

MARCH 2012
Vol. XI No. 1



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



IN THIS ISSUE: ON YOUR MARQUE: TRIUMPH GT-6 AND MERCEDES FIN TAILS
CHUMPCAR 2011 ENDURANCE RACE RECAP • OUT & ABOUT
SPRING KICKOFF, RENDEZVOUS & OTHER 2012 CALENDAR UPDATES

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www.mnautox.com

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North Coast Borgward Club
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North Star BMW Car Club
www.northstarbmw.org

North Star British Iron (cycles)
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Thunder Bay Vintage
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www.britishcar.ca

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Owners Club**
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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

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

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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: Tim Winker's Saab
900 took 22nd place in the 25.5 hour
2011 Chumpcar Eundurance Race at the
Iowa Speedway last September 3. See
page 11 to read more.



**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

BREAKING NEWS! InterMarque Spring KickOff makes front-page news in the *Osseo-Maple Grove Press*. OK, it's not *The New York Times*, *The Washington Post*, or even the Minneapolis Strib. And maybe the article was below the fold. But still, how long has it been since we, and our cars, been front-page news anywhere? Only doubters can quibble over the fact that something is happening.



The article recounted InterMarque Council Chair John Engstrom's January 23 appearance before the Osseo City Council to pitch the Spring KickOff to them. The Council was quite favorable to the idea, either being swayed by John's intoxicating rhetoric or unaware of the pollution output of '59 Bugeye Sprites. And so things are moving ahead. John and a few respectable looking intermarquers met with the mayor last week and things are still on track. See you on Osseo's Central Avenue on May 12.

That is, if I survive late winter. That time of between and betwixt. What will tomorrow bring? Snow, rain, or more drought? 50°, 20°, or below zip? Much as Mother Nature can't seem to make up her mind. I'm dithering. Not between weather extremes, however, but between automotive antipodes.

As some of you may recall, last Fall I decided to sell Smiley, the Bugeye Sprite. Well, I kinda decided. I put an ad in this newsletter and on Craig's List. Not exactly a Superbowl ad marketing plan. But two people responded. The guy from Oregon ended up buying a California car fresh from the restoration rotisserie. The guy from here is still negotiating with his wife. And, despite the fact that one good reason to sell Smiley was my increasing mechanical impotence, I spent most of my winter obsessing about another old car to buy. First I looked at TR3s. Nah, too expensive (i.e., more than I could get for the Sprite). Then I moseyed through the Italian camp. Fiat X1/9s and 124 Spiders are priced right. Both still tempt me but an X1/9 is essentially a newer rendition of my Bugeye and a 124 is a less reliable version of my Miata.

So where does that leave me? I don't need two white summer driver convertibles. Maybe sell Smiley, keep the Miata for sunny summer days, and buy an old tin-top (e.g., Todd's '73 XJ6, a Triumph GT-6, or an old Volvo Brick wagon). That way local mechanics could maintain their lifestyles.

No, no, no! It's time for me to follow the advice I was given last year and you saw in my December column: "*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.*"

As a matter of fact, it's time for me to print this out and tape it to the bathroom mirror. See you in Osseo May 12. Either on Central Avenue or in the "modern classic" lot.



Spring Kick Off Status Report

by John Engstrom, Spring Kick-Off Event Chair



INTERMARQUE OVERVIEW: InterMarque is an association of foreign car clubs, most of which are located in the Twin Cities area. The InterMarque Spring Kick-Off is billed as the first event of the “Motoring” season where car owners can bring their vehicles out for a spring car show. The show has been limited to vehicles that qualify for classic status under Minnesota Law, which is any vehicle that is twenty years old or older. This year we are adding another important aspect to the show by presenting an area where, what we are calling “Modern Classics” can be shown. These vehicles would be less than twenty years old.

SPRING KICK OFF HISTORY: The Spring Kick-Off held its first gathering in 1993 at the Hilton Metrodome. After a variety of locations, the Kick-Off settled into the Radisson Crowne Plaza near 494 and Highway 55 in Plymouth. Vehicles were parked in the park-like area behind the hotel. We soon grew to a size where we were filling up the park as well as spilling over into the regular parking area. At this point it was decided that we needed a larger area and moved the event to Como Park. At Como Park, we settled in at a site down by the lake in the parking lot and picnic hill down by the pavilion. Before long, we began to fill up this area and were not able to accommodate all of the vehicles, despite the weather being bad for the last two years. We also had limited parking in the immediate area for spectators.



2012 PLAN: This year, working with the city of Osseo, we have secured a pedestrian-friendly site that can be scaled to accommodate many more cars and spectators. The downtown setting offers a choice of restaurants as well as a nearby park for picnics. In addition we have a parking lot dedicated for “modern classics.”

We are excited about this opportunity and the chance to work with the Osseo Community. There is a flyer at the back of this issue that your are welcome to print out and display. We will post maps and additional information as it becomes available on intermarque.org. Local import car clubs do have the option to reserve space for a fee. Contact me for more information: jmjengstrom@yahoo.com.

SAVE THE DATE... 5/12/2012 (rain, shine or ??)

**INTERMARQUE 2012
SPRING KICK-OFF**

**Downtown
OSSEO, MN
10 AM– 3 PM**

**1991 OR OLDER IMPORTS.
PLACEMENT STARTS AT 9AM.**

ON YOUR MARQUE

Triumph GT-6 1966–1973

Article and Photos provided by:
Andy Lindberg



FEATURED: The engine bay of a GT-6+. Note the accessibility. This car is too clean to be mine; it belongs to Bob Lee of Oak Park Heights.

This is Riviera Import Centre circa 1970. There's a Jag in the front window. I did my shopping in back.

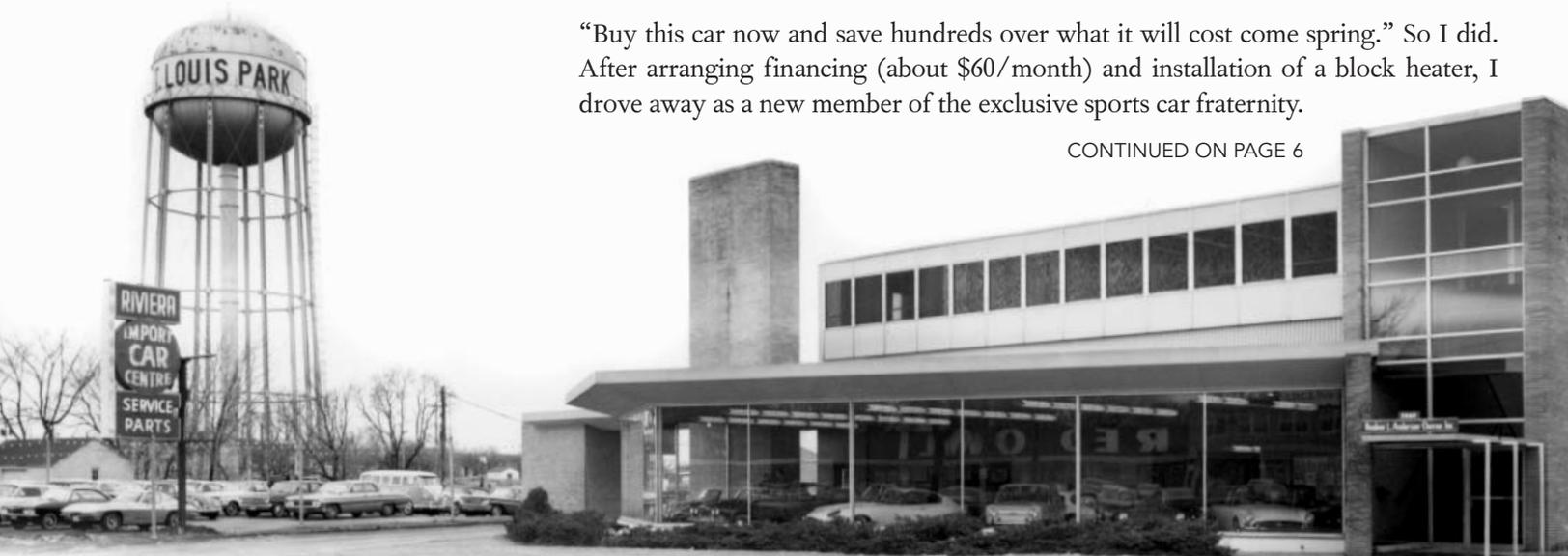
(photo courtesy Minnesota Historical Society for personal and nonprofit use only.)

In February 1970, I was driving a '66 Chevelle Malibu. I had graduated from college the previous May and my parents had taken my '60 Ford in trade for their Malibu so I could make it to work and not move back to Illinois with them. The Malibu was a decent car, two-door hardtop with a 283 and two-speed Powerglide. My mind, however, had been poisoned by years of reading *Road & Track*. I needed a sports car. Bad.

One Saturday the Malibu and I appeared at Riviera Import Car Centre, 5100 Excelsior Boulevard in St. Louis Park. (Later Pentel Pontiac Fiat.) Riviera had its more expensive used cars in their front showroom, so I went in the back. There two cars caught my eye. Both were Triumphs. One was a black 1966 TR4A; the other was a navy blue 1967 GT6. Accompanied by the salesman, I took each for a drive. Neither got a spirited workout — even in 1970 Excelsior Blvd. was hardly conducive to sports car maneuvers — but I thought I heard a noise in the TR's tranny. That swung it. The GT6's sexy looks and quieter gearshift overcame the TR4A's entertaining extra instrument panel gauges and a convertible top that might be fun. Assuming summer ever arrived.

“Buy this car now and save hundreds over what it will cost come spring.” So I did. After arranging financing (about \$60/month) and installation of a block heater, I drove away as a new member of the exclusive sports car fraternity.

CONTINUED ON PAGE 6





This is not my GT-6 Mk 1, but it's pretty close.

Ever since the Spitfire appeared in October 1962, there had been mumblings that its official name, Spitfire 4, meant that a Spitfire 6 would soon arrive. The mumblers were wrong. Triumph didn't want a six-cylinder Spit that might compete with its larger TR range. They did, however, realize that the Spitfire was a good candidate for racing. Some GT4s (not their real name) appeared at LeMans in April 1964. They were based on Triumph's 1963 Spitfire GT design study and used a race-modified Spitfire four-cylinder engine cloaked in a lightweight aluminum and fiberglass fastback body. One finished third in class; in 1965 (Triumph's last appearance at la Sarthe) they were first.

The LeMans cars, however, were a long way from a production car. When steel was substituted for aluminum and fiberglass, and an acceptably posh GT interior was installed, the proposed grand tourer became a poky tourer. A more powerful engine was needed. Luckily, Triumph had just shoehorned a six cylinder into its Herald sedan, on whose chassis the Spitfire was based. (The six-cylinder Herald was called

the Vitesse, originally 1600cc and later two liters.) The MGB/GT was announced in 1965 and Triumph decided it was time to get off the pot. The GT6 was announced in October 1966.

The two-liter mini GT opened to favorable reviews in the U.S., where its target demographic lived. The Brits, however, were not quite so kind, mainly faulting the car for its swing-axle rear suspension that could jack up and cause snap oversteer.

I thought it was fun to drive, its precise rack-and-pinion steering a nice change from the Malibu's and Ford's ponderously slow systems. It took me from here to Illinois and back several times, and I never experienced the dreaded snap oversteer. It did seem, however, that I was spending more time talking with mechanics than I had before. The gas tank had a case of creeping crud and the wire wheels vibrated and shook. Eventually summer arrived along with toaster-oven temps in the black interior. And then I

headed off to grad school and sold my dream car.

By the time I had bought my GT6 Mk1, Triumph had already brought out the Mk2 (known as the GT6+ in the U.S.) in 1969. The Plus solved the oversteer problem with rubber doughnuts on the axle shafts and a new lower A-arm. In effect, the transverse leaf spring was turned into an upper A-arm. It worked and the '69-'70 GT6+ also came with a much improved cylinder head (from the TR6 that was using a stroked version of the GT6 engine). As far as I was concerned, however, these improvements were offset by the GT6's ugly bone-in-the-mouth front bumper and the replacement of the interior toggle switches with safety rocker devices.



One of Triumph's first advertisements for the GT-6. Note Triumph used a hyphen for the Mark 1 and Plus. The car's color in this picture has been altered by a PhotoShop klutz (me).

CONTINUED ON PAGE 7



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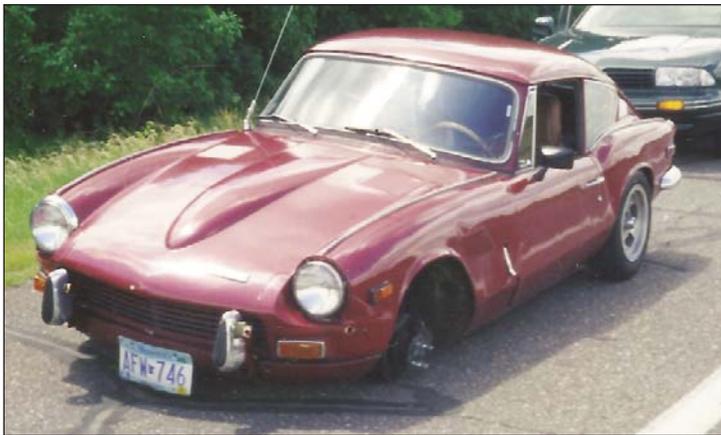
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Oops.

That didn't stop me from buying a GT6+, even though it was the mid '90s before that happened. On September 12, 1994, I stopped in the Borders bookstore at 1801 K St., N.W., in our nation's capital. I left with a copy of *Triumph Spitfire and GT6* by Graham Robson. I had taken the bait and it didn't take long for the hook to be set. Soon a GT6+ joined the TR3A in my newly expanded garage.

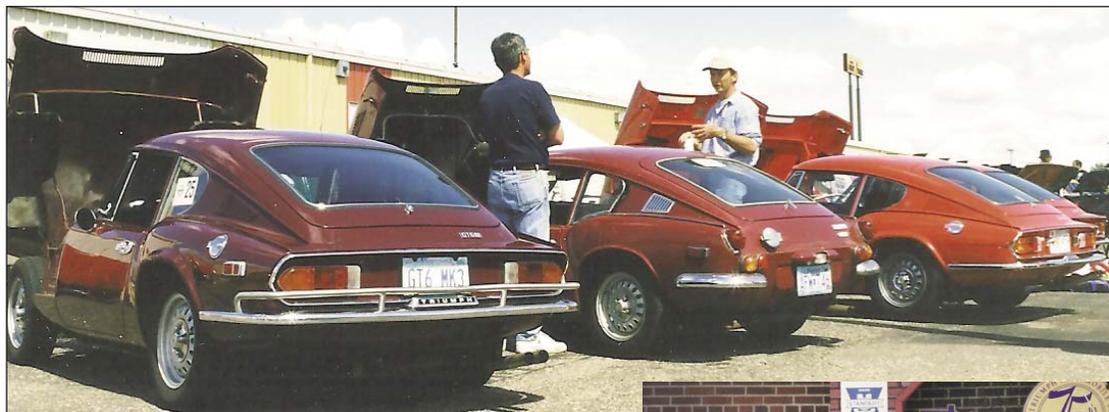
This GT6 was just screaming for modification. First the front bumper came off. Next the extremely slow GT6 steering rack (four plus turns lock-to-lock) was replaced with a faster Spitfire rack. Then a Mota-Lita 13-inch leather steering wheel replaced the wood after-market wheel insecurely attached to the steering column with one small wood screw. After that I made a big mistake. I bought four alloy TR8 wheels and bolted them to the hubs using Spitfire lug nuts that kinda fit. But not kinda enough.

The steel lug nuts wore away at the alloy bolt holes. On the way to the 1998 Triumph summer picnic in Stillwater, the left front wheel decided it had had enough abuse. It took off on its own into the median of Hwy. 36. The GT6 and I sparked to a lopsided stop on the right shoulder. While the car was in the shop, I had lowered front springs installed.

I drove the Plus to Maine for the 1999 Vintage Triumph Register convention in late July. Can you spell hot? A U-joint started complaining in Vermont but we made it home before it collapsed. Then I bought a book on Austin-Healey Sprites. (I really should read less.) Soon I sold the GT6+ to pay for a Mark II Sprite's restoration.

I never did own a GT6 Mk3. They were called Mk3s both here and in the civilized world. Most of the differences between the Plus and the Mk3 were cosmetic and in line with what was done on the Spitfire. There was a cleaner front end and the rear end acquired the semi-Kamm-back look that all Triumphs now sported. The Mk3 lasted from '71 to '73. Their engines became choked with emissions equipment, Triumph allocated most of its dwindling resources to the TR6, and the Datsun 240Z was now the hot contender in the six-cylinder GT class. When British Leyland pulled the GT6's plug, not many people noticed.

Would I buy another GT6? Of course. That six cylinder makes for grand touring for those of us of limited means and size. Will I buy another? That's another question entirely. Maybe a nice Mk1 from somebody who realizes he's selling a steel-top Triumph and not a convertible E-type.



LEFT: The difference between Mark 3 tails and their predecessor's.

RIGHT: Me and my 1970 GT-6+ at the 1998 Vintage Triumph Register national convention in Hudson, Wisconsin. I did not win any awards.



ON YOUR MARQUE

Mercedes Fin Tail Sedans 1959–1968

Article provided by: Eric Fantin

Photos provided by: Eric Fantin
and Andy Lindberg



“They make excellent vintage cars, are capable of safely keeping up with modern traffic, are very reliable and affordable, and retain the same original qualities they were built for.”

The fin tail was the mainstay sedan sold by Mercedes Benz in the '60s. Germans called them “heckflosse” while their official Mercedes designation was W111. Fin tails cover a wide range of cars from the 190D for taxi drivers to the exclusive 300SE for bank directors.

The fin tails were an evolution of the pontoon cars, the first unit body Mercedes built from 1955 to 1961. In traditional MB fashion, the pontoons overlapped the fin tails by a few years. The design and construction of the new line followed the previous model not only in its unit body construction with crumple zone, but also with a swing axle rear end and single overhead cam engines. Dual circuit front disc brakes were introduced on some models for improved safety.

The new models offered a bigger size and new styling, obviously influenced by U.S. cars of the day. The styling was quite striking for a company noted for its conservative style and engineering excellence. The greenhouse was increased with a big rear window and of course the fins. By our standards they were pretty tame (nothing like a 1959 Cadillac or a 1957 Chrysler), but by European standards and especially for MB, they were quite daring. The front end was more MB traditional with the big upright grill, single headlight for the 4-cylinder cars and full vertical headlights under glass (stacked headlights for US models) for the upscale 6-cylinder cars.

The cars were divided in two main series with two wheelbases four inches apart, the lower line with the shortest wheelbase and 4-cylinder power plant in gasoline and a diesel option. In the MB tradition, the cars received their model numbers based on engine displacement: 190, 190D (1.9 L) from 1961 to 1965; and 200, 200D (2 L) from 1965 to 1968, with a single overhead cam 4-cylinder. The upscale car was the 220, 220

CONTINUED ON PAGE 9

ON YOUR MARQUE CONTINUED FROM PAGE 8

S, 220 SE, (2.2 L) from 1959 to 1965, with a 6-cylinder with either two carburetors or mechanical fuel injection. Last was the 300 SE (3 L) 6-cylinder with mechanical fuel injection from 1961 to 1967. Incidentally there was also an estate version available in small quantity, mostly built by the Belgian company IMA, It's worth noting that, as the series evolved, in the MB tradition there were more models created including the 230 and 230 S from 1965 to 1968 in two different wheelbases and front ends. Anybody following?? A total of



NO LACK OF ATTENTION TO DETAIL ON THIS 220.

around 850,000 cars were produced in all series combined, a very popular car indeed.

I will start with the base cars, the 190-200 series. To say the least, the cars were well built, with the distinctive MB clunk when the doors are closed. The exterior styling was a blend of typical MB styling and transatlantic influence, nice big windows with excellent vision all around, thick paint and understated chrome. Inside the car there were nice seats with



MY 220 S

quality fabrics, a wood dash, and an unusual ribbon speedometer going up and down in the name of safety. Horsepower varied from 55 HP (190 D) to 95HP (200). A 4-speed on the tree carried through all lines unless an automatic transmission was ordered.

The 220 series car, with its more upscale front end and big glass headlights with integrated turn signals, conveyed an up-market feel. The interior, however, was similar to the others, with only minor differences. Again horsepower varied: from 95 HP (220) to 120 HP (220 SE). The top of the line car, the 300 SE was differentiated with more chrome on its flanks, two different wheelbases, and a very sumptuous interior. With its bigger fuel-injected 6-cylinder with 160 HP and automatic transmission, it was produced in small numbers and is a sought after model for fin back aficionados.

My personal experience with these covers the 190, the 220, and the 220 SE, all of which I was fortunate enough to own. The 190 is the base model, and although pretty slow with 80 HP on

CONTINUED ON PAGE 10

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OSSEO, MN
DOWNTOWN

SPRING KICK-OFF 2012



ON YOUR MARQUE CONTINUED FROM PAGE 9

tap, it is a well-balanced automobile. The handling and the braking are pleasant as long as the car is not pushed around. It is a wonderfully relaxed cruiser and, overall, a fine car. But spirited drivers need not apply. The 220 has the same characteristic of the other car but there is enough difference in power to recommend the 6-cylinder cars over their 4-cylinder counterparts because of the sound and smoothness of the power train. A problem I encountered on the curvy and twisted roads of the French Riviera was an oversteer tendency due to the heavier engine and I remember making the brakes smoke a few times. Shifting the 4-speed on the tree is a little clunky, typical of cars of that era. Again the overall feel is good and solid, the perfect family car. The 220 SE differs only by the extra power that I never seemed to notice except for increased fuel consumption. But then again 20 horsepower cannot make much of a difference.

I would recommend the fin backs for the style and their build quality. They make excellent vintage cars, are capable of safely keeping up with modern traffic, are very reliable and affordable, and retain the same original qualities they were built for. The fins add a little bit of panache to a sensible car.

Connect with local Mercedes enthusiasts through the Mercedes-Benz Club America—Twin Cities Section.

www.mbca-tc.org



1964 300 SE



1964 220 S



1964 220



1964 190

MERCEDES-BENZ MODEL SPECIFICATIONS

MODEL	190	190D	220	220S	220SE	220SE	300SE	300SE LONG	300SE	230SL	THE GRAND MERCEDES	
BODY STYLE	4-Door Sedan	4-Door Sedan	4-Door Sedan	4-Door Sedan	4-Door Sedan	Coupe and Convertible	4-Door Sedan	4-Door Sedan	Coupe and Convertible	Roadster Coupe	Sedan	Limousine
WHEEL BASE (INCHES)	106.3	106.3	108.2	108.2	108.2	108.2	108.3	112.3	108.3	94.5	126	153.3
OVERALL LENGTH (INCHES)	186.5	186.5	192.2	192.2	192.2	192.2	192.2	196	192.2	169	218	246
OVERALL WIDTH (INCHES)	70.7	70.7	70.7	70.7	70.7	72.7	70.7	70.7	72.7	69.3	76.8	76.8
OVERALL HEIGHT (UNLOADED)	58.8	58.8	59.5	59.5	59.5	56.0	57.5	57.5	55.7	51.7 Roadster 51 Coupe	59.4	59.4
NUMBER OF CYLINDERS	4	4	6	6	6	6	6	6	6	6	8	8
FUEL SYSTEM	Downdraft Carburetor	Diesel Injection	Dual Downdraft Carburetors	Dual Compound Downdraft Carburetors	Manifold Fuel Injection	Port Fuel Injection	Manifold Fuel Injection	Manifold Fuel Injection				

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2011 Iowa Speedway ChumpCar Recap

Excerpt from Tim Winker's Fart-hinder Racing blog ("Fart-hinder" is Swedish for "speed bump.") Follow Tim's blog at <http://farhinderracing.blogspot.com>



2012 CHUMPCAR SCHEDULE

Here are the races relatively close to home:

- 21–22 April: Road America, two 7 hour races
- 2–3 June: Gimli Aero-Raceway (north of Winnipeg), two 7s
- 9–10 June: Gateway Motorplex (E. St. Louis), 14 hr
- 30 June: Brainerd Int'l Raceway, 14 hour race
- 25–26 Aug: Iowa Speedway, 24 hour
- 20–21 Oct: Road America, Double-7

While it might be fun to go to Gimli or Gateway, the reality is there are four ChumpCar races within reasonable towing distance. Gimli is about 400 miles away, roughly the same distance as from Duluth to Road America or Iowa Speedway, but there are more 2-lane roads and it's only four weeks before the BIR race.

In short... we finished... in 22nd place out of 45 starters. Therefore we achieved at least two goals, 1) finishing and 2) top half.

And we finished without any drama. The car was amazingly reliable, didn't use much oil, ran cool all weekend, and the gearbox seems to have lasted without major issues. There were moments when one driver or another would comment about a vibration or noise, but nothing ever got any worse so we never did anything more than top off the fuel, check the oil and add a little now and then, and change tires once or twice.

AND NOW... THE REST OF THE STORY.

Tim Winker, car owner and writer of this account, was part of the ChumpCar staff for the National Chumpionship so he had to be in Newton on Thursday night for a Friday morning meeting at the track. Anthony "Izzy" Israelson along with his wife, Christy, and two small boys, Dante and Marcus, arrived Friday morning. Rick Moe and Jim Seubert came down with the car later in the afternoon, with barely enough time to get through tech. The tech guys gave us a little grief about the A.I.V. (Average Internet Value) paperwork, but no major issues. We did have to do some re-wiring to make the tail lights work with the headlight switch.

Tim was the first one on the track and it was quickly apparent that the Saab was not going to be competitive with that fast guys. In fact, the Fart-hinder Saab was probably one of the slower cars on the track (or maybe Tim was just one of the slower drivers... naaaah). Even so, the speedometer indicated nearly 100 mph on the back straight before making the turn into the infield. It started to rain a little and it was a good thing the Saab still had windshield wipers. During a yellow flag it was obvious that a couple of cars just ahead did not have wipers, plus the inside of the windshield was fogging up. The drivers were trying to clear the inside of the windshield with their gloves! No such problems for us.

CONTINUED ON PAGE 12

We didn't have a clock in the car so it was hard to tell when the time was up. Tim made a stop just to see if it was time to come in and had to go back out for awhile. Eventually his time behind the wheel was up and he turned the car over to Rick. The Saab was running well, with no issues. For the next few hours Tim spent time taking photos and posting updates on the ChumpCar forums and the Facebook page.



THE SAAB 900 POISED FOR (ALMOST) NON-STOP ACTION.

The format for this race was different from most. It used both the road course and the oval track at different times. Most of the drivers in ChumpCar are road racers, so the racing on the oval was new... and scary.

Iowa Speedway is best known as an oval track, where the Indycars and NASCAR Nationwide series come to play. The oval is 7/8ths of a mile and was designed with the help of Rusty Wallace. In addition there is a short section of infield road course, complete with concrete racing curbs to define the corners. The road course is a little over a mile in length. It dips into the infield near the end of the back straight, makes a couple of tight left-hand turns, three rights, a short straight, and rejoins the oval between Turn 4 and the pit lane.

The first five hours were on the road course, then five hours on the oval, then back to the road course for three hours, until 11:00 PM. Yes, that's thirteen hours of racing, and that was only the first day. There was another 12 hours of racing on Sunday! There was an overnight break that allowed drivers and crews to get a decent night's rest instead of trying to catch a nap on an air mattress somewhere in the paddock. Some of the more serious teams used the time to make major repairs while the drivers slept.

The racing went on in all kinds of weather, including rain so hard that there were small lakes on the infield part of the course. Tim also had a driving shift on Saturday night in the rain with poorly aimed headlights and driving lights. On the wet pavement there was little traction, so it was nearly like driving in an ice race. At one point he slid off the course and straight into a bale of tires, shattering one of the driving lights.

We generally drove two hour stints, but with no radio communication and no clock to let us know how long we had been driving, we all came in earlier than necessary. In addition, since we weren't really in the competition (this was the National Chumpionship, and the Fart-hinder team was not among the qualifiers, but rather a late entry to fill out the field) our pit stops were generally much longer than the five-minute minimum. Probably more like fifteen minutes. That extra time added up to a lot more laps behind the leaders. For one thing, we had two seats, one for Tim's XXL derriere and a slimmer one for the other drivers. Though it took only a couple of minutes to make the seat swap, it was one more thing to be done on several pit stops. A digital clock was found and duct taped to the dash on Sunday morning which made time behind the wheel easier to calculate.



HOLDING OUR OWN ON THE INFIELD ROAD COURSE.

Tim was the first driver on Sunday, which started on the oval. It would have been nice to have a camera in the car at that time as there was quite a bit of action just ahead of the Saab. A green Miata got tagged by another car in turn four and slid up into the wall, the Saab missing the action by only a few feet. A pair of BMW's went past on the main straight but by the time they reached turn two, one had rolled onto its side on the inside of the turn. Also in turn two, another BMW ran into the back of a spinning Mustang with such impact that the engine in the

CONTINUED ON PAGE 13

Bimmer was pushed back into the firewall, and the Mustang spent most of the day in the paddock attempting to make repairs. Jim reported that another car started to get out of shape just ahead of him in turn two and he kept his foot on the gas, tipping the other car back into shape and they were both able to continue at speed.



GETTING A WHEEL UP ON THE COMPETITION.

Since Tim was doing double duty, taking photos and posting updates on the ChumpCar forum, much of the maintenance was left to Rick, Jim and Izzy. All were happy that the car was reliable and the only maintenance was to occasionally top off fluids or change a tire or two.

With less than two hours remaining, Tim took the wheel for the run to the checkered flag. This was once again on the oval. He stayed mostly to the inside line to let the faster cars pass, but the Saab was still running at the same speeds it had all weekend, touching just over 100 mph on the straights.

With no communication to the team, Tim did not realize the drama taking place at the front of the pack. The BSD Acura that had led much of the race was running low on fuel so the team had gone into survival speed in an attempt to make the finish without another stop for gas. The British-American Racing BMW team in second place realized this and told their driver to kick it up a notch. He did so, setting the fastest race lap in the process and passing the Acura with less than two minutes left in the race. The margin of victory was about 10 seconds, and the Acura ran out of gas on the cool down lap.

The Saab served us well, and won't need a lot of work to get it ready for another season of ChumpCar racing. We all got a lot of seat time for a small amount of expense, more seat time than an entire season of SCCA Regional races.

Rick was able to cross three items off his Bucket List: 1) Racing in an endurance race, 2) Racing at night, and 3) Racing on an oval.

Thanks go to Rick Moe and Jim Seubert who prepped the car and made sure it got to the race, and to David Steen for providing funds to get the car finished for the Brainerd race. ChumpCar is truly a team effort and it took the contributions of all to make it all happen.

There's much more to read on Tim's blog at <http://farhinderracing.blogspot.com>

InterMarque **SUNDAY PICNICS**



JUNE 24
JULY 29
AUG. 26
SEPT. 23

**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

NEW HILLCLIMB EVENT PENDING

As some of you know, Tom Hazen has been working to develop an additional hillclimb event on a beautiful road near the small town of Waumandee, Wisconsin. On Saturday, February 11, Tom presented a proposal to the Waumandee Town Board requesting their approval for this event. The following is Tom's report on this meeting as it appeared on the InterMarque facebook page:

"First of all I want to say a big THANK YOU to the 15 wonderful people who got up early Saturday and drove two hours to attend this meeting and support

this event we are trying to get approved. Of the three Waumandee Town Board members, two are now in favor of it (up from just one back in October) but the third, who is also the Sheriff of Buffalo County, is still opposed. Even though our insurance would cover \$3 million in liability and we've redesigned the starting area to eliminate any traffic concerns, he still thinks the liability for the Town is too great. But our motion was not voted down, just tabled. They are going to consult with their insurance and legal council and get back to us in a few days. I'll be sure to let you know more when I do."

YOU NEVER KNOW WHO'S GOING TO BE AT THE INTERMARQUE BREAKFAST!



On February 4, it was Burt (B.S.) Levy, author of *The Last Open Road*, etc. Who's next, Stirling Moss? Photo by Clarence Westberg.

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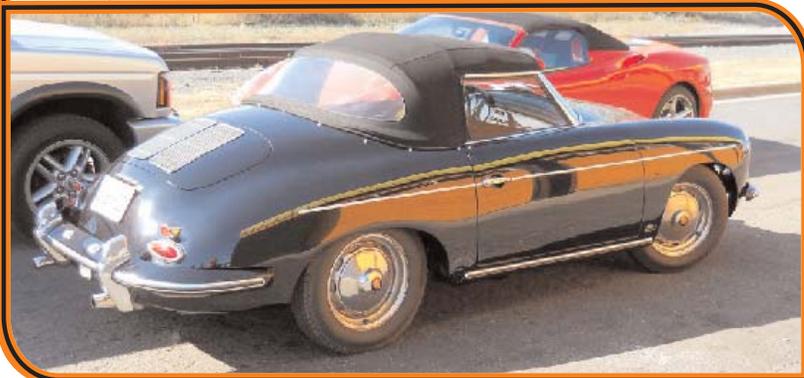
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ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (Aprl issue due by March 5).
 For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

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–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 See the NEW THIRD SATURDAY event details on page 18.

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

February 26: Annual All British Swap Meet. DuPage County Fairgrounds in Wheaton, Illinois. 8:00 a.m. to 3:00 p.m. Over 100 vendors last year. Hosted by the Chicagoland MG Club with guest appearances from other Chicago British car clubs.
<http://www.chicagolandmgclub.com/swapmeet/>

March 17 & 18: John Twist Tech Session. John Twist Coming To Quality Coaches. Twist is THE MG guru in the U.S. Two separate days of instruction. Please contact Dave Braun (dave@dbraun99.com) or Quality Coaches (<http://www.quality-coaches.com/>) for more information. Suggestions sought on topics to cover. Agenda similar to last year, \$100 per day per person.

April 14: Tech Session. 9:00 a.m. at Steve Rixen's garage, 729 Paul Burch Dr., Hudson, WI.
scrixen@gmail.com)

April 28: Tech Session/Open House. Midwest Motor Sports, 728 8th Ave. South, Sauk Rapids, MN. Hosted by Dan Iberg and the Minnesota MG Club.

May 6: Maplewood Imports Auto Fair. 10:00 a.m. – 2:00 p.m. German car show. Info: George Andeweg@Maplewood Imports. Watch for flyer.

May 19: Commemorative Airforce Spring Hangar Dance. Dance to the Roseville Big Band, tour the museum, and see restored WWII aircraft. Open to all Intermarque clubs. Preferred parking will be available for sports and vintage cars. \$10 admission (this is a fundraiser for the Commemorative Airforce). Fleming Field, South St. Paul. Dick Leighninger, host

May 19: Minnesota Scottish Fair & Highland Games (British Car Display) Dakota County Fair Grounds, 4008 220th Street West, Farmington, MN
<http://www.mnscottishfair.org/>

May 26: Spring Tour. Intermarque event hosted by the Minnesota MG Club and Tom & June Moerke. Tour will end at the Laurel Inn in Wisconsin.

May 27: MN Streetcar Museum Car Show. 1-4pm Lake Harriet Depot. 4200 Queen Avenue S., MPLS. Free Admission. Cars from 1900-1970 Welcome. Free Street Car Rides. Cruise Lake Harriet and Lake of the Isles at 4pm. Contact Dave: 952-943-8357.

June 2: Tech Session. Advanced Distributor, 17495 Marystown Road, Shakopee, MN

June 2 – 5: Diamond Jubilee. Celebrations to mark 60 years of The Queen's (that's Elizabeth for you non-Anglophiles) reign. FYI: The rules concerning the use of Diamond Jubilee-related names and titles for non-commercial purposes have been temporarily relaxed. This could cover using the titles for community events, buildings and projects to mark Her Majesty's Diamond Jubilee.

June 9: Amery Speed run/Autocross. Amery, Wisconsin. Hosted by Minnesota Austin-Healey Club. Excellent test running of your favorite Sports Car orchestrated by Tom Hazen.

June 9 – 10: Walleye 1000 Vintage Rally. No time or money to go on high dollar vintage rallies like the Colorado Grand or California Mille? Maybe your driver quality vintage car wouldn't make the cut, anyway. Maybe you've got a pristine, blue chip collectible you just don't get the chance to drive much. Do you like fun people, cool cars and the open road? If so, this just might be for you! Event is open to interesting classic, sports and grand touring cars model year 1979 and older. From the patinated to the pristine, from works in progress to completed projects, Blue Chip collectibles to vintage Fright Pigs, all are welcome and encouraged to participate. Info: walleye1000.com or Dave Tobin Phone: (651) 216-1265 Email: dave@daveknowscars.com

June 14 – 17: Northern Lights Rendezvous Kenora, Ontario. See all the info in this issue.

June 24: Intermarque Picnic. 2:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. June picnic host: TBD.

June 24: Stillwater Fire Muster, canceled twice last year because of flood waters on the St. Croix, is scheduled on the official calendar for Sunday, with the Not Quite A Parade starting about one o'clock and fire trucks pumping in Lowell Park at the riverfront all afternoon. Kodak moments all afternoon. Ride on the trucks heading downtown. Hold on to a hose and nozzle spraying water from an antique fire truck. Getting wet is optional.

June 30: Woodland Hill Winery tour. Open to all intermarque marques. Details to come. Minnesota Triumphs host.

June 30–August 4: Velocity 2: The Art of Motion. Hopkins Center for the Arts, Hopkins, MN. Opening Gala Reception: Saturday, June 30, 7:00–10:00 p.m. Free and open to the public. Some of the cars that will be at the June 30th exhibition opening: 1938 MG Sedan; 1968 Maserati Ghibli; 1972 Lamborghini Muria; 1990 BMW M3; 1965 Mini Cooper Special; 1953 Chevrolet Corvette; 1963 Chevrolet Corvette; 2003 Porsche GT3 RS; 1973 Porsche 911; and 1965 BMW 2002 tii. Velocity is the largest, stand-alone automotive fine art exhibition in the United States, and draws crowds of car buffs to downtown Hopkins. See work by some of the most-recognized names in the world of automotive art as well as rising stars. Special car shows and events will be held in conjunction with the exhibition. Watch the Velocity 2 Facebook page for details.

July 12–15: The Hawk with Brian Redman. RoadAmerica in Elkhart Lake, WI. This is the super big annual vintage car race event. 2012 will feature a Lola T70 Marque and Historic CAN-AM. <http://www.roadamerica.com/Races/RaceInformation.asp?id=244>

July 14: Coulee Classic Rally. Contact Ed Solstad. 612822-0569

July 14: Iola Old Car Show, Iola, Wisconsin. <http://www.iolaoldcarshow.com/>

July 21: Lexington Restaurant Triumph show. St. Paul. Come and see the TRs. Details to come. Info: Sue and Phil Ethier

July 27: Intermarque Drive in Movie Night. Cottage View Drive In, Cottage Grove. Show starts at dusk. Info: Andy Lindberg

July 29: Intermarque Picnic. 2:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. July picnic host: TBD.

August 11: Brit Fest. Location TBD. Host Minnesota MG Group.

August 11: New London to New Brighton Antique Car Run. Info: <http://antiquecarrun.org/>

August 25: Amery Speed run/Autocross. Amery, Wisconsin. Hosted by Minnesota Austin-Healey Club.

August 25–30: Team Minne-volt-a will be at the Bonneville Salt Flats for the 2012 Bub motorcycle speed trials. Tech inspection (no racing) on the 25th. See if our local battery-powered national record holder can beat last year's time or (gasp) break a ton. Go to the Salt Flats to cheer on Kevin Clemens and crew. Or follow their exploits on the Team Minne-volt-a facebook page.

August 26: Intermarque Picnic. 2:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. August picnic host: TBD.

September 9: Wayzata Car Show Charity Benefit (J. Hill Days). 9:00 a.m. to 2:00 p.m. Contact: Marty Schneider - 612-237-3843.

Sept. 7–9: Fall Vintage Race Festival - Held at RoadAmerica in Elkhart Lake, WI. A great opportunity to see vintage racing up close. Not only will the ELVF celebrate the 45th Anniversary of Can-Am, but it also will be celebrating the 40th Anniversary of Trans-Am. While Mustangs and Camaros take most of the headlines, the small sedan class also has fierce competition. The 2.5-liter Challenge will include Fiats, BMWs, Alfas, Mini Coopers, Volvos, and Datsuns. And don't forget touring the original course and the downtown car show. Info: <http://www.vscda.org/races/elkhartLake.php>

September 22: Wheels 'n Wings 8:00 a.m. Always a lot of cars and a lot of books. Airplanes, a train ride, hot dogs, and friendly people make it an enjoyable day in Osceola, WI.

September 30: Intermarque Picnic. 2:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. September picnic host: TBD.

October 20: AutoMotorPlex German Oktoberfest featuring German Cars. 9:00 a.m. to 12:00 p.m., 8200 Audubon Rd, Chanhassen Additional Info Contact: Bruno Silikowski: (612) 850-8398 bsilikowski@automotorplex.com)

January 1, 2013: Toast the New Year at sunrise. Birkmose Park, Hudson, Wisconsin. Then on to breakfast. Open to all clubs. Info: Minnesota Triumph Club.

AUTO MOTOR PLEX THIRD SATURDAY FEATURED EVENT Coffee, doughnuts and at Auto Motor Plex—A different car club featured each month.

April 16th - November 19th
9:00am - 12:00pm
AutoMotorPlex 8200 Audubon Rd,
Chanhassen, MN

Additional Info Contact:
Bruno Silikowski: (612) 850-8398
bsilikowski@automotorplex.com

April – Pontiac,
May – Ford
June - TBD
July – TBD
Aug. - TBD
Sept. – TBD
Oct. – German Oktoberfest featuring
German Cars.)

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

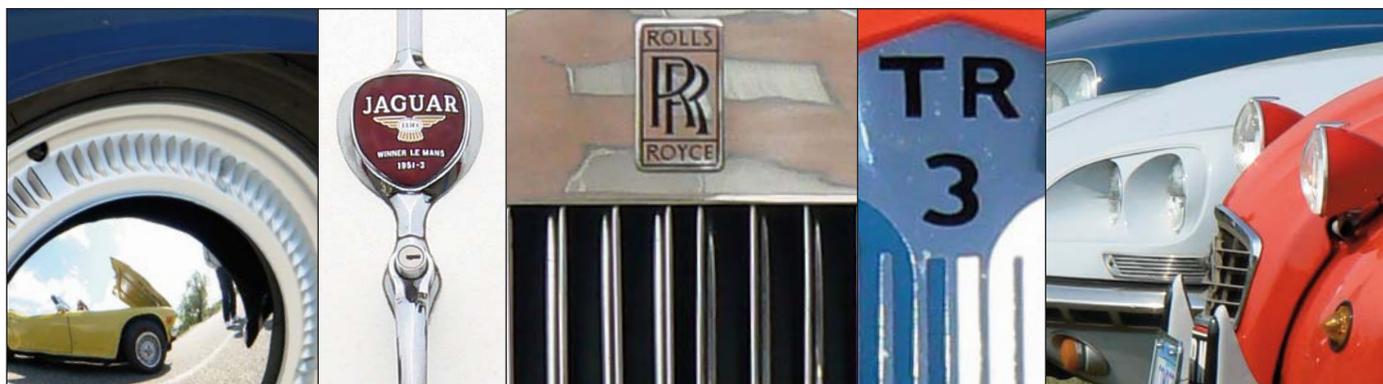
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

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

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



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.

2012 RENDEZVOUS REGISTRATION IS NOW OPEN! <http://www.britishcar.ca/rendezvous/>

2012 InterMarque SPRING KICK-OFF



ILLUSTRATION BY:
MICHAEL JEKOT

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MN**

**RAIN OR
SHINE**

20TH ANNUAL VINTAGE FOREIGN CAR SHOW

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- This is a FREE* event. Open to **1991 OR OLDER, FOREIGN** motorcars, motorcycles, scooters, and vintage racers.
- **FIRST COME FIRST PARKED.** Placement starts at 9 a.m. Space is limited. Parking staff will be on hand to direct. Clubs wishing to park together need to arrive en-mass.
- Visit InterMarque.org for additional show information.

**All participants must bring a non-perishable food item to donate.*

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JUNE 30 - AUGUST 3, 2012
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