

DECEMBER 2017
Vol. XVI No.10



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Fast Family
PLACE

PROSPECTOR BOB'S MINE

PAN GOLD

PROSPECTOR BOB

GOLD PANNING GOLD PANNING

IN THIS ISSUE:

**COAST TO COAST
ROUTE 66 BORGWARD TOUR!**

**MY FIRST LBC • LOTUS EUROPA REBOOT
IN THE MIRROR & AROUND THE BEND
LETTER TO THE EDITOR • 2018 CALENDAR**

VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

Arrowhead Sports Car Club
www.arrowheadsccl.com

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

Audi Club Glacier Lakes
audiclubglacierlakes.org

InterMarque Council

intermarque@gmail.com

Jaguar Club of Minnesota

www.jaguarminnesota.org

Lotus Eaters
frankshoward@gmail.com

LOON (Lotus Owners Of the North)
tsengel@comcast.net

Mercedes Benz Club Twin Cities Section

www.mbca-tc.org

Metropolitans from Minnesota
www.metropolitansfromminnesota.com

Miata Club of Minnesota www.
miataclubmn.com

Midwest Sunbeam
www.sunbeamalpine.org

Minnes02 (BMW 2002)
mcfadden_jim@hotmail.com

Minnesota Austin-Healey Club

www.mnhealey.com

Minnesota Autosports Club
www.mnautox.com

Minnesota Land Rover Club
mnlandrovers.org

Minnesota MG Group
http://www.MN-MGGroup.org

Minnesota MG T Register
www.mnmgtr.org

Minnesota United Minis (MUM)
www.minnesotaunitedminis.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.minnescoota.com

Thunder Bay Vintage
Sports Car Club tbvsccl.com

Triumph Drivers of Manitoba
www.triumphdriversclub.com

Stella del Nord Alfa Romeo
Owners Club
esolstad@presenter.com

Twin Cities VW Club
www.twincitiesvwclub.com

Vintage Sports Car Racing
www.vscr.org

Vintage Sports Car Drivers
Association, www.vscda.org

Volvo Sports America
MINNESOTA CHAPTER
David Olson, ols on199-at-umn.edu
BADGERLAND (WI) CHAPTER
Jim Perry, james.perry -at- uwc.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

**InterMarque Council**

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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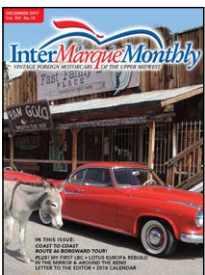
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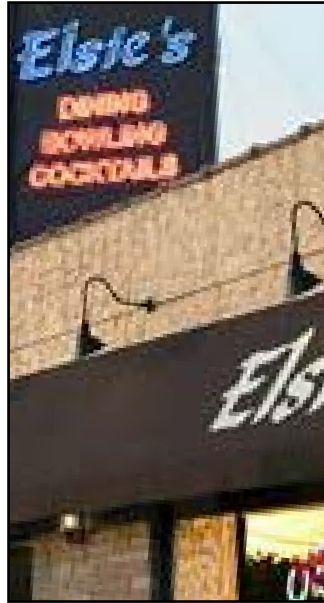
WE NEED YOUR HELP
 TO SHARE PHOTOS
 AND EVENT RECAPS!

Please submit photos or articles
 to intermarque@gmail.com
 for consideration.



ON THE COVER:
 Wild Burrows and
 Borgwards mingle
 in the streets of
 Oatman, AZ, on
 Route 66.
 Photo by Ron Engle

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



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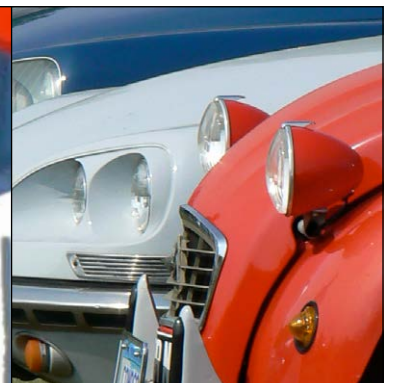
Visit our website
www.bmcautos.com
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Restoring Your British Classic



**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/>



LETTER TO THE EDITOR



Response to the November ARTICLE regarding Desmond's new Saab 95 acquisition

Good looking Saab wagon. We had 4 kids, put 2 in the middle and 2 in back. A 2 stroke first then V4. FWI, Tom Donney is putting together a Saab museum in SoDak. His facebook is great. Studebakers and Nashs of 30s, 40s and 50s had overdrive. That meant freewheeling at low speeds. That was great on very icy roads as no motor drag to break traction. And at high speeds it was a 4th gear with a Kickdown switch on the throttle for passing etc. Good old days. -Jack Johnston

IN THE MIRROR & AROUND THE BEND

INTERMARQUE EVENT CHAIR JOHN ENGSTROM

Well, winter approaches, hopefully there will be some more delay in its start so it will give us all time to get our cars set for winter. So, the time approaches when we can spend long winter hours working on our cars. Making those needed repairs and starting those restorations. I had planned to do a lot of work last year on my Mini but I had back surgery last year and never got to do much work. I have plans for this year to get things done but now have to have a hip replaced as well as my pacemaker replaced. It's beginning to look like I am being rebuilt faster than my Mini. Right now I'm thinking that I can't wait for the body work and paint on me, that's the part that I really need.

Changes are also coming to the *InterMarque Monthly* for 2018. After this issue we will be switching to a format that will be better for you AND for those who work to pull it together. Articles will be individually posted on the intermarque.org website to allow search as well as other features that should help out the reader looking for specific articles as well as offering you a chance to submit an article that you may want to see in it. You'll still get an "InterMarque Monthly" email on the 15th with all the new posts and easy links for printing!

Progress is also being made on the **Spring Kick Off Car Show** and with any luck we can have

another top ten weather day next May 12th for the 2018 show. The first meeting with Osseo will be taking place fairly soon which for me is the "official" kick off for show planning. As soon as I can, I will begin scheduling meeting times for the clubs to discuss the car show and ideas on it. We did have some inquiries from other clubs about having a presence at the car show so, the show continues to grow. Last year, we had about 250 cars at the show, I am hopeful that the day will come when the show approaches full capacity which will be a win for everyone. Be sure that your keeping the show planning meetings in mind and attend them. It's your participation that keeps the show alive. Also, if you cannot make the meetings, keep in mind also that we can always use more volunteers at the show. Keep active in your own clubs as well.

SPRING KICK-OFF 2018 Sat., May 12th • Osseo, MN

FEATURED MARQUE: MG T series



European Borgwards Hit the Road on a Coast to Coast Route 66 Tour

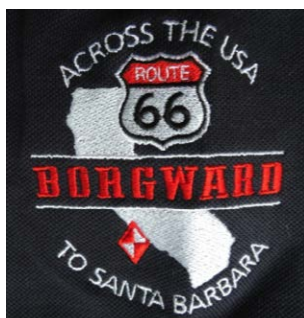
PHOTOS AND ARTICLE BY:
Ron Engle



FEATURED PHOTO: Borgwards in front of the old Santa Barbara Mission in Santa Barbara, CA.



The official logo created for the tour incorporates the Borgward Rhombus with the iconic Route 66 road sign in US colors. Courtesy Cris Guns of the Borgward Club of Belgium.



The Polo Shirt Logos for the 29th National / International Borgward Owners' Club Meet in Santa Barbara.

Thirteen Borgward owners from Germany, Belgium, Luxembourg, and the UK shipped their Borgwards to New Jersey for the **Coast to Coast Route 66 Tour**. The cars came on the Wallenius Wilhelmsen Tiger, an auto transport ship that accommodates 7,000 vehicles on a single crossing from Bremerhaven, Germany, and Southampton, UK. Two members of the Borgward Owners' Club USA, George Ormsby from Canada and Dyck Livant from Long Island, inspected the cars as they were being unloaded. Several batteries were drained. The workers were reminded how to release Borgward hand brakes.

On September 17th, the teams picked up their Borgwards and started out across the USA to Chicago and then followed the old Route 66 out to Santa Barbara, CA, for the 29th National Borgward Owners' Meet, which became an International Meet from Oct 12 – 15. Route 66 begins at Adams Street and Michigan Ave. right in front of the Art Institute of Chicago. The Borgwards were parked on both sides of the street ready to go.

Barbara and I drove our 1960 Borgward Isabella Coupé from Minnetrista, MN, down to Springfield, MO, where we met up with the Borgward teams. There were twenty-nine in the group including six women. Seven teams were from Germany. The vintage Borgwards (1956-1961) included seven Coupés, three Sedans and three Combis. Cris Guns from the Borgward Club of Belgium along with John Wallis from the UK Borgward Owners' Club were responsible for organizing the tour.

CONT. ON PAGE 6 >>



ABOVE: A lunch break in Carthage, MO.

ABOVE: Jo and Chris and their 1960 Borgward Isabella Combi.

RIGHT: Chief Borgward mechanic John Wallis from the UK installing a new water pump.



When our Borgward pulled into the motel in Springfield, Siggie Bunk and his wife Anne were there to greet us. I had corresponded with Siggie for 12 years. Siggie is a Kraftfahrzeugmechaniikermeister (in short – a motor vehicle master mechanic) and specializes in Borgwards. His expertise was invaluable. John Wallis from the UK volunteered to perform technical interventions, aka roadside repairs, and on many occasions he worked well into the night.

One problem could have been a disaster. On the third day, in Ohio, a Borgward engine blew what was probably a piston ring. What to do. Send it back to Europe? A call to Kris Brickman, a Borgward owner in Cleveland, saved the day. Kris had a spare motor ready to go. They arrived at his house at 7:00 pm and by 2:00 am the engine was replaced and ready for the road. There was a million to one chance that a ready to go Borgward engine would be only a few miles away.

Several trunk boxes with Borgward spare parts supplied by a German firm accompanied the group. Randy Schultheis from California met the group in Chicago with his Borgward Coupé and a pickup and trailer that his sister and mate drove to assist if necessary. Randy

was a real trooper. Jessie Calhoun, usually riding in the back seat of Randy's Coupé, filmed the entire tour for a Route 66 documentary.

There were several flat tires, a water pump needed to be replaced, starter solenoid and generator problems, but nothing that couldn't be fixed. John Wallis from England was a hero. He worked many a night to resolve problems with the help of Cris Guns and others. Carburetor adjustment became a popular evening past time.

The Borgwards did not drive in one caravan, the Germans tended to drive in their own group and the Belgians did the same. Each day the travel distance was from 200 to 300 miles, avoiding the Interstate and driving on the old original Route 66 as much as

CONT. ON PAGE 7 >>

possible. The Belgians drove every bit of the accessible old Route 66 and every little piece of the old asphalt and concrete road had to be examined. It is surprising how much of the old Mother Road still exists. Sometimes the road surface was in rough condition and sometimes fairly good. Bridges may be out, but dry riverbeds could be skirted around.

Many little tourist stops make Route 66 interesting. Driving through Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and finally California, there were many abandoned gas stations along the way, some turned into antique shops, many dilapidated structures. The ubiquitous Route 66 icons—the Tee Pee motel, the Cadillacs in the mud, the road stands, and the Route 66 museums all provided plenty of stops along the way. One of my favorite is the restored Gas Station and U-Drop Inn Cafe in Shamrock, Texas. For me it is the epitome of the Art Deco style architecture. And at night the neon lights are a wonder to behold.

While the group visited Grand Canyon and Las Vegas, Barbara and I detoured to Las Cruces, NM, and Tucson. It was time to have the Borgward greased—all thirty-two zerks—and change the oil. To my surprise the shop did not want any money. Servicing a Borgward was payment enough, they said.

We met the group again in Kingman, AZ, and off we went on old Route 66 up a mountainous road to Oatman, AZ, an old mining town where the wild burros roam the streets and are fed by the tourists. There is a shoot out daily at 12:00. The burros are wild, once pack burros for the miners, they were left to their own in the countryside.

On to Barstow, CA, the last stop before trekking to Santa Barbara. Finally arriving in Santa Barbara you know why it is called paradise—a constant pleasant temperature, sunny and easy going streets. Brent Lay, who organized the Meet in Santa Barbara, came to

CONT. ON PAGE 8 >>

RIGHT: Tee Pee Curios in Tucumcari, NM.

Barbara with our 1960 Coupé at the Gas Station and U-Drop Inn Cafe in Shamrock, TX. Designed in 1936 by J.C. Berry using "geometric detailing, curvilinear massing, and neon highlights."



RIGHT: The Route 66 teams in a "missing man" formation in honor of Graham Mander, UK, who was unable to make the trip. Barbara and I are on the far right. Photo by Jessie Calhoun.



ABOVE: Paul Thomasson's restoration of Jim Cassidy's 1957 Borgward RS racing car with twin carburetion. Michèle is at the helm.

RIGHT: Borgwards posing along Route 66.



Barstow to lead us to Santa Barbara. There, we met our old Borgward club members and rejoiced at seeing their Borgwards, like old friends. Brent had arranged daily excursions into the steep hills and surrounding areas to test the mettle of the Borgwards. We had lunch on the beach, visited wineries and the old missions along the coast including the Santa Barbara Mission.

Many events and old acquaintances made the Meet special. Klaus, from British Columbia, brought his Coupé down from Canada. He thought he gave the keys to his wife. But no, she said. But a happy ending when another Borgward key from a Brit fit perfectly. Keys from sixty years ago were apparently not that sophisticated. Paul Thomasson brought his almost restored Borgward RS race car equipped with two injection Carbs on a 1.5 L Borgward engine from the period. A flash back to 1957 when Borgward was a Formula II winner.

After four weeks on the road and 9,000 kilometers (5,592 miles), it was time for the group to say farewell. After several goodbye meals, the Europeans drove their Borgwards to Long Beach where they will be

loaded on a transport ship and sent back to the UK and the Continent through the Panama Canal. On the way they stopped and had their photos taken at the end of Route 66 sign in Santa Monica.

It was difficult to leave Santa Barbara behind. But the almost 2,000 mile drive back to Minnesota and October weather prompted us to hit the road. Our drive took us to overnight stops in Stockton, CA, Winnemucca, NV, Park City, UT, Rawlins, WY, North Platte, NE, and Le Mars, IA. In the lonely outpost of Winnemucca, NV, we ate a Jägerschnitzel (breaded Cutlet with mushroom on top) for \$12.95 that was delicious. Crusty and the mushrooms didn't make it soggy. We asked if the chef was German. No, they told us, turns out he was French. Surprise!! Even in the middle of nowhere a French chef appears on the horizon to placate the palate of two Minnesota Borgward travelers.

It was a very long and wonderful journey—four weeks, 5,621 miles (9,046 km), 17 motels, and 13 states. New friends and old Borgwards. *Life couldn't be better.*

On Your Marquee

Clarence's MGA

ARTICLE BY: John Engstrom
PHOTOS BY: Clarence Westburg



FEATURED PHOTO: Clarence's 1958 MGA sleeper!

Many of you may know Clarence Westburg. Clarence is very active in the Twin City Rally Cub and organizes and runs many local Rallies, both summer and winter. Clarence acquired his MGA in 2010 to use it to drive around town and to run in Rallies.

This MGA started out in 1958 as a 1500 CC model. Clarence wanted more from his car and decided to gradually improve it both in handling and to add more power to it. Over time, a lot of changes have been made to improve the performance for rallying and hill climbing.



The following is a list of improvements to his car.

Brakes: Front and rear brakes from a MGB

Suspension: special springs and bespoke shocks have been installed along with control arms from an MGB, modifications to the steering system have been made also.

Transmission: 5 speed transmission installed

Engine: Original 1500cc engine replaced with bored out 1800cc 5 main GB engine

- engine is now at 1900 cc with custom JE pistons, custom roller cam
- modified Chevrolet roller lifters used along with custom pushrods (Chev. on one end, MGB on the other)
- adjustable two row timing chain and sprocket
- cylinder head fitted with oversize valves
- Twin HS6 carbs (1- 3/4 inch)
- cylinder head ported, polished and port matched to intake and exhaust manifolds
- ARP bolts used for the main, rod and cylinder head
- uses big tube ceramic coated header
- custom curved and rebuilt distributor by Advanced Distributor
- Alternator fitted
- Aluminum flywheel
- Many custom made parts such as custom hydraulic clutch pushrod, custom pilot bushing, custom throttle cable mount and other touches.

Look for Clarence's car in the staging area at events, otherwise you may only see his tail lights!

Yes, another Lotus Europa project!

PHOTOS AND ARTICLE PROVIDED BY:

Dave Lindemann



FEATURED PHOTO: The results of a spirited test drive after installing a new water pump.



ABOVE: The Lotus Europa Twin Cam water pump is easily replaced... by removing the engine!

I didn't plan on this happening but sometimes circumstances bring opportunities that can't be ignored. The car has a bit of a sad history. It was owned by a gentleman in CA who, with the help of a Lotus friend, replaced the water pump. In most cars changing the water pump is no big deal — in a Lotus Europa Twin Cam Special it is an engine out proposition...and removing the engine is just the beginning!

They completed the task in early April 2012 and decided to go out for a test drive. Well, the drive was a bit too "spirited" and the owner lost control on a curve and ended up in the ditch. The car ended up looking like the featured photo above.

The result was his insurance company "totaled" the car and it ended up on the Cranky Ape website. This brings us to the Minnesota connection. A fellow LOON (Lotus Owners Oftha North) purchased the car. His brother, also a Lotus owner and fellow LOON, expressed interest in it and began working on the car. The body was removed and he began a valiant attempt at repairing the damaged fiberglass. The brothers even went as far as purchasing a replacement front clip. Tragically, our fellow LOON who was working on the car passed away suddenly and unexpectedly.

The car became available for sale and I was fortunate to be in a position to purchase it. It is interesting because when one purchases a car from a friend they do a little bit more on the day you are scheduled to pick it up!

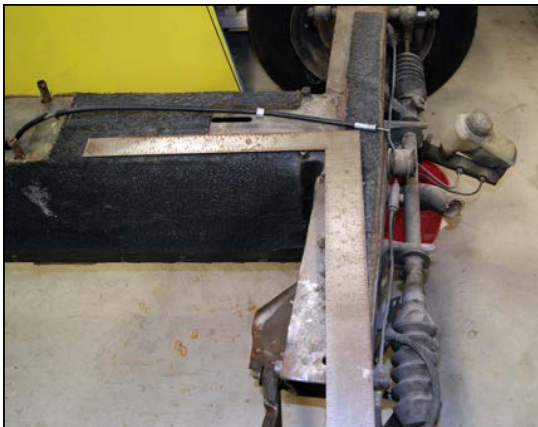
CONT. ON PAGE 11 >>



LEFT: The parts all layed out, organized, and ready for loading onto a trailer – it doesn't get any better than that!

BELOW LEFT: This the front "T" of the chassis, obviously no longer perpendicular to the backbone of the chassis.

BELOW RIGHT: Special thanks to Dave Cammack for helping out with is beautiful new Ford truck and aluminum trailer.



Yes, they lay out and organize all of the parts and pieces and have them ready for loading onto a trailer – it doesn't get any better than that – thank you Mike!

Fellow LOONs helped with the loading, hauling and unloading, a special thanks to Dave Cammack for helping out with is beautiful new Ford truck and aluminum trailer. I don't know if there will ever be a way for me to repay, in some way, all of the LOON members who have helped me with their time, equipment and expertise.

So now what? I already have a 1973 Europe Twin Cam Special that needs to be re-assembled, two Twin Cam Body sections that need to be made into one, and an Esprit that will blow everyone's mind when it is finished.....someday.....

Given that this is a "new" project I felt I had to give it some attention. The first order of business was the chassis. There isn't much to a Lotus Europa chassis. It is light weight as intended and designed by Colin Chapman – I can pick it up fairly easily by myself! The problem is this one is bent, and not just a little bit:

This the front "T" of the chassis, obviously no longer perpendicular to the backbone of the chassis.

I didn't like the idea of trying to straighten a chassis fabricated of sheet metal so I put out a request on one of the Europa mailing lists. I soon received a response from a person in Denver who had a used but good, straight chassis from a 1973 Twin Cam Special that is now back in my shop. Read about THAT experience in the November issue!

My First LBC *(Little British Car)*

PHOTOS AND ARTICLE
PROVIDED BY:
Dwight McCullough



FEATURED PHOTO: This 1965 MGB is my SECOND LBC. I was purchased from B&K Imports on West Hennepin Ave in Minneapolis MN, in 1966. I am the driver, my cousin and his wife in 'the back' and their grandmother as passenger...

I was a young man of 19, just coming home from my six months of active duty in the Minnesota Army National Guard in Fort Leonard Wood, Missouri. Getting back into the swing of civilian life, I did chores again on the family farm, and worked with my Dad building houses and other odd jobs.

Then I met Ross Pugsley, a year or so younger than me. He was the son of my Dad's friend, Donald Pugsley. The Pugsleys had taken a job running a farm in Texas, with millionaire/philanthropist /earthmover manufacturer, LeTourneau. They had worked there for about two years when they decided to return to Rush City, Minnesota.

Ross had bought a 1961 Austin Healey Sprite in Texas and drove it home. When he returned, he had picked up some Texas slang. Quite a bit in fact, as he called the Sprite, a Spraat. When he told me what he had bought, I had to question him several times before I could understand what kind of car it was.

Back when I was still in high school, and they were building I-35 near Pine City, a road construction worker had driven his early '50s Austin Healey Le Mans into town where I had a chance to see this car and talk to him. As a young man I had seen and talked about owning and driving foreign sports cars like MGs.

Then later, in high school, I read the book *The Red Car*. (Note: The Roadster Factory says they have copies of this book on sale for \$15 but I can't find it on their website.) The book was about an MG TC that had been wrecked, rebuilt, and raced. This was far from my life growing up,

CONT. ON PAGE 13 >>

riding around, and getting my drivers training from my Dad, in 1950's Dodges with fluid drive clutches, or non-synchromesh transmissions in his 1952 3/4 ton pickup. I was really hooked.

To get on with the story of my first LBC. Ross's car needed an engine rebuild, as it was smoking, leaking oil, and not running well. So he pulled the engine and sent it off to a friend who worked for one of the city's dealers. This friend proceeded to rebuild the engine in his basement. And while Ross waited for this to get done, he kept pestering me to give him a hand putting it back together when he got it back. Being the car nut I am, agreed

When the engine finally came back, we got 'er back together and running. But it was leaking fuel from those awful cork glands on the jets, and the water pump was spraying water back onto the ignition wires and cap. Needless to say it ran terribly. Ross's solution was to do what Phil Ethier calls an Italian Tune-up. This means revving the engine to high rpm's and driving like mad. Well a few days later, Ross let me know that he had skidded off the road into a telephone pole, breaking it off at the bottom. And as he couldn't get it to run right and was very disappointed that it didn't have a bunch more power, he decided to bail out of the car.

He offered to sell me the car!

Shocked and surprised, I didn't think I could afford it, nor was I capable of rebuilding the wreck, to say nothing of getting this complicated foreign sports car running right. After all, Ross told me those S.U. carburetors were the closest things to fuel injection that you can get. Wow! In addition to the sophisticated S.U. carburetors, the car had rack and pinion steering, a four-speed transmission, a tachometer, and other gauges!

I gave it a couple of days, and told Ross I'd take it on the condition that I could pay him over a period of

several months, store it in his Dad's pole barn and let me work on it there. His Dad agreed to those terms, and promised that he wouldn't let my Dad know. Whew! I knew my Dad would never go along with this, and as I understood the law, couldn't sign for the car myself, as I was not 21 years old yet. (Don't know if this was true or not in 1964)

The left front of the bonnet was pushed in quite hard, the lower control arm was bent, but the steering seemed to be OK. I proceeded to tear it apart, and to assess the total damage. And then made my first trip to The Cities to buy parts from the dealer and look for a used bonnet. Well Han's Auto parts had a bonnet that had been smashed in on the right side. So I drove down to Washington Avenue, at their old location, and brought that home in the trunk of my first car, a red and white 1956 Plymouth two-door hardtop with the two-speed pushbutton drive automatic and a 270 c.i. V8.

I started to collect parts and plan how to get this all done. I found a body shop in Pine City that said they would work on it, and brought it into town worried that Dad might find out. This shop was located near the south end of town by the railroad tracks. It sat and sat there for what seemed like months to this then 20 year old. Finally, I asked them if they would do it, and they said they were too busy. So across town to another shop near the Plymouth dealer behind a service station. They got to work on it, and even let me help some. I did some of the sanding and other trim work. [What little there is on a Bugeye.] They cut both bonnets in two, and welded them together. Welded over the old antenna hole, and sanded and painted the car.

If only I could remember how much they charged me. If memory serves me, I think I paid \$225 for the car, and still had less than \$800 in the car when it was done. But please don't quote me, that's just too many years ago.

CONT. ON PAGE 14 >>

Well here's where the story gets exciting. One day I told my folks I was going into town to take care of some business. Dad followed me to town, and as I was working on the Sprite, he pulled in and got out of his car. He asked me, "What are you up to?"

I answered, "Working on a car. He said, "Whose car is it?" I answered, "Mine." So he came in, took a look, and said, "A Fool And His Money Are Soon Parted."

I don't remember if he asked me how and where I bought it. My growing up and becoming independent was difficult to say the least. Dad really wanted to control much of what I did, thought and believed, and owning a foreign car wasn't in the plan. After all, he was a Dodge Man. But to his credit, he didn't make too much of a fuss. Mom was much more accepting.

By this time, my 21st birthday had come and gone. I had the car out by the freeway, south of town at the Sinclair station, [Hwy 70 & I-35], replaced the water pump, and the fuel leak stopped. By October, in frustration at not having any say in the farm and arguing with Dad about various things, I decided it was time to leave.

So it was off to The Cities where I found some college friends of my brother in-law & sister to live with in a big old house between Portland and Park Avenue in south Minneapolis. \$100 a month rent divided between 5 guys was cheap. Got a job driving truck/fork lift, throwing mailbags at Billy Graham Evangelistic Association.

Whole \$1.25 an hour!

A few months later a friend from work rode with me and drove the Sprite to Minneapolis. In the mean time, I've sold my 1956 Plymouth, [wish I hadn't] and bought a 1961 Dodge Lancer. Which was virtually the same car as a Plymouth Valiant. It had the 170 c.i. 6-cylinder engine and a 2-barrel Stromberg carburetor, similar to what hot rod Ford V8s had. An adaptor pushed the carburetor up to the hood insulation so it

didn't need an air filter, nor was there room for one. Needless to say, the gas mileage was awful. And a three speed transmission with a floor shifter. [Really sporty eh?] The shifter would hit reverse when shifting from first to second no matter how hard you tried to avoid it. Gggrrrrriiiiiinnnnnddddcahink... But it was transportation, and a little warmer than the Sprite.

Early the next year, in February of 1966, I traded the Sprite for a year old '65 MGB. That car had wire wheels, was red and had about 12,000 miles on it. The salesman at B&K Imports was John Nardi, who sold cars for Downtown Jaguar until his retirement at age 85 in 2007. (John Narducci, his real name, died July 6, 2010.)

When spring of '66 came along, I really liked that MGB. Is there more to this story? Yes, there is! Will I tell more about later? Only if I can remember.



ABOVE: This picture was taken at Dakota County Technical college in Rosemount, MN on September 10, 2010. A Corvettes of Minnesota event where I was bested by 6//10th of one second by a LS engine [V-8] Miata... The MG is a '77 that I bought with a blown engine about 1992-3. The engine was originally in a '72 'B' I dynoed at 91-93 WHP at Hytech in Elk River just days before the 'crash'. Stock springs, big sway bar. Lowered/modified control arms. 6" wide alloy wheels with Kumho tires!

BULLETIN BOARD

Have something you want to sell? Looking for? Share?
Listings run free for 3 months or until we hear otherwise.
Email your description, photos and contact info to:
intermarque@gmail.com

1959 Morris Minor Traveller, freshly rebuilt 948 c.c 36 H.P. engine with some performance upgrades, backed by a Datsun 5 speed transmission. Car stops well with the help of MG Midget front disc brakes. Rear axle has been enhanced to a 3.9 gear ratio to create a more comfortable highway car. Some spares are included including matching (green) custom fit car cover. One non-negotiable price of \$11K, 15% earnest money will hold until 3-15-18 More photos are available if you are truly interested in this "head turner " .



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HAVE AN EVENT TO SHARE? We're always happy to add new events (or update current listings).

Send additions, deletions and corrections to andyrlind@gmail.com

NEW EVENTS HAVE YELLOW

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8 a.m., Elsie's Restaurant Bar and Bowling, 729 Marshall Street 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 Now gathering at the The Brookside Bar and Grill in downtown Marine on St Croix on the first and third Saturdays at 9am. Brookside has outside tables, plenty of parking, and great Bloody Marys (for those who are so inclined). Feel free to post comments on the InterMarque Facebook page.

First Saturday Car Show: 8am-11am Come experience the place for your motorsport passion as the owners of the AutoMotorPlex open their doors. Bring or see your antique, American muscle, classic, exotic or collector cars of varying shapes, models and generations. **SHOW RULES: NO RECKLESS DRIVING, NO SMOKING, NO CAR SALES, NO LITTERING, NO SKATE/HOVERBOARDS, NO SCOOTERS, NO DRONE FLYING, NO DOGS PLEASE, DO NOT TOUCH CARS, GARAGE ENTRY IS BY INVITE ONLY** Automotorplex.com

2018 EVENTS!

May 12, InterMarque Spring Kick-Off, Osseo, MN

May 24-27, Rally in the Valley, Eau Claire, Wisconsin. Best Western Conference Center. 715-838-9989. For event info: www.mn-mgggroup.org or Diane Rindt drindt427@yahoo.com or 715-379-6001

June 7-10, Back to the Bay Vintage Sports Car Rendezvous, Thunder Bay, Ontario. Nor'wester Hotel. 807-473-9123. Mention the sports car rendezvous. Hosted by the Thunder Bay Vintage Sports Car Club. Show & Shine Car Show (come dressed in the same era as your car), driver challenges, driving tours, fun rally. Info: www.tbvsc.ca info@tbvsc.ca or John Colisimo 807344-7694



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REGULAR CLUB EVENTS

Audi Club Glacier Lakes, Most months there is a Third Thursday gathering with time & date announced at audiclubglacierlakes.org

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.arrowheadsc.org

British Iron Society Informal gathering, 8 am every Saturday morning at the Fry-n Pan, Fourth and Main, beautiful downtown Fargo, North Dakota. Info: mail@britishironsociety.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. Joseph's Grill, 140 South Wabasha, Saint Paul, MN. Info: www.mnhealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield, Minnesota. Info: Steve Blomberg 612-869-8264 striumph77@aol.com

Minnesota SAAB Club Monthly Meeting First Thursday of the month, 7 p.m., 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., Ol' Mexico restaurant, Lexington and Larpenteur, St. Paul

Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@presenter.com

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

Thunder Bay Vintage Sports Car Club Monthly general meeting Third 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

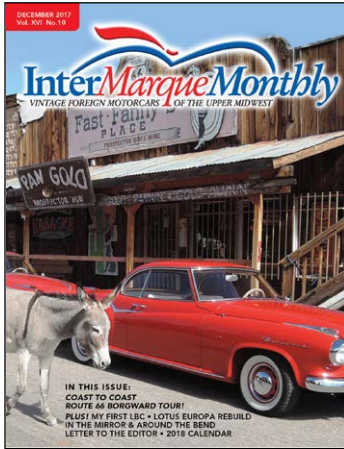
ZOOM Datsun/Nissan Z Owners. 1st Monday of the month 6:30 pm (locations vary) For details join <https://www.facebook.com/groups/ZoomZcar/>



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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