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InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



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VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

Arrowhead Sports Car Club
www.arrowheadscc.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 of MN
groups.yahoo.com/neo/groups/mndmc/info

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

Ferrari Club of America,
Central States Region
<http://www.fcacentralstates.org/>

Foreign Fords
[hocapri \[at\] yahoo \[dot\] com](mailto:hocapri[at]yahoo[dot]com)

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 Oftha North)
tsengel@comcast.net

**Mercedes Benz Club
Twin Cities Section**
www.mbcata-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.mnmgtr.org

Minnesota United Minis (MUM)
www.minnesotauitedminis.com

Minnesota Morgans
Healeymog@yahoo.com

**Minnesota Rolls Royce and
Bentley Enthusiasts**
rolls bentley@comcast.net

Minnesota SAAB Club
www.mnsaabclub.org

Minnesota Triumphs
www.mntriumphs.org

Nord Stern Porsche Club
www.nordstern.org

North Coast Borgward Club
ronengle@gte.net

North Star BMW Car Club
www.northstarbmw.org

North Star British Iron (cycles)
jpm06@embarqmail.com

Pagoda Club of Minnesota
651-452-2807

The Regulars Twin Cities Vintage
Scooter Club
www.mnnescoota.com

Thunder Bay Vintage
Sports Car Club tbvsc.ca

Triumph Drivers of Manitoba
www.triumphdriversclub.com NEW!

Stella del Nord Alfa Romeo
Owners Club
esolstad@pressenter.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)
facebook.com/groups/ZoomZcar

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

Clubs listed in red are members of the



This is an ever-evolving list. Any vintage-foreign club in the region is welcome to join the council. All we ask is that you show up for a few meetings and help out. Email us at InterMarque@gmail.com for details.

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ON THE COVER:
A gaggle of
triumphant circle
tour participants
gather at the
"Original Goose"
at the new location
in Wawa, Ontario.
PHOTO PROVIDED
BY CHAD EDWARDS

BREAKFAST REMINDER

Breakfasts on Saturday mornings are now held at Elsie's. 729 Marshall Street N.E., Minneapolis, 55413. 8am start.



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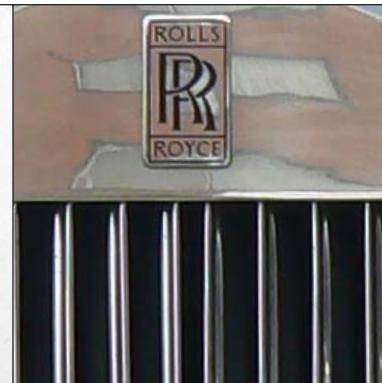
InterMarque

Joined Share Notifications ...



InterMarque! Vintage Foreign Motorcars of the Upper Midwest is on Facebook. Join the group and feel free to add to the site with pictures, stories, and announcements about local Vintage Foreign motorcars and events.

<https://www.facebook.com/groups/intermarque/>



MISCELLANEOUS MUMBLINGS

ANDY LINDBERG

"Travel is about fear and suffering and travail. This has become an accepted truth of travel writing. But this truth is only partially correct. Travel is also very much about love and memory." – JASON WILLIAMS,
The Best American Travel Writing 2014

In this issue we feature a travelogue by Chad Edwards of Manitoba. Since Linda and I accompanied Chad and Dad (Garry) around Lake Superior, I guess I'm qualified to say that he only slightly sugarcoated some of the suffering and travail. But more amazingly for a guy, he didn't minimize the human components. (Don't worry guys, it's not a romance piece and he loves brakes, distributors, Lucas electronics and twisty roads.)

But speaking of people, not only did we have a diversity of cars on the tour, there was a plethora of personalities as well. Some of us were outgoing and some were reserved. There were early risers and there were the "Oh God, you mean nine AM" folks. And like the cars, the personalities had momentary breakdowns along the way as well. Not all of the cars and not all of the personalities. 1300 miles is a long hike for people as well as old cars. The amazing thing is that not only did all the cars make it around the lake but so did all of us. And not only were we still all speaking to each at the end, but we were friends.

Road trips can do that.

Many people are afraid to drive their old cars because they're afraid of mechanical hiccups. Yes, it happens, but if you're in a group someone's eyes can spot that problem you can't see and someone's hands can tighten that bolt you can't reach. Thank you Doug McMillan (Thunder Bay MGB) for spotting that AWOL jam nut on my brake master cylinder causing my brakes to lock up. And thank you Peter Kienzle (Minnesota Spitfire) for putting it back to work. Over the years, I've made some of my best friends stuck on the side of the road.

A. J. L.



Errant jam nut turned out NOT to be a jam. PHOTO BY CHAD EDWARDS

JULY PICNIC HOSTED BY THE MERCEDES-BENZ CLUB!

InterMarque SUNDAY PICNICS

JUNE 28 • JULY 26
AUG. 30 • SEPT. 27

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 share if you want. *If it rains, it's cancelled.*

Rendezvous Rallye Superieur Trip Log

(aka. The Adventures
of Chad and Dad)

ARTICLE AND PHOTOS PROVIDED BY:
Chad Edwards



FEATURED PHOTO: Circle Tour group photo
at the finish line in Ashland.

TRIP STATS

Total Distance Traveled:
3,483km or 2,164miles

Mileage:
7.9L/100km or 35.6MPG

Oil Consumed:
Just under 1 Quart

*And for the real number
crunchers out there...*

Crankshaft revolutions for trip:
7,732,260

T MINUS 365 DAYS: Every story has to start somewhere and this one begins on the drive home from Rendezvous in Thunder Bay last year. With the usual banter after such an event my father, Garry, and I were talking about what a great time we had had at our first Rendezvous. We both wondered how far it was from Winnipeg to Ashland and, after getting home and asking the all-knowing Google, determined it was only 10km further than Thunder Bay. It was decided then that we would do Ashland in 2015. We briefly talked about doing the Rendezvous Rallye Superieur around the lake, but that was just crazy talk. Only someone with a screw loose would drive an old LBC that far!

Well, winter rolls around and the TDC Herald has the poster about Rendezvous and the Rallye again. In the midst of winter, with the car having been tucked away for so many months, that thought of a nice long drive doesn't seem so crazy. During a quick phone call I asked dear old dad, "About that Rallye, want to be cooped up in a 1980 Spitfire for 9 days?" The decision was made to add that to our calendar, assuming his work would allow it.

INTERESTING CAR FACTS

Most Powerful Car:
'74 Corvette with ~330HP

Most Powerful British Car:
'72 Jenson Interceptor III
with a 440ci Chrysler engine with
~280HP

Least Powerful Car:
'80 Citroen 2CV with 2 cylinders
producing ~28HP

Tuesday, May 26th – T minus 11 Days OH CRAP! The trip is over before it even starts. After replacing a dead voltage gauge I turned the key only to see smoke pour out from under the dash. I quickly turned off the key and disconnected the battery. A look under the dash revealed the wire that runs from the ignition switch to my custom gauge cluster was fried. I'm going to have to figure out what caused the short and how much damage has been done.

Saturday/Sunday, May 30th/31st – T minus 7 Days I spent the weekend in the Spitfire position (head under the dash with feet over the back of the seat) tracing through the wiring harness looking for any damage to other wires and figuring out what caused the short in the first place. The cause was quickly found and fixed. Let's just say that every Dumb Previous Owner (DPO) starts out as a Dumb Current Owner

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(DCO). Fortunately nothing else was out of whack, other than my back after spending two days like that. After putting some wiring loom on the harness and finding another power source for my custom gauge cluster, everything was tested and a quick drive confirmed that everything was ok. *The trip is back on!* Now the challenge is, can two guys pack 9 days' worth of stuff into a Spitfire?

Friday, June 5th – T minus 1 Day I'm beginning to think that the Spitfire just doesn't want to go on this trip. To save time in the morning I figured I should gas up the car the night before. It fired right up but on the way to the gas station it started running a little rough and then on the way back really didn't want to run at all. Dad and I were able to nurse it the few blocks home and then started the diagnostic process. It really seemed like an ignition problem, so the cap and rotor were inspected without finding any issues. It is an electronic distributor, so we knew that it wasn't a points problem. I had a spare distributor and a spare coil that we could try. Since a coil is easier to swap than a distributor we started there. After hooking up the coil and zip tying it in place for a quick test the car fired right up. A short test drive followed by a longer test drive showed that the problem was resolved. After a couple of minutes to install the replacement coil permanently and another quick test drive we gave the car a good wash. By that time it was getting late so I figured I should probably head into the house and pack some clothes.

Saturday, June 6th – Day 1 – La Salle to Thunder Bay - 727km/452miles Up and on the road by 7:30 with a quick stop at Doug Waldron's to pick up a spare coil to take the place of my spare which is now on the car. A quick stop at Falcon Lake for gas took a little longer than planned as the mechanic there recognized the car from when he pulled it out of the ditch on the road to Ingolf back in the fall of 2012. He and a few other guys wanted to have a good look at it now that it was resurrected.

Once we got back on the road we made good time to Dryden where we stopped for lunch. After that the next stop was Thunder Bay. After checking into the

hotel we walked across the street to a restaurant where the Thunder Bay Vintage Sports Car Club had organized a welcome for all of the weary travelers. We met the group that came up from Ashland as well as many of the contingent that will be joining from Thunder Bay. The forecast for tomorrow is for rain, but hopefully it won't be too bad.

Sunday, June 7th – Day 2 – Thunder Bay to Wawa – 486km/302miles The weatherman was correct and we woke up to rain, which stayed with us for the entire day. We got away from the hotel at shortly after 8:30 and met up with the Thunder Bay group at the Terry Fox monument on the east side of Thunder Bay at just after 9. A quick count of cars in the parking lot gave a tally of 15 LBCs and LBC wannabes. We made it as far as Nipigon before the group decided it was time for a Timmy's break. Andy Lindburg, the tour organizer, was having more problems with the brakes on his TR3, but a quick parking lot tech session had the problem resolved before everyone got their coffee.



Gathering of the group at the Terry Fox Monument at Thunder Bay.

The next stop was just off the highway in Rossport where some of the Thunder Bay crew planned to have a picnic lunch. As it was cool and rainy the picnic was called off but everyone did take the opportunity to stretch their legs. Onward to Terrace Bay for lunch where we overwhelmed the staff in the restaurant. They don't usually get that many people for lunch on a Sunday. One of the locals saw all of the British cars in the parking lot and called another local that owns a TR6. He quickly hopped in his car and headed over. The entire time he was talking to people in the parking lot he was smiling from ear to ear.

The convoy split into multiple groups from Terrace Bay as various people finished their lunch. Elaine D. led our group behind the wheel of the V-12 E-Type, giving two Spitfires and a TR6 a workout to keep up on some of the uphill grades. The Jag only had two few cylinders than the other three cars combined! The scenery on this part of the drive was very nice, as it was all the way from Thunder Bay really. If the rain and low clouds had stayed away I'm sure some of the lookouts would have been fantastic. Here's hoping for better weather tomorrow.

Monday, June 8th – Day 3 – Wawa to Sault Ste. Marie – 232km/144miles Today started off better weather wise and got better throughout the day. The morning was cloudy, but at least the rain had stopped. The planned 9am start time got pushed back to 10 with the plan to meet at the original Wawa goose. There was some confusion though, as the original goose is not in the original location. There is a "new" goose in the original location and the original goose is in a new location. Let's just say that it was closer to 10:30 by the time the procession actually got on the road.



Rain and fog on the way to Wawa.

There was still low hanging cloud and fog which made the drive through the hills and valleys nice, but we couldn't really see much from the views at the scenic outlooks. The group stayed together until Aqawa Bay where a few cars from the back split off to go see the pictographs. We were in the front half and didn't realize they had stopped so we missed what we heard afterwards was a great sightseeing opportunity. We proceeded onto Pancake Bay where there is a big trading post/tourist shop, but before we went in we backtracked to the Pancake Bay Park to walk down to the beach. The clouds had started to lift so we were finally able to see Lake Superior and get some nice photos. The beach was covered in beautiful sand and

would have been great for swimming if not for the fact that two weeks ago there was still ice on the shore!

After a short stop at the trading post to have a look around we proceeded up the road to Batchawana Bay for a late lunch stop. When we came out to the cars it was sunny and relatively warm so we decided it was finally time for some top down driving. A couple of others saw us dropping the top and decided to join us. This is what it is all about: top down driving along twisty roads right along the Lake Superior shoreline. An hour later we were in Sault Ste. Marie at the hotel.

Peter K. from Minnesota hadn't been feeling well most of the day and when we got to the hotel was in bad shape. His wife decided that he should probably see a doctor so he was whisked off to the hospital on the Canadian side, but was then taken across the border to the US side. Hopefully Peter will be feeling better soon.

Both Dad and I really wanted to see the Canadian Heritage Bush Plane Museum, and since it was going to close at 6 we decided to skip checking into the hotel and headed straight to the museum. It is quite the place with 20+ planes on display complete with their histories, and, in many cases, stories from the pilots that flew them. There was a mechanic/tour guide there to answer any questions we had, and since John and Elaine Davidson and us were the only ones there, we pretty much got a guided tour complete with side stories about the specific planes on display.

While we were at the museum there were more impromptu tech sessions taking place in the indoor parking at the hotel. There was a Healey with front brake troubles and a TR6 with a faulty headlight switch. By the time supper rolled around both were buttoned back up and ready to go for tomorrow, but I have a feeling the Healey will be taking it easy on the hills and the TR6 will be only driving during the day, at least until Ashland where there should be a new switch waiting if all goes as planned.



Parking Lot Tech Session for Healey Brakes

Tuesday, June 9th – Day 4 – Sault Ste. Marie to Marquette – 358km/222miles This was our latest start yet. The planned 10am start time was pushed back by a few of us as Glen P. was still working on the front brakes of his Healey. By 11 he had done all that could be done so the remaining four cars set off with the Healey leaving lots of stopping distance in front. The border crossing was relatively uneventful, other than the US border agent arguing with Ken H. about how many cylinders his E-Type had.

From there we motored along a beautiful stretch of road, stopping at Point Iroquois Light Station Museum to take some photos and stretch our legs. Back in the cars and off to a town named Paradise for a late lunch where we were treated to some of the biggest sandwiches and burgers we had ever seen!



On the road to Paradise. Paradise Michigan that is.

A little further up the road we arrived at the Whitefish Point Shipwreck Museum. This was a well presented museum with stories of the many shipwrecks that have occurred off the point in the bay, including the Edmund Fitzgerald. They even have the bell from the Fitz, which was raised back in 1995.

We got away from the museum late in the afternoon and, with a fair distance still to drive, headed pretty much straight through to Marquette. The roads on the first part of this section were every bit as nice as earlier in the day, with rolling hills and the kinds of twists and turns that a LBC just loves. Very much like going through the Whiteshell, but longer and with much smoother roads and very little traffic. At one point we passed a road sign telling us it was 100 miles to Marquette. I told Dad we could be there in an hour if we wanted to, but it would be a pretty exciting hour. He indicated that he didn't need to have that much excitement so we continued on at the more leisurely speed limit.

After checking in to the hotel our group caught up with the rest of the adventurers at a brew pub a few blocks down the street. The food was excellent and their in-house beer wasn't bad either. Our latest start is coinciding with our latest night, and we have been told that the group is meeting for breakfast at 8 tomorrow so it is time to get some shuteye.

As a follow up from yesterday, when I went down to the parking lot in the morning I saw Peter and his wife Sheila just pulling out in their Spitfire. Peter is feeling much better and is continuing on the rest of the tour and on to Ashland.

Wednesday, June 10th – Day 5 – Marquette to Copper Harbor – 237km/147miles Another “early” start, with the first group getting away just after 9 and the second group getting away at shortly after 10. Dad and I were ready at 9 but decided to join the 10am group and go for a drive around Marquette to do some sightseeing with the extra hour. There are many beautiful old buildings in Marquette made of stone which we assume must come from a local quarry. St. Peter’s Cathedral is a massive structure, also made of the local stone. The harbor front has also been developed in a real nice fashion, while leaving historic structures, like the ore dock, in place.

Once we did hit the road we made it as far as the edge of town before Bob G. realized that he had lost the gas cap off his MGB. The rest of the group pulled over to wait while he tried to find the AWOL gas cap or buy a replacement, neither of which was successful. Forty five minutes later we were back on the road, headed for Houghton for lunch. The waitress we had was absolutely crazy, giving all of the guys at the table a hard time.

From there it was on to Copper Harbor. While the road started out fairly normal, passing through small towns and forests, the last 11 miles was absolutely spectacular! It was like the road into Ingolf, but perfectly smooth pavement that seemed to go on forever. Everyone agreed that that 11 miles was worth the entire trip.

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Once everyone got checked into the motel it was time for more parking lot tech sessions, in this case of the German variety. Glenn B. was having problems with his Super Beetle not being so super as it was only firing on 3 cylinders. Much diagnosing was done and beer was drank when Dad suggested checking the points. The general consensus was that it shouldn't be the points as cylinders 2-4 were firing just fine. Only cylinder 1 was having issues, but having already eliminated the plug wire, the rotor, the cap, and confirming there was no spark coming out of the cap, Dad was pretty sure the problem had to be inside the distributor. Sure enough, the screw holding the points in place had come loose and once it was tightened and the gap set, the Bug was once again super.



Parking Lot Tech Session about German distributors.

A group of us then went to work diagnosing an electrical problem on said Bug (who says only Lucas electrics can give problems) but the end result was less satisfying. The problem was determined to be the headlight switch, but with no replacement available we weren't able to make the fix. Oh well. The lights do all work, just not all at the same time. While all of this was going on, Bob was able to fashion a new gas cap for his MG out of a cut up beer can and some electrical tape.

We all had supper reservations at a lovely restaurant down on the harbor that had an excellent water view. Based on a recommendation from the night before, many of us tried the chocolate soufflé for dessert and were not disappointed. After walking back to the motel a fire was started in the outside fire pit and many of the group sat around having a beverage and commenting on what a great day it had been. It was a very nice last night for the circle tour group, as tomorrow we will be in Ashland and will be merging into the larger Rendezvous gathering.

Thursday, June 11th – Day 6 – Copper Harbor to Ashland – 370km/230miles For a change everyone started off at the same time today, getting away from the hotel at just after 9am. We took a different route out of Copper Harbor than we had taken on the way in. It wasn't quite as twisty, but it made up for it in the scenery as it was right along the lake for the first hour or so. We all stopped at a little bakery along the way call "The Jampot", which is run by a group of St. John's monks. They had every type of jam and jelly that one could imagine and did a very brisk business with our group.

After that the travelers got spread out as Glen P. had some carburetor issues on the Healey that resulted in another road side tech session for some. We just got underway from that little episode when Ken H. had a flat tire on the Jag. While having a flat is never a good thing, he couldn't have timed it better as he just pulled right into an ATV dealership and was able to use their floor jack and have them actually fix the tire and tube. Once we were back on the road we ended up coming upon some construction involving fresh tar and gravel. The decision was made to backtrack and take another route around to the agreed upon meeting spot of Ironwood.

By this time our group had little hope that the others would still be waiting for us in Ironwood as we were running almost an hour late. However as we pulled into town we saw that most of the rest of the tour had waited for us and we were able to travel into Ashland together to finish off the tour. The sun was shining as we pulled into the Rendezvous hotel and there were many people there ready to greet us. It was an excellent end to 5 days on the road with new friends.

We picked up our Rendezvous package and checked into the hotel where we got assigned a room with a spectacular view of the lake. After getting settled we wandered around the parking lot looking at the amazing variety of cars and caught up with some of the Manitoba contingent that came for the weekend. We also did a run in the Funkana, where luck has a bigger factor in your results than driver skill.

Rob M. led a group of 12 of us to a late supper in downtown Ashland at a nice brew house. It was nice to catch up with them and trade stories of our respective trips to Ashland. Tomorrow the Rendezvous events start in earnest so it will likely be another early day.



Circle Tour group forming up on the last morning before Ashland.

Friday, June 12th – Day 7 – Ashland –

99km/61miles Today was the first full day of Rendezvous. We started off the day by getting our photo taken with the Spitfire and then headed off to Bayfield to catch the ferry over to Madeline Island. We elected to leave the car in Bayfield with the idea of renting bicycles on the island to get around. We caught the second ferry with the majority of the group being on the first. When we arrived on the island the first ferry was still unloading. I asked one of the workers how many cars they usually got on board and how many had been on this trip. The answer was 24 usually with a new record of 32 for this trip! I guess they are called LITTLE British Cars for a reason.

The island is very touristy and the population reflects it. One of the locals we talked to said that there are about 250 people that live there year round, but if everyone with a cottage was to show up at the same time during the summer there would be over 4500 people on the island. After wandering around the small town and having some lunch we figured it was time to look into renting some bikes to see the rest of the island. That plan was altered in short order when we saw that there were also scooters available for rent. Why pedal when you can get an engine! When the girl at the rental desk mentioned that there were bears on the other end of the island Dad requested that he get the faster scooter so he could outrun me if we encountered one. I guess she figured he was serious as we later determined his machine topped out at

40MPH while mine would max out at 35 with the throttle pinned. Fortunately neither one of us had to outpace a bear.

After returning from Madeline Island we headed back to Ashland and the Tiki Bar gathering at the “Historic” Hotel Chequamegon. I put historic in quotes as when the desk cleric was asked how old the hotel was he simply stated that it had been built in the 1980’s, neglecting to point out that that was when it was rebuilt. The original hotel was built in 1877 and the new one was designed to recapture the original’s look and feel. The Tiki Bar party was nice, allowing people to catch up with old friends and make new ones.

On the way back to our hotel we decided to drive around Ashland a little just to see the town. There are some beautiful murals painted on the building walls downtown. It is obvious that a lot of work was put into beautifying the downtown area and the people of Ashland should be proud of their work.

The AmericInn overlooks Lake Superior, with a nice fire pit behind the hotel close to the lake. Someone was nice enough to start a fire and many of the Winnipeg group ended up there before the evening was done. More than a little Irish Whiskey was consumed and Mr. Sullivan pointed out that the friendships that have been formed because of our LBCs are some of the best that a person could have. I couldn’t agree more.

Saturday, June 13th – Day 8 – Ashland –

247km/153miles Another day full of Rendezvous events, the first being the car show downtown. There was an excellent turn out with cars parked diagonally on both sides of the street for almost two blocks. Most of them were LBCs but a few locals also showed off their American iron. One couple had a gorgeous late 60’s Corvette Stingray convertible that they had bought new. They had sold it once when the new body style came out in ’68 but bought it back a couple of years later and have owned it ever since.

After a quick bite to eat in a ’50s style diner with burgers almost too big to eat, we headed off on the Scrabble Scramble. Think poker derby but instead of picking cards at each stop you pick Scrabble tiles. At

the end, whoever can make the word worth the most points wins. Our luck at picking tiles was poor, but we did see 5 deer and 2 turtles on the excursion. Due to the wildlife and wet roads (it was raining) we took it easy on the drive, but both the roads and scenery were wonderful.



Car show in downtown Ashland: PHOTO BY ANDY LINDBERG

The Luau Banquet was in the evening, with very tasty Hawaiian food. The after dinner presentations were MC'd by Andy Lindberg, our Rallye organizer. Andy's quick wit had everyone laughing. Glen P. won the Hard Luck award for all the issues that he encountered with his Healey 100 on the trip around the lake. However his wife Donna later told me that they were going to nominate Dad and I for the award as, while we didn't have any troubles of our own, they determined that we had stopped for every single person that had any issues on the entire drive around the lake, so we had experienced everyone else's hard luck. At the end of the night they auctioned off the Rendezvous banner. I figured it would look pretty good hanging in my garage so I bid on it. Someone else decided to bid me up on it though, but after being reminded that he still needed a ride home, Dad stopped and behaved himself.

Sunday, June 14th – Day 9 – Ashland to La Salle – 726km/451miles Well, there are people out there that are even crazier than those of us that drive LBCs. When packing the car in the morning I saw a lady riding down the shoulder of the highway on horseback with a second horse following behind. I asked her where she was from, expecting the answer

to be somewhere close. Nope. She stated that she was from Montana and that she had ridden her horses to the Atlantic Ocean and now she was headed for the Pacific before heading home to Montana. That makes driving a Spitfire around Lake Superior seem sane!

We got an early start with about 9 cars all planning on making the trip back to Winnipeg in one day. Things were pretty uneventful, save for a missed turn in Duluth that resulted in a short detour. However, this side of Duluth Tim R. had some issues with his MGB and ended up getting towed by Dyrk B. to Grand Rapids. In the same stretch Rob M. had the fuel pump on his Sprite die. I had a spare electric pump in my trunk, along with some premade wires with alligator clips, so in a few short minutes Rob was back on the road. In fact, I had pretty much everything that Ted had listed in his March 2014 TDC Herald article titled "Road Trip Tools and Spares". Who am I to argue with Ted? If he says I should take it, I take it!

Once Dyrk got Tim's MGB towed to Grand Rapids there was another parking lot tech session, this time combining fuel systems and electrical. With power restored to the MG's fuel pump (yes, it was the fuel pump on both the MG and the Sprite) we all set off again. Unfortunately Tim didn't get very far until the pump caused another fuse to blow and the car was dead again. Long story short, this happened a few more times, including one stop where the in-tank pump was swapped for another unit with no improvement. In the end Dyrk ended up using the Mini Clubman to tow the MG all the way back to Winnipeg. When we got to Thief River Falls, as Tim was getting out of his car I asked him, "Quick, without looking, what is the license plate of the Mini?" His response was, "Damn, I should know that. I've been staring at it for that last few hours!"

We had no trouble crossing the border and made it home by shortly after 8:30, making this our longest travel day by far, even though distance wise we covered 1km less than the drive to Thunder Bay that started our trip. It is good to be home, but at the same time both Dad and I can't help but feel a little sad that such an enjoyable 9 days has come to an end. ■



1973 Lotus Europa Twin Cam Special

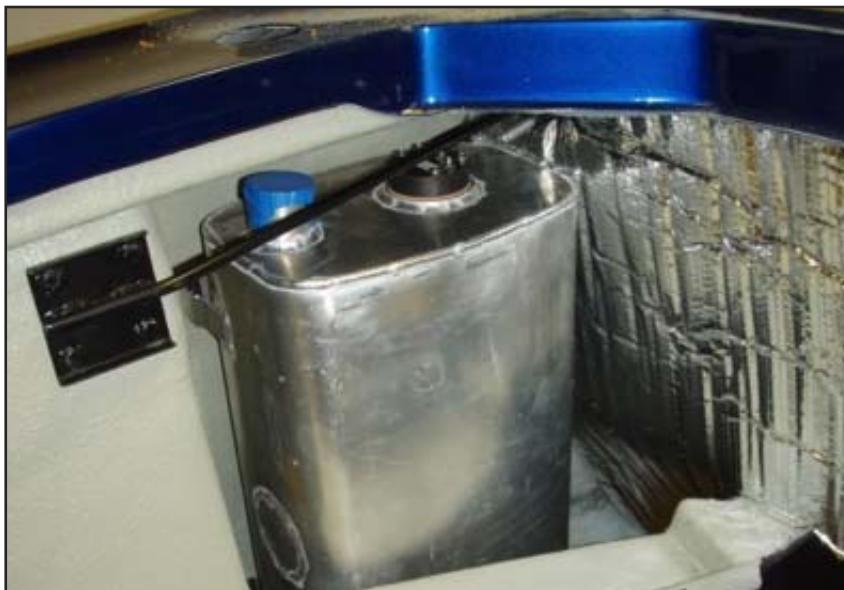
PART 2: FUEL SYSTEM BASICS

PHOTOS AND ARTICLE PROVIDED BY: Dave Lindemann
See Dave's previous Europa post in the April 2015 issue.



The Twin Cam has two steel fuel tanks located immediately behind the firewall tucked into wells on either side of the engine. An unfortunate design feature is a lip around the top of the tanks. Unfortunate because it does a very good job of holding water. Consequently both tanks had significant rust—no holes—but a lot of rust.

<< Driver's side tank just prior to removal.



The car wasn't going to be restored to original condition and I didn't like the idea of marginal tanks so I found some replacements in aluminum.

They were basically identical to the stock tanks right down to the lip around the top and the hole in the driver's side tank for a float-type fuel level sender. I took them to Metals Joining Lab in Bloomington to have new tops welded on to eliminate the lip, seal up the hole in the side, and weld a flange to the top of the tank for a new fuel level sender.



Instead of using a float-type fuel level sender I'm using a capacitance-based solid state sender from Centroid Products—no moving parts!

<< Centroid fuel level sender installed in the top of the driver's side tank.

CONT. ON PAGE 13



The chrome fuel filler caps and necks were pitted and need to be redone. They were disassembled so the caps and necks could be re-plated by JR Custom Plating in North Branch. With the fuel tanks back in the body it was time to re-assemble the fillers. Fiddly work, especially trying to install the hinge pins in the filler caps without damaging the new chrome.

<< Fuel cap and filler neck with new rubber grommet.

The next challenge was how to get the filler necks and grommets installed in the body. I enjoy watching *Wheeler Dealers* on Velocity Channel and once in awhile I learn something useful. In an episode about a Porsche 928 Edd China used a braided cord to installed a window with rubber molding into the body so I thought I'd try it—worked perfectly!

The fuel system is still a work in progress. The cross-over tube needs to be connected between the tanks along with installing the electric pump and filters.....one step at a time!

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Did we miss something? We encourage you to share your vintage foreign gatherings, events, and miscellaneous observances with us! Email them to intermarque@gmail.com for consideration. Thanks!

BENZ AND BURGERS AT THE GALAXY DRIVE IN WITH THE JAGUAR CLUB OF MINNESOTA

THURSDAY, JUNE 18 • ST. LOUIS PARK, MN

RECAP & PHOTO BY: Dave Tobin

Last year's 'Benz and Burgers' event with the Jaguar Club of Minnesota was such a success we decided to do it again this year! There's something nice about getting together with another club to hold a joint event. It's a chance to meet new people and tell those same old car stories to people who may not have already heard them! It doesn't take very long to realize, whether your car came from Coventry, England or Stuttgart, Germany... you've got plenty in common.

It was Thursday evening, June 18th, when a bunch of Mercedes and Jaguars filled the Galaxy Drive In in St. Louis Park to capacity and overflowed onto the surrounding streets for burgers, shakes and a general, all around, good time. The owner of Galaxy Drive In, Steve Schussler, was at the event with his 1985 Rolls Royce Corniche Convertible. He's a car guy, through and through, with a very eclectic collection... from an Amphicar to big Cadillacs from the 50s, his car collection is housed across Highway 7 from the Galaxy Drive In. We discussed another club event... a collection tour, so keep an eye on the calendar, as we might try to set that up before the end of the year.

It was a great turn out and this kind of event proves, that cars, of all kinds, are a wonderful common thread with which to weave new friendships.



INTERMARQUE PICNIC

SUNDAY, JUNE 28 • ST. PAUL, MN

RECAP & PHOTO BY: Andy Lindberg

The first Cherokee Picnic of the year got the series off to a rousing start. About 30-40 people were there and the weather was great (even if a few people got wet on the way home). Sitting in front of the Healey banner are Triumphistas Monica and Doug Burch and Steve Greenstein and MG girl Jan Huston. They're enjoying ribs and may have had a Pimm's Cup or two. Next picnic is July 26 and will be hosted by the Mercedes Club.





BULLETIN BOARD

FOR SALE: AUSTIN-HEALEY TIRES

Set of BF Goodrich Silvertown 6.00-15 4-Ply Polyester Tubeless black tires. They have 0 miles and still have all of the labeling on them. They were purchased from Coker Tires. The cost of new ones from Coker Tire today are \$167.00 each. Will sell these tires for a total of \$400.00 (\$100 each). Please contact Gene Berghoff at gene.berghoff@gmail.com. or 612-298-5648.

FOR SALE:

Northern Industrial Engine Stand. 1000 lb. capacity. New, never used, in box. \$50.00. Located in Woodbury. Contact: Steve by email at nbbf1@hotmail.com

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: 2001 AUDI TT

1.8 Turbo, convertable, dark green. Well maintained, \$6,500. Call for more information-763-682-1576



FOR SALE: 1971 MG MIDGET

British racing green, black wire wheels, black interior and top. Daily driver. Well maintained at Quality Coaches. New master cylinder, new clutch, new 80k tires, new battery, etc. Strong 1275cc engine. 5300 invested...sacrifice at \$4300. Expecting twins! MatthewBDahl@yahoo.com for more info.



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2015 MULTI MARQUE CALENDAR

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (September issue due by August 15).

For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8 a.m., Elsie's Restaurant Bar and Bowling, 729 MarshallStreet N.E., Minneapolis, MN 55413. 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. Map to the Elsie's at <http://elsies.com>

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.

July 18: Minnesota Scottish Fair & Highland Games.

Faithful Shepherd Catholic School, 3355 Columbia Drive, Eagan, MN For info contact Jim Harris, Chair British Car & Motorcycle Display, 612-803-5530 or JHarris@MNScottishFair.org

July 25: Woodland Hills Winery British Car Festival –

Woodland Hills Winery, Delano, MN. No judging, no trophies, just fun. Sponsored by the MN Triumph Club. See flyer in this issue.

July 25: 6th Annual British Car Display, Delano, MN

See flyer this issue.

July 26: Intermarque Picnic: HOSTED BY the Mercedes-Benz Twin Cities Section – 1:00 pm

Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments.

August 8: Britfest 2015 Hudson, WI. See flyer in this issue.

August 8: New London to New Brighton Antique Car Run.

29th annual. Vehicles from 1908 or earlier (or any 1 or 2 cylinder vehicles up to 1915) may participate in the New London to New Brighton Antique Car Run. This includes bikes, motorcycles, steam and electric cars as well. An average of 60 cars participate in the 120-mile tour of the Minnesota countryside and you may even spot an import or two!
<http://www.antiquecarrun.org/>

August 15: Royal British Car Show – At the Jaguar dealership in Minnetonka, MN.

August 13-16: Vintage Grand Prix Au Grattan XXIX (VSCDA)

Grattan Raceway, Grattan, MI

August 11-15: Triumphs in the Heartland , Fontana, WI

See flyer this issue.

August 30: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Picnic Sponsored by MN Triumph Club. MN TR Club will supply pop & chips. BYOF2S (food to share.)

NEW September 11-13: Ephraim Hill Climb and Concours – Ephraim, WI (Door County) For more information visit: www.ephraimhillclimb.com

September 17-20: Elkhart Lake Vintage Festival XXX (VSCDA) – Road America, Elkhart Lake, WI

September 19: OKTOBERFEST – The Mercedes-Benz Club Twin Cities Section, along with presenting sponsor Sears Imports Mercedes-Benz, will be hosting the Oktoberfest German Car Show at the AutoMotorPlex in Chanhassan. 9:00 1:00 rain or shine. Show is free, come to look around, come to show a car, fun for the whole family. Authentic Food from Deutschland Meats and the Glockenspiel Restaurant in St. Paul, photo opportunities with the “Ladies in Leiderhosen”, hundreds of German cars of all kinds! More info at: www.mbcata.org

September 25-2: Waumandee Hill Climb – The Minnesota Austin Healey Club's third annual vintage car uphill slalom will be held under the direction of Tom Hazen. There is also a car show being organized. Look for more details next year

September 27: Intermarque Picnic- HOSTED BY Minnesota MG Group – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments.

Sunday, October 18: Minnesota Harvest Apple Orchard Vintage Foreign Car Show – Jordan, MN. Details being finalized. Look for more info this summer.

REGULAR CLUB EVENTS

Austin-Healey Club of Manitoba, Regular monthly Club meetings on the 1st monday of each month, 7:30 pm. except when monday falls on a long weekend, then it is the next monday. No meeting in December. Also check our website for the meeting locations as well as various other events, breakfast drives etc. during the summer months, see www.ahcm.ca

Arrowhead Sports Car Club Monthly Meeting, second Thursday of the month, 7:00 p.m., 4767 West Arrowhead Road, Hermantown, Minnesota. Info: www.arrowheadscc.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. Richfield American Legion Hall 6501 Portland Ave. S. Richfield, MN 55423 612-866-3647 Info: www.mnhealey.com **NEW LOCATION!**

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 p.m., **NEW LOCATION!**
Dover in the Double Tree Hotel, 1500 Park Place Boulevard, Minneapolis, MN 55416 Chris Luick 612 250 6788 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., Richfield American Legion Hall 6501 Portland Ave. S. Richfield, MN 55423 612-866-3647 **NEW LOCATION!**

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@pressenter.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 Thursday of the month 7pm at the Slovak Legion, 801 Atlantic Ave. Thunder Bay, Ontario. Sept. to May, in the summer we drive! www.tbvsc.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) For details join <https://www.facebook.com/groups/ZoomZcar/>



InterMarque Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

SUBMISSION GUIDELINES



InterMarque Monthly is a volunteer-driven, 10 issue/yr publication, that provides the upper midwest's vintage foreign motoring clubs and enthusiasts with an outlet to organize/publicize events. Our mission is to make it easier to recognize and celebrate the amazingly diverse import community our region has to offer! **From Austin to Z!**

We accept almost any kind of vintage foreign event coverage. Including: event profiles/recaps, maint. tips, restoration/barn find stories, marque/model-specific profiles and "out and abouts."

Please submit items to intermarque@gmail.com for consideration. Issues are published on the 15th of the month prior. Submissions due by the 5th of the month prior. Helpful hints are provided below.

FEATURE STORIES:

STORY LENGTH: 500-1000 words

PHOTO REQUIREMENTS: Must be your own or have permission from the photographer! Copyrighted material submitted from the web will not be accepted. 4-6 photos should be provided at a medium size.

MUST HAVE CAPTIONS. Please provide captions that align to the photo names. Captions should include at a minimum the year/make of car, the owner, and any other relevant info pertinent to the photo.

OUT AND ABOUTS:

STORY LENGTH: 50-250 words plus event date/host/location.

PHOTO REQUIREMENTS: 2-3 photos. See restrictions above.

CLASSIFIED LISTINGS:

FREE for 3 months then we pull them. Must be vintage foreign related and be located within the upper midwest. Up to 3 photos and no more than a 50 word description with contact info. The *Monthly* reserves the right to edit as needed to fit.

CALENDAR LISTINGS:

FREE, but focused specifically on events that are OPEN TO vintage foreign motorcars. You may also submit a PDF of a flyer for inclusion in the back of the issue. To help manage the flyer load, we post these the month prior to your event.

ALL SUBMISSIONS DUE BY THE 5TH OF THE MONTH PRIOR.
SUBMIT TO: intermarque@gmail.com



MN SCOTTISH FAIR & HIGHLAND GAMES

* * * * INVITATION * * * *

We are including in the 2015 Minnesota Scottish Fair & Highland Games, as we have for many years, a display of British cars & motorcycles manufactured in the UK that one might see now or might have seen in days gone by, on the roads, motorways, and crofts of Scotland. The Fair & Games will be held at the Faithful Shepherd Catholic School on Discovery Road north of Yankee Doodle Road and east of Lexington in Eagan, MN on **Saturday, July 18th, 2015**.

We have found that our display space is significantly reduced in our new location and we can only display 18 cars and 6 motorcycles. Therefore, we are issuing invitations to specific cars and motorcycles. The invitations need to be confirmed. We no longer can accept vehicles that are not invited and confirmed. **Your car or motorcycle** has shown great appeal and we would like to invite you to display your car or motorcycle and be our guest for the day at the Fair & Games. Please visit our website to see all the wonderful things that will be going on.

<http://www.mnscottishfair.org/>

The Display is as it indicates, an educational display, not a competition. There will be no judging. However, there will be voting for a "People's Choice" award for Most Popular Car and Most Popular Motorcycle. You may stay by your vehicle and chat with folks or wander all over the grounds and take full advantage of all that the Fair & Games have to offer. It's entirely up to you.

Your vehicle should be on site no later than 8:50 AM. At 8:50 AM, all vehicles will drive on to the grounds and be placed by 9:00 AM when the gates open and then remain until 5:30 PM. We ask this because your car or motorcycle in the display is an integral part of the educational presentations of the Fair and not just part of a casual car and motorcycle show. Also, because of space limitations, we can't allow cars to drive on the grounds while the Fair is in progress.

The voting for "People's Choice" awards will close at 4:00 PM. The awards will be given out during the closing ceremonies at 5:00 PM. You must be present to win. First Place in each category will be a container of traditional Scottish "Highland Nectar of the Gods". (AKA: "Haggis Helper". AKA: "Single Malt")

You are cordially invited to leave your vehicle in place and attend the Ceilidh in McCracken's Pub from 5:30 to 8:00 PM.

As a thank you for your participation, we will provide you with two free passes to the Fair & Games per car or motorcycle.

Please contact me as soon as possible if you have any questions and to confirm your participation. I can be reached on my cell phone, 612-803-5530. When confirmed, I will send you a registration packet and the free passes.

We look forward to seeing you and your British car or motorcycle on July 18th.

Best regards,

Jim Harris

Jim Harris, Chair
British Car & Motorcycle Display
Minnesota Scottish Fair & Highland Games
Phone: 612-803-5530



Saturday July 25th, Noon to 4pm

6th Annual British Sports Car Display

Hosted by Minnesota Triumphs Sports Car Club
at Woodland Hill Winery

731 Cty Rd 30, Delano, MN...4.5 miles west of Delano
on Cty Rd 30 <<http://woodlandhillwinery.net>>

- Intermarque event
- Display your little British sports car. Some Swedes & Germans.
- See Triumphs, Lotus, Austin Healeys, MGs, Minis, Jaguars
- Live music
- Lunch available
- Enjoy the beautiful grounds including a picnic arbor area
- Select from over 20 wine varieties, taste 12-varieties for \$7
- Olive oils and vinegars for sale
- Available tour of the vineyard & winery



Please join us for a fun day!
[<mntriumphs.org>](http://mntriumphs.org)

Any questions contact: Steve Shogren, Minnesota Triumphs Sports Car Club
mail to:<steveshogren@yahoo.com>



BRITISH INVASION OF HUDSON

Britfest 2015

Vintage British Car Show

presented by



FREE ADMISSION to Show your Car!



August 8th, 2015
on Walnut Street in Hudson, Wisconsin
between 1st and 2nd Streets
(in front of Dick's Bar)

9:00am to 3:00pm
Awards presented at 2:00pm

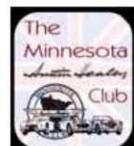
Cars will be judged by Charity Voting
proceeds benefiting Boy Scout Troop #148

See the areas Finest British Car Marques and Clubs

**Attention British Bike Clubs/Owners!
You are also invited & encouraged to participate!**



111 Walnut Street
Hudson, WI 54016



for more information contact Bob "Andy" Anderson - 651.439.6876



Triumphs in the Heartland



VTR 2015 - Fontana, WI

August 11-15, 2015
Celebrating Fifty Years of the
Spitfire Mark II and the TR4A

Hosted by the
Illinois Sports Owners Association



2015vtr.com



The Minnesota Austin-Healey Club Invites You

September 25-27, 2015

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1985 and older

New for 2015:
Car Show by the Finish Line!

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 dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

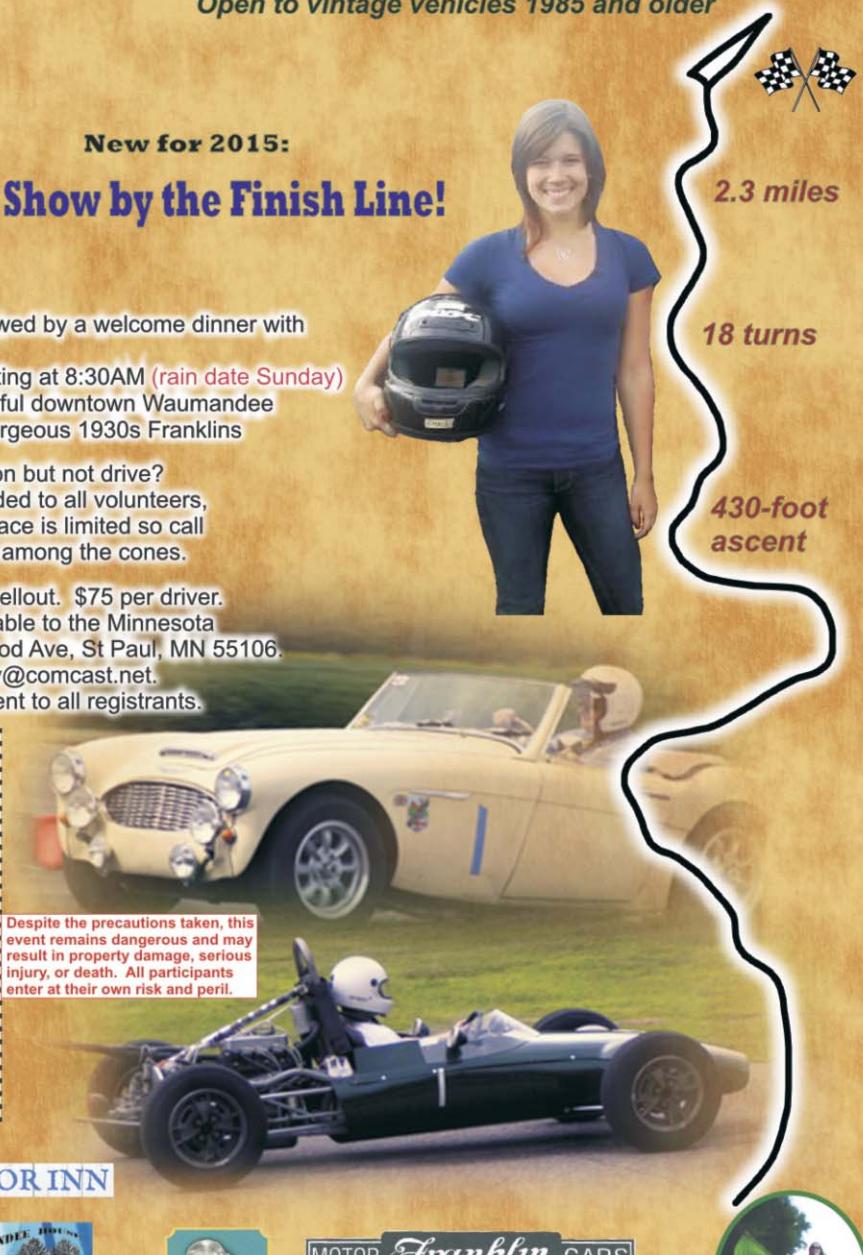
Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 23 or sellout. \$75 per driver.

\$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. 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 2015
\$75 / \$60	
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
<input type="checkbox"/> Award banquet dinner(s) at \$20 each = _____	
Staying overnight in hillclimb paddock \$20 _____	
Total payment \$ _____	

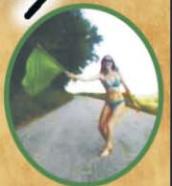


BLUE DOOR INN



MOTOR Franklin CARS

D Danzinger Vineyards



HILLCREST MOTEL

White Deer Lodge



THE BURKINTON HOTEL-OUTLET SHOP

SUNCREST GARDENS

The Tritsch House

FELICE PATRA INN

Ward's Riverside Cabins

ALMA Home Style Lodging

LAUE HOUSE INN



REIDT'S MOTEL & CABINS VACANCY



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