

July 2003
vol. II, no. 7

Inter-Marque

Vintage Foreign Cars in the Upper Midwest

Monthly

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North Shore Tour

InterMarque Monthly

JULY 2003
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sota** (www.citoenmn.com)

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(ljmlshields@msn.com)

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

The Regulars Twin Cities
Vintage Scooter Club
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**Stella del Nord Alfa Romeo
Owners Club** (esolstad@presenter.com)

Vintage Sports Car Racing
(www.vscr.org)

Vintage VW Club of America
(763-421-2705)

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

Clubs listed in bold are members of the InterMarque Council. We would like this to be as complete a listing as possible. Does anybody out there have any info on an Upper Midwest RX7 or Datsun Z-car club? And did that Morris Minor Club ever get off the ground? Send info/rumors/whatever on clubs not listed to andy.lindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

ON THE COVER: Dave and Kim Meeks, and their Jaguar XK150 DHC (drop head coupe), negotiate Lake Superior's North Shore as part of the "Back to the Bay" Rendezvous. See page 10 for the Monthly's report on the Rendezvous.

by Andy Lindberg

Location, location, location.” Those are the three magic words in the real estate game. A house that will sell for a half a million in one neighborhood will be lucky to fetch \$100K on the other side of town.

There are three magic words in the car show game also. They are “weather, weather, weather.” Just as it is out of the carpenter’s control to determine whether a landfill will be sited upwind of his creation, so it is impossible for car event planners to predict the weather six months in advance.

Sometimes, however, they get lucky. The carpenter’s creation ends up in tomorrow’s Kenwood and the car show planner gets a day like May 18. It rained all day on the 19th, but Sunday was wonderful. A few clouds in the morning to keep the temps reasonable but then pure sun for the show.

An Open Bonnet report (by an admittedly biased observer) follows:

1. Attendance ★★★★★☆☆☆☆☆

Seventy-five cars registered and a half-dozen more attended. Under the Open Bonnet scoring system, this gives the Inter-Marque Car Show/Banquet four stars out of ten possible.

2. Weather ★★★★★☆

See above. It was great with only the threat of showers to dampen some folks’ enthusiasm.

3. Seldom Seen Vehicles

★★★★☆ In addition to a good mix of the normal, rarely-seen vehicles (MGs, TRs, Healeys, Jags), there were also three Saab Sonnets, a Citroën 2CV parked next to a Rolls, Mercedes, Porsches,



*Open
Bonnet
Report*

7. Ambiance ★★★★★☆

Plenty of parking and you could put your car anywhere, both pluses. There was a scenic pond on one side, unfortunately offset by I-394 on the other.

8. Other. Ten stars are possible in this category but the author of this report was intimately involved with the event. He is, therefore, recusing himself from the nec-

and a good half-dozen Loti.

4. Amenities ★★★★★☆ Although its entrance was hard to find, the Plymouth Radisson was right there with its AC, comfy seats, bar, and biffies.

5. Vendors ★☆☆☆☆ Unless you count the hotel gift shop as an auto parts emporium, the only vendor was a gentleman selling his Rover 3500. Interesting car but a poor vendor showing.

6. Cost ★★★★★ It was free!! Prizes and awards were donated by the Minnesota Austin-Healey, Jaguar, MG and Triumph clubs. Many thanks to these clubs and their generous treasurers.

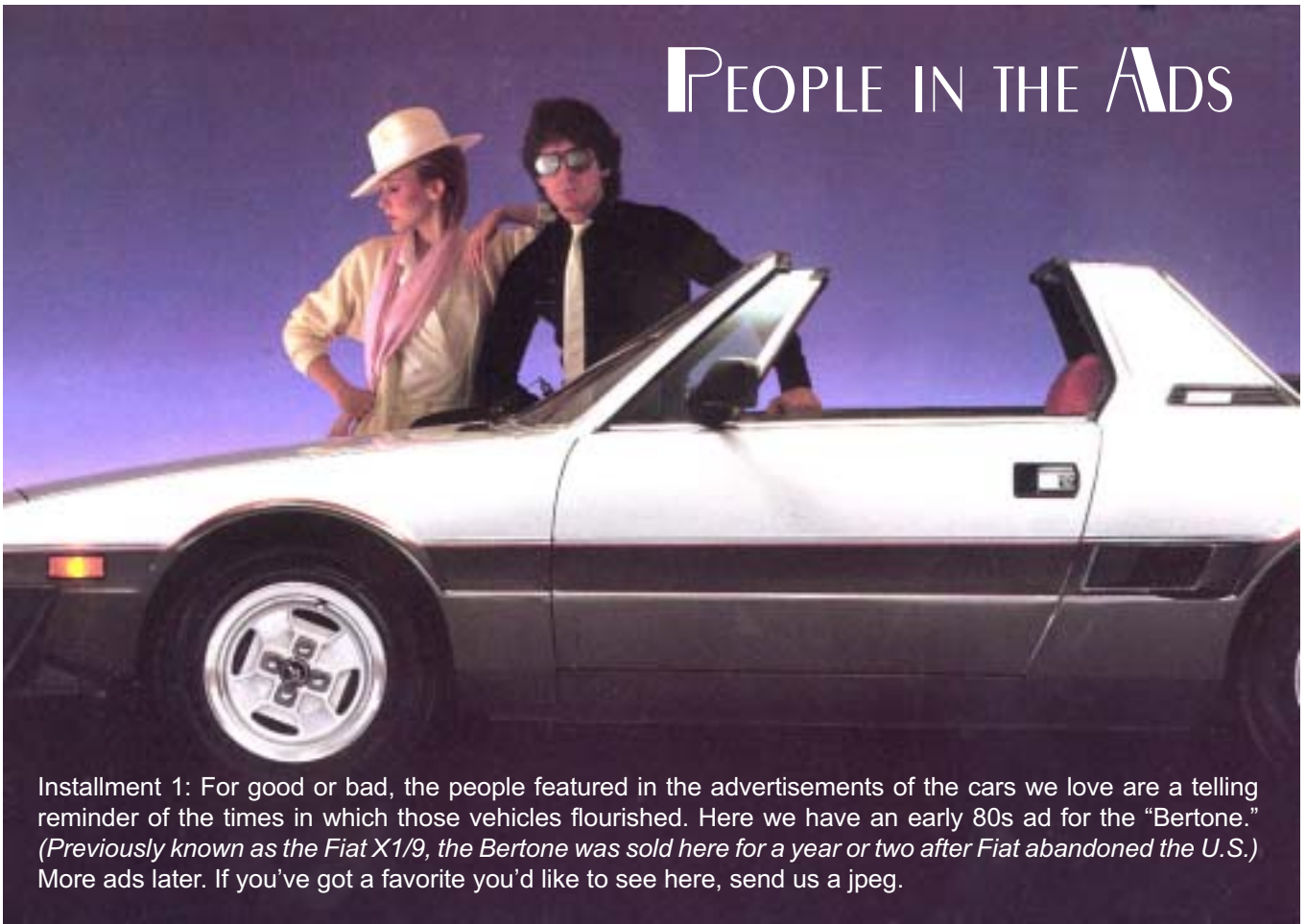


**Rich McGowan
accepts Best of
Show award
for his awesome
TR3A**



essarily subjective judgments. (Just between you and me, however, it deserves at least ten stars and I wish somebody with similar good taste and judgment had written this report so it could get it. Your mileage may vary.)

PEOPLE IN THE ADS



Installment 1: For good or bad, the people featured in the advertisements of the cars we love are a telling reminder of the times in which those vehicles flourished. Here we have an early 80s ad for the "Bertone." (Previously known as the Fiat X1/9, the Bertone was sold here for a year or two after Fiat abandoned the U.S.) More ads later. If you've got a favorite you'd like to see here, send us a jpeg.

BRADAN Automotive

Brad Larson, Dan Lovestrand

831 East Hennepin Avenue

612-331-1889

M-F 8-5, Sat 8-12

Twenty-plus years experience servicing MGs, Triumphs, Healeys, Fiats, street rods, and other classic vehicles. New shop. Give us a try!

 Our very first paid
ad!!!
Wowser!*

* Advertisers, you too can reach the InterMarque Monthly's wealthy and influential audience. Send an e-mail for our laughably cheap rates.

Donnybrooke Vintage Revival

Words by Jeff Johnk
Photos by Jim Anderson, Tom Hazen, and Liz Stadther

Some folks convinced themselves in the last couple of years that Donnybrooke is dead and the good old days of vintage road racing are gone. They would have had a shock on May 17 and 18. Donnybrooke (Brainerd International Raceway) is alive and looking great, and judging by the size of the entry list and the ear-to-ear smiles on every driver I would say vintage is doing better than ever.

Heck, VSCR made even me a believer by successfully and safely running open and closed wheel cars together. Look what can be accomplished by watching out for one another on the track and supporting our club and its hardworking officers! And that is just what it took, a lot of hard work by a lot of good people willing to do what they



could to make it all happen. To be sure, our race chairs Liz and Rich Stadther sat on the hot seat and deserve a huge “Thank you.”

But they could not have done it without support from Jack Church (if you need help, I’m here), Bill Groschen (one-legged pace car driver - didn’t slow him down a bit!), Phil Schaefer (timing and gridding), Karl Ricker (Chief of get it fixed or park it), Tom Hanson (creator and designer of that great poster), Greg Meyers (registration and printing), Keith Lindstrom (registration, sales, and grid), Nick Coenen (grid), John Daniels (party arranger and Chief of security with help from his K-9 unit Deputy Visor), Todd Andrews (the lonely but imperative gas pump man), Brian Kennedy (competition chair and another guy who seemed to be

everywhere helping with something), Brian Crombie (race king, eligibility, tech, competition chair, guidance counselor, and confessor), Steve Bjelke (PR man), Tim Lynch, Don Kruzan and Jeff Ingebrigtsen (touring organization and control).

Jim and Gwen Grady and Grace Anderson provided invaluable help with timing, gridding, registration, and all around general support. I do not know what it is but when I pull into the paddock and see Grace and the Gradys I get this great feeling I’m home!

Another individual I wish to mention and thank is Michele Kennedy. Many who attended Saturday night’s party were not aware of Michele’s full and sudden involvement. John Daniels had originally volunteered to work the party Saturday night. However during mid-afternoon qualifying John broke a rocker in his Sprite. He located one back in Minneapolis and, in about 30 seconds, had the Sprite loaded and was pulling out. So quick was his departure that his dog Visor, who had been

Mark Brandow and his MGA



watering weeds out back, came into the barn to find the light of his life gone. Michele, fabulous lady that she is, stepped in, planned, ran to town, purchased, and executed that wonderful Saturday evening banquet all on a moment's notice! Michele even found time to console Visor's broken heart. What a great job. Thank you!

Speaking of the banquet, the Churchills pulled their huge and gorgeous R.V. up to the shed door - out popped a big screen TV from one of its bays and we were treated to videos of the Newfoundland Vintage Road Rally. I took special note as they had gotten video of the crash that nearly destroyed the famous and very rare Austin-Healey 100-S. Story goes that the 100-S rounded a bend to find a P-1800 sitting crosswise in the middle of the road. No where to go, the 100-S t-boned the Volvo and then swung backwards into the guardrail. Rumor has it the 100-S will be totally resurrected and restored. Videos, drinks, good friends and the huge feast made this an evening not soon forgotten.

This event brought the long-awaited maiden race of Brian Crombie's 72 LeGrand Spyder after two years of restoration. However clutch problems kept it from running and we will now just have to wait a little longer to see this very rare car run in anger. It looks awesome and I can't wait to see it on a track.

A treat for anyone's eyes was Dave Carpenter's 1970 Ford Mach-1 which he has owned since 1971. This Mustang was driven as well as it looked. However Dave had agreed to get race footage of the event and spent the weekend racing up through the field and then pulling over to do it all over again - no small feat.

My personal favorite was Norm Pettitt's 53 Porsche 356 Pre-A Coupe. Norm recreated the car that the factory ran in the 1953 Carrera Panamerica race in Mexico. Every decal and detail is correct and the

car looks exactly like the pictures taken at the event. It just made you smile to see it pull on to the grid.

The vintage gang invited the Improved Touring folks up to share the weekend and I'm glad they did. Funny thing, those IT folks like to have fun on and off the track just like us vintage guys. Tim Bleed and IT Company invited vintage to quality and race with them. Just to make it interesting they decided to start the qualifying session Lemans Style - kind of! Sixteen cars were brought around and parked off course at a 45° angle to the track between Corners 9 and 10. With drivers strapped in and motors running a green was dropped and the stampede was on for Turn 10. I don't know how the drivers felt about it but I had a ball watching! Hope they do it again next year.

The man to beat all weekend was Brian Kennedy. Brian can drive the wheels off his GT-350 and does it all with a cool head. I was gridded right behind Kantrud and Kennedy in the race and had a front row seat for about 30 seconds. Then things like horsepower and superior driving skill opened up a

Strategy Session in the garage.



gap. I then tried to hold off Rich Stadther in his 69 Merlyn but that was a lost cause by Turn 4.

After Rich disappeared, Bob Youngdahl appeared in my rearview mirror. At this point I had a serious chat with myself and determined that I best start driving and try to keep that Elva behind me. Yeah right! It soon became apparent to me that in spite of my age, experience, and treachery - age, experience and treachery were slowly catching me in Turns 1 and 2. Pushing the Healey through any harder left me with the clear impression that my Maker was nearer than I could recall. Finally on the next to last lap Bob passed me. The subsequent blinking of my oil light removed any hope of a comeback. Rich Stadther drove a flawless race and won the thing.

I cannot close without mentioning that we shared the weekend with the BMW Club drivers' school. I had several occasions to chat with them and look at their fine machinery. What a group of nice folks they are, always friendly and willing to help. I loaned several tools to them and always the tools came back promptly and with a big thanks. There must be something wrong with those BMW's though. They don't make much noise. Coming around Turn 10 they sound like a quiet turbo speeding up for takeoff. Next year I'm going to offer them a complimentary muffler removal service!



Our author conducts pit tours for the spectators.

Afton Alps Hillclimb



The Minnesota Austin-Healey Club invites you to **TAKE THE HILL!** Members of all Inter-Marque Council clubs are welcome for this event. Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition, and make history with your own run to the top!

Saturday, July 12, 2003 (rain date July 13)

Afton Alps Recreation Area, 6600 Peller Avenue South, Hastings, MN

On-site registration begins 8:30am - Mandatory drivers meeting 10:00am

Requirements: Sign waiver, pass on-site tech inspection, helmet (Snell 85, we'll have some loaners)
Please visit <http://www.healeyclub.org/safetymain.htm> for details.

Pre-registered drivers get to run first. We will try to give everyone two runs, more if time permits.

Buffet luncheon will be available for \$10/person.

Directions: 194 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex. Go past the golf course then left and down the big hill.



Questions? Contact Tom Hazen at 612-237-1883 or tom_hazen@adp.com

Advance registration **\$10** per driver, **deadline July 7** (day of event will be **\$15**)

Please make checks payable to Minnesota Austin-Healey Club

and mail to: Tom Hazen, President
Minnesota Austin-Healey Club
130 East 18th Street, #202
Minneapolis, MN 55403

Driver(s) _____
Year, make, model _____
Email: _____

JMM Road Review #1: 1986 Morgan 4/4

When H.F.S. Morgan patented his “sliding pillar” front suspension, William Howard Taft was president of the U.S.A., Edward VII sat on the English throne, and the Model T was in its second year of production. With a Morgan you’re not talking history; Morgans are automotive archaeology. Living archaeology.

For a quarter century, the “sliding pillar” was used exclusively on Morgan’s three-wheeled cycle cars. But automotive tastes were changing and H.F.S. went with the flow. In 1936, Morgan of Malvern Link built its first four-wheeler.

They named their first car the “4-4.” (It was quietly changed to “4/4” in 1946.) Much of this original vehicle would be immediately recognizable to the owner of a current Morgan. There were, and are, the sliding pillar front suspension, the Z-section steel chassis rails, and the body frame constructed of ash.

Morgan has never been a slave to fashion, in automobile design or in business practices. H.F.S. Morgan was succeeded at the head of the company by his son Peter. Peter, now way past retirement age, currently shares directorship of the firm with his son Charles.

One story about the company has achieved legendary status in England. In 1990, industrialist Sir John Harvey-Jones

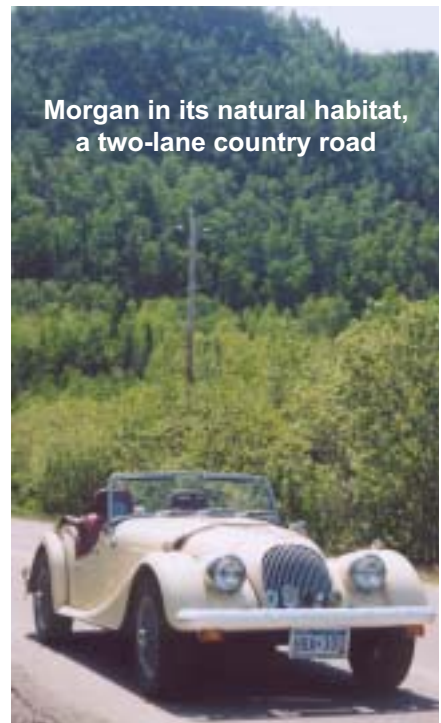
visited the Morgan factory for a BBC television program called “Troubleshooters.” He was aghast and had oodles of suggestions. Double production, increase prices, and streamline manufacturing. Morgan said that Jones’ “conclusions were significantly at odds with the views held by the Morgan family.” Essentially, Morgan ignored him and went on with business as normal, improving what needed improvement and leaving the rest alone.

The 1986 4/4 reviewed here is an example of the philosophy of changing only when it will improve the product or is needed to comply with regulation.

The first 4-4 used a Coventry Climax 1122cc engine connected to a Meadows gearbox. Two years later, a Moss box replaced the Meadows. Then, just before the war, a 1300cc Standard engine was adopted.

“I think the Morgan has a basic honesty, and even simplicity, which people like.” Charles Morgan in *Popular Classics*, August 1992

In 1950, the Plus 4 replaced the 4/4. It had another Moss gearchange and the Standard Vanguard engine that would soon become famous in Ferguson tractors and the TR2/3/4 sports cars. By 1955, Morgan realized they needed a price leader and reintroduced the 4/4. This time it was powered by a Ford side-valve engine. Until the Austin-Healey



Morgan in its natural habitat, a two-lane country road

Sprite appeared, the Morgan 4/4 was the least expensive sports car in England.

A variety of Ford engines followed, each more powerful than the last. In 1968, the Ford Kent 1600 crossflow became standard. Later in 1968, the Plus 8 was introduced to replace the Plus 4 when supplies of the Standard-Triumph four cylinder dried up. (Another reason for change at Morgan.) The Plus 8 used the Rover/Buick aluminum V8 and allowed Morgan to survive government pollution regs.

It was a close call, however. Morgan dropped out of the U.S. market and their name was kept alive only through the efforts of importers who stretched their resources to conform the cars to colonial mandates. The major one was Isis Imports in San Francisco.



It takes a sense of humor, and a warm hat, to drive a Morgan



1985 Morgan Plus 8

1986 Morgan 4/4



In 1985, Tom Politiski of Minnesota contacted Isis and placed an order. In 1986 his car arrived. Tom went to Isis HQ on Pier 33 and drove his new Morgan 4/4 home. It was equipped with the British Ford CVH engine/five-speed from the Escort XR3.

Today the car is still virtually new. There are 14,000 miles on the odometer and the propane tanks are still attached. *(Note: The propane is not for roadside BBQs. It was the most efficient way to meet EPA regs. Many Mog owners retro-fit their cars to gasoline because gas stations are easier to find. Tom says he's never had a problem.)*

What is it like to drive a Morgan? The thing to remember about Morgans is that above all they are sports cars. They are for sale for the public to use on public roads so they meet whatever the current rules are. But that's it. H.F.S., Peter, and Charles all drove their cars in competition.

If you want a cargo hauler, buy a minivan. There's precious little luggage space in the Morgan. Stuff a luggage roll

behind the seats or add a luggage rack like Tom did. If you want to go into the woods, buy an SUV. The Morgan will figuratively fly down a paved highway; it will literally fly when it crosses railroad tracks.

On the other hand, if you want to drive, then you've come to the right place. Within the practical limits of its 1597cc and 165R15 tires, the Morgan works miracles. The engine's muted exhaust note (perhaps related to its propane fuel) belies its potent output. It's not a stoplight commando, but once the engine is over 3000 rpm, the car takes off. Move the steering wheel a few degrees and you're through the corners. (Rack & pinion steering started appearing on Morgans in 1983.) While cornering, the Morgan has almost no body lean. This doesn't make it any faster around the corner; many modern cars can do it just as fast while scraping their door handles on the asphalt. It does, however, make it a lot easier to corner smoothly. That's a good thing.

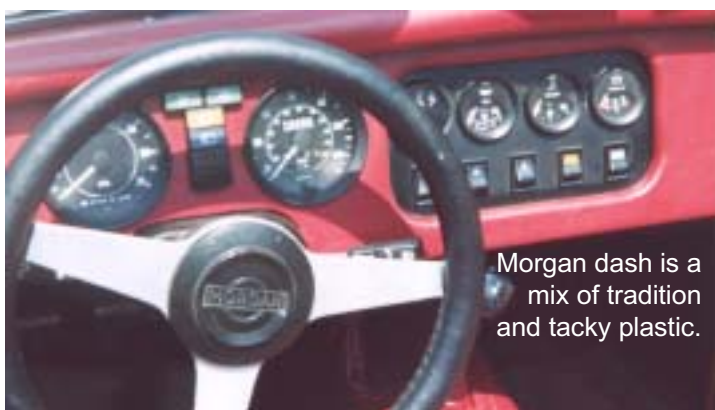
Speaking of good things, in 5th gear, the engine is turning only 3000 rpm at

70 m p h . Cruising is relaxed. Well, it's relaxed for the engine at any rate. The driver is pummelled by gale force winds. Tom does his free-way driving with the side-

screens in place. That's right, sidescreens.

For a comparison, we took a short jaunt in Dale Martin's 1985 Plus 8. The 3.5 liter V8 makes this a much faster proposition. It jumps off the line and keeps going, and going and going. Wind buffeting was worse, because Dale no longer uses the bulky head restraints on his seats. The Plus 8's fat (205/60 tires) allow faster speeds around the corners but they also result in some loss of the 4/4's nimble feeling.

And so the Morgan survives, a vintage car with a modern build date. The company's future lies with the new Aero 8. If it has half the lifespan of the company's first four-wheeler, Morgan should be very happy indeed.



Morgan dash is a mix of tradition and tacky plastic.

1986 Morgan 4/4

| | |
|--------------|-------------|
| Engine: | Ford SOHC |
| Displacement | 1597cc |
| Horsepower | 96@6000 rpm |
| Weight | 1580 lbs |
| Wheelbase | 96 inches |

Road Test Summary

| | |
|----------------|-------|
| Engine | 👍👍👍👍 |
| Transmission | 👍👍👍 |
| Brakes | 👍👍👍👍 |
| Handling | 👍👍👍👍👍 |
| Ride | 👍👍👍 |
| Driver Comfort | 👍👍 |
| Ergonomics | 👍👍 |
| Amenities | 👍 |
| Fit/Finish | 👍👍👍 |
| Styling | 👍👍👍👍 |
| Fun to Drive | 👍👍👍👍👍 |
| Overall | 👍👍👍 |

Thunder Bay Vintage Sports Car Rendezvous

Back to the Bay



Open
Bonnet
Rendezvous



Bring lots of rain gear.” That was the advice given to Twin Cities residents venturing north to the “Back to the Bay” Vintage Sports Car Rendezvous.

The Rendezvous is an annual event that rotates through three locations. Last year it was in Grand Rapids, Minnesota, next



Many people still remember the rain at the 2000 Thunder Bay Rendezvous. Not this year!

year it will be in Winnipeg, Manitoba, and this year it was held at Thunder Bay, Ontario. Host was the Thunder Bay Vintage Sports Car Club, an eclectic and enthusiastic group of fun-loving Canadians. Those that brought rain gear this year found that it worked well as sun screen but was otherwise unneeded.

Here’s how the Rendezvous stacked up according to the Open Bonnet criteria:

1. Attendance ★★★★★☆☆ There were over 100 cars registered and present giving the Rendezvous seven of ten stars in this category. How far over 100 did the event go? Maybe 125, maybe not, but it sure looked like that many in the parking lot for Saturday’s car show.

2. Weather ★★★★★ Five out of five stars. Some may argue with this perfect score, noting that they wore windbreakers on early morning runs. The *InterMarque Monthly*, however, has deep roots in the British car community and believes it is better to be a little chilly in the cockpit than overheated on the side of the road. Plus, it was great to watch to fog burn off the lake

as the sun came up. One question, however. Why do all of the Minnesota MGB’s drive everywhere with their tops erected?

3. Seldom Seen Vehicles ★★★★★☆ The Rendezvous had, first, a good mix of cars: MGs, TRs, Healeys, Jags (including three beautiful XK120 roadsters), Porsches, BMW’s, Saabs, Minis, MINIs, and more. Then there were also a few seldom seen models: a Ferrari Dino, a Jensen MkIII C-V8, a Triumph 10, a Fiat 500, a pre-WWII Morris, and an incredible 1961 Daimler Dart SP250 V8.

Sadly among the missing were any Citroëns, any side curtain Triumphs (TR2/3/3A/3B), and any T-series MGs (TC/TD/TF).

4. Amenities ★★★★★☆ The hotel was right there with a cafe, restaurant, bar, and washrooms. Anything else required a several mile trip into town.

5. Vendors ★☆☆☆☆ There was one Vauxhall Viva for sale (\$2000 Cdn) but that was about it. Everything else required

continued on page 12

The "Just Do It" Couple



Meet the couple that is actually doing it, retired, driving their little MGBGT all over the country, and loving it! Larry and Barb Henle of Marshall, Minnesota attend two or three major events a year, averaging about 1,000 miles for each. They are one of only eight couples that have attended all twelve national conventions of the North American MGB Register. Along the way they have met and made many friends. Larry says he believes the old saying, "It's the little cars that get us here, it's the people that bring us back." When asked for his advice, Larry said, "Just do it!"

Dr. Ernie



It was a busman's holiday for Ernie West of Dead Lake Motors. He spent more time under cars than polishing his own, a 1946 International with a Jaguar engine.

People at the Bay. Some folks you might have met at Rendezvous

Original Owner

In 1963, Lyle Hillman bought his Iris Blue MGB new from British Motors in San Diego. He and a buddy with a TR4 used to argue who had the better car. (Some things never change.) The car followed Lyle to Williston, North Dakota, where he pursued his career as a radiologist, and then to the lakes area of Minnesota when he retired and moved closer to his kids. Lyle was accompanied to the event by son-in-law Brad Wurgler.

The MGB Back Bay Boys



From left to right are Randy Byboth (1979 MGB), Tim Byboth (1980 MGB), and Steve Byboth (that's his 1965 MGB). All three brothers and all three cars were at the Rendezvous.



continued from page 10

a trip to Canada Tire. (As a matter of fact, the Vauxhall looked like it might require more than a couple trips to Canada Tire also.)

6. Cost ★★★★★☆ If you registered early, the event cost \$35. But wait, that's Canadian. \$24.50 U.S. and a three-star score. Where else can you get a three-day event for that price? Tours, rally, gymkhana, car show, and trophies. Plus, a neat T-shirt.

7. Ambiance ★★★★★☆ Scenic hills on one side and the

motel on the other. A morning fog that filmmakers would need two trucks of dry ice to imitate. And a carefully mown grass field abutting the parking lot. That was the only demerit. The grass was the septic tank area. If you parked your car there, the hotel staff

ran out and told you to move it, hygiene being high on their pecking order. The rule was eased for the overflowing car show on Saturday. (No pun intended.)

8. Other. ★★★★★★☆☆☆☆ The Rendezvous receives seven points in this category solely for the cooperative and helpful attitude of members of the Thunder Bay Vintage Sports Car Club. They showed themselves to be decent people, always willing to help with a big (or little) problem or request. And they were a lot of fun too.

For more pictures of the Rendezvous and official event results, see www.tbvsc.ca.



1954 Jaguar XK120, 1st place in participants' voting for open cars.

Our Cars

Andy Lindberg: 1963 Austin-Healey Sprite and 1973 Triumph TR6

Things didn't look good when Linda and I retrieved the TR6 and Sprite from winter storage. The Sprite was running on two cylinders and the TR6 had a car-rattling clunk.

We needed the Triumph for a Memorial Day trip to my brother's in Kalamazoo, Michigan so I took it over to Quality Coaches. Randy informed me that a U-joint collapsed and took the driveshaft with it. What's more, one of the rear wheel bearings was AWOL

To fix everything (including some front suspension work) involved a number with a comma in it so I drove it home (about as far as it would go). When I came out of my funk I called Doug Foster who had an ad for TR6 parts in *Triumphs & Tribula-*

tions, the local TR newsletter. Yes, he had what I needed and the price was right. Thank you Doug, thank you Minnesota Triumphs and thank you *T&T*.

Now we were only a few days away from our trip so I called Brad over at Bradan Automotive. Not because QC couldn't do the job but I like to support new businesses that cater to our cars and because Brad did a great job rebuilding a Volvo 122 engine a few years back. The TR6 went in, came out, and two days later we made the 1,100 mile Kalamazoo trip without a problem. Ditto for the 700+ miles Thunder Bay trip.



Still to be done this year: Track down the gasoline odor invading the trunk.

Next month: Does my Sprite really have four cylinders? It's over at QC now. Stay tuned.

Son of "The Italian Job"

The movie, "The Italian Job," has become a bit of a cult classic. Made in the 60's, it starred Michael Caine, Noel Coward, Benny Hill and three Minis.

So when the new MINI appeared, it was probably no surprise that a new "Ital-



ian Job" would appear as well. On May 20, a preview of the film was held for MINI and Mini owners. Both gave the new flick five stars. (Tip: Watch for a shot of the old movie when the dastardly villain is watching TV in his mansion.)

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

JUNE 28

Horses & Horsepower Fundraiser 4:00 pm to 8:00 pm, Minnetrista, MN. What do horse owners and collectable car owners have in common? They can both help save animals. The Animal Humane Society's Second Annual HORSES & HORSEPOWER Bar-b-que picnic and collectable car show will be held at Kathy and Greg Smith's Six Mile Creek Farm In Minnetrista. \$50.00 per person fundraiser. RSVP no later than June 23. Info 763-489-2210.

AUGUST 9

Ellingson's Swap Meet and Car Show Rogers, MN. Hosted by the Minnesota MG Group, Potential cohosts include Minnesota Triumphs (?), Minnesota Minis (?), Minnesota Austin-Healeys (?), Minnesota MGT Register (?), Jaguar Minnesota (?), and the British Iron Society (?).

SEPTEMBER 6

Wheels & Wings Osceola, WI. Hosted by Classic Motorbooks.

SEPTEMBER 7

Chicagoland British Car Festival Palos Hills, IL. Hosted by the (Chicago area) British Car Union. 9:00 a.m. to 4:00 p.m. 17th annual. West of I294, between 107 and 111 Street on 88 Avenue. Info: www.britisbcarunion.com or 630-773-4806

SEPTEMBER 14

Battle of the Brits Sterling Heights (Detroit), MI. Hosted by Detroit Triumph Sportscar Club. 21st annual. 2002 event fielded 432 cars and 202 motorcycles. Info: Sue Snyder 586-979-4875 or snydleydog@yahoo.com.

RECURRING INTERMARQUE EVENTS

InterMarque Informal Car Show Every Sunday, April 13 through October, 5:00 - 7:00 p.m. Billabong Aussie Bar & Grill, Bloomington. 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 the south frontage road of I-494 between Highway 100 and France Avenue. Billabong phone is 952-844-0655.



Test Days Second Saturday of the month May through October. Minnesota Highway Safety Center near St. Cloud. Get a taste of driving a road course, improve your driving skills or test your sports car. Entrants need 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.uscr.org.

INTERMARQUE RACES, RALLIES, & TOURS

JUNE 21

Gymkhana Invitational, Team Healey Challenge 10:00 a.m. at the Brown & Bigelow parking lot, 345 Plato Blvd, St. Paul, MN. Hosted by the Minnesota Austin-Healey Club. Team Healey issues a Challenge to other Intermarque Clubs to show their flags at the 2nd Annual *Brown and Bigelow* Battle. Admission is Free. The place is Brown and Bigelow parking lot, Plato Boulevard and US 52 in St. Paul. (The south end of the Lafayette Bridge, East on Plato, first right) If there is an ALL MORNING Thunderstorm, Hail or Tornado, the Rain Day will be on Sunday the 22nd. The requirements to compete are a waiver signature (pen provided), a Snell 85 Helmet (loaners provided), a car (you can drive Steve Rixen's, if you want), and desire to learn or improve your skill at 2nd gear Limit driving technique (that you have to bring). Car preparation requires: (1) The battery to be secured, the terminals covered or have been covered with electrical tape; (2) The wheels secure and wheel bearings have little play, no 2 spokes in a row, no more than 3 per wheel broken; and (3) Seatbelts. We will walk the course first thing. Then we will discuss the features of the course, possible methods of course management, and how they apply to you and your car. There will be some refreshments available at nominal cost; and at the conclusion of the runs, we will retire to AWADA'S Grill (2 blocks away) for a little something to eat/drink. Info: Steve Rixen steve@rixen.com or 715-386-2880.

JUNE 21

Tea & Tour, Gymkhana Alternative Sandy Rixen is offering a TEA & TOUR opportunity for those who prefer CULTURE to CAR HANDLING. Please RSVP sandy@rixen.com if you are going on tour, so she knows about how many will attend, so no one is left behind. Also, you may wish to know what the T&T will be!

JUNE 27 - 29

VARAC Vintage Festival Mosport Racing Facility, Mosport, Ontario, Canada. Hosted by the Vintage Automobile Racing Association of Canada. Featured marque is **Triumph**. Info: VARAC (www.varac.ca or lbmc@nexicom.net)

JULY 12

Afton Alps Hillclimb Afton Alps Recreation Area, Hastings, MN 8:30 a.m. on-site registration, 10:00 mandatory drivers' meeting. Hosted by the Minnesota Austin-Healey Club. \$10 pre-registration, \$15 day of the event. See flier on page 11. Info: Tom Hazen tom_hazen@adp.com or 612-237-1883.

JULY 19

Coulee Classic Rally Your chance to get out on the great roads of Pierce, Pepin and Buffalo Counties, WI. Quite a bit of new pavement. Fun! Meet at Pt. Douglas Park across from Prescott. Lunch will be in Stockholm with the finish at the Pickle Factory in Pepin in time to get on the list at the Harbor View. Rally will be run Monte Carlo style and you'll be given leg times and distances. No need to keep track of average time. Just drive at a reasonably brisk pace, stop a half-mile from the checkpoint, leave at one minute before your ideal arrival time, and proceed in at 30mph for that perfect zero! Excellent roads, an eclectic range of cars and people, some of the best scenery in the Upper Midwest, plus gourmet food. Hosted by Stella del Nord Chapter of the Alfa Romeo Owners Club. More details next month or contact Ed Solstad esolstad@presenter.com or 612-822-0569.

JULY 25 - 27

The BRIC RoadAmerica, Elkhart Lake, WI. This is the biggie! More cars, more people, and fewer hotel rooms than at anything else on these pages. Make your motel reservations now for the 2005 event. Info: www.vscda.org and www.roadamerica.com.

JULY 26 - 27

Rally in the Valley Chippewa Falls, WI. Hosted by MMGG. Meet in Chippewa Falls, tour the Leinenkugel Brewery, participate in a poker run, have dinner, and either head for home or spend the night at the scenic AmericInn Motel in the Falls. (715-723-5711, \$90/night if you say you're with MMGG). Info Steve and Diane Rindt 715-832-8316 or sdrindt@msn.com.

AUGUST 10

Svenska Klassik Rally Can you say "lutefisk?" No? Well don't worry, you won't find any on this rally. The rally will be run by Dean Nelson, of the SAAB persuasion, and will take place north of the Twin Cities. Expect a beginner-friendly event. Hosted by Stella del Nord Chapter of the Alfa Romeo Owners Club. Contact Dean Nelson dnelson@machine.com or 651-636-3771.

AUGUST 16 & 17

GRRR Alleggerita Tour & Dinner Cruise GRRR Lite. Meet in Prescott and follow previous GRRR routes to La Crosse for a dinner cruise on the steam powered paddleboat Julie Belle Swain. After driving all day in a sports car with engine speeds of 5000rpm or better, it is very relaxing to be on a boat powered by an engine on which you can watch the connecting rods and actually count the rpms. Neat stuff! Whatever the final details, the event will involve the great roads and scenery that past GRRR participants have come to know and love. It may end up being a straight forward rally with a non-timed tour option or maybe we'll just scrap the timed idea altogether and just drive at our own pace. Hosted by Stella del Nord Chapter of the Alfa Romeo Owners Club. If you're interested in joining, get in touch with Ed Solstad 612-822-0569, esolstad@presenter.com, or www.GRRRally.com.

New Info!

AUGUST 23

Fox & Hounds Tour Location TBD. Host Austin-Healey. Info: Tom Hazen 612-237-1883 or tom_hazen@adp.com.

SEPTEMBER 13

M&M TouRally Hosted by the Minnesota Austin-Healey Club. Info soon.

SEPTEMBER 19 - 21

Elkhart Lake Fall Vintage Races Road America, Elkhart Lake, WI. Not as crowded as July's Brian Redman International Challenge and the weather is usually better also. Several intermarque convoys are planned so you can go to the event with others on your own schedule, on your own favorite route, and/or at your own preferred speed. Info: www.vscda.org and www.roadamerica.com.

SEPTEMBER 19 - 22

"Last Hurrah" Challenge Tour Leaves the Twin Cities on Friday for Ashland, WI. Then there will be a counterclockwise circumnavigation of our inland ocean. Organizer Ken Smith says that the tour will be conducted at Jaguar speeds and that space is limited. For the former, we recommend a supercharger on your TC; for the latter, contact Ken at 952-220-0850.

OCTOBER 4

Minnesota MG Group/Austin-Healey Club Fall Colour Tour Combined event. Details later

OCTOBER 11

Minnesota Triumphs Fall Colour Tour The Minnesota Triumphs calendar says, "God help us because this event is being hosted by the quiet and insecure O'Brien brothers. Wayne Glossner and Ron Rudamen have volunteered to work with the O'Briens to try to keep the event from erupting into something that will make Mardi Gras look like a high tea." If you think this is your cup of tea (pun intended), contact one of the O'Briens at 715-386-5134 (Chris), 715-386-2013 (Patrick), or 715-386-6609 (Sean). Good luck.

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

- JUNE 19 - 21** **TRA 2003 National Meet** Auburn, IN. This show will feature the first public appearance of TS1 in almost 30 years. TS1, a TR2, is the very first production TR. TRA is the Triumph Register of America which caters to TR2's, TR3's, and now TR4's. For more info see www.triumphregister.com.
- JUNE 19 - 23** **MG2003** North American MGB Register, St. Louis, MO. Info: www.british-cars.org.uk/kimber/namgbr
- JUNE 20 - 22** **Citroën Rendezvous** Northfield, MA. Hosted by Citroën Quarterly. Info: Michael Cox (617-742-6604 or CitQ@aol.com)
- JUNE 25-30** **Conclave 2003: A Capital Experience** Washington, DC. Hosted by the Capital Area Austin-Healey Club. Info: Gary Palsgrove (301-468-0151 or evorgslap@msn.com), Allen Feldman (mapper500@starpower.net), or capitalhealeys.org. Local info: Greg Lauser 715-262-9813 or greg_lauser@cargill.com
- JUNE 27-29** **Antique Motorcycle Club of America National Meet** Farmington, MN. Hosted by the Viking Chapter. 8:00 a.m. to 6:00 p.m. Friday and Saturday. 8:00 a.m. to noon on Sunday. Info: John Eiden 763-537-8052, Dave Rademacher 763-755-8520, or www.antiquemotorcycle.org.
- JULY 10-13** **American MGC Register** Davis, WV, Blackwater Falls State Park
- JULY 14** **GT28** North American MGA Register Get Together, Welches, OR. Hosted by the Columbia Gorge MGA Club. Info: Pat & Kenny Snyder (360-263-4047), Mark Hadley (503-771-7576 or markhadley@aol.com), or www.british-cars.org.uk/kimber/namgar
- JULY 18 - 20** **Fiat Freak Out 2003** Asheville, NC. Hosted by the Atlanta and East Tennessee Chapter of Fiat Lancia Unlimited. Info: www.flu.org/jfo2003/
- JULY 22 - 24** **GOF Central** Delevan, WI. Hosted by the Milwaukee & Greatlakes MG Motorcar Group (MGMGMG). For MG T series cars (and earlier). Info: Kristi Mirocha 262-786-6763 or mirocha@excepc.com.
- AUGUST 6-10** **Vintage Triumph Register** Armagh, PA. Hosted by The Roadster Factory. Info: www.vtr.org
- AUGUST 22-24** **Volvo Sports America National Meet** Niagra Falls, Canada. For Volvo P1800 owners.
- SEPTEMBER 4-7** **SAAB Owners' Convention** Hershey, PA Hosted by the Central Pennsylvania SAAB Club. Info: www.saabconvention.org
- JUL 20 - AUG 18, 2004** **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

REGULAR CLUB EVENTS

- British Iron Society** Informal gathering, every Saturday morning at CashWise in Fargo. Info: Don Carlson 701-293-6882
- Lotus Owners of the North (LOON)** Informal gathering, third Sunday of the month, 5:00 p.m. at Billabongs. Info: Terry Pitts 651-450-0921 tjp50@earthlink.net
- 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.mnhealey.com
- Minnesota MG T Register** MG Luncheons, every Tuesday, 11:15 a.m. Frenchman's, 1400 E. 66th Street, 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: Bob Lee 715-425-2580 or clubs.bemmings.com/mntriumphs/
- 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.