

October 2011
Vol. X No. 8



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

**Wheels & Wings
lands at a new
location.**

IN THIS ISSUE:
MISCELLANEOUS MUMBLINGS
LETTERS TO THE EDITOR
RAIL ZIP TECH TIP
WOI VS. CONCORSO ITALIANO
OUT & ABOUT
CALENDAR UPDATES



VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

Arrowhead Sports Car Club
www.arrowheadsc.org

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

**Austin-Healey Club
of Manitoba**
www.ahcm.ca

British Iron Society
of Greater Fargo
www.BritishIronSociety.com

Citroën Car Club of MN
www.citroenmn.com

Delorean Owners Association,
Minnesota
www.deloreanowners.org

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

**Ferrari Club of America,
Minnesota Chapter**
www.fca-minnesota.org/

Glacier Lakes Quattro Club
www.glacierlakesqclub.org

InterMarque Council
intermarque@gmail.com

Jaguar Club of Minnesota
www.jaguarminnesota.org

Lotus Eaters
frankshoward@gmail.com

Lotus Owners Oftha North
tsengel@comcast.net

**Mercedes Benz Club
Twin Cities Section**
www.mbca-tc.org

Metropolitans from Minnesota
www.metropolitansfromminnesota.com

Miata Club of Minnesota
www.miataclubmn.com

Midwest Sunbeam
www.sunbeamalpine.org

Minnes02 (BMW 2002)
mcfadden_jim@hotmail.com

Minnesota Austin-Healey Club
www.mnhealey.com

Minnesota Autosports Club
www.mnautox.com

Minnesota Land Rover Club
mnlrovers.org

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

Minnesota MG T Register
www.mnmgtr.org

Minnesota United Minis (MUM)
www.minnesotaunitedminis.com

Minnesota Morgans
Healeymog@yahoo.com

**Minnesota Rolls Royce and
Bentley Enthusiasts**
rollsbentley@comcast.net

Minnesota SAAB Club
www.mnsaabclub.org

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
AL OSTERUD,
ANDY LINDBERG,

Photo Contributors
FREDERIK OLSON, ANDY
LINDBERG, BRIAN CORNELL,
SARAH BUCK, LYNN SCHULTE,
KEVIN CLEMENS

SUBSCRIPTION IS FREE!
Please submit your request to
intermarque@gmail.com

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

HAVE AN ARTICLE TO SHARE?
Editorial contributions
are always welcome,
but are due by the 5th
of the month prior. Submit
your story or article to
intermarque@gmail.com

ON THE COVER: Wheels and Wings
2011 featured aerial acrobatics
alongside the car show
for the first time.

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

Ah fall. When a young man's heart turns to the end of road-work-ahead signs. And to fall color (colour for the Brits) tours. This has the potential to be one of the most spectacular autumns in a long time. Reasons for the good color forecast include the rains, which began this May on the InterMarque Spring KickOff. Maybe suffering through all those wet weekends will pay off this October. Maybe there should be a Fall KickDown as well as a Spring KickOff. Maybe, maybe, maybe. Or maybe people are just plain exhausted from the two or three car events held every weekend last summer.

Meanwhile, an old man's thoughts turn to winter car storage. Some of you are blessed with four-car garages or pole barns. But some of us (usually in a less rural setting) are not so fortunate. Every fall we search for a place to put THE car so the spouse's car can use part of the garage. That storage space should be dry and relatively inexpensive. The latter of these qualifications is particularly hard to meet.

Luckily, I have found such a spot. My problem this year is which car, or how many cars, to store. THE car for storage has traditionally been the Bugeye, the Citroën, the GT6, the TR6, the TR3, or whichever prized vehicle I owned at the time. This year, however, I'm not so sure. My winter car (1990 Mazda Miata) is beginning to show the effects of five or six years exposure to nasty road chemicals. Should I store it and keep the Sprite in the garage all winter? Unfortunately then I'd feel guilty all winter for not undertaking all of the projects I already feel guilty about not undertaking on Smiley all summer. Plus my garage is not the driest location in the winter. Sometimes I have to squeegee it out from all the snow and salt brought in by the daily drivers.

So maybe I should store both Smiley and the Miata? Could Linda and I exist for a few months with one car in a two-car world? Or should I buy a winter beater? (There's a nice—too nice to be a beater—Peugeot 405 on Craig's list today for only \$1500.) As always, your advice will be carefully considered even if I'm not smart enough to take it.



Andy

P.S. I talked a few issues ago about the RPMs necessary to keep the Sprite running at freeway speeds. Here's a picture I took on I-94 a couple weeks ago.



Andy:

I'm reading your latest "mumblings" and note your reference to "classic" when applied to older cars. I believe we need to identify what we mean when using the word "classic" as it means different things to different folks. As an owner of 3 classic cars as identified by the Classic Car Club of America (CCCA) we identify these cars as having very limited production, usually quite expensive, and produced in limited years up to 1948. These cars are referred to by many clubs as "true classics" meaning as identified by CCCA and meeting their criteria.

The 1957 Chevys are many times referred to as classic but by whose standards? Perhaps "Classy" not "Classic"?? Who knows what to call 'em. I guess we just love them for what they are and don't always need other words attached to them? WE enjoy your CLASSY MUMBLINGS!!

Russ

Here's a great trip down memory lane sent to us by Lynn Schulte of the MN Metropolitans.

FROM THE EMAIL BIN:

Man dies at 102, owns same car 82 years—great picture!

Can you imagine having the same car for 82 years? "How Long Have You Owned a Car?" Mr. Allen Swift (Springfield, MA.) received this 1928 Rolls-Royce Piccadilly P1 Roadster from his father, brand new—as a graduation gift in 1928. He drove it up until his death last year (2010)...at the age of 102!!! He was the oldest living owner of a car from new.

Just thought you'd like to see it. He donated it to a Springfield museum after his death. It has 170,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years) That's approximately 2000 miles per year...



Two-way trunk loading is yours with Metropolitan. Luggage, golf clubs, sports gear, packages or salesman's samples can be loaded in the spacious trunk compartment either by lifting the trunk lid on the outside of the car or from inside the passenger compartment in case of inclement weather. Another example of Metropolitan versatility and convenience.

Submit your letters to intermarque@gmail.com

TECH TIPS

ALL ABOUT RAIL-ZIP

ARTICLE BY:
Al Osterud



The engine compartment of a Daimler-Knight.

“I put a drop in each tube on the car without taking any of the connections apart, came back 8 hours later, and everything electrical on the car worked! And it has kept working. For years!”



HOW DO YOU USE IT?

Pacer Technologies only just touches the surface in their usage instructions for Rail-Zip. It has applications far beyond toy trains, and is absolutely indispensable if you have a collector car, any car with Lucas Electrical systems, or live in a part of the country where salt is used on the roads. It is an indispensable aid that belongs in every toolbox. I use Rail-Zip on toy train tubular rail track pins, toy train reversing unit contacts, old electrical switches (like the antique push button light switches in my 100 year old house), door bell contact points, antique Christmas Tree light bulbs, automotive connectors, automotive fuse holders, and Lucas Electrical systems on a British collector car. (I have a 1967 Rover 2000TC sports sedan with Lucas electrical components, and no electrical problems at all since I discovered Rail-Zip. My mechanic also finds it works on the electrical connections in anti-lock braking systems in newer cars. You just put a tiny amount on each connection (without taking the connection apart), and come back 8 hours later and everything that did not work before works now.) A small bottle goes a very long way and lasts forever. You need a bottle in your toolbox.

Pacer should sell Rail-Zip at auto parts stores and hardware stores as well as at hobby shops. The instructions say on the label that it lasts for 8-12 weeks on your train tracks, but it actually lasts years on electrical contacts in homes and automobiles.

TELL US YOUR STORY.

I discovered Rail-Zip years ago when I was struggling with electrical problems in my British-made 1967 Rover 2000TC Sports Sedan. The problem with the design of the car is the Lucar connectors are a brass tube inside a plastic holder, and plugs soldered to the end of the wiring in the car plug into the tubular holder. The road grime and salt goes through the Lucar connector, corrodes the plug and brass tube, and electrical contact is lost. When you try to pull the wire out of the connector, the plug end stays in the tube, and now you have a major problem with your wiring harness. But I discovered Rail-Zip by accident. I bought it to use on my kids Marx O-27 tubular train track, put it on the rails, and then the locomotives with rubber tires just slipped on the rails. So after cleaning it off the track and the locomotive wheels, we

CONTINUED ON PAGE 6

discovered that the Rail-Zip that seeped down into the connections in the toy train track eliminated all points where current dropped off on my kids train layout. The next day I went back outside to work on my Rover, and a EUREKA moment occurred! I put a drop in each tube on the car without taking any of the connections apart, came back 8 hours later, and everything electrical on the car worked! And it has kept working. For years!

I had a neighbor who had an old Fiat on which nothing electrical worked. During a Minnesota winter, they climbed into the car with snow and salt on their shoes, turned on the heater, which turned the snow and salt into a fog, which rose up and landed on the fuse panel that was bolted to the un-insulated firewall. The snow and salt fog condensed and corroded everything on the fuse panel. I put a drop of Rail-Zip on each end of each fuse, and 8 hours later everything worked. Since then I use it on every job I do on my collector cars, my kids each have a bottle in their toolboxes, I give bottles of it away to other old car fans, and even used it to repair an antique car that was on a cross country trip. I convinced them to let me put Rail-Zip on the connectors and then not do anything on the car till the next morning. The next morning everything worked and they completed their trip with no further electrical problems.

I have used it to repair the heater fan switch in my wife's 1995 VW Passat. The switch is a terrible design, and a replacement was going to be very expensive. Once I got it apart, re-shaped the parts deformed by heat from arcing when the corrosion in the switch got bad, and put Rail-Zip on all the contacts, the switch worked great. Repair cost equaled zero!

Today I put a post about your product on a toy-train group site. And then I thought that I really should try to reach you to expand the use of your great product (lest you decide to discontinue it due to slow sales). And then I found this contact page. So here is my story about your product!

NOTE: In Saint Paul, Rail-Zip is available at Scale Model Supplies, on the Southeast corner of Lexington and University, in the Southwest corner of the building next to the Dairy Queen.

12-11

12-12

12-11

12-11

Event Comparison Test Wheels of Italy vs. Concorso Italiano

**AUGUST 28,
MINNEAPOLIS**

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

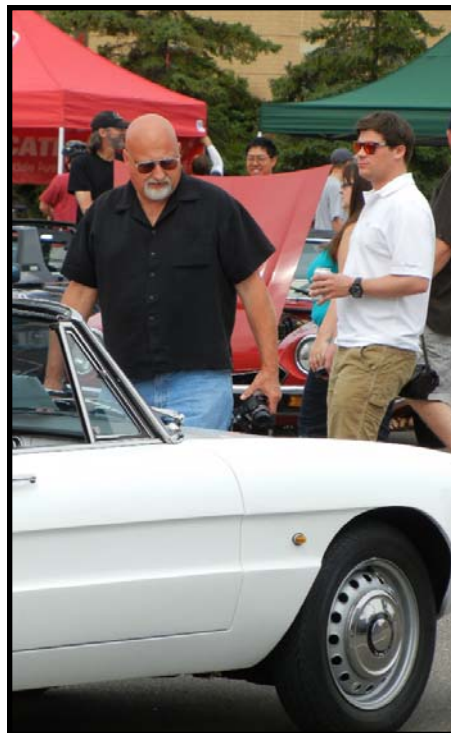


Check out the latest
motorsports news on the
Wheels of Italy website:
<http://www.wheelsofitaly.com>

There is also a new
Wheels of Italy social site
to join at
<http://woibb.com/>

All the big-time car magazines do comparison tests – “Minivan Cupholder Shootout,” “Lapping Road America with a Cell Phone – iPhone vs. Android,” etc. So we figured it was time to put our local events up against some of the recognized world leaders. This review pits Minnesota’s Wheels of Italy (WOI) against California’s Concorso Italiano. Unfair? Probably, but lets see how they stack up in the Monthly’s traditional scoring categories.

1. ATTENDANCE I don’t have an attendance count for either event (cars or spectators), but let’s just say Concorso had more – by a margin of maybe ten to one. What’s more, Concorso had most of a golf course for its event so it didn’t seem as crowded as the parking lot that WOI is rapidly outgrowing.



CONTINUED ON PAGE 8

Wheels of Italy vs. Concorso Italiano

2. WEATHER Both events were held in August. Concorso on August 19, WOI on August 28. While the temp in Minneapolis was 11 degrees above normal at 81 and sunny, the Monterey area was more British than Italian—a high of 64 and patchy fog.



3. MIX OF CARS Both events had their primary representation in the heavyweight category: Ferraris, Lambos and Maseratis. Nevertheless, Concorso not only had 3½ pages of Ferraris listed as attendees but also everything from a Barchetta to three Lussos, some GTOs, and everything in the

current stable. Lamborghinis ranged from the first 350GT to today's Aventador. Fiats included the 124s/2000s, X1/9s and 850s that appear at WOI but also 1100 sedans, 500s and 600s Abarths and a Jolly.



Vespa 400 at WOI



Lancia Appia at Concorso

4. AMENITIES (Availability and quality of food, drink, biffies, air conditioning, and anything other than cars to do) WOI is in the running here. As I've mentioned, it was chilly when we got to Concorso and it took a half hour's march and a native guide to find the one espresso stand. There are coffee

shops coming out of the woodwork across Excelsior Blvd. from WOI. When it got warm, WOI had a gelato stand on premises. At Concorso, Fiat corporate was handing out free sorbetto at their stand—something Brookdale Fiat understandably was unlikely to be able to afford at their WOI tent.



Fiats old and new



Orange sorbetto and Fiats old and new

CONTINUED ON PAGE 9

Wheels of Italy vs. Concorso Italiano

5. VENDORS (Number and quality of vendors present. Parts, cars, and misc. New and used) Both sold T-shirts and art. Concorso had more T-shirts, sweatshirts and hats, but in the art

arena, nothing could match Michael Jekot's Alfa 159 painting on an Alfa Spider's hood. Concorso had the quantity but Wheels of Italy had the quality.



Michael Jekot's Alfa 159 painting on a Spider's hood.



Is that Egyptian cotton?

6. COST Price for a spectator to attend Concorso was **\$130**. Both attendance and showing a car were **FREE** at WOI. Wheels of Italy takes this hands down.



7. AMBIANCE (Wooded glen or urban war zone?) Calhoon Executive Center parking lot vs. Laguna Seca Golf Ranch. Concorso takes this category without even breathing hard.



8. OTHER You might expect people at a high-buck event like Concorso to be stuffy, but they weren't. (Linda and I only left a nice talk with a Ferrari owner when the discussion turned to buying and selling shopping centers.) In addition, one thing that Concorso did that local event organizers should think about was a centerpiece area with interesting cars. These were not necessarily hyper-expensive cars (the Lancia survivor

above was there), but it was a good way to get a flavor of the show.

SUMMARY Concorso was a better show, but at \$130 to get in, it certainly should have been. As you can see above, the score was not 130 to zero. Wheels of Italy has become one of the premier events in the Upper Midwest!

OUT & ABOUT

RECORD SETTING ELECTRIC BIKE RECEPTION: SEPT. 3 SQUARE PEG, MPLS

The speed record holder (in the 150-kg unstreamlined electrically powered motorcycle class) appeared at the Square Peg on September 3 with his Bonneville Salt Flats machine. The new record for Team Minne-volt-a was an out run of 61.645 mph and a return at 61.432. Kevin built the machine in his home shop last winter, using an old Honda Scrambler frame and largely off the shelf components. For more pics and info, visit "Team Minne-volt-a" on facebook.

The man and his machine! Kevin at the scene of the momentous feat.



Kevin being congratulated by InterMarque Council chair John Engstrom.



"It's ALIVE!!" Kevin Clemens takes a spin around the Square Peg parking lot.

MUM'S THE WORD INTERMARQUE PICNIC: AUG. 28, CHEROKEE PARK, ST. PAUL

HOSTED BY: MUM (Minnesota United Minis)
RECAP & PHOTOS BY: Andy Lindberg, MN Austin-Healey Club
Minnesota United Minis hosted 2011's third InterMarque picnic in St. Paul's Cherokee Park. The United in MUM means that the club has both old BMC Minis and new BMW MINIs. Both were present at the picnic, along with others that didn't attend Rally in the Valley or Wheels of Italy held on the same day. The usual great foods were there in abundance and MC John Engstrom kept attendees guessing. "How many British car makers can you name?" "What car is manufactured in Trollhatten?" And other, even harder, questions. The next picnic will be a pic-nique hosted by the Citroen Club of Minnesota. *Be there or be carré.*



ABOVE: Jim Pennoyer and Brian Cornell doing the guy thing at the picnic.

BELOW: MINIs, a Mini, a Peugeot, and a Citroen



ROYAL BRITISH CAR SHOW: AUGUST 20, AUTO MOTORPLEX, CHANHASSEN, MN

HOSTED BY: Auto Motorplex PHOTOS BY: Frederick Olson
This event was also a benefit. Learn more at <http://www.miraclesofmitch.org>

Beginning at 9am with Tea and Crackers this event was capped off with a performance by a 60s Beatles tribute band (complete with Go Go girl entourage). From Austins to XKEs the inaugural Royal British Car Show provided a great opportunity for spectators and participants to take in a large spectrum of British motoring history and eccentricities.



InterMarque SUNDAY PICNICS



**LAST PICNIC
OF THE
SEASON**

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.*

OUT & ABOUT

AMERY AUTOCROSS AND SPEED RUN RESULTS AUGUST 27, AMERY, WI

HOSTED BY: Minnesota Austin-Healey Club
PHOTO BY: SARAH BUCK

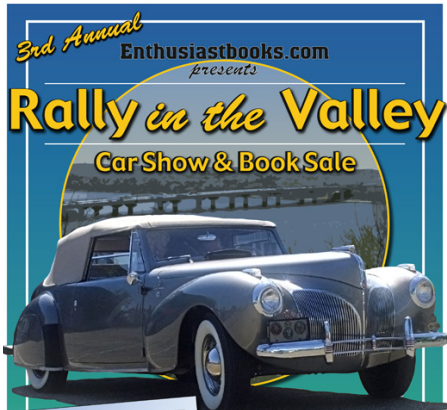


Jeremy Fohrenkamm claims fastest vintage car at the Amery Airport Autocross and Speed Run II.

Following are the results of the Amery Airport Autocross and Straight-Away Speed Run. (These results include only those "vintage" cars participating.) The run was hosted by the ever capable Minnesota Austin-Healey Club.

Check out one of the runs on facebook <http://tinyurl.com/6eqok3u>

FTD	Driver	Year	Make	Model	Car #	1AX	C:1R	2AX	C:2R	3AX	C:3R	4AX	C:4R
56.74	Jeremy Fohrenkamm	1976	Triumph	Spitfire	76	58.30	52	57.64	51	56.94	90	56.74	54
56.83	Ryan Buck	1963	Chevrolet	Chevy2 Nova	163	56.83	118	56.86	120	55.54	118		
58.98	Greg Wacker	1987	Mazda	RX-7	77	1:03.01	107	1:00.46	107	58.98	104	59.31	106
59.12	Sarah Buck	1963	Chevrolet	Chevy2 Nova	63	1:01.56	100	1:00.05	116	1:00.08	77	59.12	95
1:00.27	Steve Rixen	1957	Austin-Healey	100-6	1	1:01.93	84	1:01.64	84	1:02.55	85	1:00.27	
1:04.06	Mark Burrington	1986	Nissan	300ZX	34	1:04.06	94						
1:05.56	Ryan Buck	1968	Chevrolet	Camaro	57	1:05.56	2	114					
1:07.06	Tim Hood	1967	Jaguar	E-Type	55	DNF	98	1:11.27	98	1:12.23	96	1:07.06	96
1:09.28	Eileen Wetzel	1963	Austin-Healey	3000 BJ7	14	1:12.81	77	1:09.28	77	1:12.48	77	1:20.78	76
1:13.18	Kim Rixen	1975	MG	Midget	27	1:14.94	68	1:15.98	67	1:14.30	78	1:13.18	72
1:16.36	Leroy Joppa	1957	Austin-Healey	Nasty Boy	441	1:29.82	107	1:16.36	111	1:16.43	91		
1:17.73	Giorgio Rossi	1967	Austin-Healey	3000	612	1:23.89	68	1:17.73	70				
						12		10		9		7	
												Grand Total Starts	38



RALLY IN THE VALLEY AUGUST 28 • HUDSON, WI

RECAP BY: Andy Lindberg,

Rally in the Valley took place on the same day as Wheels of Italy. Unfortunate. You should attend both. The high point of Rally is the Iconografix book sale—better than the Motorbooks sale at Osceola because more of their selection is auto-oriented. Most of the show cars were American, albeit with a smaller proportion of street rods/muscle cars than normal at most gatherings. Brits made up most of the rest with a nice turnout of Triumphs, Morgans and MG Ts.



Some bonnets open to the back, some to the front, and some you just lift off.



Good taste was not a requirement for showing your car.



A black and gray Rolls is always impressive—even in front of a

OUT & ABOUT

WHEELS AND WINGS SEPTEMBER 10 L.O. SIMENSTAD MUNICIPAL AIRPORT OSCEOLA, WI

HOSTED BY: Quayside Publishing
RECAP BY: Andy Lindberg,
PHOTOS BY: Andy Lindberg,
Brian Cornell and Frederick Olson

Wheels and Wings was in a new location for its 31st annual show. Opinions were mixed on the airport location. Almost everybody was impressed with the spectacular air show. On the other hand it was stinky hot and for some reason there aren't many shade trees next to airports. Even though you were sweating, however, the corn field across the street gave the site some rural charm. Looked like about the same number of cars, but don't have an official count.



LEFT: Jack Schneider's 1967 Plus 4 Drophead Morgan Coupe sets the bar pretty high for presentation. This 1961 Austin-Healey Bugeye Sprite (BOTTOM LEFT) appears ready for Barnum & Bailey. The open top on this 1966 Morris Mini Cooper Speedster conversion (BELOW) helped keep the air flowing on a hot day.



Dale Martin's 1932 Morgan Super Sports Trike (BELOW) is a gearheads dream... or nightmare. From the bronze, non-synchro, gearbox to the tricky hand controls on the steering wheel. The beauty in every detail means you don't have to drive it to love it.



LEFT: Jim Harris' 1955 RHD Riley RME is ready for the horse races. Dick Matthews' 1954 XK 120 Competition Roadster (ABOVE) is beautiful from every angle.



Quality Detailing

DIAMOND HAND FINISH
BB CarMasters – Eduardo “Goldfingers” Briceno
HIGH TECH - NO SWIRLS - NO WAX RESIDUE GUARANTEE
Located in Excelsior, MN at Collision & Color – 140 Oak Street
Club Discount 20% OFF Detail Service
952.474.0316

Even though this '71 Type II Westi listed its SPECIAL FEATURE as “SLOW” it also offered up plenty of shade!





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

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.



STORAGE OPPORTUNITY For one or two cars. Attached garage close to Lake Harriet in South Minneapolis. \$90 a month or \$500 for 6 month storage if paid up front (per car). 2-car discount available. Joyce Hansen cell (612) 718-3585

FOR SALE: 1970 MGB VINTAGE RACE CAR:

\$30,000... that is only 60 parts at \$500 each doesn't take long. Please call Jeff at 612/747/8468 for information. To the right is a picture of "my" car.



FOR SALE: AUSTIN HEALEY 1960 BT7:

Stored carefully and indoors for the past 30+ years and is a very complete car. It includes rare original hardtop. 3rd owner car. Engine rotates. Healey blue over blue. \$9500. Contact Andy Staebell at email: staebell@comcast.net or call 612-638-7807. Detailed photos at: <http://tinyurl.com/3q43qxd>



BMC British Automobile BMCAUTOS.COM

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

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



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



2401 East Lake St.
Minneapolis, MN 55406
(612) 724-8901 • TopGearMN.com



LOOKING FOR A NEW RIDE THIS YEAR?
TopGearMN.com features some great local listings!

1996 Lotus Esprit S4s • 30K
Immaculate, fully maintained - only 10,400 miles!

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (Nov. issue due by Oct. 15).
For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

O N G O I N G

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

September 18: LaCrosse, WI Road Rally

See event flyer in this issue. A simple brisk tour over all paved roads. Special entry for regional people. This rally is filled with all the roads your MINI was designed for. www.scclac.org

September 24: Festa Itailana 10am-2pm

Wheels Of Italy and other clubs will be gathering at the Festa Italiana on Saturday for a fun get together for a vehicle showing and car drive and the first Wheels Of Italy Motorcycle Charity Ride. Learn more at <http://www.festaitalianamn.com/>

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 8: Minnesota Triumphs Fall Colour Tour. Meet at Point Douglas Park just to the west of Prescott, WI on Hwy 10. We will leave the park for the

tour at 9:00 a.m. The route will take us south from the park on the Wisconsin side of the river. It will cover about 75 miles and, with stops, should take about three hours.

October 7-9: British Iron Society Fall Color Run

This year's Fall run is to Craguns Resort near Brainerd. Same place as last year. Rate is \$135 per night, which includes Buffet Dinner on Friday and Breakfast on Sunday. Twelve rooms have been set aside for us. We'll tentatively meet on Friday at about 10AM (gives Curt Kjonaas time to finish his bus route) at Perkins in east Moorhead. More on time later. Reservations 1 800 272 4867. Specify BIS when calling. \$100 deposit required, \$60 refundable up to 14 days before, otherwise non refundable.

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

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

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

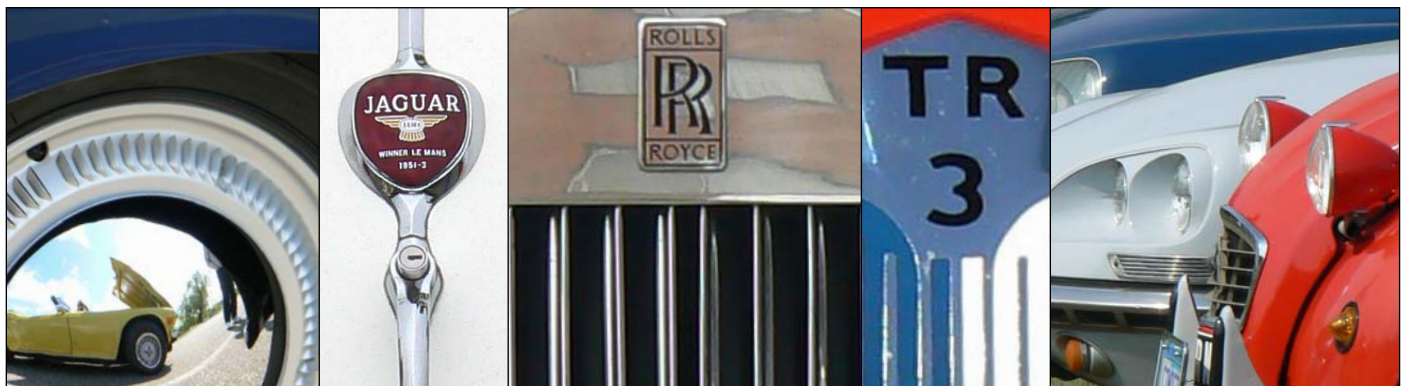
Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@presenter.com

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



Oktoberally - NCR / NGTA, Badger Trails - NTR / RTR

September 17 & 18, 2011. LaCrosse, Wisconsin

Presented by SCCA, Land O' Lakes Region
& The Sports Car Club of LaCrosse

50th Annual, Consecutive, Oktoberally, NCR / NGTA, September 17, 2011

PHILOSOPHY

Paper Scissor Rock Phantom Road Rule. No loops. All cars follow the same route. The challenge is to correctly determine the Phantom Road plus typical "Course" scenarios. Mileage and calculations are based on a resolution of .001 (thousandth) mile. Check Point timing is Human Factor.

Badger Trails, NTR / RTR, September 18, 2011

PHILOSOPHY

This is another of the traditional Badger Trails RoadRallies. You can expect to find a tour that is brisk, paved, with minimal speed changes and automatic pauses. Rally utilizes easy to follow route instructions and limited mileages. Controls will appear suddenly and unexpectedly. Speeds are feasible. Mileage on Odo-Check, occasional intermittent OM's and at the Outmarkers have resolution of .001 (thousandth) mile. Controls, and most intermittent OM's are truncated to .01 (hundredth) mile. Calculations are based on the truncated mileage. Check Points occur very early in the hundredth. Check Point timing is Human Factor. The Regional version of Badger Trails uses the same Checkpoint locations with different Routes and Leg Times.

HEADQUARTERS

Settle Inn of LaCrosse, 2110 Rose St., LaCrosse, Wisconsin 54601, 608-781-5100. Room rates are \$74.95 per night plus applicable taxes. The block of rooms will be held until August 15. Make your reservations ASAP and mention "Badger Trails" to receive the discounted rate. If you have room problems, call John at 608.582.4386, or email at JAEmmons@cs.com

SCHEDULE

Friday, September 2, 2011	Drawing for Car Numbers. General Instructions mailed.	
Friday, September 16, 2011	6:00 PM - 10:00 PM	Registration & Hospitality - Settle Inn
Saturday, September 17, 2011	7:00 AM - 7:30 AM	Late Registration by appointment
Oktoberally	7:31 AM	Car 1 receives Route Instructions
	8:01 AM	Official Start Time, Car #1
	5:00 PM Approximate	Car #1 finishes Oktoberally
	6:00 PM Approximate	Scores Posted
Sunday, September 18, 2011	7:00 AM - 7:30 AM	Late Registration by appointment
Badger Trails	7:31 AM	Car 1 receives Route Instructions
	8:00 AM	Official Start Time, Car #1
	4:30 PM Approximate	Car # 1 finishes Badger Trails
	5:00 PM Approximate	Scores Posted
	5:30 PM Approximate	Awards Presented

All times subject to change

Entry Information:

The entry fee is SCCA Members: \$120 / 80 / 65 / 25. Explained on Entry Form. Non SCCA entries, add \$10 Non Member Fee. Make checks payable to: Sports Car Club of La Crosse or SCCLaC. Checks held until September 19. Present at Registration or mail to: Lois Van Vleet, W18221 Sawmill Rd, Galesville, Wisconsin 54630

Rally Committee:	Safety Stewards:	Fred Rosevear, Lois Van Vleet
	Oktoberally Rallymaster:	Mike Thompson (608) 788-5018, cell (608) 780-4448
	Chairman & Badger Trails Rallymaster:	John A. Emmons (608) 582-4386, cell (608) 317-4354
	Precheck:	Oktoberally, Jay Nemeth Johannes, Fred Rosevear Badger Trails, Lois Van Vleet
	Controls:	Mark Schuttenhelm