

December 2011
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InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



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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

LOON (Lotus Owners Of the 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
mnlandrovers.org

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

Minnesota MG T Register
www.mnmgr.org

Minnesota United Minis (MUM)
www.minnesotaunitedminis.com

Minnesota Morgans
Healeymog@yahoo.com

**Minnesota Rolls Royce and
Bentley Enthusiasts**
rolls Bentley@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.org

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

New!!

ZOOM (Z Owners Of Minnesota)
zcarchat.com • Jonathan Grothe:
jgrothe@twparchitects.com

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

**InterMarque Council**

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

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ON THE COVER: Terry Orrs' vintage
Mini racer as seen at the Orr Autosports
Open House. See page 12.



**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

This is the way the year ends. Not with a bang
but a whimper.

I backed Smiley carefully into a narrow spot between
two Detroit hulks in Cletus's barn. Then disconnected
the battery and pulled a blue flannel car cover (funeral
shroud?) over Smiley's now dormant form. I wrote
Cletus a check for the winter storage and my brother
David and I left in his MINI Clubman.



The last month has been anticlimactic in many ways. First, of course, autumn has
hung on longer, and drier, than expected. I'm writing this on November 13 and it's
warmer than most early October fall color tours I remember. Too bad Smiley's in
storage and Merlin (the magic Miata) has donned his winter hardtop.

I believe the Healey's "couples friendly tour" on October 15 was the last fall
excursion before the expected transition to winter. We didn't cover it because both
editors were otherwise occupied publishing this rag on the 15th. Rumor, however,
says that there were 15 participating cars, many Healeys, a couple Triumphs, a
Jaguar, and unnamed others. While winding their way through rural Wisconsin,
tourists met the Norwegian bachelor farmer who lives at the top of the hill Tom
Hazen is eying as a possible addition to the Healey Club's already extensive
performance portfolio. If the new hill climb does happen, read about it here. Or
join the Healey Club and get an advance notice and discount on your entry fee.

For me personally, the end of the year leaves at least one big issue unresolved. That
issue is Smiley. As I wrestled with the decision of what to do with Smiley, I sought
counsel from friends with experience in this area. I'm not going to tell you who
these people were, but the following two semi-quotes may give you an idea of their
thoughts:

*"I have shared your dilemma. There does come a time when one has to make the
decision—vintage or non-vintage. The nostalgia is always there, and I would
love to have the option to take a Healey, Maserati, Jaguar, or Ferrari out of the
garage for a spin. Well, back to reality. When passing a certain age, things
change. The ability, the ambition, and the resources tend to wane. What's a guy
to do? What is the real benefit to playing this game? It boils down to the people
and the social interaction. So, bottom line—we can still be sporty (if not
vintage), we can enjoy a long top-down two-seat ride, we do not have to wonder
if the carriage is going to get us there and back, and we can enjoy the friends and
events. Going non-vintage allows us to drive our two-seaters to more events. So
what if we park in the back row? Walking around, few people know what we
drive anyway. Well, that's how it looks from here. After a dozen or more vintage
sports cars, I still love 'em. I just can't live with 'em anymore. Good luck, Andy.
Hi to Linda!"*

CONTINUED ON PAGE 4

“Ah, the dilemma of old cars. I am having much the same problem. I now have a garage full of old crocks that all require gobs of time and effort just to keep them on the road. The problem is I don’t really enjoy working on them as much as I used to. It seems to me that part of your problem is that you see owning a Sprite (even more than the 2CV) as entree to membership in a group of like-minded people. As wonderful as a Miata is (and they are flat wonderful), you don’t really feel like it gives you the right to be taken seriously as a car person. The Sprite, being properly hair-shirted and austere, gives you the proper credentials. You know what Andy—you paid your dues long ago and you could show up with a Ford Taurus and still be a car guy. It’s a state of mind more than what happens to be in your garage. Say you transfer a 5-speed into the Sprite. So you can do what? Brag about having the coolest Sprite in the Twin Cities? Is that really so important? Does it move you one notch higher in a world of Lotus owners and Morgan freaks? I just don’t see it—is this really how you want to spend your time and energy? I would never be a good person to give advice, but if I were, I’d say, sell the Sprite (it’s time has come and gone...), enjoy the

Miata in all its practical and maintenance-free glory, and hold onto the money while you wait for that perfect something to come along. Maybe it never will as, if like me you are appalled by the prices people pay for ordinary cars. But maybe something will strike your fancy and then you will know what to do.”

If you saw my ad in the last Monthly, I decided to follow these savants’ advice. However, between the idea and the reality, falls the shadow. The ads are gone until spring. After all, what kind of crazy person would buy a Bugeye in a barn? Well, what kind of person would buy a Bugeye in the first place? I’m hoping for someone who realizes his time is now and at some time in the future will be gone.

So the year ends on an inconclusive note. Smiley’s wrapped up in a shroud and Merlin is steeling himself to be put on jack stands for the duration.

This is the way the year ends. Not with a bang but a whimper. (Apologies to T. S. Eliot and “The Hollow Men.”)



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MINNESOTA COLLECTOR PLATES LAW THE REST OF THE STORY... SORT OF.

ARTICLE BY: Andy Lindberg



There is no limit on the number of miles you can drive — check your collector car insurance for that.

The only limits in the law are the car must be used as a collector vehicle and not for general transportation purposes.

Minnesota has four categories of “antique plates”: Pioneer, Classic, Collector, and Street Rod. While many of our cars fall into the “collector” class, it’s worth taking a look at the vehicles that qualify in the four categories.

1. **PIONEER.** Any vehicle manufactured before 1936 and retained as a collector’s item.
2. **CLASSIC.** Any vehicle manufactured from 1925 to 1948 that’s deemed a classic. The law contains a list of classic cars. This list is similar, if not identical, to the Classic Car Club of America list.
3. **COLLECTOR.** Any vehicle that’s at least 20 model years old.
4. **STREET ROD.** Any vehicle manufactured before 1949 or recreated to resemble a vehicle manufactured before 1949.

If you have one of the new, el cheapo collector plates, you may have noticed the small print at the bottom of the plate, “Warning Restricted Use.” Let’s take a look at the law and see what those restrictions are.

2011 Minnesota Statutes Subd. 1c. Collector’s vehicle, collector plate.
(My non-lawyer comments and interpretation are after in bold.)

- (a) The owner of any self-propelled motor vehicle, including any truck, (1) that is
(i) at least 20 model years old, or

Until 2002, defunct makes were also eligible for collector plates. They no longer are, so all of you 1995 Plymouth, Pontiac, Saturn and Mercury owners are stuck with regular plates while you wait for them to become collectors’ items.

- (ii) at least ten model years old and with a body or engine style of which not more than 500 were manufactured in or imported into the United States in any model year,

This was added in 2005.

- (2) that was manufactured after 1935, and

CONTINUED ON PAGE 6

(3) that is owned and operated solely as a collector's vehicle, shall list the vehicle for taxation and registration as provided in paragraph (b).

Restriction #1. The car must be operated as a collector vehicle. Whatever that means.

(b) The owner shall execute an affidavit stating

The word "affidavit" does not mean you need a lawyer or notary public.

(1) the name and address of the person from whom purchased and of the new owner,

(1) through (4) are the standard items you have to provide to license any vehicle.

(2) the make of the motor vehicle,

(3) the year and number of the model,

(4) the manufacturer's identification number,

(5) in the case of a vehicle described in paragraph (a), clause (1)(ii), that the vehicle has a body or engine style of which not more than 500 were manufactured or imported into the United States in any model year, and

This is a hurdle that only applies to people trying to get a collector plate for their ten to nineteen year old vehicle under the 500-car provision (paragraph (a), clause (1)(ii)).

(6) that the vehicle is owned and operated solely as a collector's item and not for general transportation purposes.

Restriction #1a. Not only must the car be used as a collector vehicle (whatever that means), it may not be used for general transportation purposes (whatever that means).

(c) The owner shall provide a statement of the manufacturer or importer regarding the number of vehicles manufactured or imported during the model year.

This should apply only to people looking for an under 500-car collector plate. The way the law is written, however, it

seems to apply to all collector plates. To the best of my knowledge, no license offices are attempting to implement this poorly drafted 2005 provision for regular collector plates.

(d) The owner shall also prove that the owner also has one or more vehicles with regular license plates.

This is a restriction on who may receive a collector plate, not on the plate's use. You will not be cross-examined on this.

(e) If the commissioner is satisfied that the affidavit is true and correct and the owner pays a \$25 tax and the plate fee, the commissioner shall list the vehicle for taxation and registration and shall issue a single number plate.

(f) The number plate issued shall bear the inscription "Collector," "Minnesota," and the registration number, but no date. The number plate is valid without renewal as long as the vehicle is in existence in Minnesota. The commissioner has the power to revoke the plate for failure to comply with this subdivision.

This is the end of the collector plate section of the law. Note that there is no limit on the number of miles you can drive — check your collector car insurance for that. The only limits in the law are the car must be used as a collector vehicle and not for general transportation purposes.

Note that as these terms are not defined, they have become items of discussion between some drivers and their least favorite county mounties.

One more collector plate provision that may be of interest:

SUBD. 1G.ORIGINAL PLATES. A vehicle registered pursuant to subdivision 1c may display original Minnesota number plates issued in the same year as the model year of the car on which they are displayed. The commissioner shall charge a fee of \$10 for registering the number on original plates.



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ON YOUR MARQUE

Simca Vedette, Versailles, and Chambord 1955-1961

Photos & Article provided by:
Eric Fantin



2ND
SERIES
SIMCA
CHAMBORD
1958-1961

“Many moons ago I was able to own one of these cars briefly. My impression was pretty favorable. The beautiful rumble of the flathead V8 was the major selling point.”

As I am always interested in out of the ordinary vintage cars, here is another rambling about a long forgotten family of automobiles.

When I talk about hybrid cars, I do not talk about these new fangled gas/electric cars but the glorious European coupes and convertibles powered by American power plants. To name a few there were the **Railtons** powered by straight 8 Hudson engines, the **Jensens**, **Bristols** and **Facel Vegas** powered by Chrysler V8s, the **Isos** powered by Chevrolet V8s, and the **AC Cobras** and **De Tomaso Panteras** powered by Ford V8s. These cars combined beautiful European styling with powerful and reliable American drive trains, a winning combination.

The **Simca Vedette** follows the same idea, a European-built car powered by a Ford flathead V8. Except it was it was offered as a sedan and a wagon, no exotic alloy handmade body here, just an in-house steel body. Later on, several carmakers followed that formula. One of the more successful was **Rover** with their **P5** and latter **P6** cars with the Buick 215 CI alloy V8.

It is also worth noting that Ford France produced a limited number of coupes, the **Ford Vendome**. Powered again by the flathead V8, it was built under contract by **Facel Metalon** none other the creator of the Facel Vega a few years later. Could the Vendome be considered the spiritual ancestor of the Facel?

First some background on the company: Simca started before the war as a maker of Fiat automobiles under license for the French market. That task was taken under the expert leadership of Henri Pigozzi. After World War II the Simca started to differentiate its cars from their Italian cousins and eventually became a completely independent company. In the '50s and early '60s, Simca's main line of cars, the **Aronde**, was very successful and kept fresh with frequent restyling. Although a familiar concept for American carmakers, it was quite unusual for Europeans.

CONTINUED ON PAGE 8

ON YOUR MARQUE CONTINUED FROM PAGE 7

The **Vedette/Versailles/Chambord** came to Simca through a roundabout transaction in 1954, where it acquired the holdings of the defunct Ford France. There again, there is a need to do a little background on Ford France as to explain how this specific model came to be.



1ST SERIES SIMCA VEDETTE/VERSAILLES: 1955-1958

Ford France was originally part of the Ford international holdings as much as Ford UK and Ford Germany with its specific home market specifications. The cars eventually evolved into the **Matford** and in the early '50s as the Ford **Vedette**. It was offered as a sedan and a rare coupe. The Vedette actually was a rejected project from Ford US (too small) and snapped up by the managing director of Ford France on a visit to the factory. By now you might wonder where this is heading as we are now in Ford territory. **In fact the first Simca Vedette is nothing more than a restyled Ford Vedette, and later evolved into the Simca Chambord.** Patience please!!!

Once the holdings of Ford France were transferred into the Simca family, they hoped to compete with upscale bigger cars like the Citroen DS, Mercedes 219, Alfa Romeo 1900, Rover 90, and countless others. To a certain extent it was a smart move, as these cars generated more profit per unit than the

smaller cheaper ones. For Simca, it was a cheap way to expand their line without the cost of creating a model from scratch.

Once the Vedette became a Simca, the car was updated with different badges, and different colors and moldings. It sold well (production from 1958 to 1961 was 61,835 cars) as the pricing was right on target. There was the feeling of buying a lot of car for the money, two-tone colors and molding, American styling in a "European" size with a domestic name, a very appealing combination. The styling evolved to become the Chambord in 1958, again with very strong American influence. The interiors were plush with brighter fabrics than most Euro cars in which grey seemed to be the dominant color. The suspension was conventional with a leaf spring live rear axle and typical independent suspension up front (called Stabimatic). The motivating power was the famous flathead Ford V8 but it was the model 74 instead of the standard model. The smaller engine had been offered on US made Fords since 1937 at 60 HP; it was not popular and was quickly removed in 1940 and found a new life in Europe, with 136 CI (2.3 L) of displacement and 84 HP (by now) coupled with an ancient 3-speed column shift transmission. It was no hot rod but was very smooth and propelled the car with enough urge.



2ND SERIES SIMCA CHAMBORD: 1958-1961

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ON YOUR MARQUE CONTINUED FROM PAGE 8

Handling was typical of American cars of that era, not a canyon carver but a good stable road car on straightaways.

As the product evolved, more models became available with different trim. The **Marly station wagon** was available as a luxury wagon in the spirit of Chevrolet Nomad.



SIMCA MARLY STATION WAGON

The **Presidence** was introduced, an upscale model mostly painted black with a continental kit in an attempt to create a prestige model to entice the French customer to buy something else than a Traction Avant or DS. Neither of these models was successful. Even after a 4-door convertible Presidence (custom made by Chapron) was sold to the French government, no one could dethrone the Citroen DS from its pedestal.

At the end the production stopped in 1961 as the demand waned for a car that was now dated with a drive train from the '30s (the flathead V8 started in 1932) and not well adapted for the European market. The car continued production in Brazil (Simca do Brazil). There it was called the **Alvorada** in the mid-level trim, and production went well into the late '60s with minor styling updates.

Many moons ago I was able to own one of these cars briefly. My impression was pretty favorable. The beautiful rumble of the flathead V8 was the major selling point. Its smoothness was impressive by European standards, and it fit my relaxed



SIMCA PRESIDENCE

and mellow driving style. Maximum rpm was 4800 so no need to push too hard, and the car was stable even at higher speeds. One time, however, the car got pushed around trying to negotiate those beautiful hairpin roads along the French Riviera. Things got dicey in a hurry.

Handling was more like navigation as the car plowed in turns. The brakes were pretty good but would ultimately fade under severe application. In the meantime you fought the 3-speed transmission with its slow synchromesh on 2nd and 3rd. You also had to contend with the slow steering of a typical '50s American car — quite an endorsement!! That said, it was a delight on nice straight country roads with the V8 pulsing away at low rpm!

It is worth noting that the car was imported in the US for a limited amount of time with slight modifications on the headlights and taillights. I am aware of two in the Midwest, unfortunately not good enough to save. I wonder if there are more...

Links to Simcas from the Internet Movie Cars Database

<http://tinyurl.com/oym-simca1>

<http://tinyurl.com/oym-simca3>

<http://tinyurl.com/oym-simca2>

<http://tinyurl.com/oym-simca4>

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SPRING KICK-OFF 2012



In case you hadn't heard, the 2012 Rendezvous will be held in Kenora, Ontario – a magnificent resort community in the heart of the Lake of the Woods. The event has the usual three-day program starting on Thursday, June 14th and is designed to let everyone make their way home on Sunday, June 17th, 2012.



Kenora is an ideal location for a Rendezvous and almost all our attending clubs can make their way there in a reasonable day's drive. Hosted by the four Winnipeg LBC clubs: The Triumph Driver's Club, the Austin-Healey Club, the

Jaguar Club and the mid-Canada Mini Group, the event itself will be held at the Best Western Lakeside Inn in downtown Kenora right on the water's edge. In fact, the Lakeside Inn and its parking lot look over the fabulous Kenora harbour and you'll be able to watch tour boats, float planes and many kinds of wildlife right from the edge of the LBC parking lot or from the rooftop restaurant and bar in the circular Lakeside hotel.

Our three day program will offer many of the traditional events that everyone has come to expect at a Rendezvous such as a paved road car rally, a funkhana, a Saturday



afternoon car show under a spectacular tent and the opening Thursday afternoon golf tournament. To spice things up a bit, our program will also include a few treats such as a 'foot rallye', a guided driving tour to Rushing River

provincial park, a number of tech challenge events, self-guided walking tours past the many murals in the town of Kenora and a Friday evening boat cruise through the islands of Lake of the Woods on the MS Kenora – all included in the cost of your basic registration! To top it all off, we've engaged Dennis Gage – the handlebar moustached star of

TV's 'My Classic Car' - to spend Saturday afternoon with us at our car show and to be the guest speaker at our Saturday evening Awards Banquet.

We are trying a different approach to registration for 2012. We would like everyone to register, sign up for our events and pay for their registration on our Rendezvous web site. You can still register by mail, but there will be a \$5 registration up-charge for mail-in registrations to cover for the associated bank charges.

Our 2012 Rendezvous web site is located at <http://www.britishcar.ca>. We are in the process of finalizing our registration details and intend to have the on-line registration with credit card payment available before the end of November 2011. We will contact each club when the web site registration is available for your use.

After our launch presentation last June at the Fargo Rendezvous, we had a very good initial response and as of several months ago, all the rooms at our primary hotel, the Lakeside Inn in Kenora have been booked. We still have rooms available at our second Kenora hotel, the Super 8 Hotel. To reserve your room at the Super 8, please call the hotel directly at (807) 468-8016 and ask for the 'Rendezvous 2012' room rate of \$95 Cdn plus tax. The Super 8 is located at 240 Lakeview Drive in Kenora; it has a very good view of the Lake of the Woods as well and is a short drive from our main event hotel

If you haven't already made plans to do so, come to Kenora, Ontario in June 2012 for a memorable Northern Lights Rendezvous experience—and a great Lake of the Woods holiday. Better yet, come early, or stay a few days longer and enjoy the many things that Kenora has to offer on the water's edge in the heart of some of the more breathtaking lake country around.

If you have any questions, please don't hesitate to contact our 2012 Rendezvous co-chairs: Brian Lanoway (204) 261-0915, blanoway@shaw.ca, or Tom Struthers (204) 771-5214, tstruthers@gmail.com.

See you in Kenora in June 2012!
Brian Lanoway

OUT & ABOUT

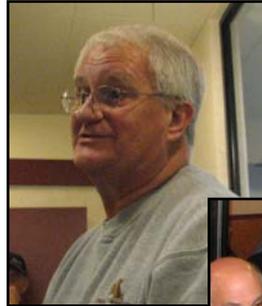
SPRING KICK-OFF DATE & LOCATION ANNOUNCED!



The Inter-Marque Council met at the Square Peg on October 29 and unanimously approved holding the 2012 SPRING KICK-OFF ON MAY 12 in downtown Osseo.

Council Chair John Engstrom distributed pictures and maps for those of us not quite sure where Osseo is.

Although details are still to be put down on paper, it appears that downtown will be blocked off for the show. In addition, all this will be done at no cost to the Council or its member clubs.



InterMarque Council Chair John Engstrom (Minnesota United Minis).



InterMarque Treasurer Dave Lindemann likes the price of the new location... FREE!



OUT & ABOUT

ORR AUTOSPORT MINI TECH SESSION NOVEMBER 12, EDEN PRAIRIE, MN

PHOTOS & RECAP BY: JOHN ENGSTROM ABOVE: Chris Orr answering questions.



Orr Autosport is located in Eden Prairie, which is a long way for me to go from Coon Rapids but as it turned out, it was a beautiful day for a road trip as well as a chance to get my Mini out for one more weekend.

Although the majority of work is on newer Minis there were a few vintage projects about.



The Mini Club had a great turn out for the Orr event, we had upwards of 30 people there and got to meet Chris Orr as well as his mechanics. The mechanics are all factory trained on BMW, MINI and Audi. They had picked up treats for us, donuts, bagels, coffee and juice so it was hard to get us pulled away from the food for the meeting.



Orr Autosport has been around for 25 years, the first location was in St Louis Park and then moving out to Eden Prairie about four years ago. The Orr's kind of "cut their teeth" racing Mini's both on tracks and on ice and to show their loyalty there are still a couple of Classic Mini projects in the back shop that are being worked on. Chris did a general discussion on the history behind the shop and MINI's in general as well as a very good question and answer session on them. There was time to tour the facility, talk directly to the mechanics as well as creep around in the back room to see what they are doing with some Classic Mini's.

The event was great and on the way home I could drive with my window down for one more time.



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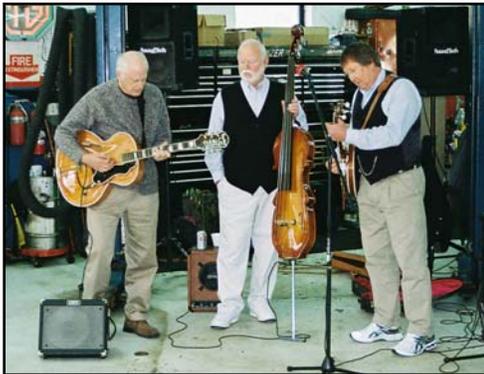
OUT & ABOUT

**QUALITY COACHES
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PHOTOS & RECAP BY: JOHN ENGSTROM



Shop pictures... I wish I had one of those, and one of those, and one of those too.



In addition to a band, there was free food!!
Brats, beverages, chips and treats.



Brats being cooked by the "master chef."



The future of classic motoring?
This MG MIDGET "VOLTS-WAGEN"
electric conversion was performed
by Quality Coaches.



Quality Coaches solar array generates enough power to run the shop on many days.
On sunny summer weekends, they will be selling power back to the power company.



This 1957 MGA Roadster is looking for a new home! Visit <http://www.quality-coaches.com>



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

FOR SALE: Moto-Lita Leather Rimmed Steering Wheel 14", 3-spoked polished / drilled. \$250.00
Mounthey Wood Rimmed Steering Wheel Model 33SPW, 13.5", 3-spoked polished \$70.00

Boss Kits for Moto-Lita MGC, B25A (1968) Black \$75
MGB Chrome (year unknown) \$75 MGB B25 (year unknown) \$75
Chrome polished ring kit for above 1 only \$20

Contact Tom Belongia 715-425-0189
mgtd-ctom@baldwin-telecom.net

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

10-11

11-11

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.



10-11

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>



10-11



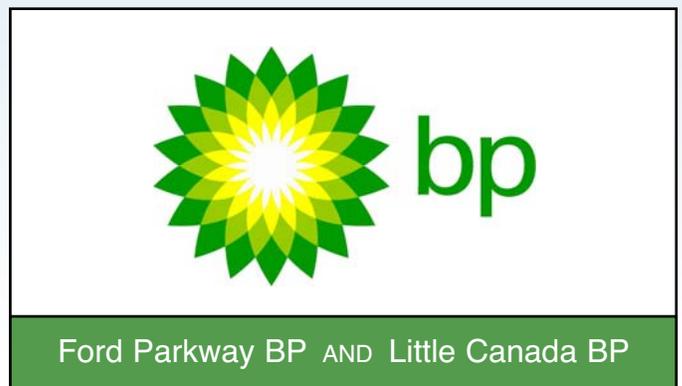
FOR SALE: 1990 MAZDA RX7 CONVERTIBLE: Rust free Georgia car. 35,000 mi on rebuilt engine. 129K total miles. Power top and automatic transmission. BBS wheels. Newer tires, alternator and battery. Worn seats, funky electrics, hail dings in hood, but fast, fun and reliable. This is a 2nd generation RX7 with the 13B rotary engine. Convertibles were only made 1988-91 and later models are most desirable. Daniel Buchen (651) 431-8833 text or leave message with your call back number. Special IMM Price: \$2500 obo.



11-11

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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Minneapolis, MN 55406
(612) 724-8901 • TopGearMN.com



LOOKING FOR A NEW RIDE THIS YEAR?
TopGearMN.com features some great local listings!
← **1962 356B Porsche Roadster: \$70K**
Mid-80's Restoration • Full engine rebuild 2010

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

MAY 12: INTERMARQUE SPRING KICKOFF: OSSEO, MN More details to come. We are anticipating having the downtown blocked off for this event.

JUNE 14–17: 2012 NORTHERN LIGHTS RENDEZVOUS, KENORA, ONTARIO See page 10 for details.

JUNE 30–AUGUST 4: VELOCITY 2: The Art of Motion Hopkins Center for the Arts, Hopkins, MN

Happy Holidays! Our next issue comes out on February 15.

Submit your 2012 events to intermarque@gmail.com



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

MUM: Minnesota United Minis at irregular times and locations. Check out our Facebook page.

Minnesota Triumphs Monthly Meeting, second Thursday of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club, Minnesota. Info: www.mntriumphs.org

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

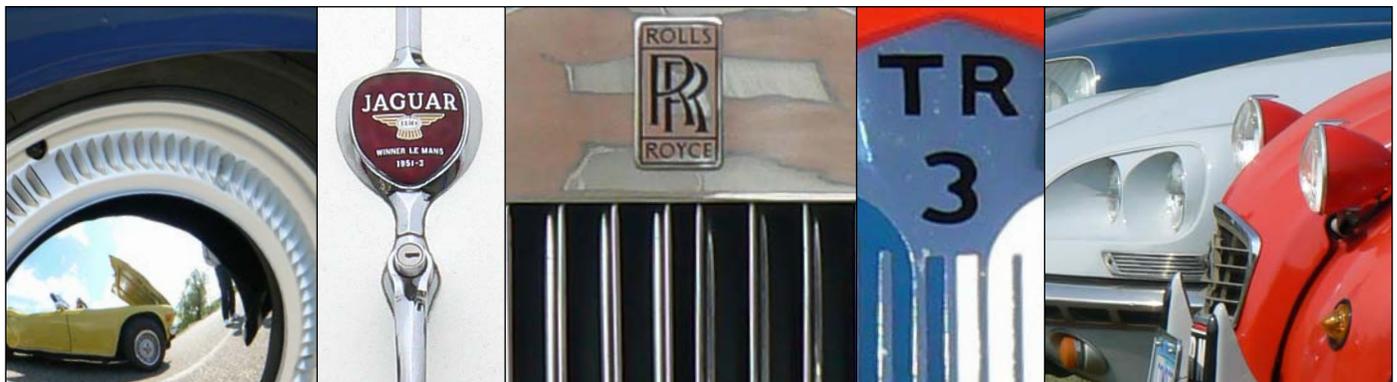
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

Thunder Bay Vintage Sports Car Club Monthly general meeting, third Tuesday of the month, 7:00 p.m. at the Port Arthur Prosvita Centre, 540 S. High Street in the Library Room, Thunder Bay, Ontario. Info: www.tbvscc.ca

Triumph Drivers of Manitoba Monthly meetings, open to interested parties, are held on the second Thursday of each month at the Irish Club, 654 Erin Street, second floor at 8:00 p.m., Winnipeg, Manitoba, Canada. Info: www.britishcar.ca

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW, St. Louis Park, Minnesota. Meeting usually lasts 30 to 45 minutes. Info: www.twincitiesvwclub.com

NEW! ZOOM Datsun/Nissan Z Owners. 1st Monday of the month 6:30 pm (locations vary) Jonathan Grothe, AIA, (952) 401-7076, jgrothe@twparchitects.com



VELOCITY 2

THE ART OF MOTION



JUNE 30 - AUGUST 3, 2012

HOPKINS CENTER FOR THE ARTS

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