

September 2011
Vol. X No. 7



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



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VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

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www.arrowheadsc.org

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www.meetup.com/auto-italia-Minnesota/

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www.ahcm.ca

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www.BritishIronSociety.com

Citroën Car Club of MN
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InterMarque Council
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Jaguar Club of Minnesota
www.jaguarminnesota.org

Lotus Eaters
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**Mercedes Benz Club
Twin Cities Section**
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Miata Club of Minnesota
www.miataclubmn.com

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www.sunbeamalpine.org

Minnes02 (BMW 2002)
mcfadden_jim@hotmail.com

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www.mnhealey.com

Minnesota Autosports Club
www.mnautox.com

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mnlrovers.org

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

Minnesota MG T Register
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Minnesota United Minis (MUM)
www.minnesotaunitedminis.com

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Bentley Enthusiasts**
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Minnesota Triumphs
www.mntriumphs.org

Nord Stern Porsche Club
www.nordstern.org

North Coast Borgward Club
ronengle@gte.net

North Star BMW Car Club
www.northstarbmw.org

North Star British Iron (cycles)
jpm06@embarqmail.com

Pagoda Club of Minnesota
651-452-2807

The Regulars Twin Cities Vintage
Scooter Club
www.minnescoota.com

Thunder Bay Vintage
Sports Car Club tbvsc.ca

**Transportation Artists
and Authors Guild**
www.transportationguild.com

Triumph Drivers of Manitoba
www.britishcar.ca

**Stella del Nord Alfa Romeo
Owners Club**
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



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

Managing Editor
ANDY LINDBERG
Production Editor
BRIAN CORNELL

Article Contributors
ANDY LINDBERG,
ROGER MILLER, WENDY HESS,
DOUG MILLER

Photo Contributors
ANDY LINDBERG,
ROGER MILLER, BRIAN
CORNELL, WENDY HESS,
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ON THE COVER: A Chitty Chitty Bang
Bang sighting? Nope. It's a gleaming
1914 Peugeot 153A Sport Alpine seen
at "Cruisin' on the Croix" in Stillwater.
More Doug Miller pictures on page 14.

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Foreign Motorcars
of the Upper Midwest**
is on Facebook.

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to add to this site with
pictures, stories, and
announcements about local
Vintage Foreign motorcars
and events.

MISCELLANEOUS MUMBLINGS

Road & Track's Sports & GT Cars 1991 reviewed the Mazda Miata, naming it "Playmate of the Year." Ray Thursby concluded his review by saying, "Some people have dubbed the Miata a latter-day Lotus Elan. Similarities do exist...but I think it more appropriate to liken the Miata to a frog-eye Sprite. Neither will go down in history as a technological trailblazer, as the Elan most likely will. Yet, like the Sprite, the Mazda MX-5 will someday achieve classic car status for the reasons that make it so popular right now: It offers the best fun-to-dollar ratio of any car produced today."



My Miata behind its spiritual forefather, the Lotus Elan

Despite the fact that I own a Miata and agree with Thursby that no other car has a better fun-to-dollar ratio, there are **FIVE REASONS I FEAR THE MIATA WILL ALWAYS BE A USED CAR AND NEVER A CLASSIC:**

1. **IT'S CHEAP.** Well of course it's cheap. Used cars are always cheaper than classics. The Miata was also cheap when it was new. Not Yugo cheap but not BMW cher either. Other cars have overcome this stigma—MGs, air-cooled Vee-Dubs, and even Citroën 2CVs for goodness sake—but many others have not.
2. **IT'S RELIABLE.** This is a major problem for the Miata. Everyone knows (at least everyone reading this newsletter knows) that the best way to bond with your car is to go in the garage and throw money and curse words at its latest ailment. Unfortunately, unless you decide to modify your Mazda, its reliability severely limits your opportunities to have quality garage time with it.
3. **IT'S NOT A ZERO-TO-SIXTY CAR.** Its forte is not the stoplight or freeway gran prix but twisty two-lane heroics. Unfortunately, more people and more cars lead to fewer twisties. The Miata was built for roads and population densities that existed thirty years before it came down the assembly line.

CONTINUED ON PAGE 4

FIVE REASONS I FEAR THE MIATA WILL ALWAYS BE A USED CAR AND NEVER A CLASSIC (cont.)

4. IT'S A CHICK CAR. The first two of the above points clearly appeal to women's well-developed sense of practicality; so does the third since light weight and a modest zero-to-sixty usually implies good gas mileage. On the other hand, the ultimate car for today's male peacock is a 4x4 Ferrari dualie pickup.
5. MAZDA HAS SOLD OVER 800,000 MIATAS, & COUNTING. Not quite 50,000 Bugeyes left the factory in its 3+ years of production. Not only that, but almost all of those Miatas are afraid of snow and rain. The Bugeyes of yore sloshed happily through rain, snow and sleet. (And then recycled themselves into iron oxide.) Almost all of the 800K MX5s get put away if the weatherman whispers 10% chance of precipitation. There are almost as many Miatas in storage today as there are Beanie Babies.

There is, perhaps, some good news on the classic front for us Miata owners. Remember Thursby's article was written in 1991, over thirty years after the last Bugeye was built. The Miata's first generation, the NA with its pop-up (frog-eye?) headlights, lasted to 1997. If we apply the 30-year formula to the NA Miata, it could become a classic sometime around 2028. But don't hold your breath.



12-11

12-12

12-11

10-11

LETTERS TO THE EDITOR

Andy,

Enjoyed your article in this month's Intermarque Monthly. One comment I'd like to make. My first car was a TR-4. When I was a car salesman, I went through ten X1/9s and I drove quite a few 124s. The X1/9 has more luggage space than any of them.

—Frank Howard

Hi Andy -

I always love reading your "Misc. Ramblings" article in the monthly! I owned a 1974 Fiat X1/9 many years ago. The ergonomics are not great, it's underpowered (cured in the later models with a larger fuel injected engine and 5-speed gearbox), and maintenance is a bit of a pain with the tight mid-engine arrangement, non-clearance engine (ask me how I know). All that being said, the targa top worked great and actually sealed out the elements pretty well and the car was an absolute blast to drive! It has two trunks—one in the rear behind the engine (things get a little warm) and one in the front. The front also holds the targa top so if you have stuff in the front and the top off you have to do a little shuffling. I wish I had never sold mine and have even tried to see if it's still around but so far no luck.

Take care and enjoy your Sprite!

—Dave Lindemann

(Note: See Dave's "Wanted" ad on page 16.)

Hi there –

I was chuckling as I read your latest "Miscellaneous Mumblings." The part about the trunk in your Sprite. I have the same exact problem!!! Anyhow, I have just finished two big (for me) trips in the Metropolitan. I drove over 1,000 miles in the last two weekends. OMGosh. And now I am feeling like — you know, the metro area is big enough and I can find closer places to drive to!!

One journey was seven hours to a national meet in Kenosha, WI. I really wanted my car there. But it was so humid, I have no radio, no wind-wings and so I got sort of well done (baked) and bored, you know???. Then last Sunday we drove to Fergus Falls for a car show where the Met was the featured car. Again, reading your story about going the same way — yeah, we took 94 there at 6 a.m. and returned on 55. It seemed like we would never get back home.

Then I thought, maybe the car you need is a Metropolitan. One of the later ones with outside trunk access and wind wings. Same motor as an MGA. If you want to be perceived as unusual, this car will do it for you. Think about it.

—Lynn Schulte, Cheerleader, Metropolitans from Minnesota

Submit your letters to intermarque@gmail.com



ON YOUR MARQUE

GET CAUGHT UP ON YOUR ZZZZZZS

ARTICLE & PHOTOS BY:
Roger Miller



A nice row of Zs taken at the New London to New Brighton run

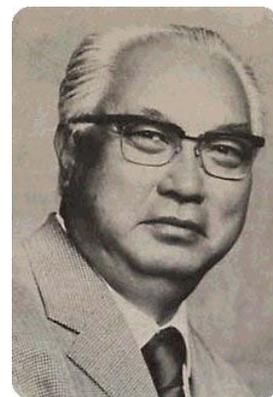


The graceful lines and attention to details on the Generation 1 240Z's are apparent in these shots taken at Wheels and Wings in 2010.
PHOTOS BY BRIAN CORNELL

The Datsun/Nissan Z series has a long history with deep roots. The company itself began back in 1912 as the Kwaishinsha Motor Car Company. In the decades that followed, the company eventually evolved to Nissan in 1934.

DAWN OF THE Z: The first Z, the 240Z, was badged as a Datsun. Why Datsun? It was a tribute to the families of the three financiers that helped found Kwaishinsha Motor Car Company in 1912. Their last names began with D, A, and T. The initial car line was called the DAT. In 1930 the marque became known as DATSON ("Son of DAT") with the spelling eventually revised to Datsun. Although Nissan was the company's name when they decided to export to America, the decision to badge all of their cars destined for America as Datsun was made in case the venture failed. The idea was to protect Nissan's good name just in case. (For a deeper look at the marque's history, please go to <http://zhome.com/History/history.html> and read Carl Beck's excellent account.)

MEET MR. K.: Mr. Yutaka Katayama (affectionately known as Mr. K by Z enthusiasts) was made Datsun Marketing Manager for North America. He was college educated in America and had a unique understanding of what Americans prefer in their motorcars. Our country has more room than tightly packed Japan and that affects our buying habits as well as the cars themselves. Mr. K. recognized this and sought to take advantage of it for Nissan.



In the 1960s, Datsun had a sporty roadster series designated the 1500. Late in the decade it turned into the 1600 Sports and finally the 2000 Roadster. (In Japan this series was called Fairlady.) In its day the series had a similar market penetration as MGs and Triumphs in the USA. These were simple, basic, fun cars that appealed to a fairly small market segment. They lacked the style, sophistication and power of other sports cars of the day like Corvette and the Jaguar XKE.

CONTINUED ON PAGE 7

They brought in a German-American industrial designer named Albrecht Graf von Goertz in 1963. He had worked on the beautiful 1953 Studebaker Starliner and also for BMW on the 503 and 507. He also is credited with work on the Porsche 911. The first attempt was called the Silvia 1600 Sports Coupe



NISSAN Silvia 1600 Sports Coupe

(<http://zhome.com/History/Silvia.htm>). You will see a decided 'BMW-ish' appearance at first glance. It was not well received in the US. Goertz left Nissan in 1964 and eventually, with Yamaha's help, designed and built the Toyota 2000GT. (<http://zhome.com/zcarfilesGIF/2000gt.gif>). This car had lines borrowed from everywhere!



1967 Toyota 2000GT

Even though he left Nissan, Goertz had a strong influence on the direction that they would go in the 240Z. You can see the influence in the Toyota 2000GT. While he left an impression, the 240Z was created under Mr. K.'s watchful eye with an entirely new design team. The first 240Z rolled off the production line in October of 1969 and was sold as a 1970 model. In Japan, the model was badged as a Fairlady Z keeping that line going.

Perhaps the most unique aspect of the initial Z car is that it was designed for America. That, by itself, was unique in the day, but became a standard for many cars imported to the USA in the years to come.

Over the years there have been six generations of the Z. The first generation (S30) encompassed 3 models: The 240Z, 260Z and the 280Z. The second generation (S130) was the 280ZX. The third generation (Z31) was the 300ZX, and this designation continued into the fourth generation (Z32). The fifth generation (Z33) is the 350Z and the sixth generation (Z34) is the current 370Z.



THE GRANDDADDY – GENERATION 1 (S30): The 240Z model sold from the 1970 through 1973 model years. It is highly collectable and has a loyal following. Prized for clean lines, easy to work on mechanics, and general head-turning appeal, the early Z's have a timeless grace. (I am entirely biased as I have a 1973 – no apologies!) The early Z series were often referred to as “the poor-man’s Corvette” since it could be had for a fraction of the price yet still had great looks and performance. The 240s came with a 2.4-liter L24 inline 6-cylinder engine with twin SU Hitachi carburetors. The engine was rated at 151 horsepower.

The 260Z was a single model year run — 1974. The engine increased to a 2.6-liter displacement and included the first 2+2 model.



1974 260Z 2+2

Even though the engine size increased, the power decreased to 139 horsepower. A multitude of factors contributed to this, most notably the lower compression and, in Datsun circles, the infamous “flat-top carbs.” New emission standards were the reason for this change. It was a new era for all car manufacturers.

Possibly the best known of the S30 series is the 280Z, which came out in 1975. The 280Z was produced through the 1978 model year. The 280Z was a major change in fuel delivery with the introduction of fuel injection. The engine was 2.8 liters in displacement and now the horsepower jumped to 170. The biggest downside to the 280 model was the federally mandated bumpers that distracted from the clean look of previous years.

CONTINUED ON PAGE 8



THE SECOND GENERATION (S130): Late in 1978 the new 280ZX was introduced. Gone was the original body design, though much of its heritage remained. In 1980 T-tops were added for a more open road feel and in 1981, the first turbo. In between these changes, the 1979 280ZX was Motor Trend's Car of the Year. It was becoming more of a personal luxury car with performance than the previous edition. 1980 had a special edition 10th anniversary model with two-toned paint, and gold alloy wheels. The 280 ZX was produced through the 1983 model year.



GENERATION THREE (Z31): In 1984 the entire car was redesigned from a fresh sheet of paper. It is the first 300ZX. Gone were the inline 6s in favor of a V6. Horsepower was either 160 for NA models or 200 horses for the turbo. Nothing remained of the original design except that it was still a fastback. The model was very popular and sales were high. Luxury and performance were together in one package. The 1984 model had both the Datsun and Nissan nameplates as Nissan apparently decided that Mr. K.'s experiment worked and they didn't need the Datsun name much longer. 1984 was also the 50th anniversary of Nissan and so a special edition of the car was made commemorating that. This may be the only company, and certainly the only model, to have a 10 year anniversary followed 4 years later by a 50th anniversary model. The 50th anniversary model was heavy on luxury appointments including 'bodysonic' leather seats, flared fenders, 16-inch wheels and special badging.

In 1985 Datsun was no more and from this point on all ID was Nissan. Minor design changes occurred over the next few years with the last of the Z31s being built in 1989.



The fourth and almost last generation (Z32): In the 1990 model year the name remained the same, 300ZX, but the car was totally different. Even the V6 changed to a dual overhead cam arrangement. You could get it normally aspirated (222 horsepower) or with the Garrett Twin turbo and dual intercoolers and 300 horses at your disposal. Possibly the most incredible sight is to open the hood on a Twin Turbo and not be able to see the ground. It's not because of a big splash pan or a cover — it is due to plumbing. This engine compartment is packed.

As in 1979, the 1990 won Motor Trend's Car of the Year award and other honors. This was the first Z and one of the first ever cars designed using CAD software on a Cray-II supercomputer. It is sleek, beautiful, and popular among enthusiasts. It was a winner all around.

In 1993 the first ever convertible Z came out. Most Z32s were T-tops with a few hardtops to be found. The reason for the end of this series was price. By 1996 you needed around \$50,000 to get one. It was too much. In 1997 the 300ZX was gone in America though it lived on a few more years in Japan. This appeared to be the end of the line.

THE TEASE: 1997 to 2002 did not have a Z in America or anywhere else (except for the notation above in Japan). Z enthusiasts were dejected. In 1998 Nissan launched a restoration program seeking out original 240Zs and restoring them professionally to be sold through dealerships for around \$24,000. In 1998 Nissan showed a Z concept car that had a lot of the flavor of the original design. It was a hint that they would not let the marque stay down for long. The early 2000s had many different design 'leaks' to the public, perhaps to get opinions. Finally an announcement came to expect the revival of the Z for 2003

CONTINUED ON PAGE 9



THE FIFTH GENERATION (Z33) Z RISES AGAIN: In 2001 the concept that would lead to the Z33 was shown to the public. At the end of 2002, the new 2003 California Nissan studio-designed 350Z was on the road. Its 3.5-liter DOHC V6 cranked out 287 horses, which would grow to 300 by 2005. Coming back into the marketplace at a low-end cost of \$26,000 made it seem a bargain in comparison to the 1996 300ZX. You could have either a 6-speed manual or a 5-speed automatic with an array of luxury and performance appointments. In 2004 a convertible was reintroduced. In line with Nissan's anniversary math, the 2005 35th anniversary edition was a special car that redlined at 7,000 rpm's. By 2007 that redline crept up to 7,500 with 306 horsepower.

THE SIXTH GENERATION (Z34): The Z was revised again for the 2009 model year. It now has a 3.7-liter engine and is the fastest production Z ever made. It has a 6-speed manual or a 7-speed automatic paddle-shifted transmission. This model is built for speed.

ABOUT THE AUTHOR:

Roger Miller is a member of ZOOM (Z Owners Of Minnesota). His first and still current Z is a 1973 240Z bought in 1998 from the original owner. Roger owns a video production business in Minneapolis and has been a contributing author to numerous publications



About ZOOM: You can join us on Facebook here: <http://www.facebook.com/groups/128029340514/>

InterMarque SUNDAY PICNICS

SAVE THE DATES...



**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.*



RECAP: 2011 BRITFEST

AUGUST 13,
HUDSON, WISCONSIN

Photos & Article by the Monthly's event critic, Andy Lindberg



1. ATTENDANCE ★★★☆☆ Sixty or seventy cars were there – not bad considering that this was a new venue for the event that we used to know as the Ellingson British Car Show & Swap Meet.

2. WEATHER ★★★★★ Once the early morning rain cleared up, it was darn near perfect. Sun with a few clouds for cover. Temps in the 70s and the dew point in the low 60s.

3. MIX OF CARS ★★☆☆☆ All British with almost all the cars in three marques – MGs, Triumphs, and Minis. The MGs had a very nice contingent of T series cars, plus a Y-Type sedan. M.U.M. (Minnesota United Minis) had the classics, the new MINIs, and two Morris Minor Travelers. Other cars present included a couple Healeys and Morgans, and one each Lotus and Jag.

4. AMENITIES ★★★★★ BritFest was held in the parking lot of a Family Fresh grocery store. Not only did that mean cheap treats, but also the store had good biffies and a Caribou for the caffeine addicted. The Hudson JV dance team served brats and hot dogs. How much? Free will offering. (The team also had a car wash for the same price so you didn't have to be embarrassed by your mud-splattered chrome wire wheels.) There was no shade, but the weather cooperated and not much was needed.

5. VENDORS ★★★☆☆ Maybe five vendors including June's Jellies and Jams, Eau Claire British Car, Kevin Clemens' Demontreville Press, Dave Braun, and T&T Collision Center.

6. COST ★★★★★ \$5.00 is cheap, but there were still a half-dozen Brits that decided to save money and park with the shopping carts and F150s.

7. AMBIANCE ★★☆☆☆ An asphalt parking lot with a grocery store on one side and Target on the other. Freeway noise in the background. There are rumors of a new location next year.

8. OTHER

★★★☆☆ No pushing or shoving to get in. Friendly volunteer staff that had its act together. Despite all the asphalt, space was scarce.



ABOVE: Doug Miller and Lenny Kukuruzza - 1970 Triumph GT6+ - Best of Show
PHOTO BY KELLY FOHRENKAMM



LEFT: "I thought the frazinators were counter-clockwise on the '74s." Nothing like a Brit car with its bonnet open to start a conversation.



Some of the seventy British cars at BritFest. That's part of the Triumph contingent in this photo. Many of the grocery shopping minivan drivers stopped by to show their kids the funny cars. There were visitors at the show from as far away as Winnipeg.

BASTILLE DAY CELEBRATION: JULY 16

RECAP BY: Wendy Hess PHOTOS BY: Wendy Hess & Brian Cornell

Awaiting the next round of riders, the Citroën club relaxes on the grounds of the Griggs Mansion.



Alliance Française

113 N. First Street, Minneapolis, MN 55401 | 612.332.0436 | www.afmsp.org

Dear Citroën Club members,

We want to sincerely thank the Citroën Club of Minnesota for helping to make the 2011 Bastille Day Celebration of the Alliance Française "as French as it could be."

In typical fashion, the Club made the best of a hot day with a picturesque spread on a tree filled slope in the shadow of the Griggs Mansion (think Impressionist painting...). The very nice mix of French cars was totally delightful and the rides to "The Domes" were a real hit. The Club gave rides to an incredible 45 riders netting proceeds, after balloons, of \$56 for the Citroën Club treasury. As the evening was coming to a close, the Club gave every appearance of having one very good time. We can only hope the Club enjoyed the festivities and being there as much as the Alliance Française enjoyed featuring the Club and its cars.

The celebration at the University Club was a tremendous success with a large crowd (in the 300 range), huge energy and many new activities—and the response to the event and the facility has been overwhelmingly enthusiastic. Being a big part of that success, we thank the Club, and each of you that came, for partnering with us and giving a wonderful and rare opportunity to the French and Francophile community of the Alliance to see and ride in a Citroën.

We look forward to 2012!

Wendy C. Hess CPA
Chief Financial Officer
Alliance Française de Minneapolis-St. Paul

Citroën Club of MN president Michael Barone points out some of the finer features of his 2CV.



Eric Fantin's DS21 looked right at home pulling up next to the Griggs Mansion.

Joel Grover's Traction Avant was to the queen's liking... and everyone else's.



With the University Club in the background, a Citroën Mehari, CX 2500 Prestige, 2CV Club and a Peugeot 505 wagon await the Bastille Day attendees.



Have event or drive photos you'd like to share? Please send them to InterMarque@gmail.com for consideration.

OUT & ABOUT

ALL BRITISH SHOW & SHINE: JULY 17, WINNIPEG, CANADA

PRESENTED BY: Mid-Canada Mini Owners Group

PHOTOS AND TEXT BY: Dennis Watson

You can view the rest of the cars in attendance on the Facebook gallery: <http://tinyurl.com/3uvytmp>



A Mini Moke. Same idea as a VW Thing, I guess, but with a Mini as the foundation instead of a Beetle.



This old Austin has been converted to 100% electric power. A useful application of golf cart technology! Note the power cord coming from the filler cap.



Jaguar XJ6 (series I). Minty condition and color.

DRIVE IN MOVIE NIGHT: JULY 22, COTTAGE VIEW DRIVE IN

HOSTED BY: INSOSTCC (I Never Should Of Sold That Car Club) PHOTOS AND TEXT BY: Andy Lindberg



Gary Wetzel's Austin-Healey 3000 and Dave Braun's MG TC.



Ed, the manager of the Cottage View Drive-In, was glad to see us that he gave us a tee to raffle off. The lucky winner was Gary Wetzel.



Total count was ten cars and nineteen people. The drive-in was not crowded for the second week of Harry Potter Drops Dead, Part 2.

**VOLVO 1800 50TH BIRTHDAY PARTY:
JULY 23, IKEA, BLOOMINGTON**

PRESENTED BY: Volvo Sports America and IKEA
PHOTOS BY: Steve Devitt



This row of P1800s gives an open hood salute to celebrate 50 years. The P1800 was in production from 1961 to 1972.



A beautiful Volvo 122 Wagon joined in the fun.



IKEA provided the parking, free coffee and a bunch of surprised spectators!

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OUT & ABOUT

INTERMARQUE PICNIC: JULY 31 CHEROKEE PARK, ST. PAUL

HOSTED BY: Minnesota Triumphs

RECAP BY: Phil Ethier, Minnesota Triumphs

We had about 20 cars. The most common model was TR3 with three examples. Joe Soucheray showed up late with a gorgeous MGB with flawless original light-blue paint. The Arby's beef was a big hit. It's juicier this way than when you buy a sandwich at their shop. Thanks to Sue Ethier and Lois Larson for the crock pots to keep it hot. Another crowd favorite was Sue's electric fan. The dew point was high. There was no rain. *The next picnic is August 28, hosted by MUM (Minnesota United Minis)*

From Morgan to Isetta... the picnic brought out a nice spectrum of motoring hues! PICTURE BY DOUG BURCH



The Isetta heads for home. PHOTO BY FREDERICK OLSON.



The Triumph Club reserved a pavillion for the picnic. PHOTO BY KELLY FOHRENKAMM.

INT'L MET MEET: JULY 27-30, KENOSHA, WI

HOSTED BY: Metropolitan Owners Club of North America

RECAP & PHOTOS BY: Lynn Schulte: Metropolitans From Minnesota

Of the 54 registered, there were three Metropolitans From MN: Dawn & Frank Breimhorst from Lonsdale, Jean & Dave Boe from Apple Valley, and Lynn & Tim Schulte from St. Paul. Besides driving 750 miles in a 55 hp car with poor air-conditioning, the most fun was seeing Nash Elementary School with a real live Metropolitan in it's library. There was an ice cream social for the car clubs held at the school. The special guest-of-honor was Donny Conn of the Playmates; he wrote the song "Beep Beep". Donny gave us a history of the song... originally the song was about a 'Metropolitan' but did not work in the lyrics, so it was revised to 'little Nash Rambler'. Playmates - Beep Beep (The Little Nash Rambler) <http://tinyurl.com/362prfs> I made the drive back home, arrived safe and sound and thoroughly baked in my little Met oven.



ABOVE: Jean Boe's bumble gum pink Met is ready for the root beer stand run.



RIGHT: Kenosha's Nash Elementary School Library features this Nash display for all to study and appreciate times gone by.

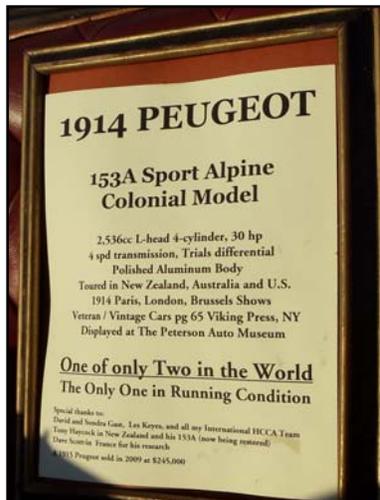


OUT & ABOUT

As you probably know, Lenny and I spend much of the motoring season making the rounds of local car shows and cruise-ins. Often times we're the only foreign car there, and we enjoy showing off the GT6+ and talking to people about, and promoting the ownership of, foreign cars. While we enjoy looking at the other cars in general, I will readily admit that we've seen most of them too many times. What we really live for is seeing the occasional "oddball", a real rarity, the car you've only seen in pictures (if even there!). We saw this car at "Cruisin' on the Croix" in Stillwater, and I have to say it was truly stunning! It certainly made the drive from South Minneapolis worth the effort (as if another excuse to take the GT6 out wasn't enough!).

Anyway, I'd like to encourage more foreign car owners to take in some of the many shows during the summer. Our little cars generate a lot of interest and you'll meet some great people. And you never know when you'll see that one "oddball" car that makes your heart beat just a little bit faster!

Doug Miller, Minnesota Triumphs, 1970 Triumph GT6+





BULLETIN BOARD

Have something you want to sell? Looking for? Share? Listings run free for 3 months or until we hear otherwise. email your description, photos and contact info to: intermarque@gmail.com



FROM THE EMAIL FILES...

"MY LITTLE BABY AUSTIN SEVEN Lee and Ben driving out in Holmfirth in my little 1937 Austin Seven Ruby Open Top Tourer on a warm sunny day in July 2008, (I'm filming from the car in front, a 1934 Austin seven box saloon)."

<http://tinyurl.com/3wy4v5y>

WANTED: My first "sports car" was a 1974 Fiat X1/9. I owned it in the late 1970's and early 1980's. It was yellow, MN license plate BVC 475. I absolutely LOVED the car....I know, Fix It Again Tony—but it really was a great car. Yes the engine blew and bent a few valves—but it was relatively inexpensive to fix—and when it ran well it was a blast to drive! I sold it to a U of M college student in the mid/late 1980's and I know he subsequently sold it because the buyer called me 10+ years ago to confirm the engine had been rebuilt. I kept a COMPLETE log of everything I had done to the car and included my phone number....

Even if I can't find the exact car, I would love to find a 1974 X1/9 in need of some tender loving care. Anyone have a lead? To the right is a picture of "my" car.

Contact: Dave Lindemann
dlindemann@aol.com



FOR SALE: 4-SPEED RIB CASE TRANSMISSION. Suitable for attachment to your BMC A-series engine found in Sprites, pre-1500 Midgets, Morris Minors, etc. \$75. Andy Lindberg
andrewlindberg@comcast.net.

FOR SALE: BRAINERD INTERNATIONAL RACEWAY GIFT CERTIFICATE, SAVE \$100! I have a gift certificate worth \$315 that I'm unable to use. I'd like to sell it for \$215. Interested parties should contact me directly. Bill Pederson: 612-382-5730

2011 SPRING KICKOFF POSTERS still available! \$5 each (plus shipping & handling if necessary). Signed by Michael Jekot and featuring a BMW 2002 and "In Memory of Phyllis Galberth." Supplies are limited. Email us at intermarque@gmail.com for additional info.



SPECIAL THANKS TO THIS YEAR'S KICKOFF SPONSORS!

- Wheels of Italy (WOI)
- MN Austin-Healey Club
- MN Triumphs • MN MG Group
- Citroën Club of MN
- Jaguar Club of MN
- Lotus Owners Oftha North (LOON)
- Minnes02 Group (BMW 2002)
- MN United Minis (MUM)
- MN Rolls Royce & Bentley Enthusiasts



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10-12

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

Duluth Multi-Marque Breakfast? This is a call to any British car enthusiast that lives within driving distance of Duluth. Randy Zimmerman would like to see if he could generate some interest in finding a Saturday am breakfast place to gather in Duluth like folks do in the Twin Cities at the Square Peg. Contact Randy at zimme008@yahoo.com

August 20: Royal British Car Show 9:00 a.m. – Noon. Auto MotorPlex Minneapolis, 8200 Audubon Rd, Chanhassen, MN. Tea and scones courtesy of Jaguar/Rover. Info: Bruno Silikowski 612-850-8398 bsilikowski@automotorplex.com

August 27: Amery Airport Competition Run II. Amery, Wisconsin. Gymkhana and high-speed run. Hosted by Tom Hazen and the Minnesota Austin-Healey Club. flyer here. <http://tinyurl.com/3wyg3hy>

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

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!

September 3: Open House, Advanced Distributors: 10:00 a.m. to 6:00 p.m. 17495 Marsytown Road, Shakopee, MN 55379. Car show, BBQ and beverages, shop tour, tech session, and a good time.

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. NEW LOCATION THIS YEAR. SEE FLYER IN THIS ISSUE. Hosted by the Motorbooks division of the Quayside Publishing Group. 8 a.m. – 5 p.m. <http://www.motorbooks.com>

>> CONTINUED

September 10: Just 4 Fun Car Show We all had a great deal of fun at the 1st one -would love more of you to stop by. Drawing for a prize this time, as well.

September 11: 3rd Annual Wayzata Rotary and The Minneapolis Club Charity Auto Show Mill Street, Downtown Wayzata. \$20 per car donation. Includes a goodie bag and event poster. Event is free to the general public. Contact Marty Schneider: 612-237-3843 Visit WayzataRotary.org

September 25: Intermarque Sunday Pique-Nique 1 P.M. Cherokee Park in St. Paul. The French (Minnesota Citroëns) are hosting the final InterMarque Sunday get-together. Can they outdo the Healeys (June), the Triumphs (July), and the Minis (August)? Come and find out!

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.

MARQUE NATIONALS and UPPER MIDWEST REGIONALS

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

September 1-4: Sunbeam Alpine Owners Club of America Sunbeam Invasion XI. Winona, MINNESOTA. <http://www.sunbeaminvasion.com/>.

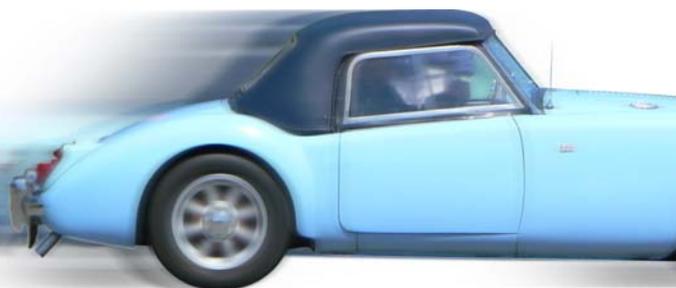
OCTOBER 14–16: Volvo Sports America. Malibu, CA. 50th Anniversary of the Volvo 1800. SoCalVSA.org.



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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

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

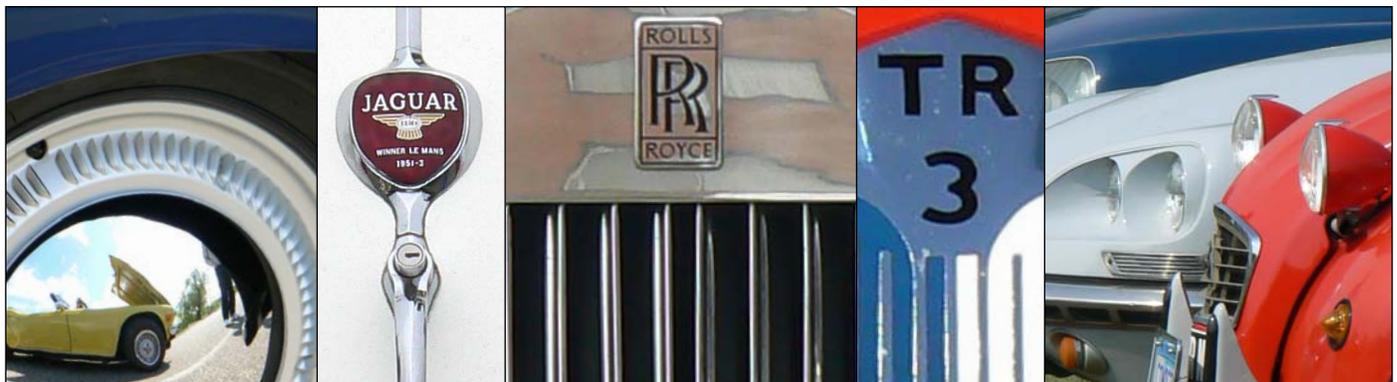
Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@presenter.com

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.tbvsccl.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





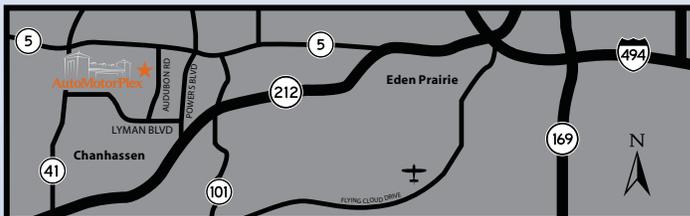
Join us for a full day of British car fun!

- Saturday, August 20th, 2011 • 9am - 3pm
- Classic British Cars
- Live Music from **Hard Days Night** Beatles Tribute Band
- New Car Displays from Lotus, Land Rover, and more!

9 am	Car show begins <i>no coffee and donuts...</i> Tea and Crackers!
11 am	Band arrives - met by girls in 60's cloths and go-go boots.
11:10 am	Wear your period clothing! (Sponsored by Minneapolis Jaguar/Land Rover) Band plays opening song and Fund Raiser (\$20/person) begins. <i>100% of the donation benefits The Miracles of Mitch Foundation. Donation gives you access to the Music, Food, Drink, Model Car exhibit...</i>
12 pm	The band starts playing. Gin tasting. (Sponsored by Wayzata Wine & Spirits)
1 pm	Food is served - fish & chips with potato soup. (Sponsored by Jake O'Connor's)
2 pm	Band 2nd set begins.
3 pm	Tours of the AutoMotorPlex Campus



The Miracles of Mitch are the daily good works inspired by 9-year-old Mitch Chepokas to help the families of children battling cancer in Minnesota. Sealed with a pinky swear between Mitch and his father, Steve, The Miracles of Mitch Foundation was created to honor Mitch's memory and his desire to support these families during a stressful time in their lives. Founded in 2003, the foundation assists pediatric cancer families by: making mortgage/rent and car payments, purchasing groceries, hosting a five-day summer camp for current and past pediatric cancer patients and their siblings, hosting Minnesota Miracle weekend getaways, and creating specially-tailored quality-of-life initiatives for kids with an advanced stage of cancer. For more information about The Miracles of Mitch Foundation, visit www.MiraclesofMitch.org.



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8AM – 4PM (gates open at 7AM for show cars)

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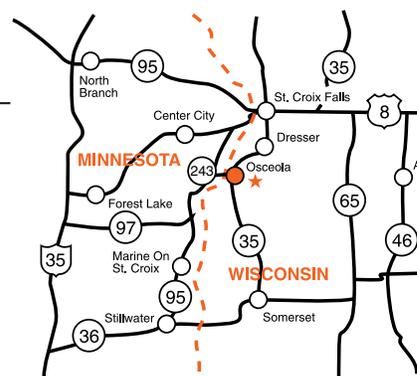
Book Sale

Save 50% in our huge bargain book area.
Plus, save up to 25% on every book, DVD,
and calendar available. This is your one chance
to browse through thousands of new and best-selling titles.

Be Sure To Check Out These Wheels & Wings Osceola Community Activities!

- Air Show at Osceola Airport (11:00AM – 11:45PM)
- ArtExplosion at the St. Croix ArtBarn (10AM – 3PM)
- Craft Fair in Mill Pond Park (9AM – 4PM)
- Train Rides

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10:00 AM - 4:00 PM

Mill Street, Downtown Wayzata

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