

December 2003
vol. II, no. 12

Inter-Marque

Monthly

Vintage Foreign Cars in the Upper Midwest

AN E-MAIL NEWSLETTER

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Four Fall Foliage Fests

Back before you put your car into storage

La Carrera Panamerica A kinda report

Restoration

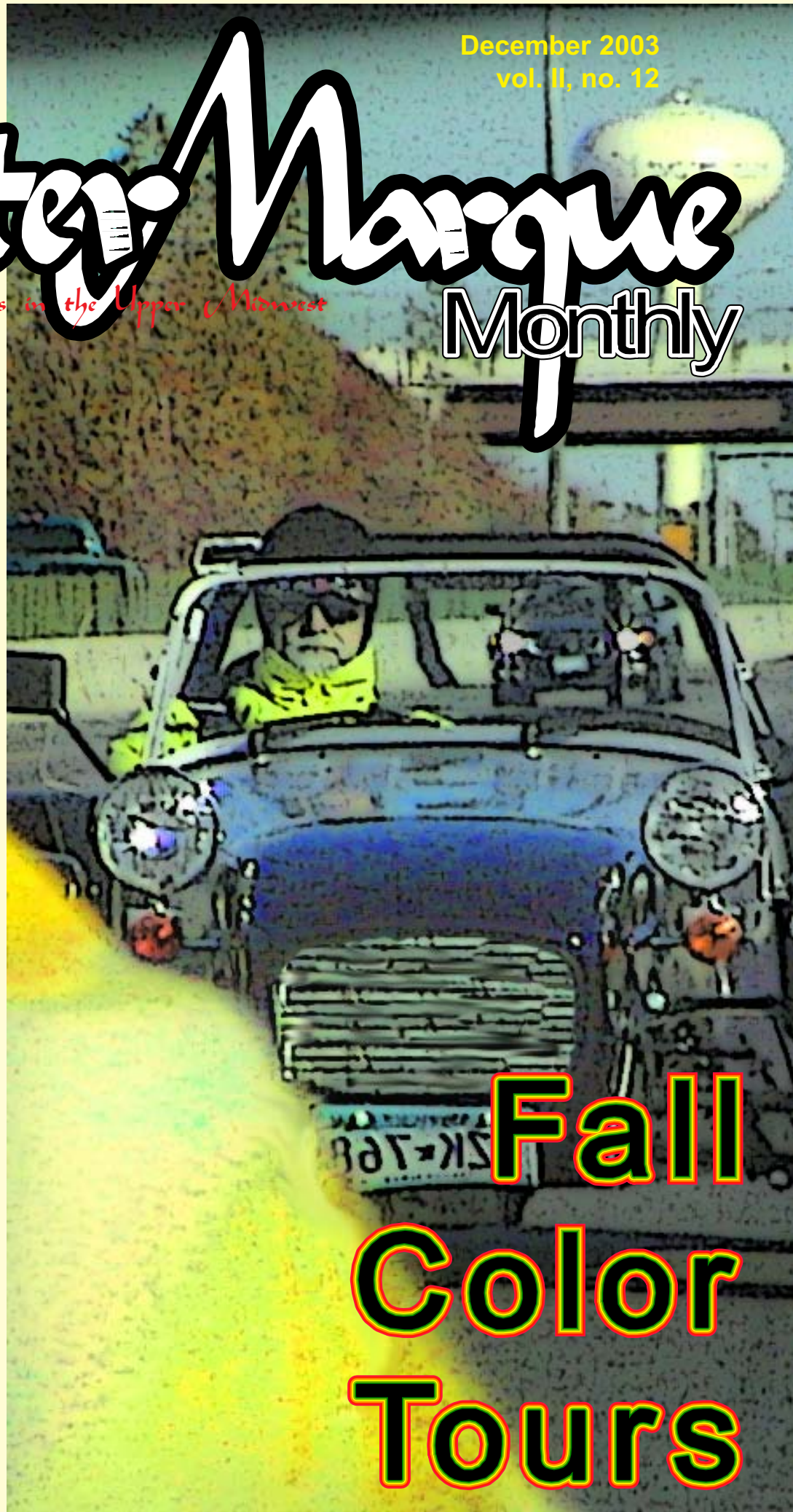
A restorer lets us look over his shoulder. Part 1 of a series (we hope)

Inter-Marque Council Meeting

What really goes on at those secret meetings?

2004 Events

Go-Kart Challenge,
Spring Banquet/Show,
Donnybrooke Vintage,
& more



Fall Color Tours

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EDITORIAL CONTRIBUTIONS are sincerely invited. Send words and/or photos to the e-mail address above.

Marque Clubs of the Upper Midwest

British Iron Society of
Greater Fargo (701-293-
6882)

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

Jaguar Club of Minnesota
(www.jaguarminnesota.org/)

Lotus Owners of the North -
LOON (tlp50@earthlink.net)

Mercedes Benz Club of
America, Twin Cities
Section (952-829-0848)

Metropolitans from Minne-
sota (651-653-0352)

**Minnesota Austin-Healey
Club** (www.mnhealey.com)

Minnesota Ferrari Club
(LSand007@mn.rr.com)

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgr.com)

**Mini-Sota Minis, Pizza
Eating, and Psychiatric
Self-Help Assn**
(www.mini-sota.com)

MINI-sota Motoring Society
(frozenquest@yahoo.com)

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(ljmlshields@msn.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

Minnesota Triumphs
(www.mntriumphs.org)

Nordstern Porsche Club (www.
nordstern.org)

North Star BMW Car Club
(www.northstarbmw.org)

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Vintage Scooter Club
(www.minnescoota.com)

**Stella del Nord Alfa Romeo
Owners Club** (esolstad@
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Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

Volvo Sports America Minne-
sota Chapter (612-789-
0851)

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.

On the cover: Steve Buetow flies his Birkin Seven on the Lotus Club's Fall Color Tour. Steve spent two years assembling the Birkin (as many Lotus Sevens were built in the 50's) The picture was shot by Jay Gallentine (through the rearview mirror of Dave Lindemann's Lotus Esprit S1) and then fooled around with by the newsletter's art director.

Have a comment? Send Letters to the Editor to InterMarque Monthly, 923 St. Clair Ave., St. Paul, MN 55105 or andylindberg@earthlink.net. While mail cannot be answered personally, IMM will publish as many letters as space permits.

Four Fall Foliage Fests

Lotus Owners Of the North
October 18, 2003
words, pictures and captions by Jay
Gallentine

Steve said, "Hang on."

We exploded over the road, shoulder to shoulder, hugging every turn. And by golly, it was just like they say... like you're on rails.

Not only was I on rails, I was blasted face-full in the wind, manic, bundled tightly into a Birkin Seven, fifty sixty seventy miles an hour now, halfway to insanity with this man who knows his

vehicle better than most. Steve Buetow shifted as we caught the '85 Lotus Esprit, on the verge of disappearing into the sun. Five points of three-inch webbing held me fast. I likened the experience to riding on the nose of an F-15. I felt like the guy in those 1950's rocket sled films. Ahead of the '85 were four other Esprits: add the '79 behind for six other rockets on the Minnesota Lotus Club's Fall Color Tour.

It was Saturday, October 18. Good day for colors... but forget about the colors. Who cares about colors? Everybody just wanted to chase the black ribbon. And seven maddeningly responsive vehicles thus banked along western Wisconsin's

alphabet roads, in perhaps the most exhilarating game of Follow the Leader I'd seen since fifth grade.

In some ways, being Lotusless was a good thing for me. I spent this glorious October day rotating shotgun among the vehicles. With my limited automotive vocabulary, I attempted shop talk with each of the LOON members who'd come along. There was Jim McFadden and brother Joe in that '85, Calvin Hamada with son Matt in a red '90 SE, Barry Nelson and red S4s, Dave Lindemann's 77 S1, Steve's Birkin, and Aaron Courteau in a recent acquisition: one delicious 1979 Esprit. Blue.

Halfway through the day, minor problems. I rode behind Dave's canary yellow S1, shooting video out the window of the '85 Esprit this time. The yellow car in front of us accelerated, taking curves as if it simply knew what twists came next. "No doubt about it," Jim called out from my left. "He's getting the most out of that car; look at that." And what a sight it was. I peered through my viewfinder again, only to catch the car's underbelly opening up. Cascades of water, easily a barrel's worth, came pouring forth from the bottom. We all stopped.

Little time was necessary for the diagnosis: broken water pump. I looked around: bright sun, cornfields. A million miles

continued on page 4



Barry Nelson's 1995 Esprit S4s heads up a Lotus display at a rest stop near Prescott. Other car and motorcycle clubs pitted at this same location.

Fall Foliage Fests, cont.

from home and dirty dishes. Steve backtracked along the trail of water to locate a very warm belt left useless on the road. Dave, on the phone to recite his well-used AAA membership number, had a tow on the way in no time. Aaron stayed to keep Dave company, while the rest of us peeled off to lunch, just down the road in Alma.

Tiny lunch place, big crowd. "All booked up right now," the lady called out to our famished selves. "Can ya' wait?" But someone knew the magic phrase and softly informed the woman, "We're supposed to tell you we're with *Aaron*."

Say no more. The group was immediately shoehorned into the existing crowd. People strolled by outside, craning their necks at unhealthy angles. While continuing to walk, most seemed desperate to spend even one additional second trying to figure out just what in the *heck* kind of car was parked there, and oh - another one, then another one yet. We all felt the love. And then with food down, it was time to head on.

As always, the toughest part was figuring out which car to ride in next. Hmm... maybe the Birkin.



December Tech Tip

Working on your Rover V8 this winter? (This is the engine used in the MGB V8, the Triumph TR8, the Rover 3500, the Rover SD1, the Range Rover, and 1962 Buick Specials.) Having trouble getting the new piston liners into the aluminum block? Take the liners and drop them in some liquid nitrogen. When their temperature gets down to about -228° , they should have contracted enough so that they will ease right into place. So pray for a colder than normal winter.

Mini-Sota Minis October 4

words, picture and caption stolen
from the Minis' newsletter

Our Last Meeting was our well attended *Final Fall Foliage Foray & Feeding Frenzy* held on Saturday, Oct. 4. 3 Minis and 4 MINIs met at Karl Jenstad's house and set off for a nice 3 hour drive thru the Mini-Sota River Valley. Our intrepid Chief Navigator, Karl (U-Turn) Jenstad, only got us lost once.



The day started out overcast, but soon turned bright and sunny. After our scenic drive, we returned back to Karl's place for a delicious backyard bratwurst & hot dog cookout with potato salad, homemade baked beans, salad, and pies for dessert. A big *THANK YOU* to Karl & Margaret Jenstad for hosting this event.

Minnesota MG Group & Austin-Healey Club

October 4
words by Dave Lee (MAHC)

I woke up way too early Saturday morning, the start of the Fall color tour was still five hours away. I wonder how long I'll lie here before going back to sleep? I turned on channel 17 to see what the weatherman had in store for the day. "The forecast is cloudy with winds from 8 to 12 miles per hour and temperatures in the

mid 50's," the automated voice droned. Well, that's not too bad, but we could do without the cloudy part. At least the monotonous tone lulled me back to sleep.

When I finally got up, I saw a few rays of sun and hoped the cloudy part of the forecast was in error. I went to see if the Healey was ready. As happens way too often, I had not done my homework. The Healey hadn't been started since the Hill Climb. It was cranky. Probably miffed at being ignored for a couple weeks. But it finally roared to life. Wonder what the neighbors think? Make a mental note to apologize to the neighbors.

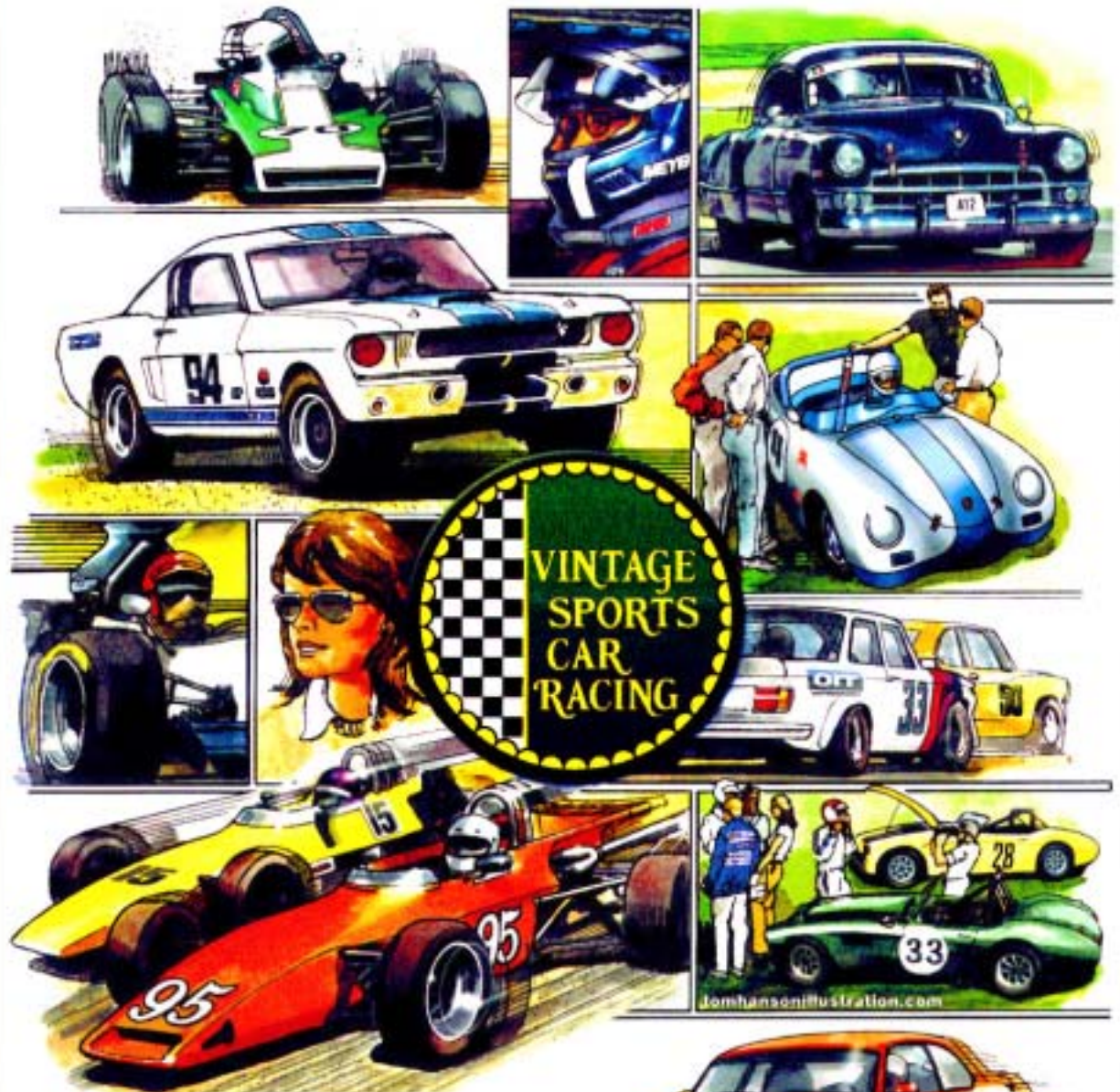
I headed off for the Machine Shed in Woodbury. The Healey didn't get temperamental, MNDot hadn't decided to resurface I94, and I pulled into the parking lot on time. Wow! Wall to wall MGs. There's going to be a nice turn out and the weatherman got that cloudy part wrong. More than forty cars - Healeys, Jags, Triumphs, Morgans, and MGs - with



continued on page 6

T DONNYBROOKE

VINTAGE REVIVAL



With the Northstar Chapter BMWCCA
Advanced Driving School
www.vscr.org / www.northstarbmw.org



May 14-16 2004
Brainerd International Raceway
 BRAINERD, MINNESOTA



Fall Foliage Fests, cont.

their owners milling around. Everyone is anxious for coffee so folks make their way to the restaurant where an excellent breakfast buffet awaits. Greg Lauser and Dawn Williams, co-creators of the Fall Color Drive, keep us on schedule and we get last minute instructions before heading out to our cars. Back in the parking lot those with FBS radios do a radio check. Great little devices for a drive, but I discover that my radio can receive, but can't broadcast. No problem.

We fire up and we're off. I'm near the back of the pack but Jeff Johnk, is behind me. We proceed north through the Lake Elmo area trying to keep forty plus cars together through pesky traffic lights. A hopeless task. I'm flying solo, but keep an eye on the Morgan ahead of me. Now we're back in traffic again with more traffic lights. I see the next light turn yellow and a puff of exhaust from the Morgan. He's going for it. He blows through the light just as it turns red. No chance I can make it. When the light turns green, I push ahead thinking I'll catch up soon. No familiar cars ahead, just everyday cars out for Saturday errands. I can hear Jeff Johnk on the radio that he's lost Dave Lee, but I can't respond. So much for the "no problem" part.

I decide to pull over to take my first look at the instructions. So much for my plan of sight navigation. Problem is, I don't know where I am and have probably made several wrong turns by now. A Jaguar sedan pulls in behind me. Seems he had the misfortune to think I knew where I was going. We meet on the sidewalk, muddle through the instructions together, and decide right or wrong we need to just head east. Figured we'll run into the St. Croix River eventually. We head out. Much to our relief, after about a quarter mile, we discover we're on a hill overlooking Stillwater and can actually see the bridge below us. No vintage sports cars in sight. We cross the river and climb into Wisconsin on County E. Suddenly the instructions take on new importance. I'm glancing at the turns and mileage instructions while doing my best impersonation of Sterling Moss,

wondering about the accuracy of odometers on forty-year-old British cars, and if the Badger bears will give me at least 10 MPH. The instructions say to turn left on County A, a route that looks familiar. Then I realize this is the route to Steve Rixen's former residence. I'm regaining confidence.

We turn off on a beautiful winding road called Trout Brook Rd. - just made for sports cars - and I can't help but smile as we maintain a brisk pace. The road straightens a bit, and I think I catch a glimpse of an MG ducking over a hill ahead. Unfortunately there's a slow postal carrier with a yellow flashing light ahead. By the time I can pass, the caravan has again disappeared. We pick up the pace and press on over the crest of a hill only to streak past a sign proclaiming "Rolling Hills Trail." Brake hard and make a "U" turn. We again pick up the pace and finally catch that elusive MG. I'm determined not to let him out of my sight this time - that is until we reach Wisconsin Highway 65! The same guys that engineered this road must have been recruited to design the roller coaster at Valley Fair. Even though I was only a few car lengths behind, the MG was dropping off the edge of the earth every ten seconds or so as we popped over the crest of hill after hill. Kind of gives you that "stomach in your throat" sensation. What a fun route!

We head cross-country via a series of county roads into beautiful downtown Deronda, located at the intersection of "PP and F." (Somehow I don't think future developers will use this in their promo material - Songbird Lane or something like that probably sounds more alluring). From Deronda it's a short sprint into Amery and a pit stop for man, woman, and machine. A vintage sports car invasion of this magnitude draws quite a bit of attention on Amery's main street. Tom Hazen provides designer bottled water for all takers, and the cars get their fill of premium. (Unfortunately Tom doesn't subscribe to Willie Nelson's lyrics "whiskey for my men and beer for the horses", but the bottled water was a nice touch.) From Amery it's a short hop over to Turtle Lake for a short break at the Holiday station. Due to time restrictions, we forego the loop that would have taken

us through the back roads north of US 8. Instead, we head directly to lunch at the Adventurers in Osceola.

The staff at Adventurers was ready and waiting for us. We enjoyed good food, prompt service, and they had us out the door in time to board the Osceola & St. Croix Valley Railway cars at the Osceola depot. The train not only transported us along the banks of the St. Croix, but also back in time. It moved along at a leisurely pace past waterfalls, fall colors, and scenic views of the river. We arrived back at the depot in the warm sun of a beautiful Fall afternoon, and I'm sure everyone was glad they had taken the time to enjoy the great event Dawn and Greg had put together for our enjoyment.

Thanks for a wonderful time!

Minnesota Triumphs October 11 words by a man of few words

High Points:

More cars than the Loti/Minis and less than the MGs/Healeys. Just right.

All seven of the four O'Brien brothers showed up.

The Leinenkugel Brewery didn't have any berryweiss beer to sample.

The only car that broke down was an Austin-Healey. (Something about a semi-automatic, semi-reliable choke that was in misfire mode.)

Low Points:

A Citroen DS kept up with all the sports cars.

Rain, gully washing, worm drowning, inside of a TR6 soaking rain. An Amphicar woulda been nice for the trip back to the Cities.

Not one side-screen car on the trip.



Winter Car Storage

Park Bus Company is again providing winter storage for British Sports Cars. Keep your pride and joy in the right company for the long winter

Keep your car or bike happy this winter with heated storage. We have a secure building that is dry, low humidity and heated as well. The building has full fire sprinklers, (your insurance company will love that). The cost for winter storage is \$400.00 for the season for British cars and \$250.00 for bikes. Larger cars will be price adjusted for their size. You can bring in your car anytime after October 15th, and it can stay as long as April 17th. There will be a \$10.00 per day charge for cars left after April 17th. To store your car you will need to:

1. Provide Park Bus Co. with a copy of your insurance showing comprehensive coverage for fire and theft in force throughout the storage period.
2. Have a car that gets along with others. No leaking fuel lines or acid dripping batteries that will be a hazard to its roommates.
3. A car cover to keep the dust off.

We will even have spring cleanup Tech Session on Saturday, April 10th, where you will be able to wash and wax your car, and have it checked over by an esteemed panel of MG experts prior to the start of the driving season.

You can reserve a spot for your baby now. Call Dick Wallrich at:

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East Side Informal
Inter-Marque Car Show

Sundays, 5 - 7 p.m.

Toby's on the Cake

**SEE YOU NEXT
SPRING!!**

I-94 and Century
Avenue, east of St.
Paul in Oakdale, MN
651-739-1600

*and does anybody
have an idea for a:*

West Side Informal
Inter-Marque Car Show

Sundays, 5 - 7 p.m.

Someplace Nice

**With good parking,
great beer, and an
appreciation of oil
spots**

Send your idea to
the newsletter staff

La Carrera Update

As you may recall, in the last issue we profiled Twin Cities residents Don Piccard, Ed Ryan and Brian McCullough and the Morris Minor they had entered into La Carrera Panamerica. The Carrera is a 2,000 mile race up the spine of Mexico and a punishing test of man and machine.

Unfortunately, your editor did not follow up on the story very well and has only snippets of information on what happened.

We'll start with the **good news**:

- + Everybody that went down to Mexico came back up.
- + Phil Vanner (the team's sponsor) has a trophy to hang in The Square Peg restaurant. Third place in class on the first day's route.

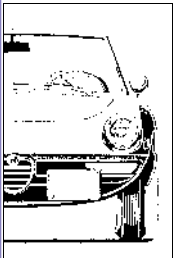


- + Phil's engine and the Morris survived.
- + Lots of valuable lessons were learned for the next time, when and if.
- + The route was beautiful, through the Mexican mountains, and gave a real flavor of what European ral-

lying was like during the 50's. Including crowds that greeted you in each city and asked for your autograph.

Now the **not so good news**:

- The Morris and our team were forced to withdraw midway through the second day. The car's oil sump cracked after hitting too many Mexican speed bumps at 70+ mph. The team had hoped to weld on a skid plate that night but didn't want to risk the engine.
- The tow vehicle (a 1991 Explorer) expired in San Antonio on the way down. Its owner (navigator Ed Ryan) traded it in on an F150. This truck now may or may not be for sale, depending on whether you talk to Ed or his wife.



F & D Motorworks

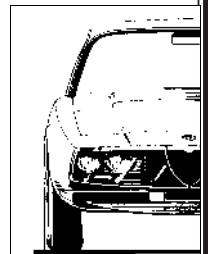
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A Restoration - One Man's Journey

words and photos by Bob Groman

(Editor's note: Bob Groman of Sioux Falls, South Dakota has offered to share the triumphs and tribulations of a restoration project with us. Bob is a Triumph enthusiast but his experiences are still likely to be: (a) useful for enthusiasts of any make or model; (b) educational for anyone who has not done a restoration; or (c) amusing for anyone who has already experienced this form of self-torture. This first episode starts at the beginning and we hope to have regular updates on how the project proceeds. So, without further blather from me, on to Bob's words.)

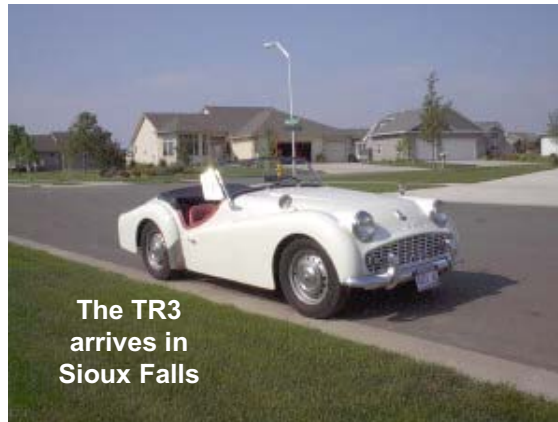
I was laying on my back, under my Triumph TR-6, trying to polish the underside for the Concours at the Vintage Triumph Register's 2002 Convention in Minnesota. As I made a few last minute adjustments before the judges came by, I was aware of a shadow occluding the morning sun. The shadow belonged to Don Lambrecht, with whom I had been negotiating the purchase of a 1960 TR-3A. When I looked up he said, "You bought yourself a car!" I was shocked and surprised as he had come down significantly from his original price.

My wife, Joann, had said if I found a car I wanted, we would pool our resources and I could get one. She also made it clear exactly how much I could offer and spend. I had several friends, among them "Doctor" Ernie West, Don Carlson, and Ron Ericson look at the car. All agreed as Ernie put it, "You can't go wrong with this car." There was minimal rust, the engine ticked over like a sewing machine, it was equipped with overdrive, and it was drivable!

Don and I agreed on \$100 to hold the car, and that I would bring a trailer within the week to retrieve my new purchase. I rented a trailer and set out from my home in Sioux Falls to Don's home in Hastings. I paid him the balance of the agreed upon price, and he helped me load it on the trailer.

We shook hands, I thanked him again, and I departed with my "new" project in tow.

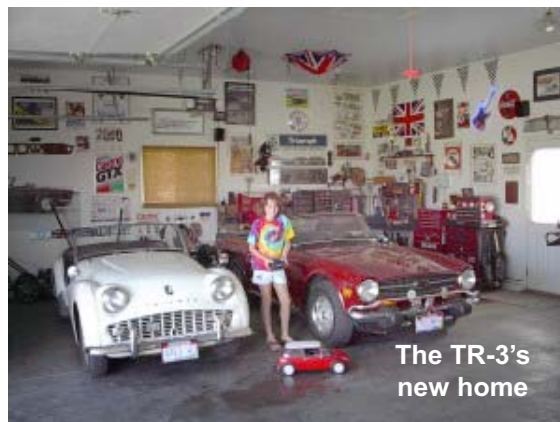
When I purchased the TR-3A, I knew it was a project, and that it would need restoration. I had been searching for a TR-



The TR3 arrives in Sioux Falls

3 that was not only within my budget to restore, but also within my abilities. I had decided that this car met my criteria and was the right one.

There were some problems at the time of purchase, and I also knew there were a lot more waiting to be found. Don had replaced the leaking rear brake cylinders only days before, and although it ran and stopped nicely, all rubber seals were suspect. Somewhere along the way, a



The TR-3's new home

previous owner had gotten a really good deal on undercoating, as evidenced by virtually every non-exterior surface being covered in sticky black tar. Paying someone to scrape off this undercoating at \$60/

hour would be prohibitive. The interior and soft trim, although serviceable, would also need to be replaced at some point in the future, as would the twenty-plus year old Michelin X tires. I decided I would drive the car for the remainder of the summer before affecting any major repairs. I limited my work on the car to changing the oil, filter, antifreeze, points, rotor, condenser, ignition wires and distributor cap.

After driving it for a few weeks, with a huge smile on my face, it became "intuitively obvious to even the most casual observer" that the TR-3A was hemorrhaging oil from almost every driveline seal and gasket. This was evidenced by the increasing number of places around town that were being "marked" by my car. I had even determined how to tell when the gearbox needed oil, (the transmission lacks a dipstick). I would switch on the overdrive. If it engaged, I was OK, if not, it was time to add some 90 weight to the gearbox.

Although losing oil through the leaks was annoying, the engine wasn't losing any measurable oil through burning. I also determined that the motor was not original to the car, as it had a TR-3B prefix and serial number. This will play an important part in how I approach this restoration as far as "originality" goes. Basically, I won't be stifled by paint color choice and interior trim color. This particular car was originally Sebring White...I have always wanted one that is British Racing Green...

The first problems surfaced when the clutch slave cylinder's seal let go, prompting its replacement. A few days later, the clutch master also started leaking. I decided to overhaul/replace both brake and clutch master cylinders. While waiting for parts, I pulled the windscreen wiper

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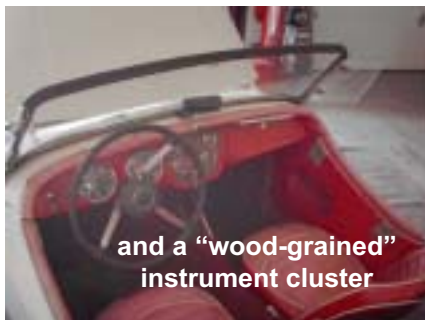
motor, and cleaned/repainted it. I was able to get it all back together and working...with time left in the fall to drive!

As winter approached, and it came time to put the cars away, I started outlining what I would tackle when spring



arrived. The one thing I was determined to do, was keep driving as much as possible between major repairs/restoration. This has two benefits: first, it makes me compartmentalize the work into do-able units; and second, doing one section at a time and putting it back together, keeps "lost" parts to a minimum.

I am one of those people who hates lost parts, and I will stop everything else in my life until I locate it. Knowing yourself, and how you organize work is



probably the one thing that will help you determine the restoration plan which is best for you, and keep you happy and involved in your project.

During the winter, I learned that Don Lambrecht passed away shortly after selling the TR-3A to me. I only knew him those few days, but was impressed with his personable countenance, ready smile, and obvious honesty.

Top Secret Report

Inter-Marque Council Meeting

On October 22, the Inter-Marque Council met at Baker's Square in Highland Park. This newsletter was able to infiltrate a mole into this double-secret meeting. His identity must remain secret because of threats on his SU's. His report, however, follows:

The chair determined that a quorum was present and the meeting began with a moment of silence for Peter Morgan. Peter, known as "PM" around the Morgan motorworks, was the second of three generations to head Morgan. His father, HFS Morgan, founded the company and his son, Charles, runs it now.

As their first action item, the Council reviewed the dates that others had already selected for major 2004 inter-marque activities:

- ✓ May 8 – Healey Hillclimb – hosted by Minnesota Austin-Healey Club
- ✓ May 14-16 – Donnybrooke Vintage Revival – hosted by Vintage Sports Car Racing
- ✓ June 4-6 – Vintage Sports Car Rendezvous – hosted by the Winnipeg Austin-Healey and Triumph clubs and held in Winnipeg
- ✓ July 31 – Ellingson's All British Show/Swap Meet – hosted by Ellingson's and Minnesota MG Group
- ✓ September 11 – Wheels & Wings – hosted by Classic Motorbooks

Note that the date for Ellingson's is earlier in 2004 than it has been in past years.

Peter Griffin said that Minnesota Jaguars has tentatively scheduled the Inter-Marque Go-Kart Challenge for March 20. He will be able to confirm the date within a couple weeks. (*ed's note: it is a go for March 20.*)

Last year the Inter-Marque Council sponsored a car show/banquet. The event did not require any up-front monetary commitment so it was roughly in line with the Council's financial resources. The

Council's treasurer reported that the Council's current resources total \$21.37 of the balance in his checkbook. This unexpected wealth, plus begging for donations from local marque clubs, should permit a 2004 repeat of the event. A motion was made, seconded, and passed unanimously to hold the Inter-Marque Spring Kick-Off Show and Banquet on May 1. Tentatively, pending some stuff.

The chair attempted to elect somebody (anybody) else to succeed him. He was unsuccessful and threatened to have another election as soon as possible.

Action items:

- ✓ Peter Griffin needs volunteers to help with the Inter-Marque Go-Kart. Especially non-Jag volunteers and most especially volunteers who will show up.
- ✓ Barb Ronning (not present) was elected to contact the Plymouth Radisson to see if we could get the same great deal for this year's Inter-Marque Show/Banquet.
- ✓ The chair will contact the Wheels of Italy folks to see if they plan a 2004 repeat of their successful 2003 event.
- ✓ A location will be sought for a Sunday informal get-together on the west side of town. (Similar to Toby's on the east.) If you've got an idea, let us know.
- ✓ Daniel Buchen and Ed Solstad will work on a possible inter-marque activity in conjunction with the 2004 Grand Excursion.

The meeting was adjourned and everybody paid for their pie(s). I think. I hope. Maybe.

Respectively submitted,
Double-Secret Agent 122S

Inter-Marque
Spring Kick-
Off/Car Show/
Banquet
MAY 1, 2004



more logos
next month

Vintage
Sportscar
Flashcards



Jaguar XK120
Roadster, Convertible, Coupe
Great Britain
Size: Large
Front engine, rear drive; 6 cylinders (3.4 l)
Similar: XK140
Years: 1948-1955 (XK120); 1955-1957 (XK140)

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* Multinational edition will be ready for Christmas.
** Glove box

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

- FEBRUARY 22, 2004** **All British Swap Meet & Auto Jumble** Wheaton, IL. Hosted by Chicagoland MG Club and the Chicago area British Car Union. Two buildings, 100 vendors, and over 900 visitors. Free parking and \$5/ person admission. Info: chicagolandmgclub.com/swapmeet/
- MAY 1** **InterMarque Show/Spring Kick Off Banquet** Hosted by the Inter-Marque Council and enjoyed by everyone with a taste for vintage foreign vehicles (20+ years old). More news next month but right now it looks like it will be held in the same location as last year with the same inexpensive menu. Set the date aside now. Info: in this newsletter, of course.
- MAY 22 - 30** **British Car Week** Everywhere. Hosted by everybody who drives their Brit car. This is a week set aside to show non-believers that those old English cars actually can actually mix it up with today's SUV's, minivans, and computer mcvehicles. The idea is just to get the car out of the garage and drive it to work, Starbucks, or anyplace that people can see it. Some local clubs may organize events for this (nice if you feel safer in a pack). Info: users.arczip.com/zntecch/britishcarweek.html
- JUNE 4 - 6** **Rendezvous 2004** Winnipeg, Manitoba. Date has not been confirmed as of November 15. Caravans to the event are being organized by the Minnesota MG Group (and probably by other clubs as well).
- JULY 31** **Ellingson's All-British Car Show & Swap Meet** Rogers, MN Organized by the Minnesota MG Group. **NOTE NEW DATE.** On the traditional date in August, the MGs are heading to Grand Rapids, Michigan for John Twist's University Motors Summer Party.

RECURRING INTERMARQUE EVENTS

- GT Cars Open House** First Saturday of the month in January, February, and March. See a lot of nice cars (and some very, very nice ones), meet some people with Castrol in their veins, and see how many free doughnuts you can eat. GT Cars is located just east of the 94th Street exit from I35W in Bloomington. More info next month.
- InterMarque Informal Car Show** Every Sunday **through October**, 5:00 - 7:00 p.m. Toby's in Oakdale. Come on out and bring your: MG, Triumph, Mini, Citroën, Jensen, Jaguar, Morgan, Alfa, Austin, DeLorean, Mercedes, TVR, Riley, Ferarri, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. Located on Centerville Road east of St. Paul.
- Test Days** Second Saturday of the month **through October**. Minnesota Hillclimb near St. Cloud. Get a taste of driving a road course, improve your driving skills or test your sports car. Enter with a helmet and seat belt, plus a rollbar for open cars. You don't have to be a racer to enjoy the fun. Instruction is available for newcomers. Info: Bill Groschen 952-746-8880 or www.vscr.org.

See you
next year!

INTERMARQUE RACES, RALLIES, & TOURS

- NOVEMBER 15** **Il Diavolo Rally** Maiden Rock to Pepin, WI. Hosted by Stella del Nord Alfa Romeo. Great gravel with lots of fine topography and such hard to find features as water splashes and sand traps. First car out at 10:00 a.m. with first car in at 4:30 p.m. Tulip diagrams. Brisk but not silly average speeds. No trophies but all participants receive the coveted "Mangia La Mía Polvere" (Eat My Dust) bumper sticker. Info: Ed Solstad esolstad@presenter.com
- MAY 8, 2004** **Healey Hillclimb III** Afton Alps, MN Hosted by Minnesota Austin-Healey Club. Info: Tom Hazen tom_hazen@adp.com 612-237-1883
- MAY 14 - 16** **Donnybrooke Vintage Revival** Brainerd International Raceway, Brainerd, MN Hosted by Vintage Sports Car Racing (VSCR). Info: Rich & Liz Stadther 651-698-1981 or www.vscr.org
- JULY 23 & 24** **Rally in the Valley** Paradise Shores, WI Hosted by Minnesota MG Group and Chicagoland MG Club. Call **NOW** to make reservations at Paradise Shores (1-800-657-4512). Info: Steve or Diane Rindt 715-832-8316 or sdrindt@msn.com or chicagolandmgclub.com/guests/ritv/ritv2003.html

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

- MARCH 11 - 14, 2004** **Jaguar Club of North America Annual General Meeting** Long Beach, CA aboard HMS Queen Mary. Hosted by Jaguar Owners Club of Greater Los Angeles. First class staterooms for only \$99/night. Info: Bill Streitenberger 310-375-5028 or jagginarnd@junio.com
- JUNE 18-20** **Citroen Rendezvous** Saratoga Springs, NY. Info: members.aol.com/citq/
- JUNE 20-25** **Austin-Healey Conclave** San Antonio, TX Info: Bonnie Ayer 210-340-0377, Edie Lowery 281-469-2610, or Anne Johnson 713-664-6445
- JUNE 24 - 26** **TRA National** Springfield, OH Hosted by Miami Valley Triumphs. (TRA is the national club catering to Triumph TR2's, 3's, and 4's. Info: www.miamivalleytriumphs.org or www.triumphregister.com
- JUNE 24 - 27** **North American MGB Register Convention** Parsippany, NJ Hosted by MG Car Club of Central Jersey. Info: Bob Cherzen rcherzen@optonline.net or www.mg2004.com
- JUNE 25 - 27** **Speedster 50th Anniversary** Pebble Beach, CA. Hosted by Big Lake Media Production. Perhaps the largest ever gathering of 356 Porsches. Info: www.speedster50thanniversary.com
- JUNE 29 - JULY 1** **Mini Meet West Meets East 2004** **The Clock Tower Inn in Rockford, IL.** (Just off I-90.) Hosted by Minis in Northern Illinois (M.I.N.I.) and Mid-America Diehard Mini Enthusiasts Network (M.A.D.M.E.N.) Info: www.minimeet2004.com/
- JULY 14 - 18** **Vintage Triumph Register National Convention** Richmond, VA. Hosted by the Richmond Triumph Register. Info: www.RichmondTriumphRegister.com
- JULY 20 - AUG 18** **Rolls-Royce Centennial World Tour** Baltimore, MD to Monterey, CA. Hosted by the Rolls-Royce Owners Club. Celebrates "the Meeting" of Charles Rolls and Henry Royce on May 4, 1904. Info: Peter Lind (707-967-8202 or bonpete@earthlink.net) or www.rroc.org/worldtour
- SOMETIME, 2006** **All MG Convention** Location: TBD. Dates: TBD. Once every five years all of the national MG clubs (aka registers) hold their national conventions together. The last of these meets was held in St. Paul in 2001. The next is scheduled for 2006 and the MG Council of North America wants your input on location, types of events, etc. Rick Ingram, chief muckymuck of the combined MG groups' group, can be reached at P.O. Box 588, St. Joseph, IL 61873 or mowog1@aol.com. (Note: Triumph drivers need not write. The MG people assure us that they already know what to do with Triumph ideas.)

This one is close!

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, Lyon's Tap, Eden Prairie. Info: 952-829-0848
- Minnesota Austin-Healey Club** Pie With the President, **first Wednesday** of the month, 7:00 p.m. Bakers' Square, Highland Village, St. Paul. Info: Tom Hazen 612-237-1883 tom_hazen@adp.com or www.mnbealey.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 Ground Round at the Har-Mar Mall in Roseville. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org
- 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@presenter.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