most car clubs are (fortunately or unfortunately) ill equipped to do.

In an accompanying article, Hagerty assigns the answer to why people are not joining car clubs to the graying of car club members. It notes,

“Clubs are taking significant steps to combat declining membership caused by aging members. One method of encouraging club membership is to take advantage of modern technology and the cost-effective way it delivers information.”

Maybe, maybe not. Having a cost-effective way to transmit information only helps if you have information that people want to receive. If today I were a young 40-something with a newly acquired 1960 TR3A, what information would I want? Some of what I would be looking for is easily available. I can get tech tips at the Vintage Triumph Register web site (including how to set my timing with a 12-volt lamp). I can find Lucas jokes all over the web. I can bring my TR3 to more car shows than I can fit in my calendar. I can take part in an almost unlimited number of tours and events. I can subscribe to the InterMarque Monthly. I could do all this without paying \$20–30 for a club membership.

So what are clubs offering that can bring in new members? It's certainly not the politics and ossified leadership that plague some clubs. (None within spitting distance of this newsletter, of course.) Well, for owners of older, maintenance-rich cars, there are tech sessions. No matter how many You Tube videos you've seen, there's nothing like getting greasy yourself to learn what you need to learn. The same thing holds for newer, change-the-plugs-every-100,000-miles cars, except the problems are different and the tools are more expensive.

The other thing that car clubs offer is promotion of the mystique of a particular marque. As far as I know there is no Minnesota Plymouth Voyager club. No mystique, no marque club. Cars that have mystique are collector cars; those that don't are used cars. An investment in a club (whether it's money or time) is a way to not only maximize your enjoyment of your car, but also to increase its future value.

Will car clubs survive? Is Hagerty magazine's pessimism warranted? I don't know, but I intend to retain my memberships. And my soft-sell promotion of vintage foreign motorcars



# From the InterMarque Mailbox...



Dear editors,

As the unofficial scholars of all things French, I thought you might enjoy the attached article from the August 1936 issue of *Science and Mechanics*.

Though it looks like a grouper, I think it would be more stable than Bucky Fuller's DYNAMAXION. And the fin just doesn't put it the TATRA class!

Jim Kriz, (Healey and Tatra enthusiast)

*Editors Note:* We wonder whether this is the same Andre Dubonnet who was the aperitif king and who commissioned the 1938 Dubonnet Xenia—a completely different but still aerodynamic car. Google it for some fun facts and photos.

Hello InterMarque Monthly editors:

Imagine my surprise as I was reading this much anticipated resumption of this great newsletter after a long winter's hiatus and I turn to page 6 and there is my dashboard and fender emblem! Yes, that is from my Sunbeam Tiger. I would like to compliment Eric Fantin and Brian Cornell on the photos as well as great article on the Alpine by Eric. Sunbeams don't always get the attention they deserve but in Minnesota their numbers are somewhat limited.

I live in Duluth (formerly a St. Paul resident from 1991 to 2006) and often have to drive down to Twin Cities events to find vintage sports car camaraderie. I attended the Spring Kick Off last May for the first time (and endured the thunderstorm) and for the past 2 years I've attended the Wings &

Wheels gathering in Osceola (great weather both years).

If in a future issue you would like to do offer a Sunbeam companion piece on the Tiger, let me know. I can gladly pull something together.

Randy Zimmermann, Duluth, MN  
1967 Sunbeam Tiger MkIa



Always nice to hear from readers like Jim and Randy. We're looking forward to seeing Randy's article on the Sunbeam Tiger in the coming months. If you have a car, event or story you'd like to share in *InterMarque Monthly* we'd love to hear from you! This is a volunteer endeavor and we're always looking for others who are willing to share their knowledge and enthusiasm. Please email your submission to [InterMarque@gmail.com](mailto:InterMarque@gmail.com) for consideration.

# If You've Got a Lotus, You've Got a Friend in Massachusetts

ARTICLE & PHOTOS PROVIDED BY:  
Frank Howard  
Lotus Eaters MN



Bill Fralick and his Elan SS (Super Safety) Coupe. Note the unique red lettering on the dash (below).



Chris Tchorznicki's stable includes the Lotus Six (below) and two authentic Lotus 11s on the far right.

I've been a regular contributor to *LotusElan.net* for several years so when I found out I had to make a trip to Boston in early December, I took the opportunity to put some faces with screen names. Months before my visit, I put out the word that the "Minnesota Lotus Inspector" was on his way to check up on their projects. My week-long visit allowed me three opportunities to meet and greet eastern Massachusetts Lotus owners.

BILL FRALICK, owner of a yellow Elan coupe did most of the organizing. Bill allowed me to inspect the engine compartment as well as the interior of his Elan SS as in Super Safety. Apparently, some difficult to read red lettering on the dash was part of the safety package. I had never seen this before.

Bill and I met in Ayer, Mass., at the shop of CHRIS TCHORZNICKI, importer of Caterham Sevens. As Chris had two storage containers behind his shop and he needed to have several cars stored away, we spent a great deal of time pushing the Sevens around. I'm certainly glad that they weigh little more than a mere half-ton. As you can probably guess, despite the lack of snow, the weather was cold as we shuffled the Sevens around.

Chris had other interesting cars that had to be moved including a lovely Lotus Six and a couple of authentic Lotus Elevens. The green one shown below and a blue one. that had participated in a number of vintage races.



## If You've Got a Lotus, You've Got a Friend in Massachusetts CONTINUED

Soon, Elan owner BILL GAVIN and Coventry Climax engine rebuilder CARL WHITNEY joined us for lunch at Tiny's restaurant where I took advantage of the all you can eat fried clams special. I may have paid cash, but the next day, I paid for the clams on more than one occasion!



Lunch at Tiny's restaurant where I took advantage of the all you can eat fried clams special. L to R, Carl Whitney, Bill Fralick, Bill Gavin, Frank Howard, and Chris Tchorznicki.

Back to the shop and it was time for the two Bills and Chris to pull a Ford engine out of one of the Sevens. The car in the background is an Elan S4 DHC like mine.



Chris pulls a Ford engine out of a Lotus Seven (above). Below is a better look at his Elan S4 DHC.



The two Bills and I took a short side trip over to another shop where they had just fired up a one off Lotus, the GKN Lotus 47D that is basically a racing Europa stretched 3" to accommodate a Rover V8 engine. The GKN Lotus 47D was specially commissioned by the GKN company as a test bed and sales tool for their automotive driveline products including constant velocity joints. Eventually, GKN bored out the Rover motor to 4.4 liters raising the power output to 292 bhp. At that point in its' development, the car could reach 100 mph in just over 11 seconds and had a potential top speed of 180 mph.



ABOVE: A one off GKN Lotus 47D which is basically a racing Europa stretched 3" to accommodate a Rover V8 engine.



Before we left this stop, I couldn't help but notice a couple of interesting cars just wasting away in the middle of a field. This Lotus Europa Special from Pennsylvania is just like mine. Pretty sad.

The next day, I got to visit GARY ANDERSON at his home in Scituate. Gary lives on the edge of a salt water marsh and every once in a while, he'll get a storm surge that will come up to his garage and sometimes actually enter it. Gary had so many Elans and Cortinas, and so many of them were in pieces, it was difficult to determine just how many cars he had. He literally had them stacked on top of one another! I would guess that if he put all of his parts together, he could probably come up with a couple of Cortinas and a half dozen Elans.



Gary's Elan with a recently restored dash.

The third day of my trip took me to Millis, MA where RUSS NEWTON makes his home. Russ owns an Elan Plus 2 as well as an Elite.



Elan owner ANDREW BODGE joined us when arrived in his red Elan S2 DHC and I can tell you that when he got out of his car, it was

like watching clowns get out of a car at the circus. You see, Andrew is 6' 5" but he got out of the car with no trouble at all. Sure he had the seat all the way back, but Andrew insists that there is adequate room for a guy of his size. Just look how tall he is next to his car. The roof is even with his waist!



Russ Newton with his work in progress Elite and his Elan Plus 2 in the background. Below is the Plus 2 project that involves alternator and 5 speed conversions.



Russ had the motor out of his Plus 2 that he had done the alternator conversion on, but the most interesting thing he was doing was swapping out his chassis AND doing a 5-speed conversion. In the photo above he is pointing out an interference problem he is trying to work around.

All in all, it was a great trip and it was nice to see so many Lotus owners in the middle of their own personal nightmares. Kind of gave me inspiration to get back to work. If you're on any kind of message board for your car and you are planning a trip, I highly recommend taking advantage of the opportunity to meet some of the mysterious people you have been corresponding with over the internet.

# MG MIDGET ADVENTURE

ARTICLE AND PHOTOS PROVIDED BY:  
Kim Rixen

FOLLOW KIM'S BLOG AT:  
<http://tinyurl.com/4hdw6aq>



"I knew Steve could teach. He taught airline mechanics for years. But could he teach me? Could our marriage survive what may be an MG engine rebuild? "

I've received emails from several friends and followers who are impressed with the fact that I'm rebuilding an engine (and blogging about it). I tell them that given the right tools and a guide who knows what he's doing, anyone can do this. Really...anyone. Here's how it's going so far...

## MONDAY, JAN. 17, 2011: The Beginning

Last August, my husband Steve decided I needed an MG Midget. I'd always liked the little British convertibles and almost bought one six years ago, thinking it was simple enough that I could use it to learn something about cars.

But I didn't buy one. And it was probably a good thing, as I would have been at a loss to figure out the simplest of maintenance tasks. Now that I had a husband who knew something (actually a whole lot) about little British cars, it seemed like the right time.

This particular Midget had spent time in Steve's shop. It's red (of course). It was born in 1975, and it has only 27,000 miles on it, which tells you something about where it has spent most of its time—in the garage or behind the tow truck. Well, after much time and money was spent trying to figure out why it didn't run and not getting any answers, the previous owner threw up his hands and asked Steve if he knew of someone who might want to buy it.

Steve drove me over to the guy's house, handed him some cash, and had me sign the title. It was mine, and our challenge would be to tear it apart and figure out why it didn't run.

I had little experience under the hood. Sure, I could identify some things in the engine compartment. But where all the hoses led and how it all worked was a mystery.

I knew Steve could teach. He taught airline mechanics for years. But could he teach me? Could our marriage survive what may be an MG engine rebuild?

---

*Have something you'd like to write about?* Please email it to [InterMarque@gmail.com](mailto:InterMarque@gmail.com) for consideration.

CONTINUED ON PAGE 9

**MONDAY,  
JAN. 17,  
2011**

So far this winter, the Midget has earned its garage space by serving as a spare refrigerator.



**WEDNESDAY,  
JANUARY 19, 2011: Day 1**

Started tearing apart the Midget (now named Gidget). I was worried whether I would have the hand strength to loosen bolts and screws (my hand strength isn't what it used to be). But since Steve had done work on the car and had taken off and put back on many things, things weren't permanently stuck together. The engine compartment wasn't very greasy, either. I didn't end the day looking like I had swept chimneys.

With help (often), I was able to remove quite a few bolts. We took the carburetors (parts I could identify), the intake manifold (which looked nothing like the one in my old Triumph), the radiator (without too much of a mess), the valve cover gasket (I got a new one for Christmas—how many girls can say that?), and the head.

I also learned that a little copper wire encased in a larger wire spiral connects the radiator and engine to the car's temperature gauge. The lesson: whatever you do don't kink or damage the wire. If you do, you'll never know whether the car is about to overheat.

Turning screws and bolts was my biggest challenge. I've always remembered the rhyme—righty tighty, lefty loosy. But sometimes that logic didn't always serve me well. It worked better to think of it in terms of clockwise (tight) and counterclockwise (loose). But what happens if you're working upside down? What's counterclockwise? It felt like being in the southern hemisphere, where rivers run the opposite direction as they do in the northern where we live. Your sense of left and right get turned upside down.

But by the end of the day, the score was one box of removed parts, zero fingernails broken, and one pair of garden gloves grease-stained. Not bad, if I have to say so myself.

**SUNDAY. JAN. 23, 2011: My Web Name**

You may be wondering why I'm calling myself MG Girl. The MG Girls are a group of which I've been on the periphery for about five years. My friend, Phyllis, made me an honorary member. The MG Girls are all members of the Minnesota MG Club; they're a lot of fun. They like to drink wine, they have their own T-shirts, and they all own or co-own MGs (some even work on them). I got to know some of them rather well a few years ago when I shared a condo with them at Rendezvous in Grand Rapids. It was like being in the girls' dorm all over again—except this time it was all partying and no studying. Great time. But I was lacking one thing important to MG Girlhood—an MG. I guess now I'm official.

**SATURDAY, JAN. 29, 2011: Engine Out**

With a lot of help from Steve, I finished separating the block from the bell housing. We also removed the radiator shroud and starter and detached the ground from the block. We probably did a lot more, but what it really all came down to was removing nuts and bolts—slowly, very slowly—in some very cramped spaces. A quarter turn of a wrench turned out to be a big deal at times. I felt like I was shoveling snow with a teaspoon. But I'm learning patience and persistence.

We did get the engine onto the hoist. I kept waiting for something to give and see it come crashing to the ground, but it didn't. And now it hangs, waiting for Steve to return from Fleet Farm with some impact wrench parts to help persuade the bolts holding the clutch on to come undone. Once we get them off, we can move the engine onto the engine stand.



In the meantime, I'm practicing persistence as I attempt to clean the grease from my hands. If you see me wearing red nail polish, it's not because I'm trying to make a fashion statement.

Me doing the heavy lifting

CONTINUED ON PAGE 10

### SATURDAY, FEB. 5, 2011: Bigger than a Breadbox but Too Big for the Engine Stand

Once the engine was out, we couldn't leave it hanging on a hoist, ready to fall at any moment. No, we had to get it onto an engine stand. The problem was that this particular engine was about the size of a large Thanksgiving turkey that weighed about 300 pounds.

The engine is a 1500 Triumph—the last one used in the Midget and something Steve had not dealt with before. We quickly discovered it was too small to bolt onto our engine stand.

So what did we do? We turned my dad's workbench into an engine stand. That meant Steve had to lift the thing up and cartwheel it around to get it into a position where we could sandwich the large prongs (I'm sure there's a more technical name for these) between the slats on the bench. This was no easy task. The good news is Steve didn't throw his back out, and neither of us ended up with our feet under an engine.

### WEDNESDAY, FEB. 9, 2011: Working Alone

With the engine now anchored to my dad's workbench, it was time to start the disassembly. What I needed to do seemed obvious—take out as many bolts as possible (making sure to put them in the properly labeled baggie, of course) and pull off the pan and plates that surround the pistons, cam shaft, connecting rods, and other pieces of metal that make thing go.

For the first time, I felt more like the surgeon than the surgical assistant. I was able to get the bolts out without assistance, thanks to a very long socket wrench that made me feel like I had the muscles of an Olympic weightlifter.

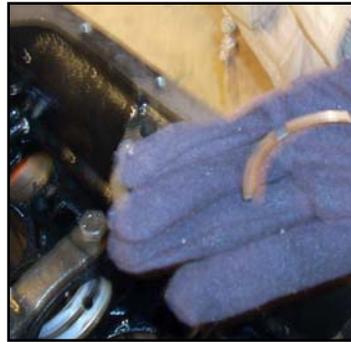


Turn, Turn, Turn.

But as I peeled away the pan and plates off, the job got dirtier. Much dirtier. Taking off the pistons was like cleaning up an oil spill. I went through three pairs of garden gloves in about 10 minutes. The next step is to clean up all these oil-covered parts. Dawn dishwashing detergent may work on waterfowl and harp seals that have been caught in oil spills, but I don't think it will work for this job.

### WEDNESDAY, FEB. 16, 2011: Aha Moment

When we pulled out the pistons, something fell on the floor. It was half of a small metal ring—a piston ring. Earlier, we had found a tiny piece of metal that obviously was once part of something, but we didn't know what. A closer look showed that all of the rings had been shattered. The fact that the rings, which help create a seal between the piston and the crank, were breaking apart was causing the engine to blow steam like a volcano on the verge of erupting. Mystery solved (we hope).



Bad news...



Very bad news.

### SUNDAY, FEB. 20, 2011: Good Measure

I wasn't having a good numbers day. Actually, I rarely ever have a good numbers day, which explains why I write and edit for a living. So learning to measure the cylinders and figure out the taper in order to determine how to have them bored was going to be a challenge. Doing this required special equipment—a bore gauge and a snap gauge. Using the bore gauge involved sliding it very slowly and carefully from just below the ridge at the top to the bottom and taking readings at various spots. The challenge was not dropping it through the hole in the bottom, which I did more than once. The snap gauge did pretty much the same thing only it produced a much more precise reading—to the thousands of an inch. The bottom line: the cylinders need to be bored. Next stop: the machine shop.



Using a bore gauge.

CONTINUED ON PAGE 11

### SUNDAY, MARCH 6, 2011: Toxic Wasteland

Yesterday was parts cleaning day. I figured this was something I could do without much guidance or help. This was not something that could be done at home, however. These pieces of metal were way beyond the limits of Dawn dish detergent. And I really didn't like the idea of the utility sink in the basement being forever covered in grease.

So we drove to Steve's shop and pulled out the big gun—the parts washer. This was like a utility sink with a hose that was connected to a tub of hazardous chemical, rather than water.

Actually, the chemicals didn't seem too hazardous. They didn't smell nearly as bad as the Zip strip and other compounds I've used for stripping furniture.

Still, I bundled myself up in a sort of haz-mat suit – long underwear and flannel-lined pants, a sweatshirt and jacket (OK, that's for the cold, not the exposure), a very heavy apron, a shop jacket over the apron, and a double layer of gloves.

Then, it was a lot of standing around and washing and scrubbing. Most everything cleaned up pretty easily, except for a plate that had been bonded to another with gasket sealer. Removing the stuck-on sealer was like removing heavily glued wallpaper that had been on the wall for 50 years. Needless to say, it was the first part I started with and the last one I finished.

I told Steve that if I lost my job, he could hire me to clean parts. Not really my idea of a career option, though.

### WEDNESDAY, MARCH 9, 2011: Waiting for Christmas

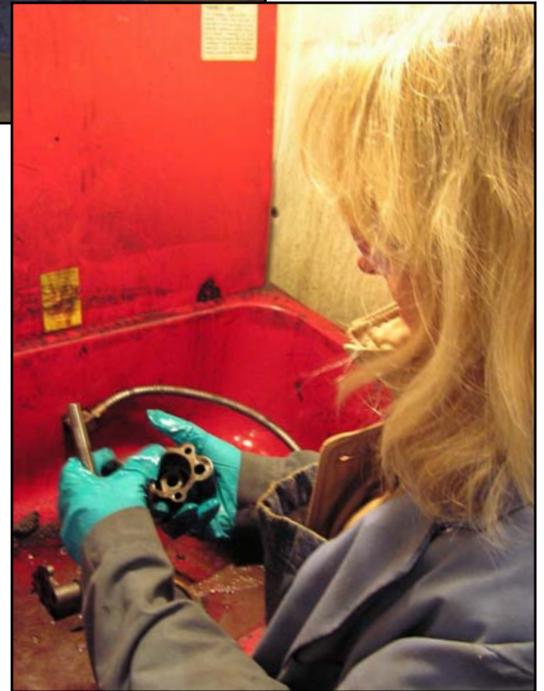
I'm in the period between disassembly, cleaning and waiting for other people. Specifically, I'm waiting for the people at the parts shop to send me the new pistons. Then we'll take them to the guy at the machine shop so he can finish boring the engine block. I had mentioned one day at the car lovers' breakfast that taking the engine apart took much less time than I thought it would. How can putting it back together be any different? One of the guys sitting across from me laughed. He told me taking it apart was the easy part. Putting it back together takes more time. Exponentially more.

The story continues at:

<http://mgmidgetadventures.blogspot.com/>



Gowned, gloved, and looking like the Michelin man!



"I had mentioned one day at the car lovers' breakfast that taking the engine apart took much less time than I thought it would. How can putting it back together be any different?"

# CAPTION CONTEST

Please submit your caption suggestion by APRIL 5 to [InterMarque@gmail.com](mailto: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!

Have a photo, quiz or contest you'd like to share? Please email it to [InterMarque@gmail.com](mailto:InterMarque@gmail.com) for consideration.



PHOTO SUBMITTED BY: FRANK HOWARD, LOTUS EATERS

## FROM THE WAYBACK MACHINE MARCH CONTEST



The fellow in the Morgan was (is?) Tom Moerke. Don't know where the 1960 photo was taken, but today Tom lives in Hudson, Wisconsin, with wife June and an MG Midget, Jensen-Healey, and MGB. Dale Martin was the first of many to ID Tom, and Tom says he has given Dale an appropriate prize.



# TOP SERVICE TOP MARQUES

# TOP GEAR

European Automotive Specialists

**You won't find a better level of service anywhere in the metro area!**

- State of the Art Diagnostics
- Complete Vehicle Restoration
- Advanced Electrical System Analysis
- Fuel Injection & Carburetor Service
- Vehicle Pre-Purchase Inspections
- Handling & Suspension Tuning
- Transmission Service & Repair
- Heating & Cooling Services
- Air Conditioning Services
- Race & Track Preparation
- Engine Building Services
- Factory Maintenance

**NOW IS THE TIME TO SCHEDULE YOUR SPRING SERVICE!**

2401 East Lake St.  
 Minneapolis, MN 55406  
 (612) 724-8901 • [TopGearMN.com](http://TopGearMN.com)



**LOOKING FOR A NEW RIDE THIS YEAR?**  
 Our website features some great local listings!  
**1983 Lotus Esprit Turbo!**  
 Special Edition (#44 of 50) 32,000 Miles, ONLY \$16,000!



ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (April issue due by April 5).  
 For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

---

 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: <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)

---

**March 12 & 13: John Twist Seminar**, Quality Coaches, Sat. 9:30 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. Each session is \$100.00 or \$200.00 for both days. Please call or e-mail ([valw@quality-coaches.com](mailto:valw@quality-coaches.com)) with your reservation. Lunch is provided!!!

**April 16: Midwest Motor Sports Tech Session**, Start Time: 12:00 Noon, Midwest Motor Sports, 728 8th Avenue S., Sauk Rapids, MN 56379

**May 1: Maplewood Imports German Auto Fair**: With the Mercedes, Porsche & Audi Clubs. 10:00 a.m. to 2:00 p.m. At Maplewood Imports. Contact Rudy Lamprecht (651) 484-7451 or George Andeweg (651) 483-2681

**May 14: Minnesota Scottish Fair & Highland Games** (British Car Display) Dakota County Fair Grounds, 4008 220th Street West, Farmington, MN <http://www.mnscottishfair.org/>

**MAY 14: 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. See event flier in this issue. For further information contact: Spring Kick-Off Event Chair : Andy Lindberg, [andrewlindberg@comcast.net](mailto:andrewlindberg@comcast.net)

**May 15: Spring Awakening Tour.** Get your cars out. Sponsored by Minnesota Austin Healey Club.

**May 24: The Queen Mum's Birthday Tour.** British car week, northeast Minneapolis. Hosted by Minnesota Triumphs.

**June 4 – 2nd: Annual British Car Display at Woodland Hill Winery.** Hosted by Minnesota Triumphs. Time is noon until 4:00 p.m. Address is 731 Co. Rd 30 SE, Delano, MN. This is an multi-marque event. All British sports cars, plus some other interesting cars, are welcome. Live music, wine tastings, and lunch will be available. Woodland Hill Winery has been producing wine for 7 years, and developed varieties with the help of the University of Minnesota. They are producing some very excellent wines. Last year we had unfortunate weather, but we still had comments like, “Great venue, I hope they do it again.” The Corvette club had 100 cars there last July in a thunderstorm. I would like to match the 100 cars without the t’s storm. Any questions contact: Steve Shogren, steveshogren@yahoo.com or 651-454-2037

**June 5: 2011 Bug-In.** 9:00 am to 3:00 pm at Luther Westside Volkswagen. Twin Cities VW Club. 25th Annual. Hot VWs Magazine will be there and we will be giving away a vintage VW Bug to one lucky person!  
<http://www.twincitiesvwclub.com/>

**June 11: Amery Airport Competition Run,** Amery, Wisconsin. Gymkhana and high-speed run. Hosted by Tom Hazen and the Minnesota Austin-Healey Club.

**June 11: 17th Annual German Carfest.** Veteran’s Memorial Park, Shakopee, MN. Hosted by the Mercedes Benz Club of America – Twin Cities. 9:00 a.m. to 2:00 p.m. Registration at park begins at 8:00 a.m. Contact Paul & Chris Bergquist (952) 937-1822.  
<http://mbca-tc.org/>

**June 16-19: Rendezvous on the Red,** 21st Annual Vintage Sportscar Rendezvous. hosted by the British Iron Society in Fargo, North Dakota. Events will be held at the Hilton Garden Inn- Fargo. For more info and registration form go to  
<http://www.britishironsociety.com/>

**June 26: InterMarque Sunday Picnic** 1 P.M. Cherokee Park in St. Paul. This month’s picnic is hosted by the Minnesota Austin-Healey Club.

**July 15–17: Kohler International Challenge:** This is the super big annual vintage car race event held at RoadAmerica in Elkhart Lake, WI. No other vintage event in the country draws more eyes or wheels.  
<http://www.roadamerica.com/Competitors/KICInfoCenter.asp>

**July 22: InterMarque Movie Night:** Join your vintage foreign motorcar loving friends for a Friday evening at the drive in movies. Cottage View Drive In, 9338 E Point Douglas Road South, Cottage Grove. Arrangements by Andy Lindberg.  
[andrewlindberg@comcast.net](mailto:andrewlindberg@comcast.net)

**July 23: West Concord Historical Society Car & Truck Show:** Located in West Concord, MN \$5 entrance fee includes meal ticket.  
<http://www.wcevents.org/carshow.html>

**July 31: InterMarque Sunday Picnic** Cherokee Park in St. Paul. This month’s picnic is hosted by the Minnesota Triumphs. Can they out-do the Healey’s June event?



**August 13: BritFest** New location in 2011!  
Hudson, WI. <http://minnesotamg.org/>

**August 13: New London to New Brighton Antique Car Run.** Noon Lunch stop at Buffalo High School. Finish line is at the regional park in New Brighton 3:30-4:30PM

**August 20: Royal British Car Show** 9:00 a.m. – Noon. Auto MotorPlex Minneapolis, 8200 Audubon Rd, Chanhassen, MN. Info: Bruno Silikowski 612-850-8398 [bsilikowski@automotorplex.com](mailto:bsilikowski@automotorplex.com)

**August 28: Wheels of Italy Italian Automobile and Motorcycle Show** details available at <http://www.wheelsofitaly.com>

**August 27: Amery Airport Competition Run II.** Same deal AACR I. See June 11.

**August 28: Rally in the Valley Car Show & Book Sale.** 8am to 2pm. 1830 Hanley Road, Hudson, WI. Next to the Hockey Arena, just south of Fleet Farm. All vehicles are welcome. No entry fee. Event will be held rain or shine.

**August 28: InterMarque Sunday Picnic**  
1 P.M. Cherokee Park in St. Paul. The August picnic is being hosted by Minnesota United Minis. Can they outdo the Healeys (June) and the Triumphs (July). Come and find out!

**Sept. 9–11: VSCDA Elkhart Lake Vintage Festival,** RoadAmerica in Elkhart Lake, WI. . The VSCDA encourages racing at era specs - a true test of time. CAN-AM is event marque in honor of its 45th Anniversary. Many people prefer the Fall Festival to the July historic. <http://www.roadamerica.com/>

**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. <http://www.motorbooks.com>

**September 25: Intermarque Sunday Picnic**  
1 P.M. Cherokee Park in St. Paul. Your club can still volunteer to host the September picnic. Contact Andy Lindberg. [andrewlindberg@comcast.net](mailto:andrewlindberg@comcast.net)

**October 15: Couples Friendly Tour,** Be out and enjoy the beautiful Fall colors in Wisconsin with the illustrious (or is it infamous?) road event leader – the Amazin Hazen. Sponsored by Minnesota Austin Healey Club. Details later.



**InterMarque**  
SUNDAY  
PICNICS

**JUNE 26 • JULY 31**  
**AUG. 28 • SEPT. 25**

(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.*

## MARQUE NATIONALS and UPPER MIDWEST REGIONALS

**June 12–18 : MG 2011** The North American Council of MG Registers presents the fourth, once-every-five-years all-Register gathering to be held at “America's Adventure Place” Reno/Tahoe, Nevada. Questions/More Information? [www.mg2011.com](http://www.mg2011.com)

**June 17–19: Citroen Rendezvous**, Saratoga Springs, NY. <http://www.driveshesaid.com/>

**June 17–19: Midsommar National Volvo Club Meet.** Lindsborg (Little Sweden USA), Kansas. The Heart of America Chapter will host the Volvo Club of America's 2011 National Meet. Lindsborg annually presents a traditional Swedish Midsommar celebration that highlights authentic Swedish folk and cultural activities. Lindsborg has also created the nation's only herd of wild Dala horses. Info: <http://www.vcoa.org/>

**July 3–8: Conclave Colorado 2011** Hosted by Austin-Healey Club of America in Colorado Springs, Colorado. <http://www.austinhealeyconclave.com/>

**July 18–22: 50 Years of Midgets - A Spridget Event!!** Big party for all Spridget owners! Elkhart Lake/Road America with headquarters at Victorian Village and Siebkens! <http://www.sprite-midgetclub.org/>

**July 21–24: Fiat Freak Out**, Sheraton Music City, Nashville, TN. Yes, the new Fiat 500 will be there! <http://www.flu.org/>

**July 28–30: Gathering of the Faithful (GOF)**, Kalamazoo, Michigan, T-Register Central Clubs

**August 22-25: VTR 2011** “Triumph in the Rockies” hosted by The Rocky Mountain Triumph Club in Breckenridge. Colorado. <http://www.vtr2011.com/>

# HEATED STORAGE

**PROTECT YOUR VEHICLES**



**CARS**  
ALL 7 MONTHS FOR  
**\$399**



**7 MONTHS**  
October 1, 2010 – April 30, 2011  
**EARLY BIRD PRICING ENDS 9/1/2010**  
**CALL NOW!**



**DIRECTRONICS**  
CRYSTAL, MN 55429



**MOTORCYCLES**  
ALL 7 MONTHS FOR  
**\$ 99**

Kevin McCarthy ... (612) 669-1366








## CARMASTERS

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

612.242.0563  
carmastersluis@aol.com  
Minneapolis, MN

10-11

10-11

# 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.arrowheadsccl.org](http://www.arrowheadsccl.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)

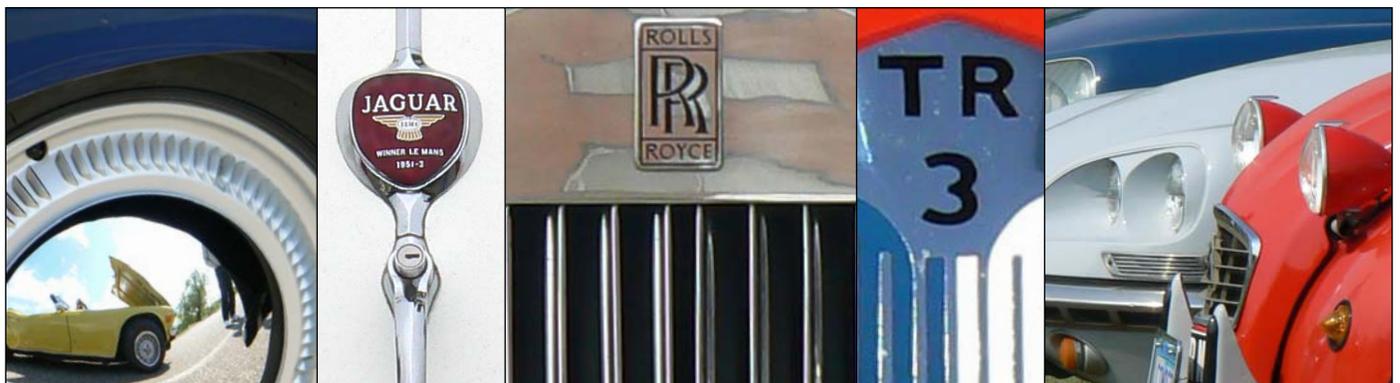
**Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering**, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or [esolstad@presenter.com](mailto:esolstad@presenter.com)

**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)



# 17th ANNUAL IMPORT CAR SHOW

In Memory of  
Phyllis Galberth

# InterMarque Spring Kick-Off

Saturday, May 14, 2011

10 a.m. – 3 p.m. • Placement starts at 9 a.m.  
• **Como Park:** N. Pavilion Parking Lot & Picnic Hill  
1360 Lexington Parkway N., St. Paul, MN

PRESENTED BY:

**TOP GEAR  
AUTOWORKS**

TopGearMN.com



RAIN or  
SHINE

ILLUSTRATION BY:  
MICHAEL JEKOT  
TransportationGuild.com

**InterMarque**<sup>TM</sup>  
VINTAGE FOREIGN MOTORCARS of the UPPER MIDWEST

- This is a **FREE** event. Open to **ALL 1986 OR OLDER, FOREIGN** motorcars, motorcycles, scooters and vintage racers.
- **FIRST COME FIRST PARKED.** Placement starts at 9 a.m. Space is limited. Parking staff will be on hand to direct. Clubs wishing to park together need to arrive en-mass.
- Visit **InterMarque.org** for a map, links & additional information.

CLUB  
SPONSORS

MN Austin-Healey Club, MN Triumphs; Citroën Club of MN, Jaguar Club of MN;  
Lotus Owners Of the North, Minnes02 Group, MN United Minis, MN MG Group