

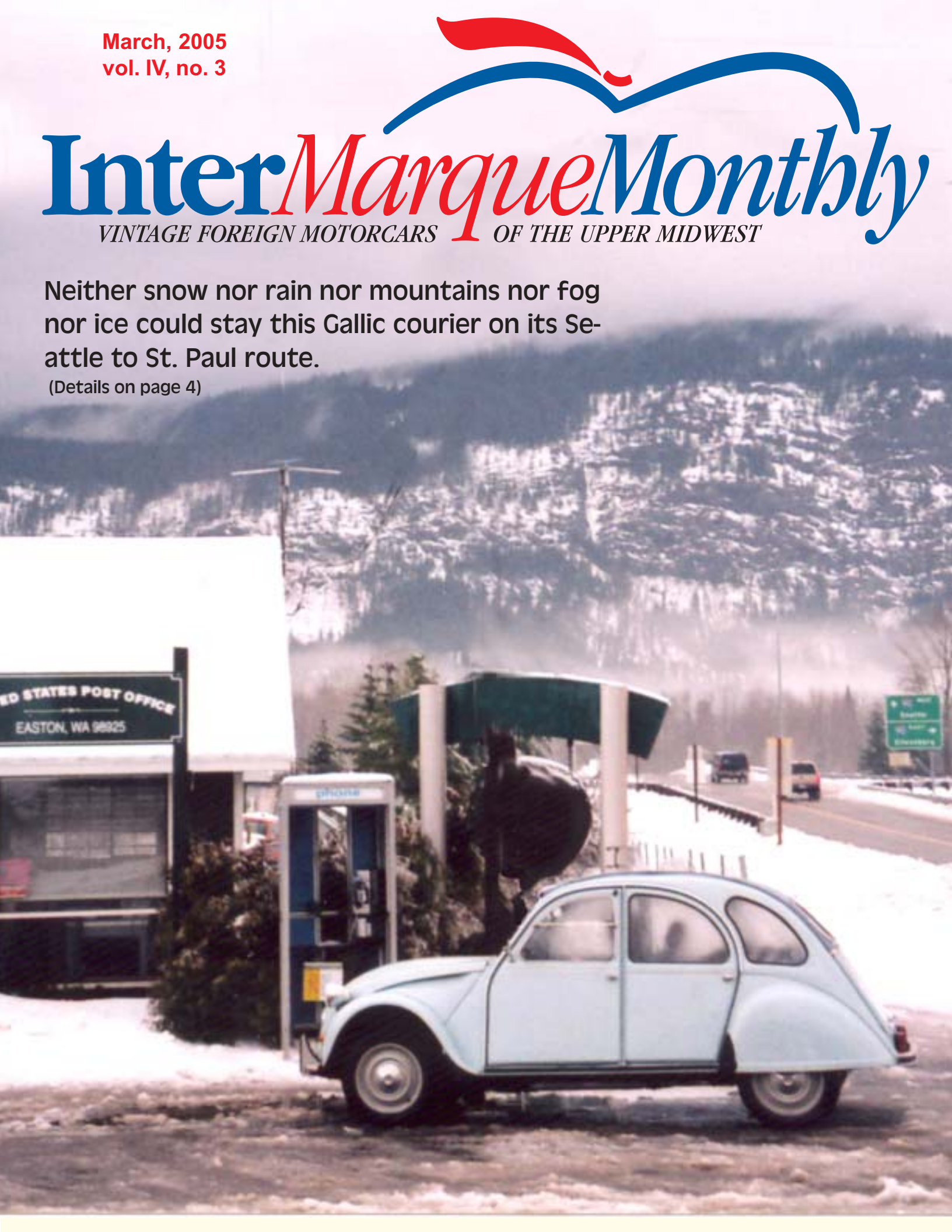
March, 2005
vol. IV, no. 3

InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Neither snow nor rain nor mountains nor fog
nor ice could stay this Gallic courier on its Se-
attle to St. Paul route.

(Details on page 4)





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**Citroën Car Club of Minne-
sota** (www.citroenmn.com)

Glacier Lakes Quatro Club
(www.glacierlakesqclub.org)

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(www.twincitiesvwclub.com)

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Volvo Sports America Minne-
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Z Owners Club of Minnesota -
ZOOM (www.zownersofmn.
org)

Clubs listed in bold are members of the InterMarque Council. We would like this to be as complete a listing as possible. Send info/rumors/whatever on clubs not listed to andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

IMM on the Web: The Minnesota Triumphs Sports Car Club has posted the *InterMarque Monthly* on its website. Brent Kiser, web mechanic, tries to get new editions up as quickly as possible. For your *IMM* fix, click to www.mntriumphs.org.

New in the Neighborhood



Editor's Note: This is the first in what I hope can become a continuing feature on cars that have newly appeared, or reappeared, in our area. This month's car is a fantastic vehicle. It was just purchased by Aaron Courteau and his description of it follows:*

My car was "born" in 1984. It was ordered by the current, and soon to be former, owner through correspondence with Chris Smith of Westfield Cars. It is titled in Oregon as a 1956 Lotus CN (convertible), and has 8100 original miles on it.

The car is a unique and rare Westfield in that it was ordered without the helmet fairing, and with a upright windscreen as opposed to the Le Mans style wrap-around racing screen. He also ordered it with a removable convertible top - which according to the owner is all but useless, but in like new condition. :-) He also ordered it with an even rarer HEATER!

According to Bob Macherione of Sports Car Shop Inc. in Eugene, OR (the consignment shop), the car is in near new condition needing very little work - mostly consisting of detailing. The bonnet has a



few scuffs from blowing over in a wind. Both ends clam-shell and completely remove. The p/o was not mechanically inclined and took it off without securing it. Ouch!

For those of you who don't know, the Westfield 11 is a close and respectful replica of the LOTUS 11 from the '56/'57 Le Mans racing seasons. It differs mostly in the body panels being of fiberglass instead of aluminum, with the mold taken from an actual racing 11. In fact, the "push marks" and spot pounding of the aluminum on that car have made their way into every W11, including what is referred to as an "ass print" where a crew person leaned a little too heavily on the donor car!

The frame has the same geometry only in higher gauge steel and aluminum. The front suspension is out of an Austin

Healey Sprite which gives upper and lower A-arms as opposed to the LOTUS single. This has a side benefit of less dive in braking.

As sexy as a Coventry Climax engine would be, mine currently rides with a 1275 A Series engine with a custom Westfield Head and single SU Carb. Tom Hazen of the Healey Club has already offered to sell me a Cannon intake with a Weber 45DCOE.

I've gathered this information from the p/o, and numerous Westfield Websites over the past few months so I'm not guaranteeing the facts as of yet. However - you can be assured that in quick time I shall become an XI expert regardless of the factory the car(s) rolled out from.

The car will need some tweaking before any serious driving this spring, but I'm REALLY excited! Now I just pray for it to be mild and dry during the day - spring, summer, and fall!

** If you have a car you would like to have featured in "New in the Neighborhood" just let me know. Aaron wrote his own article, and I'm not discouraging you from doing so also, but if you're a man of few words, I would happily do the word-smithing for you.*

SEATTLE TO ST. PAUL:

A MID-WINTER JOURNEY IN A CITROËN 2CV



photos and words by André Lindberg

Our Story So Far

Last spring Linda and I sold her 1973 TR6 and my 1963 Austin-Healey Sprite with the idea of replacing them with one reliable sports car. After inordinate amounts of anxiety, tire-kicking, and financial reassessment, we decided to buy a light blue 1978 Citroën 2CV from a fellow (Axel Kaliske) running a Citroën shop (2CVsRus) in Seattle, Washington. Then we had some time off in January and decided to go get it and drive it back. We pick up now with the narrative.

The License

The first thing we had to do to was to get the 2CV some Minnesota license plates. The seller (Axel Kaliske) had bought the car in Germany so he sent me the German title (aka fahrzeugbrief), a bill of sale, and the U.S. customs form. That was all his customers needed to license their cars in any state other than California.

I showed up at the Roseville license center on January 11, waited in line, and then presented my documents to Deb, a poor clerk who probably did nothing to deserve getting me as a customer. It didn't look like a Minnesota title so more help was needed. She met with her supervisor in a back room. The Supe called the big

wheels at headquarters. When the call was returned forty-five minutes later, I got my answer. I needed an "official" translation of the fahrzeugbrief. "Official" means your cousin Hermann from the old country can't do it. They gave me a list of approved translators and I called one when I got home.

Coats Translation Service didn't think they could get it done by January 13, our scheduled departure date, but I brought it over anyway. Zigrid was happy to see that the title was for a 2CV; they had done a Ferrari once and weren't quite sure the guy was on the up and up. Her husband, David, who does German to English, called the evening of January 12 and said it would probably be done by morning. When you translate this kind of thing for the state, not only do you have to interpret the foreign words, you also have to reproduce the original document's formatting. With a letter, this is easy. With a fahrzeugbrief, it is not. Luckily they still had the Ferrari's format on their computer.

I came over in the a.m., the day of our departure, and it was ready. Not only was the translation fantastic looking, but they included a page-long listing of their impressive qualifications and it was notarized to boot. Perfect! Zigrid and David both like 2CVs.

Back to the Roseville license center. I got a different clerk who looked at me with a blank face. She, however, found Deb who was amazed that I had gotten the translation so quickly. "I expected you back in a couple weeks." There were, however, questions on the title. The supervisor was out so this time Deb called headquarters. She was put on hold for fifteen minutes and then talked for another fifteen. The answer: YES! Deb copied all my documents for me, I wrote a check and left with Minnesota license plates.

During the day, the temperature dropped. By the time Daniel Buchen took us to the Amtrak station, it was five below.

The Empire Builder

Why not take the train? The Empire Builder is Amtrak's route #7 and travels from Chicago to Seattle. It's cheap (\$115/person one way), it's comfortable, and it's slow (37 hours from the Cities advertised, 40 hours actual). All of these characteristics (cheap, comfortable, and slow) helped prepare us for the 2CV.

When the Empire Builder stopped in Williston, North Dakota, the temperature was -27°. I began to have second thoughts about a return trip in an air-cooled car with a large vinyl roof and no blower for the heater.

From an automotive standpoint, the most interesting part of the train trip was viewing all of the personal automotive recycling facilities that line the tracks. I don't know whether the tracks attract the back-yard junkyards or vice versa, but there is certainly some strange force at work. Whatever this force is, it also causes an inverse relationship between the number of cars and the size of the home in the front-yard. (But your wife knew that already didn't she?)

When we left the Cascades and got closer to Seattle, there was a heavy, wet snow on the pine trees. It looked like whipped cream on broccoli, but more appealing. U.S. Highway 2 paralleled the tracks, as it had most of the trip, and then I saw it. A Citroën SM was heading the opposite way, up the mountain. While the grand touring SM and the 2CV share very little other than the Citroën chevrons, I took it as a good omen. If one Citroën can brave the winter passes, so can another.

Axel and the 2CV

After being picked up at the train station by Jayne Muir (Linda's cousin), we were off to see the 2CV. Axel's directions on how to get to his place were flawless so we only drove past it three or four times before pulling into the correct driveway. Axel soon came out to say hello.

I've got to tell you a little bit about Axel before we get to the car stuff. First off, Axel is big. I'd guess 6'2"+ and not what you'd call undernourished. Not fat, but no Twiggy either. This is a body you would associate with a Mercedes 600 rather than a Citroën 2CV.

Like the Mercedes, Axel hails from Germany. He is an electrical engineer who emigrated to Seattle three years ago to start a future with Boeing. His timing was off and now, he's trying to make ends meet working with his first love, Citroën 2CVs. He's also trying to get a job as a bus driver to pay the bills.

Axel's house is a celebration of the 2CV. He shares the place with wife Uschi and cat Charly (named for the Chareleston, a popular two-tone 2CV). There are three



cabinets filled with 2CV models, momentos, and regalia. While Axel showed us their collection, Uschi served tea to warm us from the damp chill outside.

Then Axel took us outside to meet our car. He pulled it out and we were ecstatic. (Well, I was, Linda seemed happy, and Jayne looked a little cold.) It was everything it had been purported to be, and more. Axel had said it was a daily driver but I thought it looked like a concours car. He took the time to point out each of the car's minute faults. This pained him visibly but he brightened up when we went for



a ride.

He drove first to acquaint me with the 2CV's myriad wonders. Fabled amongst these is the dash-mounted gearshift, but it is actually not that strange. The motion is the same as a floor-mounted three-speed with an overdrive fourth off to the right. First gear is non-synchro (just like a British car) and there's a strong spring that returns the shifter to the second/third portion of the linkage.

Other things he pointed out were the manual choke, the non-cancelling turn signals, the flasher ("to let Porsche drivers know you intend to pass"), and the handle to aim the headlights higher or lower. The side windows don't roll up and down; they flip up from a piano hinge at the half-way point. The top rolls back and a front-facing vent opens for ultimate wind-flow in summer conditions.

We filled up with gas and the 2CV took six gallons of 91 octane. (It must have been running on fumes.) I changed places with Axel, adjusted the driver's seat, the mirrors, and (for absolutely no good reason) the headlights. Off we went and I felt at home at once.

When we got back, the rain was getting heavier, the wind was picking up, and the temp was dropping. Sleet was in the forecast. We went to Jayne's home without our prize and returned the next day when a novice pilot might have fewer distractions.

Before we left, Axel told us that every 2CV needs a name. I've never been one to anthropomorphize cars with names. They have enough power over me even without thinking of them as living beings. But I told Axel I'd think about it and I did.

Seattle

We spent Sunday and Monday touring Seattle in the nameless 2CV. Like many port cities, Seattle is a beautiful place. It reminds you a bit of San Francisco except the hills aren't as steep. This is helpful for a guy learning to drive a 2CV. I only had to stop halfway up one hill to put it into first gear during the entire time we were there.

On Sunday evening, we drove to Pike Place, the city's famous fish market, and were treated like celebrities driving down the crowded streets. People's necks swiveled to take a second look at the car, they smiled, and we could hear many of them guessing what it was. Some people even guessed correctly. Later, as we drove uphill out of the market, a fellow in his 20's tried to take a picture of us as we were stopped at a traffic light. He had trouble adjusting his camera so the newbie celebs sat through one more light and Linda and Jayne gave him their best princess waves for his shot.

Next we went to the co-op to get some groceries and I discovered the downside of celebrityhood. No sooner were we out of the car than a woman rushed up to me and breathlessly told me the story of her 2CV, over, and over, and over again. Linda and Jayne were ignored like they had driven up in a minivan and I wasn't able to secure my freedom until I feigned a consuming interest in organic potato chips. Linda said we should name the car "Chick Magnet."

We and "Chick Magnet" toured some more on Monday, but mainly Linda and I obsessed about the weather. The heavy rain continued and there was more water on the roads than there is oil under an MG. (Oops, sorry, cheap joke. As some consolation, let me note that the Citroën, like many British cars, is not a good candidate for drive-through car washes.)

Jayne works at the University of Washington and it's a fantastic place. The reading room in the library looks like a set from Harry Potter. I half expected white owls to deliver us a message. When we got back to Jayne's place, we learned that thirteen rivers were at warning levels, a nearby neighborhood had had a mud slide, and Snoqualmie Pass was closed.

Our plan to leave tomorrow was at risk.

Day 1 - January 18 - Road Closed

Seattle to Coeur d'Alene, Idaho - 572 kilometers (343 miles)

We got up early and listened to the weather hyperventilators on TV for awhile. Doom! Disaster! The end of the world!

Then we found Washington DOT on the internet. They said that I-90, our route through the Cascades, was closed from mile marker 34 to 108 and probably would be for a couple hours more.

That was good enough for us. After filling the car with our luggage and saying thank you and good-bye to Jayne, we headed out to discover the world.

Rush hour in Seattle is pretty much like anyplace else but we managed without incident and finally arrived on I-90 east-bound. The temp was in the 40s and the rain was steady but not overwhelming. By mile marker 25, we were getting pretty confident. Surely the pass must be open in weather like this. Unfortunately I was using flat-land thinking in the mountains. Here the weather changes not so much by how far you drive but by how much the road goes up and down.

When we hit mile-marker 31 we started seeing the semis pulled off on the right side of the road. Using my best non-reality-based thinking, I imagined they must not yet have gotten word that the road is open. So I kept going, until exit 34 when a polite state trooper waved us onto the exit ramp and into Easton, Washington. (See cover photo.)

Snoqualmie was still closed and we didn't know how long we'd be in town. After only an hour's wait and two cups of bad coffee, however, the trucks started moving. We hopped in the car and followed the east-bound crowd.

The miles that followed were the most scenic and enjoyable of the entire trip. The road wound up into the mountains and the "Blue Streak" kept up with traffic and stayed ahead of the semis. It was drizzling and clouds covered the peaks. In areas, the road was chiseled through the granite and temporary waterfalls ran over the rough-hewn rock.

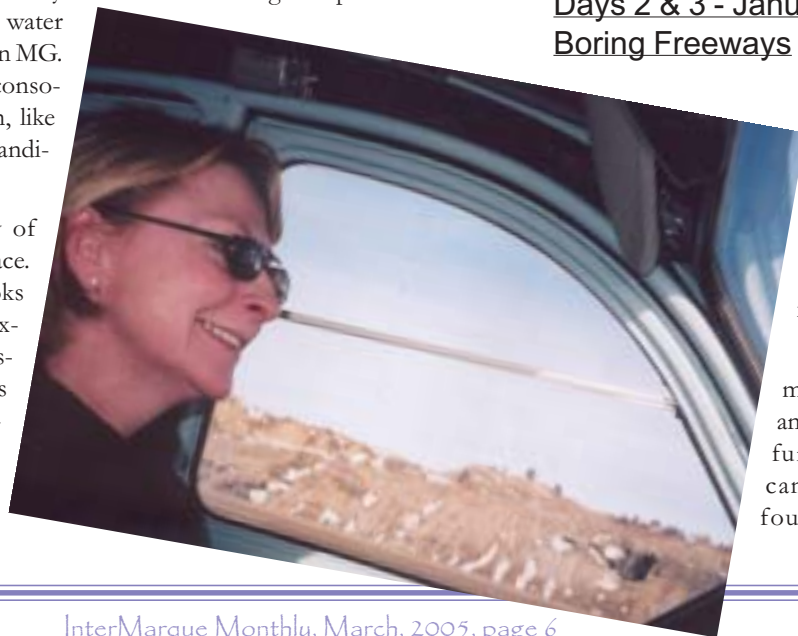
When we reached the top, the opposite (west-bound) traffic was reduced to one lane. The highway department had constructed a roof over it to keep the water off the road (and falling ice off the cars).

Downhill was a rush except when we ran into some patches of very heavy fog. At a gas stop just before we left Washinton, the clerk told us she had to "chip an igloo" off her car this morning. We bought an ice scraper and headed into Coeur d'Alene for the night.

Days 2 & 3 - January 19 & 20 - Boring Freeways

Coeur d'Alene to Edgely, North Dakota - 1,745 kilometers (1,047 miles)

Coeur d'Alene means "heart like an awl." The French fur traders who came to the area found the native





Schitsu'

Umish to be pretty sharp deal makers and the nickname stuck.

Although the freeways are boring, the landscape in Montana and western North Dakota is fantastic. We cruised at 110 kph (67 mph), slowing to 90 kph (55 mph) on some of the uphill sections. A couple of the steeper sections brought our speed down to 70 and I switched into third to maintain that speed. Temps were in the 40's and 50's!! Linda also took a turn behind the steering wheel during this stretch.

"Blue Dream" is a very comfortable cruising car. Its seats, sparse though they may be, have the best lumbar support I've ever experienced. I wasn't sore even after a full day behind the wheel. Cruise control involves putting your foot to the floor and holding it there. No problem, not too fast, not too slow, just right. We found a spray-it-yourself carwash in Billings and cleaned up before heading to North Dakota.

Forty miles into NoDak, the temp dropped and we got more fog. Then it turned to snow and ice before we made it to Linda's parents' place in Edgeley (forty miles south of Jamestown).

Day 4 - January 21 - Oops!

Edgeley, North Dakota to Oakes, North Dakota - 82 kms (50 miles)

We started the day at Pam's Diner in downtown Edgeley. The name above the diner says "Edgeley Coffee Shop" but everybody in the place knows who's the boss so they call it Pam's Diner.

We caught the second shift coming in. First shift is workers in the various plants in the area, second shift is the school bus drivers who have made their deliveries, and

third shift is the retirees who wander in when they darn well want to. The bus drivers thought the roads were kind of yucky with the freezing rain and all, especially in areas where the sand trucks hadn't made their rounds yet.

It was sleeting in Edgeley but down the road it turned to freezing rain. Before long I was trying to see through a three-inch strip on the bottom of the windshield. The rest was ice, as I assumed were the roads. I made a right turn at Verona and the windshield started to clear. After a little while, it was so nice I decided to crank up the speed a little. Soon I was confidently scooting down the road toward the Gwinner turn-off.

We never made it. The car slid to the right, off the crown of the road, like it had ball bearings rather than wheels. When we hit the snowpack, "Dizzy Blue" cut to the right, went down the slope and came to rest near a corn field. Right side up. The 2CV was made for agricultural use so we had no problem moving about. We couldn't, however, make it out of the ditch to get back on the road.

John Frenzel stopped on the side of the road and walked down to see us. Opening my window, John's first words were, "S*** happens, don't it?" He didn't have a tow rope in his F-150 so he moved aside empty Marlboro boxes and Mountain Dew cans and gave us a ride to Oakes. There we contacted West Side Body who gave the 2CV the best, most professional tow that I've ever seen. After we got it back on the road, I drove it to Oakes and we parked it in a barn at a family-owned farm. Linda's dad took us back to their place and I slept for three hours..

Day 5 - January 22 - AWOL

Edgeley, North Dakota - 0 ki-

lometers (0 miles)

We took the day off from driving. Played cards, looked at the farm animals, and I rode a shovel down hill with Linda's nephews. Linda's mom fed us like we hadn't eaten since Thanksgiving and we got some more rest. Wow!

Day 6 - January 23 - Home!

Oakes, North Dakota to St. Paul, Minnesota - 474 kilometers (285 miles)

Linda's dad gave us a ride in his 4x4 back to the barn in Oakes. There had been a little more snow and I imagined I could see a patch of ice under each flake. The 2CV fired right up (again) and we were soon off. From Oakes to Gwinner, the roads were still icy, even with the sand that had been spread over them.

The further we got from Oakes, however, the more it cleared up. We rejoined I-94 at Fergus Falls and made an uneventful return to St. Paul early that evening.

Epilogue

I washed the car, parked it in the garage, and made a list of things that needed to be done. Fix right front mud guard, align the front tires, replace passenger side window stay, and replace or reattach the speedo cable.

One Saturday morning I took "Pepe le Bleu" to the Square Peg to show off and ham it up for my British car friends. Although none of them would actually say it out loud, a few came up to me later and quietly whispered in my ear, "You know, I've always kind of liked those cars." So have I.



A Jensen C-V8 and Friends in Minnesota

words and photos by George Arthur,
Jaguar Club of Minnesota

It took reflecting on one of the best shots I have ever taken of my Jensen to realize that I may have the only C-V8 in Minnesota. Well, certainly in this part of the state. And, I have never sent anything to our Intermarque newsletter.

The occasion was a fall drive with our local Jaguar Club on a fine October Sunday afternoon. The local colors were incredible this year. Ron Nordwall, our host, picked a beautiful route with a number of interesting stops.

These photos were
taken at

our feature stop, the home of a member on White Bear Lake who has a wonderful car collection. However, he gladly relinquished center stage that Sunday to a friend's magnificent 1917 Pierce Arrow seven-passenger touring car.

I have never seen such an enormous automobile! It is visually imposing. It reeked panache, pedigree, provenance, patina...all those Alain de Cadenet "p" words. Two Minnesota families have cared for it during its eighty-eight years. The current owner's father bought it in 1941 for \$300. A

light restoration sixty-seven years ago barely shows now.

This Pierce-Arrow is powered by an 824 CID (somewhere around 14 liters) "T" valve six with distributor and magneto ignitions, twin cams and roller lifters. Only some exhaust valve work has been required...since 1917! The owner's family recently completed a trip to the west coast without much fuss.





But more about the Jensen photo. This C-V8 has been under my care since 1977. I bought it in Bath, England while on holiday visiting Pam's folks. It only had 67,000 miles, appeared well cared for, and had a Langford & Knight stainless steel exhaust (a seriously important replacement for the short-life Burgess systems).

The optimistic speedometer never went below 100 on the flight back to Wimbledon. I shipped the Jensen to the port of Kenosha. We lived in Naperville, Illinois at the time. 3M moved me to Minnesota late in 1998, and the Jensen made the run in January of 1999.

The white paint on the roof is original, as is about everything else. The ONLY work in 28 years has been a new starter, alternator, and I rebuilt the heads primarily to get the carbon out to solve a pre-ignition problem.

There were 496 C-V8s produced in West Bromwich, England, including 188 MKIIIs, of which this is the 84th. A 330 hp Chrysler 383 V8, Torqueflite and Armstrong Select-a-Ride shock absorbers in the rear were standard specification and carried forward to the later Interceptors. (The "C" stands for "center-tube" construction, not the Chrysler engine). Maybe you have seen this Jensen at the last three Rendezvous gatherings.

The fiberglass C-V8 was really a "house car". At that time Jensen Motors primarily derived revenue by building up vehicles for other firms. This included the entire Austin Healey run, the Tigers for Sunbeam as well as Volvo P1800s. I have seen a photograph of C-V8s and Austin Healey 3000s going down parallel assemble lines at West Bromwich. The

last C-V8 was equipped with Ferguson Formula 4-wheel drive and Dunlop Maxaret ABS...in 1966!

That's Roger and Elaine Gillette's 1966 Jaguar E-type coupe nosing into the photograph. It's just a few days younger than the Jensen. Roger picked it up in at the factory in 1966, toured Europe including runs at Le Mans, Spa and the Nurburgring circuits. The Jaguar is totally original including the now uniformly dull "golden sand" finish that lends to that car's incredible appeal.

All in, it was a wonderful afternoon not soon to be forgotten. Take a look at our web site and current newsletter at www.jaguarminnesota.org.

Miscellaneous Mumblings

by Andy Lindberg, editor, publisher, gopher

Another Highway Adopter

A few months ago, I told you that the Minnesota Austin-Healey Club was in the process of adopting a two-mile stretch of road. Now comes word that the Minnesota SAAB Club has already completed the adoption process. At 8:00 a.m. on April 16, they will gather at Little Oscar's in Hampton, MN. First they'll do breakfast, scheduled for a very optimistic one hour, and then move on to the Park and Ride. If you see the workers, give them a thumbs-up.

New Club Added to Roster List

Take a look at the roster of local clubs on page 2 and you'll see the Metropolitan GT Cars open house last fall and she gave me a card with all the club info on it. I promptly lost the card so their info is just appearing now. Lynn is the new president. Pay their web site a visit and see what they're up to.

(I also see that I do not have a Metro logo on the flier for the InterMarque banquet. I apologize for that but note that we would love to see the Metropolitan at the event. We really would.)



InterMarque Spring Kick Off/Car Show/Banquet

As you can see from the flier on page 16, we're not messing with a good thing. The InterMarque Spring Kick Off/Car Show/Banquet will return to the Radisson Plymouth on May 22. Last year we had over a hundred cars and we're hoping to have even more in 2005. I'll be there with my Citroën and hope to see you, and your club members, as well. Early arrivals get to park on the lawn. The club with the most pre-registrants gets a favorable review in this newsletter. Even if your car isn't up to the trip, come on over anyway, there's always something new and/or exciting to see.

For Sale



TR3A w/overdrive. Completely restored. Spa White with blue interior. Over \$25,000 invested. Everything done. Calif car with no rust ever. Engine run in with synthetic oil, fresh change. 600 miles. Fully synchronized trans, wire wheels, new windshield. Too much done and spent to list. \$23500.00 OBO. Pat 612-388-0505

1975 MGB black, refinished. Immaculately beautiful road car. Full chrome trim - sides, luggage rack, MGB logo on trunk. Immaculate en-

gine bay with Weber two stage carb. Entire powertrain overhauled professionally in last year (engine, tranny, overdrive, universal, differential). New cassette radio. Top, tonneau like new. Needs to be seen. Viewable now in warm storage. \$10,000. Larry Nimmerfroh 952-294-4314



1979 Lotus ESPRIT S2. Rare and increasingly collectible now that the ESPRIT is no longer being made after a 28 year run. Car has been seen at many local events: Father's

Day Stone Arch Car Show, Healey Hill Climb, Red Green and many other tours, Healey Auto Cross, Wheels and Wings. Just over 34,000 miles. Thousands of dollars of upgrades in the past year and comes with hundreds of dollars of parts not yet installed. Car runs VERY well, but could use some tweaks. A/C is not functioning (needs new cooling fan) and car could use alignment. That said, the car is wonderfully responsive and delivers the Lotus "handles like it's on rails" promise. Body is a rare French Blue and in decent condition, very few stress cracks, and none of them major. Price is VERY reasonable at \$7500 with all parts included. Please call Aaron at 651-274-6265

Tech Tips from Doctor Ernie*

Subject: Information

Your uncle's wisdom, your mechanic's secrets, door and hood stickers, do-it-yourself books, factory manuals, and other assorted drivel. They should help you maintain or repair your treasured automobile.

All of them will have huge amounts of correct information to accomplish your task. But all of them may also have incorrect information. Thank God the later is in the minority.

Let's start with factory manuals. Above all others you'd think they would be exact. Not so. I know of many instances where type-o's, misprints, incorrect decimal locations, backwards drawings, and even wrong photos can, if followed, end with disastrous results. Two examples are: using the incorrect fifty foot/pounds stated, instead of the actual fifty inch/pounds needed. Another

mistake shows the crankshaft thrust washers facing the wrong way. Both of these examples lead to immediate parts failure. Also, the specs for European models vary considerably from U.S. models, and again from California models.

Next are the do-it-yourself books. Have you ever gone to a dealership and seen the whole wall shelf full of manuals?

It stands to reason that no one book could cover all the information that's in that shelf full of books. The



* Ernie isn't really a doctor and doesn't play one on TV. He, and spouse Rhea, are much more important than that. They own Dead Lake Motors near Fergus Falls, MN.

most important book on that row of factory books is the biggest one, the one that has all the corrections and updates commonly called

"service bulletins." Many "one size fits all" books never have these updates.

Another tragedy is the antiquated books used in classrooms. I've seen some books showing pictures of engines, and calling them typical. Come on. Corvair flat sixes, and Plymouth slant sixes, typical?!?

Next are door and hood stickers. These are the most reliable if they are with a completely original car. Unfortunately, on many older cars the distributor, or carburetor, or even the complete engine may be from another year, make, or model. Another problem with some manufacturer stickers are that they fade away to the point of being just a blank sticker. Nice huh?

The mechanic who's familiar with your car may have all of the knowledge about your car and be able to avoid all of the pitfalls related to the other options, but time is money, and it should be understandable if he isn't exactly enthused about taking a half-hour to explain or guide you through what is a 10-minute job for him. It would be a rare person who'd take his own bacon and eggs to a restaurant and ask them if he could use their stove. But these same people don't realize the time and energy it takes to be a good mechanic, or the expenses that a shop incurs to provide that service.

That's enough whining from me for now, but about uncles. If yours are like mine, run, don't walk, when they offer help or advice. Their "just squirt her full of ether" advice rarely is the right path to take.

So what do you do? Just take the time to research for the correct information you need. Make sure it's for the exact year, make and model, or unit you're working on. If possible cross-reference your sources to see if these specs or information are the same. If still in doubt consult a mechanic. If still in doubt (remember, half of all mechanics graduated in the bottom half of their class) get a second opinion.

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

FEBRUARY 27

British Car Swap Meet and Auto Jumble 8:00 am - 3:00 pm. DuPage County Fairgrounds, Wheaton, IL. Indoors, free parking, general admission \$5.00. This is the 9th annual running of this event and it seems to get bigger every year. Get there before the opening bell and you might beat Tom Politiski (Morgan/Healey fanatic) to some of the goodies. Info: www.britishcarswap.info

MAY 22, 2005



Noon to 4:30 p.m. Plymouth Radisson, Plymouth, MN. Hosted by the Inter-Marque Council so vintage foreign cars of all makes, models and nationalities are invited. Same great deal as last year. Lots of cars, lots of fun. The first eighty or so cars to show up get to park on the lawn. After that you have to find a place in the parking lot. Car show is free (\$0.00). The banquet is only \$15.00/person. Money for the banquet will be collected at the door but please RSVP to andylinberg@earthlink.net as the Radisson needs a headcount.

MAY 28 - JUNE 5

British Car Week Location: everywhere that somebody has the guts to drive their Brit machine in the real world. The object of this 9th annual event is to show folks that these old fogies can still get out and polka. So, if you've got one, drive it to Starbucks, drive it to Menards, drive it to work, and just drive it. The Queen Mum sends her thanks. Info: www.britishcarweek.org

MAY 31 & JUNE 1 - 2

Morgans Over America Stillwater, MN on May 31 and Duluth on June 1 and 2. Not really in intermarque event, but if you want to see a lot of these quirky cars, they'll interrupt their coast-to-coast odyssey for lunch in Stillwater and two nights in Duluth.

JUNE 12

Classic Car Club of America Show Rice Park, St. Paul, MN. Rumor is that, in addition to the impressive CCCA cars, the Minnesota Mercedes Club will also be showing their cars at roughly the same location.

JUNE 16 - 19

Vintage Sportscar Rendezvous 2005 - "Rally at the Rapids" Sugar Lake Lodge, Grand Rapids MN. Seventy-six rooms have already been reserved and there aren't that many of them left. Hosted by Minnesota Austin-Healey Club. Info: Greg Lauser 715-262-9813 glauser@pressenter.com See the flyer for all the exciting details!!

AUGUST 13

Ellingson's ALL British Car Show & Swap Meet 9:00 am to 3:00 pm. Ellingson's Car Museum, Rogers, MN. Hosted by the Minnesota MG Group. Info: Jim Pennoyer 763-536-5472

AUGUST 20

Wheels of Italy Italian car and bike show. Watch for announcement of location. Info: wheelsofitaly.com/

AUGUST 25 - 27

Paradise Shores - Rally in the Valley 2005 Hosted by Steve and Diane Rindt, THREE Big days!! The fun begins on Thursday this year. Do the "Double Back Rally" on Friday morning; enjoy the "Pool Side Party" that evening. Saturday morning board the "Pride of the Bay" for a tour of the lake. Get out the spit and polish for the "Wax On/Wax Off" car show, followed by the Funkhanna, "Texas Style" Banquet and the famous "Rally in the Valley" Awards Ceremony. Info: Steve & Diane Rindt drindt5953@hotmail.com, 715-832-8316 or www.mmgg.org

SEPTEMBER 10

Wheels & Wings Classic Motorbooks, Osceola, WI

RECURRING INTERMARQUE EVENTS

InterMarque Breakfast Every Saturday morning! Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Humungous parking lot! Breakfast starts at 8:30 or whatever time you want to show up.

INTERMARQUE RACES, RALLIES, & TOURS

MARCH 19, 2005

InterMarque Go-Kart Challenge 8:30 a.m. **BE THERE ON TIME OR YOU WON'T RACE!!!!!!** Pro-Kart Indoors, 1201 97th Ave. NE (Hwy 65), Blaine, MN. West of 35W and north of new Hwy 10. Hosted by the Minnesota Jaguar Club. **ABSOLUTELY NO ON-SIT REGISTRATION!!!!!!** A great way to lose your mid-winter stupor. Info: Dave Meek 612-799-5555 and see the flyer in this issue.

APRIL 25

MAY 13 - 15

Novice Rally Nore info when available.

Australia/US Healey Challenge, Round 1 **This date is now definite.** Road America near Elkhart Lake, WI Sanctioned by SVRA. This is the first in a series of five races between US Healey racers and their down-under counterparts. Other races are at Watkins Glen, VIR, Blackhawk Farms, and Mid-Ohio. Minnesotan Jeff Johnk is one of the key people behind this exciting race series. Info: www.auhc.net And if that isn't enough, Saturday night features a special appearance by **Sponge Bob Square Pants!!** You'd have to be a flounder not to be there.

MAY 14

Canceled!

~~**The Blossom Tour**~~ Rain date: May 15. Everybody's welcome, from rusty Yugos to 100-point Rollers. Watch for the appearance of Gnomer the Gnome. A true inter-marque event hosted by Tom Hazen and the Minnesota Austin-Healey Club. More info later.

MAY 15

New London to New Brighton Mini Run This event is a recreation of the English Mini London to Brighton Run which is celebrating its 20th anniversary this year. Hosted by the MINI-sota Motoring Society. More info later.

JULY 9

Afton Alps Healey Hillclimb IV Rain date: July 10. Full color flier and registration info after the first of the year.

JULY 14 - 17

Brian Redman International Challenge Road America near Elkhart Lake, WI Sanctioned by VSCDA. This is the biggest vintage race of the year in these here parts. Some of the best cars in the world will be there. Race car concours on Friday night; sports car concours on Saturday. In town and free to the public. It costs to see the races but it's worth it. Info: www.vscda.org and www.roadamerica.com

AUGUST 20

Healey Gymkhana Brown & Bigelow parking lot, St. Paul, MN Fast or slow, you'll enjoy a drive through the cones. If you go off course here, you won't have to call your insurance agent. Always a lot of interesting cars. More info later.

SEPTEMBER 17 - 19

Elkhart Lake Vintage Festival Elkhart Lake, WI Sanctioned by VSCDA. The fall festival is always fun. Not as many expensive cars and pit poopsies as the BRIC, but not as crowded and much friendlier. The weather is usually better also. Info: www.vscda.org and www.roadamerica.com

SEPTEMBER 24

Dog Days of Summer Tour Rain date: September 25. Everybody's welcome, from rusty Yugos to 100-point Rollers. A true inter-marque event hosted by Tom Hazen and the Minnesota Austin-Healey Club. More info later.

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

MARCH 31 - APRIL 3

Jaguar Clubs of North America Annual General Meeting Location: Orlando, FL Host Club: Jaguar Club of Florida. Info: www.jcna.com/

MAY 27 - 29

5er Fest 2005 Location: BMW Zentrum, Greer, SC Host Club: Peachtree Chapter BMW CCA. Featured cars: E12 and E28 BMW's. Info: www.5erfest2005.org/

JUNE 17 - 19

Citroën Rendezvous Location: Saratoga Springs, NY 29th Rendezvous. Info: www.driveshesaid.com/

JUNE 24 - 27

Fiat Freak Out 2005 Location: Osage Beach, MO Fiat-Lancia Unlimited national convention. Info: www.flu.org/

JUNE 26 - JULY 1

Carolina Conclave Location: Winston Salem, NC Austin-Healey Club of America. Host Club: Triad AHC. Info: Gary Brierton 336-249-8869 gbrierton@hotmail.com

JULY 1 - 3

Mini Meet East 2005 Location: Dublin, OH (near Columbus). Info: www.mme2005.com/como_home_001.htm

JULY 7 - 10

Great Northwest MG Adventure Location: Olympia, WA North American MGB Register 14th annual convention. Hosted by the MG Car Club Northwest Centre. One of the events is a tour to Mt. St. Helens, however, "due to the vagaries of nature and the temperament of Mt. St. Helens" this tour may be changed. For info, see www.mg2005.com.

JULY 26 - 30

A Time for Triumphs Location: Clock Tower Inn, **ROCKFORD, IL**. Vintage Triumph Register Na-

tional Convention. Event runs Tuesday afternoon through Saturday morning to give attendees more travel options. Hosted by the Illinois Sports Owners Association. Info: www.vtr2005.org

AUGUST 11 - 14

SAAB Owners Convention Location: Stratton Mountain, VT Hosted by the New England SAAB Association. Info: www.saabconvention.org

AUGUST 25 - 29

LOG 25 Location: St. Louis, MO Lotus Owners Gathering

JUNE 18 - 23, 2006

Northeast Ohio Conclave Location: Akron, OH Austin-Healey Club of America. Info: Wayne Ward 440-235-8326 wardwe@aol.com

JUNE 22 - 25, 2006

MG2006 Location: East of the Mississippi. This is the every five year gathering of all MG's. Info: INFO@MG2006.com

REGULAR CLUB EVENTS

British Iron Society Informal gathering, every Saturday morning at Courtyard Cafe, 3105 North Broadway, Fargo, ND. Info: Don Carlson 701-293-6882

Mercedes Benz Club of America, Twin Cities Section Informal dinner and discussion, first Wednesday of the month, 6:45 p.m., Lion's Tap Restaurant, Hwy 212 and Cty Rd 4, Eden Prairie. 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. Info: Tom Hazen 612-237-1883 tom_hazen@adp.com or www.mnhealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield. Info: Bob Figenskau 952-935-7909 or www.mnmgr.com

Minnesota SAAB Club Monthly Meeting, first Thursday of the month, 7:30 p.m., the Whatzit near Har-Mar, the restaurant just as you turn in to the movie theaters. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org

Minnesota Minis Pizza Eating and Psychiatric Self-Help Association Regular monthly meetings at irregular times and locations. Check www.mini-sota.com or cbaumann@lkdilink.net or 320-963-5681.

Minnesota Triumphs Monthly Meeting, second Thursday of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club. Info: John Withrow 952-736-8391 or www.mntriumphs.org

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

Stella del Nord chapter Alfa Romeo Owners Club Monthly Gathering, second Monday of the month, 7:00 p.m. Various locations. Info: Ed Solstad 612-822-0569 or esolstad@pressenter.com.

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW. Meeting usually lasts 30 to 45 minutes and attendees gather afterward at TGI Fridays on I-394. Info: www.twincitiesvwclub.com



Don't wait for this to
RSVP now for the
InterMarque Banquet! See
page 16 for info!



Jaguar Club of Minnesota

5th Annual Classic Go-Kart Challenge

Organized by Jaguar Club of Minnesota – Open to All Sports Car Clubs

Saturday March 19th. All drivers need to be at the track by 8:15 AM. Mandatory drivers meeting at 8:30 AM. Racing begins at 8:30 AM and goes to 11:00 AM. Coffee & rolls will be provided at registration. Awards will be presented during lunch at a local restaurant immediately after the event.

Event is limited so sign up early. Fastest lap times will determine grid positions for each heat. Each heat group assignment will be based upon prior experience. All club members are welcome to support their drivers.

Event is limited to licensed drivers. Helmets provided, personal DOT approved helmets with face shield approved. Drivers waiver required.

ProKart Indoors – 11700 Troy Lane, Maple Grove, MN 55369 – (952) 808-7223. (North West Metro) Check out www.prokartindoor.com for detailed directions

Awards – Join us for lunch & awards afterwards. We will announce the location at the go-kart event.

Participants are considered signed up when their checks are received. **No cancellations or refunds.** Drivers must find alternate in event of being unable to drive. **Jaguar Club reserves the right to deny participation to applicants that do not understand the “spirit” of the event or have exhibited inappropriate behavior in the past.**

ABSOLUTELY NO ON-SITE REGISTRATION!!

Very popular event – register early as we always fill up.

Please make checks out to **Jaguar Club of Minnesota.**

Send you checks to:

Jaguar Club of Minnesota, c/o David Meek, 10267 Meade Lane, Eden Prairie, MN 55347

For questions call: **David Meek – 612-799-5555** **NOTE NEW Maple Grove LOCATION!** 

Drivers meeting at 8:30. If you're late you won't get to race!

Driver #1 (\$33.00 Per Driver until 2/28 - \$50.00 after March 1st)

Name	Prior Experience		
Street Address	Prior Go-Kart challenge?		
City	State	Zip	Phone ()
E-Mail	Club Membership		

Driver #2 (\$33.00 Per Driver until 2/28 - \$50.00 after March 1st)

Name	Prior Experience		
Street Address	Prior Go-Kart challenge?		
City	State	Zip	Phone ()
E-Mail	Club Membership		



May 22, Noon to 5:00 p.m.

The Upper Midwest's biggest gathering of vintage foreign cars of all makes, models, and countries of origin. Bring your car to the free admission show and stay for the cheap (\$15/person) banquet. Trophies will be awarded in several categories, but bring your car even if you don't think it's pretty enough to be a show car. We love all of them. Don't have one of these cars? Come on over and take a look. We won't let you park your Aztek on the show field, but your admission is still \$0.00.

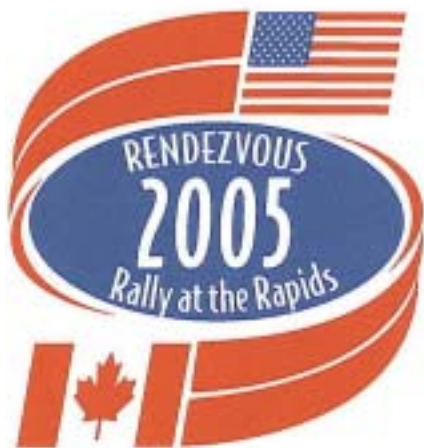
Same location as last year, the Plymouth Radisson. The map to the right should help you find it.

The Radisson would like a rough count of how many people will attend the banquet. Please e-mail andylinberg@earthlink.net to RSVP.



You're all invited!!





RENDEZVOUS 2005

**15TH ANNUAL
CELEBRATION OF VINTAGE SPORTSCARS**

JUNE 16-19

SUGAR LAKE LODGE, GRAND RAPIDS, MN

Thursday 3 p.m. Registration begins & 7 p.m. Hospitality
Friday Driving events & Charity Car show in Grand Rapids
Saturday Driving events, Popularity Car Show, Tea, & Awards Dinner
Sunday Breakfast, Tours, & Goodbyes

Name _____ Spouse/Guest _____
 (Print first and last name/names as they should appear on badges)

Children Attending _____
 (Include names & ages of each child)

Street _____

City _____

State/Province/Zip Code _____ Club _____

E-mail address _____ Phone _____

(If you want a confirmation of registration, include e-mail address – none will be sent otherwise.)

Vehicle/s to be registered _____
 (Year) (Make) (Model)

 (Year) (Make) (Model)

Registration Fee: \$45.00 After 5/15/05: \$50.00 (All fees in U.S. \$) \$ _____

(Basic registration fee includes one vehicle, two adults, one child under 18 & one free T-shirt.)

Each additional person: \$5.00 x _____ \$ _____

Each additional vehicle: \$5.00 x _____ \$ _____

Free shirt size _____ 2nd shirt _____ 3rd shirt _____ Added shirts: _____ x \$10.00 \$ _____

(T-Shirt Sizes: Small, Medium, Large, XL, XXL)

(For XXL– Cost is x \$12.00)

Saturday Awards Banquet:

\$28.00/adult x _____ \$ _____

\$15.00/child (under 13) x _____ \$ _____

Number Attending Saturday's Complimentary Ladies Tea _____

TOTAL \$ _____

Make checks to MN Austin Healey Club (U.S. funds) and send with completed form to:

Fran Stein, 6483 Bowman Circle, Inver Grove Heights, MN 55076

Registration questions to: frannie.s@comcast.net. Other questions to: glauser@presenter.com

Cancellations before May 15, 2005, are subject to a \$10.00 fee. No refunds on or after May 15. After May 15, registration packages will be sent to those who paid but were unable to attend.

Call Sugar Lake Lodge directly for room reservations @ 1-800-450-4555. In addition, the Sawmill Inn (800-804-8006) is holding 30 rooms until May 16 at prices between \$78 - \$84, plus tax. Ask for the "Rendezvous 2005" group rate on their rooms. Next door to the Sawmill Inn, the Country Inn & Suites (218-327-4960) is holding 20 rooms until June 1 at a price of \$75 per room (1 – 4 people), plus tax. Ask for the "Rendezvous 2005" group rate on rooms there. This event is being hosted by the Minnesota Austin-Healey Club



August 25, 26 & 27

Join us at “Paradise Shores” in Holcombe Wisconsin

PLANNED SCHEDULE OF EVENTS

Thursday August 25 -- Resort check in, register for “Rally in the Valley,” dinner (supper) on your own (@ Paradise Shores), Natter-n-Noggin around the campfire (lake side).

Friday August 26 -- “Double Back Rally,” lunch at East Bay, part 2 of the” Double Back Rally,” “Sea Food Buffet” @ Paradise Shores, and pool side party (Natter-n-Noggin).

Saturday August 27 -- Tour the lake on pontoon “Pride of the Bay” or go antique/craft shopping, Wax on/Wax off Car Show, Funkhanna, social hour in the Lounge, banquet “Texas Style,” & the famous “Rally in the Valley” awards banquet ceremony.

Sunday August 28 -- Farewell breakfast.

Register before July 25th, 2005!!

Make your reservations @ Paradise Shores ASAP 1-800-657-4512 or www.paradiseshores.com
 Alternate lodging @ Americinn 715-532-6650. Visit the MMGG web site for photos from last year. (www.mmgg.org) For questions, contact Steve or Diane Rindt at (715-832-8316) or drindt5953@hotmail.com

Send Checks and Registration Form to:
Register Before July 25th 2005
 Diane Rindt
 4271 North Shore Drive
 Eau Claire, WI 54703

Name: _____

Address: _____

E-Mail: _____

Vehicle/s to be registered:

Year _____ Make _____ Model _____

Friday & Saturday Breakfast Buffet:

\$18.00/adult

x _____ = _____

\$9.00 /children 4-12yrs

x _____ = _____

(Prices includes BOTH days)

Friday Lunch @ East Bay (choose from the following):

Grilled Chicken Breast: \$7.75/person

x _____ = _____

Sirloin Steak Sandwich: \$13.25/per person

x _____ = _____

Italian Beef: \$8.75/person

x _____ = _____

Classic Burger: \$7.25/per person

x _____ = _____

Chicken Caesar Salad: \$12.00/per person

x _____ = _____

Taco Salad: \$9.75/per person

x _____ = _____

Saturday “Texas Style” Banquet

\$20.00/adult

x _____ = _____

\$10.00 /children 4-12yrs

x _____ = _____

T-Shirts: Men’s & Women’s (S, M, L, XL \$16.00) (XXL \$18.00)

Men’s (Size _____):

x _____ = _____

Women’s (Size _____):

x _____ = _____

Registration Fee: \$35.00 per/couple

x _____ = _____

Event Total: