

AUGUST 2012
Vol. XI No. 6

SEPTEMBER ISSUE
SUBMISSIONS AND
EVENT UPDATES
DUE BY AUGUST 5.



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



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VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

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www.BritishIronSociety.com

Citroën Car Club of MN
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Delorean Owners Association,
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**Ferrari Club of America,
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Miata Club of Minnesota
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Minnesota Austin-Healey Club
www.mnhealey.com

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www.minnesotauitedminis.com

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www.mnsaabclub.org

Minnesota Triumphs
www.mntriumphs.org

Nord Stern Porsche Club
www.nordstern.org

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ronengle@gte.net

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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**
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Twin Cities VW Club
www.twincitiesvwclub.com

Vintage Sports Car Racing
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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.

AUGUST 2012
VOLUME XI, ISSUE 6
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ON THE COVER: The Inaugural
Walleye 1000 included this iconic stop
in Garrison, MN.



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announcements about local
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MISCELLANEOUS MUMBLINGS

Is it an addiction or is it a passion? I'm talking about vintage foreign motorcars here, not drugs, booze, cigarettes, or the internet.



One piece of evidence for it being an addiction is that I'm in withdrawal. A painful withdrawal. And have been for 65 days since Smiley, my bugeye Sprite, left to meet his new owner. Not a day or an hour goes by without me fanaticizing about owning one old British/French/Italian/Swedish hulk or another. I scour eBay, Craig's List, and Bring a Trailer daily, and cast covetous glances at many of the cars I see at the Square Peg or various other get-togethers.

But maybe it's not an addiction. I'm not going outside in thirty below wind chill to take a puff on my Moss catalog. Or living under a bridge drinking out of a paper bag of MOWOG parts. Even if I do still hang around with my favorite pushers ("Hey Andy how about an almost restored Jaguar XJ6?"), maybe it could still be a passion.

To me the difference between an addiction and a passion is that an addiction sucks the life out of you while a passion energizes you. I am still passionate about old foreign motorcars. And I don't know that I will ever consider a 1990 Miata old, even if it's so good it's worth keeping forever.

I've had many recommendations of the appropriate older car for me and have test driven two vehicles. One was too rusty for a bodywork-challenged person like me; the other was in too good of condition to be entrusted to my haphazard maintenance habits. Both were too expensive for my current cash flow situation.

C'est la vie. Keep those suggestions coming in.



InterMarque SUNDAY PICNICS



JULY 29 • AUG. 26 • SEPT. 29

HOSTED BY M.U.M.

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**1 P.M., CHEROKEE PARK
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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.*



ON YOUR MARQUE

1960 MK IX ("Mark Nine") Jaguar saloon

ARTICLE BY: Russ Colber

PHOTOS BY: Russ Colber and
Brian Cornell



The Grey Lady steadfastly ignores steady cold and rain at the 2011 InterMarque meeting in Como Park.



JAGUAR-themed front and rear license plates help dispel the notion that this is anything other than a Jaguar.

I call her the "Grey Lady." She is a MK IX ("Mark Nine") Jaguar saloon car and was built in the Brown's Lane Factory in Coventry, England on October 30, 1959. She was dispatched to her first owner in Milwaukee, Wisconsin on March 30, 1960. My Dad, the second owner, bought her in early 1964. He drove it occasionally for several years (mostly to picnics with my Mother), more often dallying about in his "olde" English white 1958 Jaguar XK150 roadster. That is until he became fond of a little white Italian Alfa roadster, whereas he stored the MK IX under cover in the garage.

My Dad died unexpectedly in 1984. My Mother having patiently listened to my phone calls about the foolish sale of my Carmen red Jaguar Mark 2 sports sedan (by my ex-wife), told me she was tired of having local car salesmen calling her offering to buy the MK IX. She suggested I drive down to Milwaukee to rescue the MK IX. My brother Jim, having secured for himself the XK150 roadster, drove up from Florida and helped me bring the MK IX up to the Twin Cities in the late 80s.

Until I sent off to England for a period front license plate that read "Jaguar", the comment I most heard at subsequent car shows was "What year is your Bentley?" Evidently questioners didn't notice the leaping chrome cat atop the radiator shell; I gave them a little hint via the retro license plate. Later I asked automotive artist Tom Erickson (a.k.a. Eric Von Son) to make up a show card with factual information to many queries I've answered over the years. I display this card on an easel at shows whilst relaxing in my armchair under a large beach umbrella and sipping liquids.

The dual overhead camshaft 3.8-litre (231 cu. in.) six-cylinder engine is rated at 220 horsepower and produces 240 foot-pounds of torque; it holds almost two and a half gallons of oil (22 US pints). This was the first Jaguar saloon car with standard four-wheel Dunlop power disc brakes and Burman power steering. There are dual SU

CONTINUED ON PAGE 4

carburetors with an auxiliary starting carburetor. The electrical system remains 12-volt positive ground and drives the dual electric windshield wipers. The “picnic” tables and writing cabinet facing the rear seating were standard. The 50s duotone (two-tone) paint is Cornish Grey over Mist Grey; inside, the Circassian figured-walnut woodwork, and red Vaumol leather are original. The automatic Borg Warner transmission is original. The sunroof was standard, as well as the telescoping 15-in. metal steering wheel and Radiomobile AM radio. The large trunk with dual locks, holds 17 cu. ft.; the right hand gas tank takes 9 US gallons, and the left, 11.5 gallons; switchable dual electric fuel pumps deliver the “petrol.” This was the last Jaguar sedan built on a steel box-section frame. At the most recent count, 258 left-hand drive (of 4,021 produced) MK IX cars are listed in the 26 countries reporting to the International Register.



With an oil capacity of just over 2.5 gallons and a pair of petrol tanks that, when combined, exceed 20 U.S. gallons, the Mark IX is a formidable touring saloon.



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Why We Go To RENDEZVOUS

ARTICLE & PHOTOS BY:
Frank Howard



ABOVE: On the way up I-29, we stopped at a rest stop. I parked the Elan in the shade and opened the bonnet to allow it to cool down while Jane and I did the same at a picnic table.

This story actually began in 2009, the night before our departure to Rendezvous in Ashland, Wisconsin. As I had taken the Elan to Pinawa, Manitoba, the year before, I thought I'd take the Europa to Ashland. As I was bleeding the brakes and tightening the last bleeder screw, I got that sickening feeling of a sudden loss of resistance. Sure enough, I had stripped the threads out of a wheel cylinder. I immediately switched to plan B, the trusty Elan.

When we arrived in Ashland, I reacquainted myself with the organizer of the previous Rendezvous (our favorite) in Pinawa, Manitoba, Graeme Lowden. Graeme sought me out because he was in the midst of a ground up restoration for his own Elan, a car that he had acquired in pieces. My car proved to be a source of several answers as his didn't exactly come with assembly instructions.

Jane and I had a wonderful time in Ashland, just as we had in Pinawa the year before. In 2010, I was able to take the Europa to Rendezvous for the first time. There appeared to be a look of disappointment on Graeme's face upon learning that I had shown up sans the Elan.

We weren't able to go to Rendezvous in Fargo in 2011 but we attended Kenora this year. I was planning on taking the Europa, but Graeme convinced me to bring back the Elan. Not only was it the 50th anniversary of the MGB, said Graeme, but it was the 50th anniversary of the Elan as well.

Graeme and his wife Joyce invited us to come up early and stay with them prior to Rendezvous. As he had driven to the Twin Cities on occasion, he told me it was only 375 miles to his house. I told him we'd call when we approached the border so he and Joyce would have some idea of our ETA.

Our plan was to avoid expensive Canadian fuel by gassing up right before we crossed over. A half hour out of Grand Forks, we began looking for a gas station.



Rendezvous Kenora featured an entertaining talk by *My Classic Car* host, Dennis Gage.

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Town after town went by, but no station as we fixated on the fuel gauge. As long as the needle keeps moving, we're OK, I reasoned. If it was moving, the float had to be floating in gas. The time to worry would be when the needle froze because the float was resting on the bottom of the tank.

When we hit 400 miles, genuine panic set in. I had never gone this far on a tank. Finally, as we approached Pembina, we couldn't believe our eyes. It was like a mirage. "Is that really a station?" Jane asked. "Could it be?" As we pulled in, the trip odometer read 408 miles. We pumped 10.7 gallons into the 11-gallon tank. That was close.

I called Graeme and told him that we passed the 375-mile mark about a half hour ago and we hadn't even crossed into Canada yet so we might be a little late for supper. Exactly 92 miles later, we pulled into his driveway. Total mileage from a Golden Valley SA to his house, 500. Graeme had left a door open to his attached 3-car garage so that we could unload the Elan and leave it there. What a nice welcome.

Joyce had held dinner for us so we sat down for a late night meal. It was during that Tuesday night dinner that Graeme told me that every Wednesday was wrenching day where his buddies would come over and work on their British cars. What a great way to meet their friends, many of whom were planning on joining us for the drive to Kenora in a couple of days.

You may recall that Graeme's shop was featured on the cover of the March 2011 issue of the *InterMarque Monthly*. I remember reading the article, but there was no mention of the sheer size of this place. Let me say this. It's big and I mean XXXL. The building is shaped like an "L." Graeme refers to the part that forms the bottom right of the "L" as the "shed". The shed contains a large office with a tile floor, a bathroom,

a kitchen, and a special room just for the Elan project. Further, the shed is heated and air-conditioned.

The left side of the "L" is the main part of the building. I asked Graeme how big the building was and he took a guess. All he knew was that the building was the main reason he purchased the property. As a stickler for details, I borrowed his tape measure and went about the task of measuring it. The "shed" came in at 30' X 50' and the rest of the building came in at 54' X 120'. That's almost 8,000 square feet! I don't think there are many car dealerships that have that kind of workspace. What a luxury being able to wander around without worrying about squeezing between cars.

Five or six of Graeme's friends showed up to wrench on their cars. The wrenching session is always followed up by a delicious lunch prepared by Joyce. That night, Graeme asked me to assist him taking his Healey 3000 and his TR-6 to the gas station to fill up for the trip to Kenora. "Which one do you want to drive?" he asked. "How about I take the Triumph over and the Healey back," I replied. As I got into the TR-6, I realized I had not driven a Triumph since I sold my very first car in 1971, a 1964 TR-4. The trip to the gas station really brought back some memories.

After we filled up, Graeme took a long way home down the highway in the TR-6. This gave me the opportunity to pass him in the Healey just as I was shifting from 3rd to 4th. What a beautiful sound when the revs are up.

The next day, a group of four of us met up with another dozen cars that were waiting for us on the Trans Canadian highway. Ninety minutes later we were in Kenora. Things got off to a great start as everyone got to renew old acquaintances at the "Meet & Greet."

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This is the SHORT side of Graeme's shop, the bottom of the "L".

The main building on the left (54') and the "shed" on the right (30') total 84'.

Remember, the main part is 120' long!

Friday began with a trip to Rushing River Provincial Park. After lunch and a few hours of relaxation at the park, some went back to the hotel while others went to the “Funkhana” at the airport. That was followed by an evening boat ride on the sold out M.S. Kenora.

<http://www.youtube.com/watch?v=lSzfw0vM9L4>

Jane and I registered too late for the boat ride, so Graeme and Joyce graciously gave up their tickets for us. We were still their “guests” as long as we were in Canada. What a wonderful gesture.

Here’s a bit if trivia for you. While Minnesota may have 10,000 lakes, did you know that Lake of the Woods has 14,000 islands? Needless to say, due to time constraints our boat ride didn’t allow us to see them all.

Saturday began with everyone scrambling to get to the water hose to wash their cars. Then the rain came. The actual show took place under a giant permanent tent that has replaced the Lakeside Inn as Kenora’s landmark. While the tent kept out the rain from above, the water managed to enter from the sides and run across the floor.

The Minnesota Healey group took time out during the car show to make plans for next year’s Rendezvous in Grand

Rapids. Those Healey people are always thinking ahead. You don’t want to miss it!

The evening was wrapped up with the traditional banquet including awards and an entertaining talk by My Classic Car host, Dennis Gage.

The following morning, we all said our goodbyes.

You may have noticed that I devoted more space to our adventures preceding Kenora than to Rendezvous itself. That’s because the greatest benefit of attending Rendezvous is the lifetime of local and international friendships that develop. Go once, and you’ll always want to go back to see your friends (and the cars too).



To prepare a newer Jaguar for the car show, Kenny Merrill applies skills he developed over the years watching the Red Green show.



Centerpiece at the Meet & Greet was a 1934 Jaguar SS. Just look at those lines!



The Best Western Lakeside Inn is built on the water, as is the parking lot that is on three sides of the building (that is, if the building actually had sides).



This Jaguar XK-120 took 1st place honors at the car show. Its interior was correct as well.



The car show under the tent was packed with well over 100 vintage British cars.

INAUGURAL WALLEYE 1000 VINTAGE RALLY *is a keeper!*

ARTICLE & PHOTOS BY: Dave Tobin,
Walleye 1000 organizer and host



Check-in weather turned out to be a good omen for the days ahead.



John Olson applies his Walleye 1000 rally sticker over the front license plate of his '71 mb 300SEL 6.3.



The event date was once the German Car Fest date so German cars were well represented with cars from Porsche, BMW, Mercedes and Borgward.



Ulrich Graefe and Ron Engle with their 1960 Borgward Isabella Coupe

By all accounts the Inaugural Walleye 1000 Vintage Rally over the back roads of rural Minnesota and Wisconsin was a resounding success! At about 9 a.m. Saturday morning, June 9th, 15 cars, all built prior to 1991, lined up at Veteran's Memorial Park in Shakopee, MN, with drivers and co-drivers ready for a cruise.

After receiving their rally packs full of maps, route guides, event t-shirts, rally decals, event dash plaques and other assorted swag, teams departed for the +/-250 mile trek East into Wisconsin, along the St. Croix and Mississippi Rivers, North through some of the small towns in Wisconsin, lunch in Somerset and then back into Minnesota, around Lake Mille Lacs to a great group photo op and refreshment stop in front of the huge fiberglass Walleye in Garrison on the shores of Lake Mille Lacs. After this brief stop it was on to the Brainerd lakes area for the night.

Dinner was hosted at the Bar Harbor Supper Club in Niswa on the shores of beautiful Gull Lake. Then it was back to the Brainerd Hotel and Conference Center for a good night's sleep. Sunday morning it was east towards Duluth with a brief, optional stop in Cloquet to fill up for gas at the Frank Lloyd Wright designed 'Lindholm Service Station'. It was eastward from there through the great, winding roads of Jay Cook State Park that eventually landed us in Wisconsin again where we headed south. We eventually crossed back into Minnesota at St. Croix Falls and then headed south along the St. Croix Trail into Stillwater.

The finisher's dinner was held at the "Tavern on Grand" in St. Paul... a restaurant famous for, of course, Walleye! There was a brief awards ceremony after dinner. John Elliott and Beth Kraus received the "Journey is the Reward" commemorative plate for their wonderful attitude and easy going manner... They were driving their 1968 Fiat 124SS with their big German Shepard, Bandi, sitting in the back.

There was a gift certificate to an online auto parts store that was going to be reserved for the participating car that left its team stranded by the side of the road. Amazingly, there was not a single mechanical failure by any car on the rally. In the

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end, the gift certificate was awarded to the team driving the 1961 Jaguar MKII 3.8, Terry and Bill Jacobs. Terry keeps his Jags in tip-top condition, but I figure he'll need the parts eventually, so he got the gift certificate!

Dave Bortner and Michelle DeMist were recognized for selflessly following the group (in modern air conditioned comfort) in the Chevrolet Suburban "Safety Vehicle" towing a (fortunately) empty car trailer, just in case one of the rally participants needed a tow.

The "Spirit of the Walleye Award" was given to the charming team of Ron Engle and Ulrich Graefe driving a 1960 Borgward Isabella Coupe. Ulrich came all the way from Germany to run the rally with his brother in law, Ron. These guys brought one of the oldest cars on the rally, could be seen taking pictures at just about every scenic overlook point, they had a honk, a wave and a smile every time you drove by them along the way. They really embodied the spirit of the event—fun, casual and laid back, 'The Spirit of the Walleye'.

I started thinking about planning a rally like this almost two years ago, in August of 2010. I saw what vintage car enthusiasts did in other parts of the country. In California, multi-day, low-buck rallies like this are all over the place. I couldn't find an event like that in the Midwest. Multiple days, no specific club affiliation. An event to bring all kinds of car people together. Not just for an afternoon or a long drive to a lunch stop, but a real opportunity to get in some driving and get to know some new people over a couple of days regardless of make or model affiliation and, especially, regardless of budget. The event was meant to be accessible to everyone.

The motto of the Walleye 1000, as written on the back of the event T shirt is 'Check your tires, check your oil, check your ego at the starting line and let's go!' In other words, the guy with the '73 Sprite with a fender in primer and rusty floors is as welcome as the guy with the half million dollar Concours winning '55 300SL.

After the feedback from this year's event and interest from other folks who weren't able to make it, I have no doubt there will be a Second Annual Walleye 1000 Vintage Rally in 2013. The route will be changed just to keep things interesting. Early route plans are already coming together and it looks like we will be southeast of the Cities in Wisconsin for most of the 2013 event. Next year's event will be open to cars from model year 1992 and older.

The early June date will remain. While there will always be scheduling conflicts with some car club event somewhere, at some point you just have to pick a date and go for it. This June date, for the past 15+ years has been the German Car Fest. When that event was rescheduled for October and moved to the Auto Motor Plex in Chanhassen, the Walleye date was decided. The weather is generally decent that weekend, and it's early enough to encourage people to get their cars ready for the summer driving season early.

So, you've got the rest of this summer and all winter to prepare your Walleye 1000 entry. Hopefully we can carry on the 'no mechanical failures' precedent set during this year's event.

Be sure to visit the official Walleye 1000 website for past event photos and future event info. www.walleye1000.com



Classic cars in classic locations! ABOVE the group fills up at the world's lone Frank Lloyd Wright designed gas station located in Cloquet, MN. BELOW a couple of "marble eyes" pose in Garrison, MN. (Bill and Terry Jacobs' 1961 Jaguar MKII 3.8 is quite a catch... and it's already cleaned!)



OUT & ABOUT

MN STREETCAR MUSEUM VINTAGE CAR SHOW MAY 27, MINNEAPOLIS, MN

PHOTOS BY: Jean Boe and Mark Lellman RECAP BY: Lynn Schulte

Dave Irey has done a great job with this show over the past five years. It is located next to the Lake Harriet Streetcar Museum. A fun time for families and enthusiasts alike so look for it next year. Includes FREE vintage streetcar rides!

REGISTERED CLUB ATTENDEES INCLUDED...

Lotus - Frank Howard

Citroën - Mike Guanella in his Mehari

MG - Bob Figenskau

2 Amphicars - Mark Lellman and Rich Rosenberg

3 Mets: Lynn Schulte, Lori Reinholz, Jean Boe

Morris Minor 1000: Bob Schlink

There were reports of an AC Cobra, Blue Jaguar, Triumph Spitfire and a Rolls Royce in the area as well!



Jean Boe's Nash Metropolitan is the ultimate Barbie Dream Car... although Barbie appeared to be sleeping off that party over at Ken's place.



Rich Rosenberg's Amphicar sports the current MN watercraft registration (and Rich, the proper attire!)



Amphicars were built in Germany between 1961-65 and are powered by a Triumph engine. This one belongs to Mark Lellman.



Show organizer Dave Irey dresses the part!



Bob Schlink's Morris Minor 1000 convertible looked crackin' good!

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Any more questions?

Seeing the Amphicars and Metropolitans together we couldn't resist giving a plug to one of our favorite t-shirt designs. It's available at www.goneautos.com

Send in your event photos and recaps to intermarque@gmail.com

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OUT & ABOUT

BACK TO THE '50s JUNE 22-24, MN STATE FAIRGROUNDS

RECAP & PHOTOS BY: Andy Lindberg

The official count was almost 12,000 cars at Back to the 50s. All were '64 and earlier except for a few replicars that snuck by the scrutineers. Maybe a hundred were the vintage foreign vehicles this periodical purports to cover.

One of the few (if not the only) club displays was by the Twin Cities VW Club, and they deserve a commendation for their effort. I don't know whether they were trying to appeal to the Back to the '50s crowd or not, but one of their Beetles sported fender skirts. In addition to the VWs, there were also MGs, at least one of which was a real TD. Attendees also included several Metropolitans, a baby blue Triumph TR4, and a Morris Minor convertible. In addition, there was a 1964 Volvo P1800S that I fell in love with. (But that's a different story.)



Although things can get crazy with all the hoopla, this Morris Minor 1000 convertible kept its top on.

The Twin Cities VW Club deserves a commendation for the effort put into their space.



3RD ANNUAL BRITISH CAR DISPLAY JUNE 30, DELANO, MN

HOSTED BY: Woodland Hills Winery
RECAP & PHOTOS BY: Andy Lindberg

Triumphs outnumbered Corvettes! The Woodland Hill Winery extended an invite to the Vette Club on the same day at the same time as the Brits were invited. The normal expectation at this type of occurrence would be that the plastic Americans would outnumber the stiff upper lippers about a hundred to one. It didn't happen.

The count was 42 cars with fifteen Triumphs, twelve Corvettes, six Healeys, two each MGs and BMWs, a Lotus Elan, a MINI Countryman, a Fiat 2000 Spider, a Toyota MR2, and a Mazda Miata. The food was good, there was plenty of shade, the live music was impressive, and people were touting their individual favorites at the wine tasting. All in all, a nice laid-back event. And you didn't have to be British to enjoy it.

This MGB is dressed up for the occasion.

BELOW: Always nice when you can picnic with your car on the grass.



OUT & ABOUT

VELOCITY GALA GRAND OPENING

JUNE 30, HOPKINS CENTER FOR THE ARTS, MN

<http://www.hopkinsartscenter.com/velocity2/index.html>

RECAP & PHOTOS BY: Andy Lindberg

Velocity 2, which runs through August 3, got off to a rousing start on the evening of June 30. Not only was Hopkins' Mainstreet crowded with exotic (and semi-exotic) cars, but also many of the show's twenty-five artists were on hand to discuss their work inside the Hopkins Center for the Arts. Exhibitors showed pieces in cast bronze, photography, and paintings and charcoal on canvas. (Co-curator Michael Jekot had two works done on automobile hoods.)

Exhibition hours are 8:00 a.m.–8:00 p.m. Monday-Friday, 10:00 a.m.–8:00 p.m. Saturday and noon–5:00 p.m. Sunday. The winners of the People's Choice Competition at the Gala Opening were James A. Clark's Truck Made Cold by the Universe for artwork and Mark Brandow's Gilbern GT for car. The next big happening at Velocity is the Main Drag Event on Saturday, July 28. From noon to 4:00 p.m., there will be American hotrods, classic motorcycles and music on Hopkins' Mainstreet.



J. Paul Nesse's diorama of a Porsche 917K deserved a prolonged viewing.

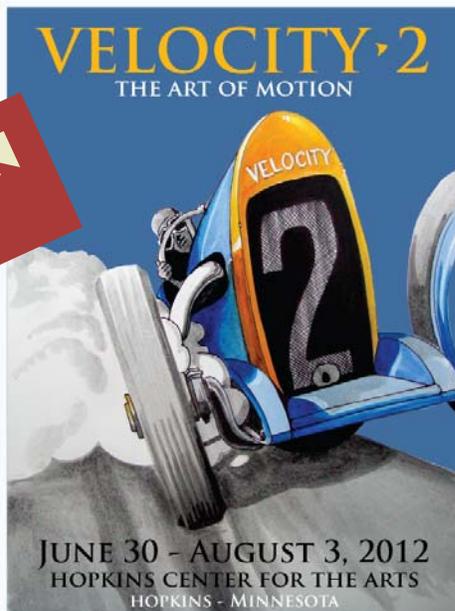
www.nessesculpture.com/



Co-curator Michael Jekot has worked hard to promote the automotive arts in our region. The show is a great sampling of the depth of talent found in this subject area.

www.behance.net/mjekot

The parking lot featured an eclectic blend of imports.



GOING ON NOW!

Send in your event photos and recaps to intermarque@gmail.com

OUT & ABOUT

BASTILLE DAY CELEBRATION JULY 14, EDINA, MN

HOSTED BY: Alliance Français MPLS/St. Paul
RECAP & PHOTOS BY: Brian, Will, & Theo Cornell

Ten Citroëns showed up to celebrate Bastille Day with the Alliance Français at the Hotel Sofitel in Edina. This is an annual event that is fun for the whole family. From face painting, balloon animals, and a bouncy house, to a French market, live music, and plenty of food offerings. Add in the myriad of conversations taking place in French and you've got a mini vacation in the metro! Many of the Citroën club members offered rides to enthusiastic attendees. *Bonne partie!*

Balloons and more balloons!



A 2CV is great for reflection.



From the classic Traction Avant to the unique Mehari. The show represented a range of styles.



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- State of the Art Diagnostics
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1955 Porsche Outlaw Speedster
BEAUTIFUL GROUND-UP RESTORATION. \$165K





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: 1980 TRIUMPH TR8

4 barrel Edelbrock carburetor with Headers. New top and shock's Very Fast, 150 mph speed. Has some surface rust. Call Patrick 612-331-5378 or prholtmn@yahoo.com Minneapolis, MN. \$5,000 OBO



THIS 'N' THAT

GUINNESS BOOK OF WORLD RECORDS

Although we have neither an official report nor pictures, it appears that the local attempt to set a world record for the largest number of vintage cars in a caravan fell short. <http://automotorplex.com/>



Meanwhile, New Yorker Irv Gordon is within a couple thousand miles of putting 3,000,000 miles on the odometer of his 1966 Volvo P 1800S.

<http://www.bbc.co.uk/news/world-us-canada-18803064>



A FEW 2012 KICK-OFF POSTERS ARE STILL AVAILABLE! \$5 EACH PLUS SHIPPING. (12.25 x 17.25) Email us at intermarque@gmail.com if you're interested.

FOR SALE: 1996 RM 7 (LOTUS SUPER 7 REPLICA)

1983 RX 7 12A, rotary motor, 140 to 150 HP, street ported, Mikuni carb, Borla Muffler 1985 RX 7 5 speed. 4- wheel disc brakes, New Hankook Ventus tires, new battery, new 6 psi fuel pump. 1,370 lbs. Street legal go-cart and the most fun you will have on 4 wheels. Priced for quick sale \$15,500.

Steve Shogren, 651-454-2037, steveshogren@yahoo.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: 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: 1953 MERCEDES When we got this car years ago we were told it is a 1953. It is one of those 'barn find' cars - a very solid car with very little rust, complete except for the following: no motor, radiator, grill, or light bezels. There are a few dents and dings on an original green unmodified car. It has a cloth interior that could be serviceable as is, at least for a little while. All glass is good. If you had the correct gas engine you could be 'on the road' soon with this car. We are interested if finding it a good home. Our family has decided that we have other car(s) that we love more that we would rather give the love and attention to that this car seems to want \$4,500 (or you could make the '37 Rolls run) Rex Bryant: 612-722-2271, but email is better... rborzoi@hotmail.com.



FOR SALE: '72 TRIUMPH TR6. This is a great driver with many new and upgraded parts including: new tires, new soft top, steering stabilized, full tune-up, new seat belts (uninstalled) as well as some mechanical work. This is a nice driving TR6 in great shape, fun in the corners and pretty much original, aside from the new parts mentioned. There are collectors plates on it which means you never buy tabs again. The body is in very good condition. Paint is in good shape. The chrome on the bumper is pitting a bit, but still looks good. The wood dash is intact and all electronics work properly. If you are looking for a TR6 that needs nothing and is ready to drive all summer long - this is the one. Includes: Original tonneau cover(in great shape), soft top rear cover and new full car cover fro winter storage. \$9500/B.O. (Serious inquiries only. No low ballers please) Scott: 612-747-3547



FOR SALE: 1973 JENSEN HEALEY. Yellow, with black interior, upgraded Lotus engine with Dellorto carbs, hotter cam, and aluminum flywheel. So it runs strong up to a redline of 7000 rpm's. I drove it to the national Austin Healey Meet in Galena, Illinois in 2010 - second in class at the gymkhana. Drive this car and you will love it! \$7200. Contact Tom Politiski 218-367-2168 or Healeymog@yahoo.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

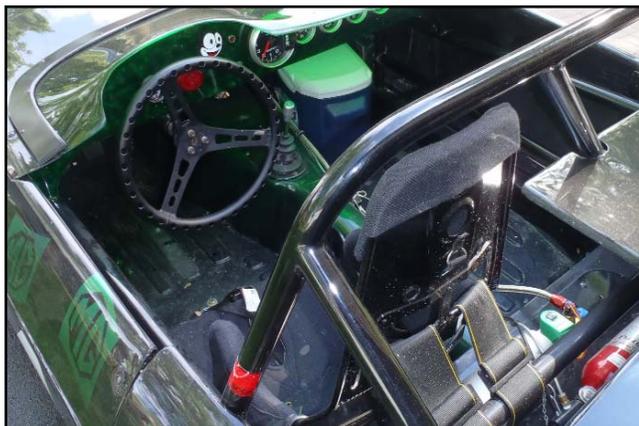
**FOR SALE: 1980
ALFA ROMEO
SPIDER VELOCE**

39M actual miles, always garaged, 2 liter double overhead cam, 5 spd, no rust, adult driven and well cared for \$11,000. Many extras
Bill 651-224-0079.



FOR SALE: 1970 MGB VINTAGE ROAD RACER: \$25,000 145HP 1800 Midwest Vee motor
Cosworth pistons • Pauter rods • Roller rockers • Custom lightweight flywheel • Custom aluminum front hubs • Tilton clutch
Close ratio gear set • Quaife rear diff • Fiberglass rear leaf springs • Original Minilite wheels with one season on hoosiers
Accusump • Fire system • New belts • Aeroquip everywhere • Excellent roll bar and semi tube frame. Car is very light
NO DNF's since Midwest Vee support except once I ran it out of gas. Car is in White Bear lake. 612/747/8468

RACE
READY
FOR
2012!



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

Auto Motor Plex Third Saturday Coffee and doughnuts 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

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.

DATE CHANGE! July 14 Coulee Classic Rally DATE MOVED TO SEPTEMBER 29. SEE SEPT. 29 for details.

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

July 27-29: 22nd Annual Little Log House Antique

Power Show. 8am-5pm, Hastings, MN, No admission fee when you enter a vintage car in the classic car show! (This is where Porky went to retire.) <http://www.littleloghouseshow.com>

July 27: Intermarque Drive in Movie Night. Cottage View Drive In, Cottage Grove. Show starts at dusk, but get there early so you can park by the other vintage foreign hulks. Admission \$8.00/person. CASH ONLY. No checks, no cards. This is likely the last year for the Cottage View as WalMart needs this land for their umpteenth location in the Cities. Tailgating is encouraged. Bring something to share. For info on the movie call 651-458-5965. For info on the event, Andy Lindberg at andyrlind@gmail.com.

July 28: Healey Hillclimb. (rain date Sunday, July 29th). This will be our eleventh running of this event. Thanks to all the hard-working volunteers who have helped out over the years! See flyer in this issue.

July 29: Intermarque Picnic. 1:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. July picnic host: TBD.

August 4: Villa Belleza Tour. 9:30 AM. Point Douglas Drive, So (US Hwy 10 across from Prescott), Cottage Grove. Point Douglas Park Pt. Douglas Park is located across from Prescott on the north side of US Hwy 10 on the MN side of the St. Croix. This will be a non-timed tour of Wisconsin's all paved scenic back roads starting at Pt Douglas Park across the St. Croix River from Prescott and ending at the soon to open Villa Belleza Winery in Pepin. According to Rick Vaicius, an Alfa owner and former SdN president who now lives outside of Pepin, they are planning on having Italian oriented food available in an Italian villa style setting. The posted date is subject to change but we're aiming for a Saturday in August. More details including the exact date, start time, etc. to follow after we get a chance to visit the winery.

August 11: Brit Fest. Location TBD. Host Minnesota MG Group. <http://mn-mgggroup.org/>

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

August 18: Goodwood in Chanhassen; Royal British Car Show and Queens Jubilee. 10:00 a.m. to 3:00 p.m. AutoMotorPlex, Chanhassen, Minnesota. Cars, food, fashion, ice cream, music. NOT ANOTHER ONE OF THOSE BORING GUY THINGS. Can't afford to fly to Blighty this year for the Goodwood Revival? Bring your British buggy and come attired apropos your car's vintage. Drive a '60s car, dress in '60s outfit. Drive a 2000 car, dress in a 2000 outfit. Get your picture taken.

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. 1:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. August picnic host: M.U.M. (MN United Minis)

August 26: Wheels of Italy Italian Automobile and Motorcycle Show. Details available at <http://www.wheelsofitaly.com>

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@charterdotnet](mailto:jkhagen@charterdotnet.com)

September 8: 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 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: Waumandee Hillclimb Blank Hill Road, Waumandee, Wisconsin. Vintage cars only. 1979 and older. Two-mile course with eighteen curves and a 400-foot vertical rise. Advance registration required. September 19 deadline. \$65/driver. (\$50 for MAHC members.) Make check payable to Minnesota Austin-Healey Club and mail to Tom Hazen, 11434 Minnetonka Mills Road, Minnetonka, Minnesota 55305. Include name, year, make, model, color, email, phone, and emergency contact. Info: Tom Hazen myliberty@comcast.net.

DATE CHANGE! September 29: 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. **My apologies for the late notification of the date change. I just ended up with way to many things on my schedule during the past month. This will give me time to put together a better event with a different mix of roads plus the option of staying over at a funky B&B in Alma and taking in some more great roads on Sunday. We should also be able to have a bit cooler weather by then for those of you driving Big Healeys, XK Jags, and

2012

MULTI MARQUE CALENDAR (CONT.)

other non-air conditioned vehicles. I've updated this Meetup. For more details, see the full listing: <http://www.meetup.com/Auto-Italia-Minnesota/events/53397462/> If the changes affect your plans to attend, please take a moment to update your RSVP. (You can RSVP "No" or "Yes".)** 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

September 30: Intermarque Picnic. 1:00 p.m. Cherokee Park, St. Paul. All vintage foreign motorcars and their friends are invited. September picnic host: Citroën Club.

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.

2012

NATIONAL CONVENTIONS

August 2-5. Fiat Freak Out. Charlottesville, Virginia. <http://www.fiatclubamerica.com/fiat-freakout-2012>

October 11-14. Sunbeam Invasion. Nashville, Tennessee. <http://www.sunbeaminvasion.com/>

October 12-14. Ferrari Club of America International Meet. Palm Springs, California. <http://www.fca2012.org/>

October 26-29. LOG 32. Lotus Owners Gathering. Orlando, Florida. <http://www.lotusclub.org/log.php>

October 28-November 2. Vintage Triumph Register National Convention. Galveston Island, Texas. <http://www.vtr.org>

SAVE THE DATE!

2013 INTERMARQUE SPRING KICK-OFF IS SET!

SAT., MAY 11, 2013 OSSEO, MN



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

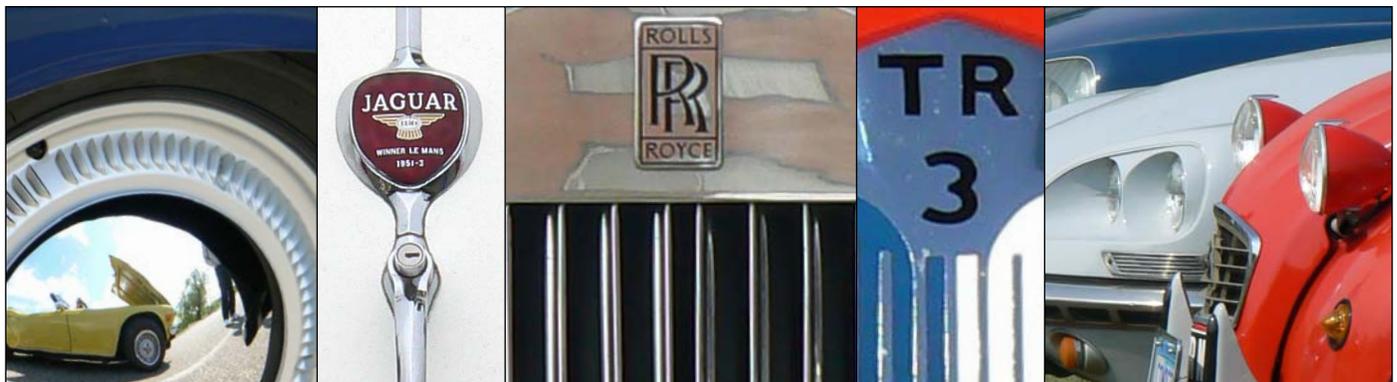
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

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



Healey Hillclimb XI

Saturday, July 28, 2012

(rain date Sunday, July 29)

Afton Alps Recreation Area

The Minnesota Austin-Healey Club invites you to **TAKE THE HILL!** Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition and make history with your own run **TO THE TOP!**

On-site check in opens 7:00am, closes 8:30am

MANDATORY drivers meeting 8:30am

Advance registration only - Payment required in advance!

Drivers must be 18+, sign waiver, pass on-site tech inspection, wear helmet (Bring Snell 90 or newer. We'll have some loaners)

Vintage Race Car Exhibit by our friends:
See pre- and post-war track classics!



CORNER WORKERS NEEDED! Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8am to 5pm will receive a free buffet lunch! Space is limited, so call Tom now to reserve your coveted place among the cones.

Directions: I 94 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex.
Mapquest/GPS: 6600 Peller Ave S., Hastings, MN

Advance registration required! (deadline July 25) \$45 per driver. \$30 for Austin-Healey Club members. Make check payable to the **Minnesota Austin-Healey Club** and mail to Tom Hazen, 11434 Mtka Mills Rd, Mtka, MN 55305. Or pay via PayPal adding \$2 service charge to myliberty@comcast.net. Sorry, no refunds.

Despite all precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. Drivers, spectators, and workers enter at their own risk.

Driver	Afton 2012
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	

Questions? Contact Tom Hazen at 612-237-1883 or myliberty@comcast.net



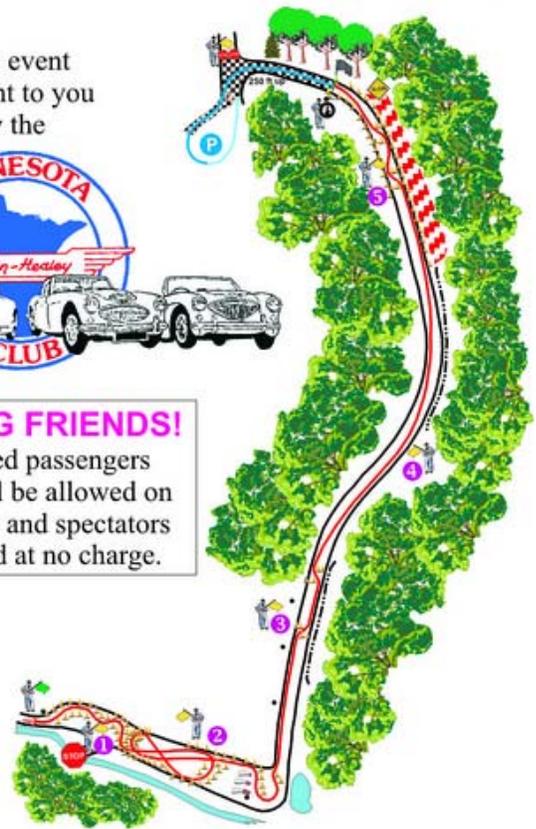
Paul Weidner climbs the hill in his Speedwell Sprite - Photo courtesy Andy Lindberg

This event brought to you by the



BRING FRIENDS!

Helmeted passengers 16+ will be allowed on all runs, and spectators admitted at no charge.



The course is entirely paved and consists of a 1/3 mile autocross section at the bottom of the hill with several tight turns followed by a hillclimb section that rises 250 feet in just over 1/3 mile. Drivers will run in the order their paid registrations are received. We will try to give everyone four runs, more if time permits. From 12:30 to 1:30 we will take a break to enjoy the optional barbeque buffet luncheon served in the ski chalet (\$12 cash or check, pay at the buffet).

Free breakfast treats provided by the

Square Peg Diner

2021 East Hennepin · Mpls · 612-378-0855
www.squarepegdiner.com

SEE YOU ON THE HILL!

VIDEOS... <http://www.vimeo.com/4713414> • <http://youtu.be/HRPCaqIVYbg>
http://www.streetfire.net/video/evo-mr-fastest-hillclimb-run_681263.htm • <http://www.youtube.com/watch?v=zKCIB7PQHtl>

AMERY AIRPORT AUTOCROSS AND STRAIGHT-AWAY SPEED RUN XI

Saturday, Aug 25, 2012 (rain date Sunday, Aug 26)
Registration opens at 8:00am, closes at 9:00am
MANDATORY DRIVERS MEETING 9:00am



Turn quickly through the orange cones of the autocross, then straighten 'er out for the 1/2 mile taxiway top speed run. Our state-of-the-art stopwatch/thumb system will measure your time on the course, and a radar gun will capture your top speed on the straight-away.

Drivers must be 18+, sign waiver, pass on-site tech inspection, wear helmet (Bring a Snell 90 or newer - we'll have some loaners)



CORNER WORKERS NEEDED! Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats and lunch provided to all-day volunteers, so call Tom now to reserve your coveted place among the cones.

Directions: The simple route is 94 East into Wisconsin, take the Baldwin Hwy 63 exit, turn left heading north on Hwy 63 which eventually becomes Hwy 46. For a more scenic drive, from the northeast corner of 694, take Hwy 36 East into downtown Stillwater, turn right and take the old drawbridge over the St. Croix into Wisconsin, following Hwy 64 East. Stay on 64 past Somerset and through New Richmond, then turn left onto Hwy 46 North. The airport is on your left before you get to Amery. Mapquest or GPS: 531 State Hwy 46, Amery, WI.



Despite all precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. Drivers, spectators, and workers enter at their own risk.

Advance registration (deadline Aug 22 or sell out) \$35 per driver. \$20 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen, 11434 Mtka Mills Rd, Mtka, MN 55305. Or pay via PayPal adding \$1 service charge to myliberty@comcast.net. Sorry, no refunds. Day of event payment will be \$10 more.

Driver: _____

Year, make, model, color, requested car number: _____

Email and phone: _____

Emergency contact name and phone: _____



**New for 2012
Instant Timing Results**

The course is run entirely on pavement. Drivers will run in the order their paid registrations are received. We will try to give everyone five runs, more if time permits.



BRING A FRIEND!
Helmated passengers 16+ will be allowed on all runs.



This event brought to you by the



Refreshment stand provided by the



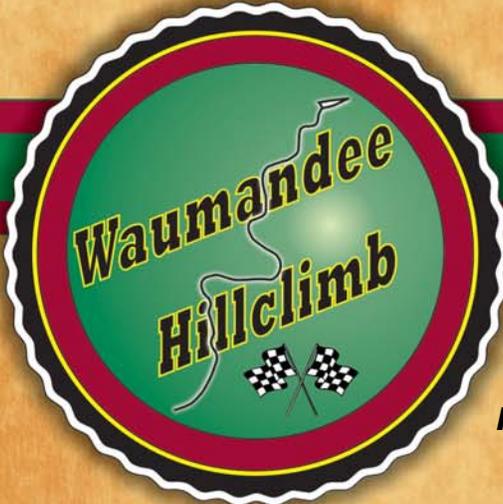
Questions? Contact Tom Hazen at 612-237-1883 or myliberty@comcast.net

The Minnesota Austin-Healey Club Invites You

September 21-23, 2012

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1979 or older



**CHECK OUT
THE VIDEO HERE:
<http://youtu.be/rk1H1Lns3hA>**



2 miles

18 turns

400-foot
ascent

Agenda for the weekend in Alma and Waumandee:

- ▶ Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- ▶ Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- ▶ Saturday evening: Awards banquet at a winery overlooking the mighty Mississippi
- ▶ Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 9AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 19 or sellout. \$65 per driver. \$50 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen, 11434 Mtka Mills Rd, Mtka, MN 55305. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver	Waumandee 2012
	\$65 / \$50
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
___ Award banquet dinner(s) at \$20 each = ___	
Total payment \$ ___	



Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.

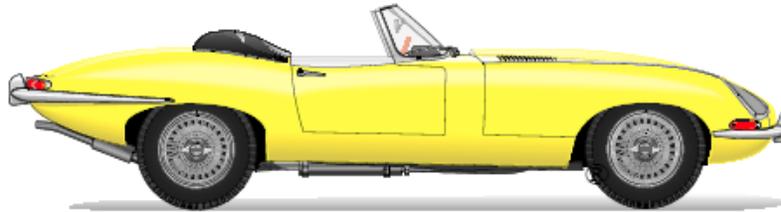


Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net



11th ANNUAL BRITISH *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY

BRITISH IRON TOURING CLUB OF NORTHWEST ARKANSAS

University of Arkansas Agri Park
Fayetteville, Arkansas

September 8

SPECIAL GUEST

Gerry Coker

Austin-Healey Body Designer

Car Display • People's Choice Judging • Concessions Available

Host Hotel

Holiday Inn Convention Center of Northwest Arkansas
I-540 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS

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www.Britishironnwa.org

OR

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