

APRIL 2012
Vol. XI No. 2



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

THE LOTUS ELAN AND MGB (PICTURED HERE & ABOVE) ARE CELEBRATING THEIR 50TH ANNIVERSARY THIS YEAR! SEE PAGE 4 FOR A LIST OF OTHER CARS THAT ARE NOW ELIGIBLE FOR AARP MEMBERSHIP.

IN THIS ISSUE: ON YOUR MARQUE: BUGEYE SPRITE • RACING COLORS OF YORE
BULLETIN BOARD • OUT & ABOUT • 2012 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

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://www.MN-MGGroup.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**
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

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

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

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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: This great weather has us thinking of picnics! This photo was taken at the last InterMarque Picnic of 2011 which featured a great turnout. Picnic dates for 2012 are posted in the calendar. Interested in having your club sponsor a picnic? There are some openings. See picnic dates. Email InterMarque@gmail.com to inquire!



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

What do you write about when you've run out of things to say? How long will Mother Nature's hot flashes last? How do you think the Twins will do this year? Heard any good political rants lately? When will Phil Vanner start stocking enough kalamata olives and feta cheese to start making the Greek omelet a regular item on the Square Peg menu?



OK, enough drivel. On to important stuff. The InterMarque Weather Service is predicting 70° and sunny for May 12 in Osseo, Minnesota. See you at the Spring KickOff.

Second, next month the Monthly will feature a for sale ad for a 1959 Bugeye Sprite. I should be able to sneak Smiley out of storage in late April. So get in line for your viewing/test drive/credit check opportunities.

Meanwhile, I haven't done anything stupid – like buying another car with money I don't have yet. Also, the Miata seems to have survived its winter of neglect. Unlike the previous six winters, I never mounted the Blizzaks for snow (and salt) driving. Its battery was disconnected and it sat forlornly in its half of the garage. Then Linda and I decided to take in the Chicago Auto Show over President's weekend. On Friday morning the Toyota's tires were diagnosed with terminally thin skin, so the Miata's Die Hard was reconnected and most of our luggage found its way into a considerably smaller trunk. The Miata jumped to life and didn't stumble once on the 800-mile trip. I'm thinking about joining the Minnesota Miata Club.

(Footnote: The Mazda Miata was introduced to the American motoring public at the February 1989 Chicago Motor Show. Mazda had one of the original series cars parked next to today's MX-5 at its display. The only comment I heard from the curious onlookers was, "Boy, that's small.")



CARS CELEBRATING THEIR 50TH ANNIVERSARY THIS YEAR

SHELBY COBRA. the British A.C. Ace with (originally) a Ford 260. 99 out of a 100 you see on the street are fiberglass fakey-dooos.

LOTUS ELAN. A car that could out handle almost anything else on wheels. The Miata wanted to be an Elan but it was too reliable.

FERRARI 250 GTO. 250 refers to the displacement of each cylinder. Multiply by 12 and you get a three liter competition car with a hauntingly beautiful body. (Pontiac copied the GTO moniker from Ferrari, not the other way around.)

MGB. The MGB began production in mid-1962 although most were titled as '63s. The world's best-selling sportscar until the Miata.

TRIUMPH SPITFIRE. The Spitfire immediately outsold its Midget/Sprite rivals due to its slightly increased space, larger engine, and wind-up windows.

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11-12

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.



The Prehistory of the Austin-Healey Sprite

Article and Photos provided by:
Andy Lindberg



(AUTHOR'S NOTE: This article was to be the first chapter of a book titled *Spridgefire: the fight for the bottom shelf of the U.S. sports car market*. I'll never finish that book so the words are appearing here. Also unfortunately, this newsletter does not have the resources to buy publication rights for the relevant pictures so I've enclosed web citations that you can click for the eye candy.)

Sometime in 1956, Len Lord had a chinwag with Donald Healey. Lord was the grand pooh-bah of the huge British Motor Corporation. Before that he had headed the Austin Motors Company. After Austin and the Nuffield Organisation (Morris, MG, Riley and Wolseley) merged to form BMC in '52, Austin had become the alpha dog. Healey headed up a much smaller firm, the Donald Healey Motor Company, but he and Lord had done business before. In 1952, at the London Motor Show, they created the joint effort to produce the wildly successful Austin-Healey 100.

By 1956, however, both men realized that there was a vacant niche in the sports car market. Before World War II, when Austin and Morris had been separate companies, each had entry-level sports cars. Austin had its Austin Seven Nippy and Ulster models while Morris had a multitude of MG variants. By 1956, BMC had the Austin-Healey going gangbusters in the upper middle class while the newly introduced MGA was trying to fight off the Triumph TR3 in the middle market. Other than Morgan, however, no one was producing a truly low cost sports car. Since Morgan's miniscule production capacity did not position that company as a real BMC competitor in any niche, Lord and Healey agreed there was a profitable opportunity.

It's not clear whether, during this meeting, Healey was actually asked to design a small, low-cost sports car, but Donald Healey didn't rest on formalities. Arriving back at his headquarters in Warwick, he called in his son, Geoff, and told him to get busy on the project. (Asking his son to pilot the project was not exactly like you asking your son who just built a birdhouse in woodshop to design you a skyscraper. Geoff was a recognized automotive engineering genius and had been an integral part of all Healey's post-war cars, the Silverstone, the Nash-Healey, and the 100.)

The Healey Company quickly began design work. In order to reduce costs, their car was designed to use as many parts from the BMC corporate parts bin as possible. Most came from the Austin A35: front suspension, gearbox, back axle, and a mildly tuned

CONTINUED ON PAGE 6

version of the Austin A-Series engine. A slightly more expensive rack-and-pinion steering rack came from the Morris Minor, however, when the A35's cam-and-peg box would not fit without six ball-joints gumming up the works.

Body designs were done by Gerry Coker who was also penned the Austin-Healey 100. One cost reduction idea was to have identical front and rear panels, but this was dropped early in the development process. One expensive design idea, however, survived through the first prototype car—pop-up headlights. These lights were to fall back into the sheet metal and stare at the sky when at rest (much like the later Lamborghini Miura and Porsche 928). Excessive and unreliable mechanical gadgetry for this system ruled it out. When Coker left for America in 1957, his successor Les Ireland finished off the design and the Bugeye acquired its bug eyes.

At this point the car did not yet have a name. Around the shop, it was known either as the "Tiddler" or the "Poor Man's Ferrari." Donald Healey finally picked "Sprite," and BMC obtained permission to use the name from Daimler who had acquired it from Riley.

The original plan was to produce the car at Austin's plant at Longbridge but that facility was unable to fit the power train from underneath the car. The MG factory at Abingdon was the only plant available to BMC that could fit the units. So when the car actually went into production, it did so alongside the larger Austin Healeys and the MGA.

BMC took the wraps off the Austin-Healey Sprite on May 20, 1958. Location for the unveiling was Monte Carlo. Since it was just before that year's Monaco Grand Prix, many automotive journalists were on hand. 8700 cars were sold in 1958, at a price of £669.

1956 Sprite Design Drawing by Gerry Coker:
<http://www.ado13.com/>

Healey and Lord at the 1952 Earl's Court Motorshow:
<http://members.home.nl/rgubbels/history.htm>

The Sprites as they appeared at their introduction in May 1958:
<http://www.flickr.com/photos/personalisednumberplates/3877554013/lightbox/>

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.*

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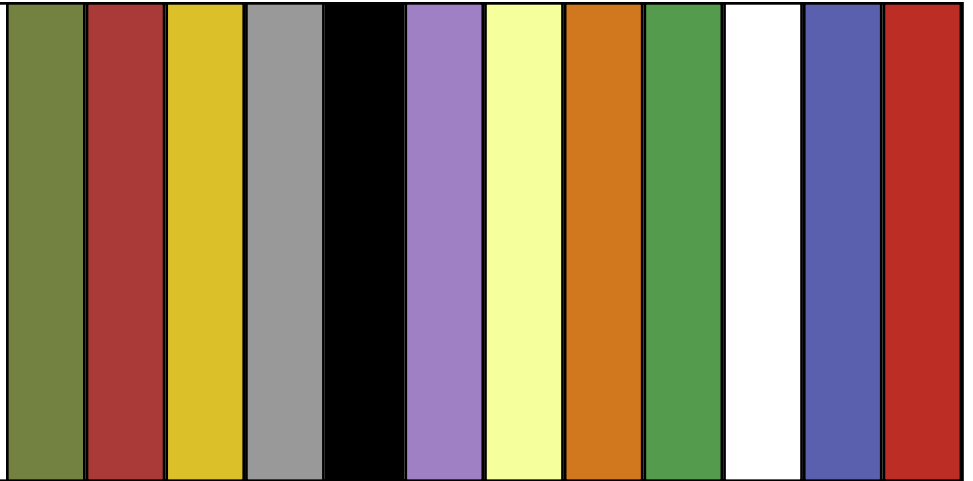
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12-12

THE COLORS IN RACING

Excerpted from a 1960
Road & Track article



There actually was a time where you couldn't tell the fastest car by the number of decals on it. This list is handy for looking through those archival photos of Juan Fangio's racing career!

REFERENCES are often made, in R&T, to the "red" cars from Ferrari or Maserati, the "green" cars from Vanwall, Aston Martin or Jaguar and the "white" or "silver" cars from Mercedes-Benz.

These are not arbitrary colors picked by each constructor for his cars (except in the case of strictly national, local or club competition, where anything goes), but are the result of a decision reached in the early days of racing. Cars were, and still are, distinguishable by assigned numbers, but further separation (prompted no doubt by nationalistic feelings) was felt desirable. This is why racing cars from Italy are red, the cars from England are green and the cars from Germany are white (or sometimes silver—the result of leaving the aluminum body unpainted).

A private owner will generally paint his car in the color(s) of his own country, rather than the manufacturer's. According to the C.S.I. of the F.I.A., "The use of distinctive colors of nationality is compulsory when the supplementary regulations of the competition require it. These colors are determined by the nationality of the competitor." So, a Ferrari owned by an Englishman would be painted green, even though it was an Italian car.

Thus, it has become a tradition for racing cars to be painted in the colors of the entrant, although they are occasionally seen with minor variations. Mercedes, for example, honored Englishman Richard Seaman, who was a Mercedes team driver, with a green border around the grille opening of his car. The shrewd Germans had also noted that this would allow quick identification if Seaman and one of the other Mercedes drivers (who would be in identical cars) chanced to pass rapidly by the pits at the same time.

CONTINUED ON PAGE 8

Because these colors were assigned during the days when racing cars possessed chassis that were visible beneath the body, many countries have a combination of colors: one for the body, one for the chassis and sometimes another for some other part, such as the wheels or hood. This presented a problem when streamlining came into fashion and the chassis disappeared from sight. As a consequence, the color formerly allotted to the chassis is now applied in the form of stripes or other trim over the color assigned to the body by the Code Sportif International of the Federation Internationale de L'Automobile.

To further simplify (or complicate) matters, green, the color assigned to the British Empire, is used as a basis for all cars from England and its possessions. The commonwealth countries use green as a body color with other colors, at their

choice, as stripes. Canada, for example, uses two white stripes 4 in. wide, one on each side of the car's centerline and 6 in. apart.

British racing green, to dispel some of the arguments, is not any particular shade of green, but Napier green is preferred. Stirling Moss drove a light sea-green BRM in the 1959 French Grand Prix. This was quite contrary to the accepted general opinion of what constitutes "British Racing Green" but was, nevertheless, acceptable. The color applied to a racing car has also had its share of side effects. For many years U.S. drivers would not drive in, or in competition with, cars painted any shade of green; they believed the color to be unlucky. This has diminished in recent years, especially since the advent of more British international competition.

The chart lists the racing colors of each country as assigned by the C.S.I. Colors assigned to chassis or underframe in the chart are now applied to stripes or trim.

Argentina: Body: blue. Hood: yellow. Chassis: black

Belgium: Body: yellow.

Brazil: Body: pale yellow. Chassis and wheels: green

Bulgaria: Body: green. Hood: white

Canada: Body: green. Stripes: white

Chile: Body: red. Hood: blue. Underframe: white.

Cuba: Body: yellow. Hood: black

Czechoslovakia: Body: white. Hood: blue and white. Underframe: red

Egypt: Pale violet

Finland: Black

France: Blue

Germany: White.

Great Britain: Green

Holland: Orange

Hungary: Body, front: white. Body, rear: green. Hood: red

Irish Free State: Green with horizontal band of orange around body

Italy: Red

Luxemburg: Pearlgray

Mexico: Gold

Monaco: White with red horizontal band around body

Poland: Body and hood: white. Underframe: red

Portugal: Body and hood: red. Underframe: white

Scotland: Green

South Africa: Body: Gold. Hood: green

Spain: Hood: yellow, Body and chassis: red

Sweden: Body and hood: lower part blue and upper yellow. Three cross bands of blue on top of hood

Switzerland: Hood: white. Body and underframe: red

Thailand: Body and hood: pale blue with yellow horizontal band around body and hood. Wheels: pale yellow

United States: Body and hood: white. Underframe: blue

Venezuela: Body: white. Stripe: green

OUT & ABOUT

TEA TIME

Thanks to Lynn Schulte, MN Metropolitans, for supplying the photos!



Saturday Feb. 11 was the Valentine Tea Hosted by the MN MG Group at Point of France in Edina. Above: June Moerke & Keith Galberth of the MN MG Group enjoy their tea and biscuits.



Jack Schneider and Kim Rixen discuss the merits of Teapots and MG Midgets (one pre-war and one post-war.)



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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: 1969 MERLYN 11A FORMULA FORD. Always a midwest car, local owners and drivers. Recent race history includes VSCR and VSCDA races at Road America, Brainerd International Raceway, and Blackhawk Farms. Ready to race. Andresen engine, spare gears, etc. Asking \$17,500. Rich Stadther 651-698-1981



FOR SALE: 1980 TRIUMPH TR8

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FOR SALE: 1965 AUSTIN VANDEN PLAS PRINCESS LIMOSINE Four doors (suicide rears); seating for six in the passenger compartment along with driver and additional passenger in the front compartment; sliding glass partition; right hand drive; almost all original parts; beautiful leather interior. Favorites of the royal family in the 1960s due to the large amount of glass that enhanced the view, these cars are still being driven in the U.K.. Serious Inquiries Only. Please contact Shannon O'Toole at shannonotoole@comcast.net.

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

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 13.

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

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 21: Vintage Sports Car Racing Annual Swap Meet. Quality Coaches, 20 West 38th St., Minneapolis, MN. In addition to perusing the goodies for sale, this is a great chance to learn about vintage racing or get tips on race car prep. There are also always cars in the shop to check out.

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](mailto:George.Andeweg@MaplewoodImports.com). 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 26: VSCR Vintage Race with SCCA's Jack Pine Sprints Double Regional and Trans Am at Brainerd International Raceway: Labor Day weekend. Details to come. Visit VSCR.org. NOTE: We need local Sports Car Club support—especially as we try to have our own Vintage only weekend next year at BIR. Thank You –John Hagen, VSCR, jkhagen@charter.net

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: 3rd Annual Woodland Hill Winery British Sports Car Display. Noon-4, Delano, MN. Featuring Live Music and beautiful picnic grounds. Lunch will be

available for purchase. Tastings of 12 varieties: \$7. Vinyard and Winery Tours. Open to all InterMarque clubs. Hosted by Minnesota Triumphs.

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. 10:00 AM, Maiden Rock Village Park on the lake front, Maiden Rock, WI. We'll be the ones with the Italian cars. (Plus a variety of other interesting vehicles.) An easy all-paved Monte Carlo style rally using the excellent sports car roads running through Wisconsin's ultra-scenic coulee country. The easy to follow instructions and timing at its most straightforward make this an excellent choice for those new to rallying while the roads are guaranteed to keep the most experienced rallyists entertained. Run it as a timed event or just ignore the timing and drive it as one of the best tours that you've driven. We guarantee that you'll see roads that you never dreamed existed in the Upper Midwest. There will be a limit of 20 cars. Your RSVP will count for one car with two people. If you add a guest, we'll assume that you have a friend that will be bringing a second car. More details to follow as we get closer. Ciao, Ed Solstad 612-822-0569

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 1: VSCR Vintage Race with SCCA's Jack Pine Sprints Double Regional and Trans Am at Brainerd International Raceway: Labor Day weekend. Details to come. Visit VSCR.org NOTE: We need local Sports Car Club support—especially as we try to have our own Vintage only weekend next year at BIR. Thank You —John Hagen, VSCR, jkhagen@charter.net

September 9: Wayzata Car Show Charity Benefit (J. 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: Pontiac, May: Ford, June – Sept: TBD, Oct: German Cars Oktoberfest**

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

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

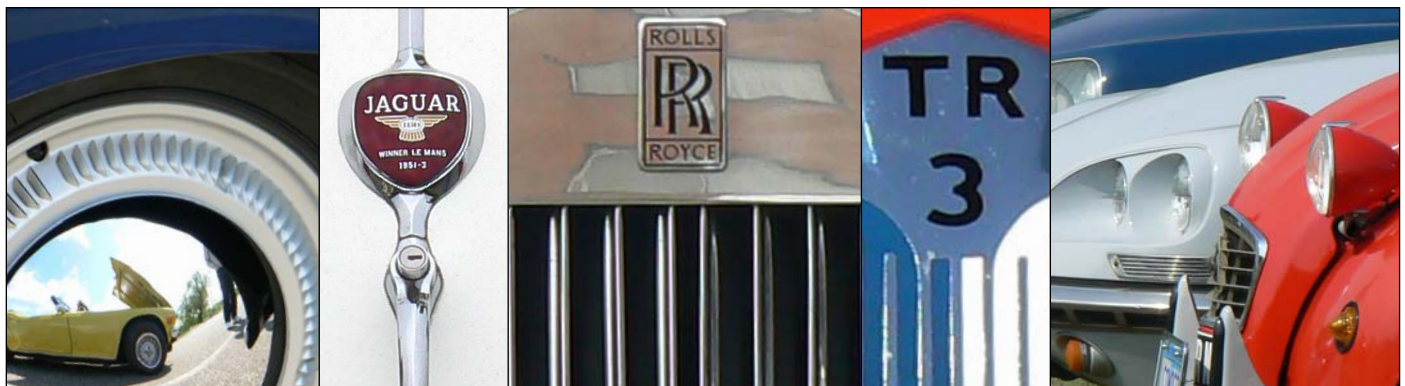
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

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.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

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

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MAY 12

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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
please bring a
non-perishable
food item to
donate.

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MN Austin-Healey Club • Minnes02 (BMW 2002) • Citroën Club of MN • Jaguar Club of MN
Lotus Owners Oftha North (LOON) • Mercedes-Benz Club of America: Twin Cities Section
MN United Minis (MUM) • MN MG Group • MN Triumphs • Wheels Of Italy (WOI) • Vintage Sports Car Racing (VSCR)

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THE CITY OF OSSEO!

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