

August 2003
vol. II, no. 8

Inter Marquee Monthly

Vintage Foreign Cars in the Upper Midwest

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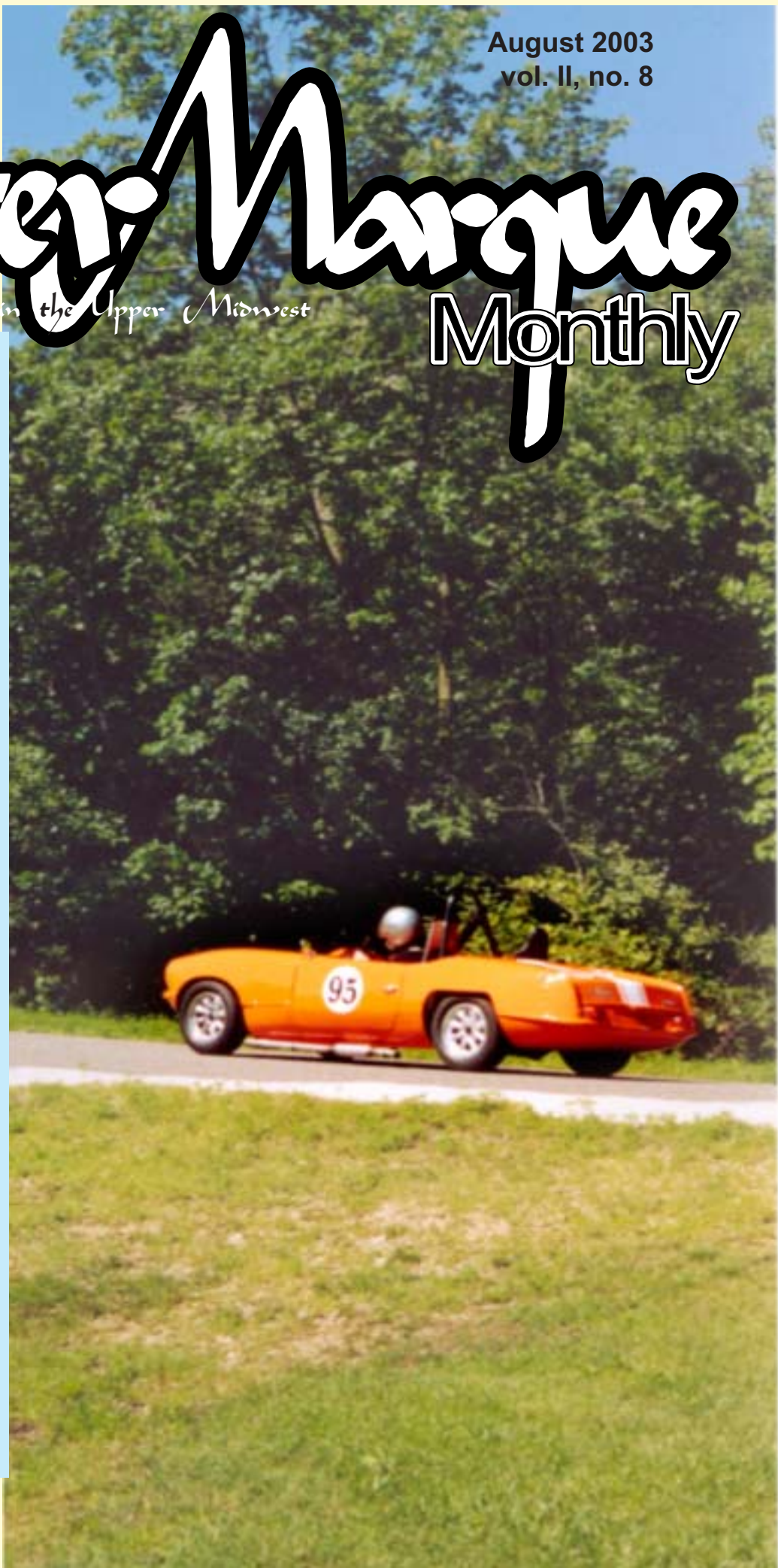
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**Road Review of the TVR,
England's undiscovered sports car**



AUGUST 2003
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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
(952-220-0850)

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

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

**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)

Minnesota Morgans
(ljmlshields@msn.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

Minnesota Triumphs (clubs.
hemmings.com/mntriumphs/)

Nordstern Porsche Club (www.
nordstern.org)

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

The Regulars Twin Cities
Vintage Scooter Club
(www.minnescoota.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)

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. Does anybody out there know whether that Morris Minor Club ever get off the ground? 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: Rich Stadther and his 1963 Elva head uphill in the first annual Afton Alps Hillclimb. See full report elsewhere in this newsletter.

Rum River Festival --
June 14



Swedish music, SAABs,
dancing, food, crafts,
Vikings, Triumphs,
midsummer pole,
Birkin, Pippi, Citroens.
But not one Volvo!

Stone Arch Car Show & Art
Festival -- June 14 & 15



Good taste was not an
entrance requirement.

But some was exhibited
nonetheless.





Austin-Healey
Gymkhana
Challenge --
June 21

Steve Rixen explains the rules and the course to some of the participants. The major challenge was the repaving job that had been done recently on the Brown & Bigelow parking lot.

There was a lot of loose gravel (think of it as marbles) and some cars were going straight a lot longer than their drivers hoped. And although it didn't seem to do any damage, the sound of those pebbles in the cars' brakes was awful.



Steve Hendrickson gets his Bugeye a little bit sideways. Steve and Spridget driver Tom Hazen fought it out for fastest time of the day.



Unidentified course worker tries for an unusual sun tan.

Steve Rixen plows through the course to show everybody how it's done. The gravel was flying.



Fox & Hounds Tour



Saturday, August 23, 2003 (rain date Aug 24)
12:00 Noon at the Pickle Factory in Pepin, Wisconsin

Is that your favorite road sign? You will pass more than **50** of them on this tour. We'll be driving the most scenic, hilly, curvy, and wooded roads in the area. Guaranteed fun for your vintage ride!

Fox & Hounds holds an honored place in the history of British motoring. The "fox" (tour leader) will head out alone, with the pack of "hounds" pursuing after a one-minute head start. Complete and easy-to-follow route instructions and a detailed map will be provided. To reduce tailgating and passing, the "hound" cars will line up in order of anticipated driver enthusiasm, according to their self-chosen spot on the Official Scale of Driving Effort. The most motivated drivers will be in front.

The lunch will be a "pay your server" affair, then after a short meeting, the tour will start at 1:00. It takes about two hours when driven at **Happy Speed**. The tour is less than 100 miles, but your total travel distance for the day will be about 270 miles from Interstate 494.

Best of all, this tour is FREE!

Directions: From 494, it's a scenic 60-minute drive to Pepin. Take Hwys 10 and 61 south and east out of the Twin Cities. Turn left to stay on 10 East, heading toward Prescott. Cross over the drawbridge in Prescott and turn right onto Wisconsin Hwy 35 South. Pass through Diamond Bluff, cross Hwy 63, go through Bay City, Maiden Rock, and Stockholm. In Pepin, turn right at the BP gas station (good time to fill your tank) onto Prairie Street, then over and down the hill, jog left on First Street over the tracks into the marina parking lot. We will be dining in the downstairs "Bottom of the Barrel" area. See you there!

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

The Official Scale of Driving Effort

- 0/10 - Up on blocks or, more charitably, a crouching tiger in the garage
- 1/10 - Get out and push
- 2/10 - Grandma going to church on Sunday
- 3/10 - Just out for a pleasant drive
- 4/10 - Rev it up a little on the straight-aways
- 5/10 - Honey, slow down! You'll wake the baby!
- 6/10 - **Happy Speed**
- 7/10 - Really put your foot into it
- 8/10 - Zoom Zoom Zoom
- 9/10 - Second in class at Elkhart Lake
- 10/10 - Wide open 'til you see God, then BRAKE!

Sponsored by:



Back to the Fifties
Car Show --
June 20 - 22



Street Rods seen heading for home, one in a trailer and one under its own power.

Briggs Cunningham Dies

LeMans, America's Cup and Floating Soap

Briggs Swift Cunningham, 96 died July 2, 2003 at his home in Las Vegas from complications of Alzheimer's disease. In the automotive area, Cunningham was best known for his early 50's LeMans cars and for his automotive museum in California. That museum closed in 1985.

Cunningham was a founding member of the Sports Car Club of America and member number one (the



Cunningham's C4R speeds down the Mulsanne Straight in this actual faked photograph showing the car in its rare Hot Wheels color scheme.

oldest member) of the New York Yacht Club. In 1958, he skippered the Columbia to win the America's

Cup.

His father was the principal financier and part-owner in the ventures of two men who developed a bath soap that floats: William Cooper Proctor and James Norris Gamble.

Two Million Mile Man Visits Minneapolis. Says Juicy Lucy is worth the trip.

Irv Gordon owns a 1966 Volvo P1800. He bought it new and now its odometer is reading something north of 2.2 million miles. In other words, his odometer has flipped twenty-two times.

Irv lives on Long Island, NY, but he was in Detroit and heard about the Juicy Lucys served at Matt's Bar in south Minneapolis. So he drove over (400+ miles) to try one. You gotta love driving, or hamburgers, to put 2,200,000 miles on your car.

In his time with the Volvo, Irv has rebuilt the engine once, had the body repainted a half-dozen times, and replaced the upholstery on the front seats. Oh yes, and he follows the maintenance schedule to the letter and gets any problem fixed as soon as he can.

BRADAN Automotive

Brad Larson, Dan Lovstrand
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!

First Annual Afton Alps Hillclimb July 12



*Open
Bonnet
Report*

They shoulda sold t-shirts. Ones that said, "I was at the First Annual Afton Alps Hillclimb 2003." Or maybe those little dash plaques. There shoulda been something so you could prove that you were at this event. It was that good.

An *Open Bonnet Report* follows but it is time for the *Monthly* to admit that some events (and cars and people) are more (or less) than the sum of their parts. The Afton Alps Hillclimb scored low on amenities and vendors, but was still a just plain great event.

1. Attendance ★★★★★☆☆☆☆☆
Forty-six cars registered to do the hillclimb

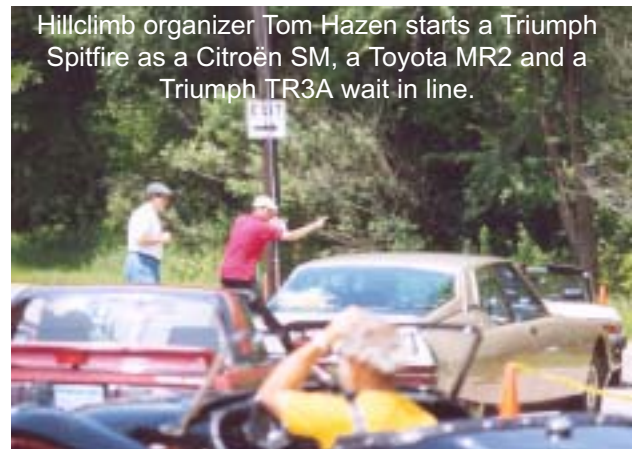


Bugeye owners Julie (with umbrella) and Tom (with hat) Wolters spectate as Bugeye driver Steve Hendrickson (with helmet) climbs the hill.

and at least another dozen vintage cars showed up to support them. Largest of these support contingents was the Citroën Club who came to root for the SM and DS.

2. Weather ★★★★★☆
Sun, sun, sun. Almost perfect. About the only thing you could have asked for would have been a slight breeze to carry the mosquitoes away from the corner workers.

3. Mix of Cars ★★★★★ This was



Hillclimb organizer Tom Hazen starts a Triumph Spitfire as a Citroën SM, a Toyota MR2 and a Triumph TR3A wait in line.



one of the best mixes of vintage (and current) foreign cars seen recently in these parts. When was the last time you saw an Opel Manta? Or a Citroën DS racing? Best of all, however, was the collection of racing cars that are never seen at any of the usual suspect venues. These cars included two big Healeys, an Elva, and a Lotus Europa.

4. Amenities ★★☆☆☆ The biffy was someplace. Maybe. You could get a good \$2 sandwich at the \$10 buffet in the Afton Alps Golf Center. On the other hand, the host club provided free coffee and soft drinks and Phil Vanner brought a selection of goodies from his new restaurant (the Square Peg in north-east Minneapolis).

Afton Alps Results

Top Ten Finishers:

| | | | | |
|----|-------|------------------|------|-------------------|
| 1 | 31.65 | Chris Huntington | 1996 | Porsche 911 |
| 2 | 32.38 | Jeremy Engel | 1988 | Toyota MR2 |
| 3 | 32.73 | Dave Kral | 1991 | Acura NSX |
| 4 | 33.90 | Edward Smith | 1997 | Mazda Miata |
| 5 | 34.39 | Paul Nesse | 1971 | Morgan +8 |
| 6 | 34.53 | Rich Stadther | 1963 | Elva |
| 7 | 34.70 | Tom Hazen | 2003 | Acura RSX |
| 8 | 35.05 | Dave LaFavor | 1988 | Chrysler Conquest |
| 9 | 35.61 | Karl Rider | 1967 | Lotus Europa |
| 10 | 36.36 | Jeff Johnk | 1959 | Healey 100-6 |

Other Participants and Their Cars:

| | | |
|-------------------|------|-----------------------------|
| Horace Beale | 1966 | Jaguar E-Type |
| Larry Berg | 1980 | Triumph Spitfire |
| Curt Carlson | 1966 | Austin-Healey Sprite Mk III |
| Steve Chirpich | 1968 | Austin-Healey Sprite Mk IV |
| Jennifer Cluever | 1988 | Toyota MR2 |
| Aaron Courteau | 1968 | Lotus Elan +2 |
| Phil Ethier | 1970 | Lotus Europa |
| Bill Gingerich | 1974 | Triumph Spitfire |
| Mike Guanella | 1972 | Citroën SM |
| John Hagen | 1968 | Triumph 250 |
| Kevin Healy | 1980 | MGB |
| Ryan Heidcamp | 2001 | VW GTI |
| Steve Hendrickson | | Austin-Healey Sprite Mk I |
| Carol Johnk | 1971 | Triumph TR6 |
| Dwight McCullogh | 1977 | MGB |
| Brian McCullogh | 1977 | MGB |
| Rich McGowen | | Triumph TR3A |
| Greg Mack | 1974 | Alfa-Romeo GTV |
| Dale Martin | 1985 | Morgan +8 |
| Dick Mathews | | Austin-Healey 100 M |
| Dave Meek | | Jaguar XK 150 |
| John Meyers | 1975 | Triumph TR 6 |
| Bill Nelson | 1963 | Triumph Spitfire |
| Larry Nimmerfroh | 1965 | Austin-Healey 3000 Mk III |
| Bob Ostlund | 1973 | Opel Mantra |
| Tom Politiski | 1986 | Morgan 4+4 |
| Dan Powell | 1961 | Austin-Healey 3000 race car |
| Steve Rixen | | Austin-Healey 100 M |
| Steve Shogren | 1954 | Triumph TR2 |
| Jack Shotton | 1969 | Citroën DS 21 |
| Terry Telke | 1972 | TVR 2500 |
| Phil Vanner* | 1974 | Mini Cooper |
| Paul Weidner | 2002 | MINI Cooper S |
| Fritz Wilke | 1994 | Mazda Miata |

* On one of his runs, Phil had to brake for a deer in the road

Through the trees on the way to the top.

Above: John Hagen (1968 Triumph TR250)

Below: Phil Vanner (1974 Mini Cooper)

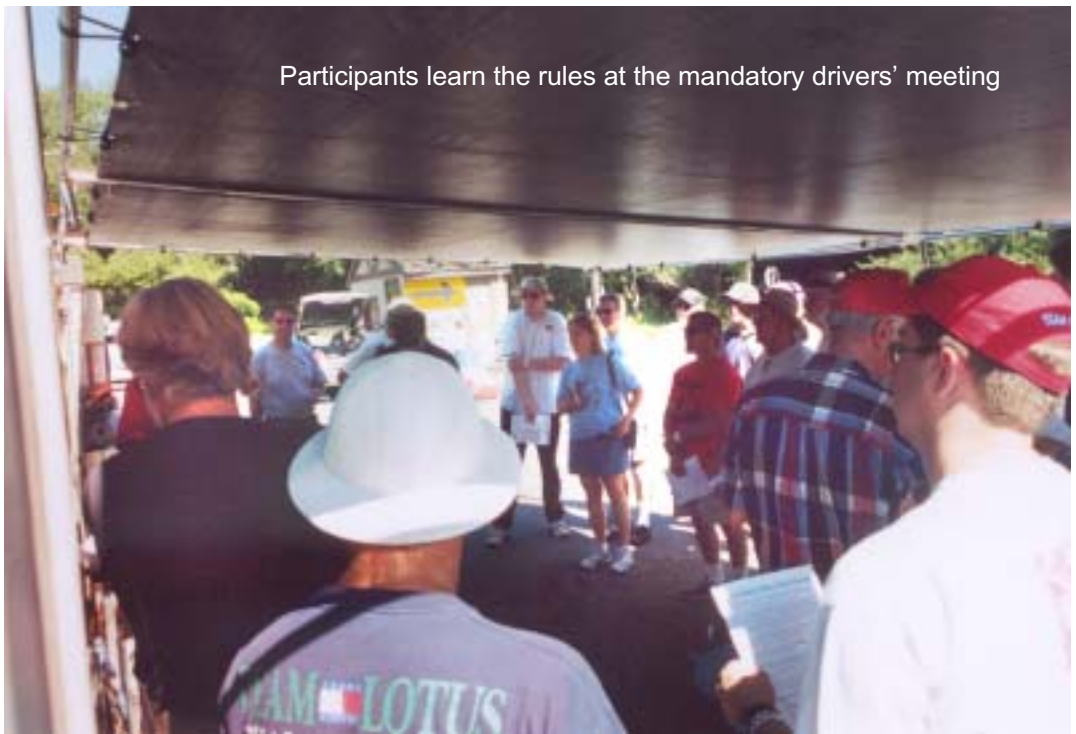
5. _____ Vendors

★☆☆☆☆ The big-time races have all sorts of vendors on hand. There are people selling t-shirts, racing tires, and autographed pictures of Dale Earnhardt's grandmother. This was only the hillclimb's first year, so organizers should feel proud that at least the Red Bull girls showed up. They gave out free samples and explained to the unaware that Red Bull is an energy drink used to replenish your supply of taurine and glucuronolactone. It is not beer or vodka, although it is sometimes mixed with the latter by people who also want to replenish their potatoe supply.

6. Cost ★★☆☆☆ The cost to participate in the hillclimb was \$10 for preregistrants and \$15 the day of the event. That's three stars under the Open Bonnet system (that was designed primarily for car shows) but would probably be five stars in the racing world where lap touring time can set you back \$50 or more.

7. Ambiance ★★★★★ A full five stars in this category and for a good reason. The host of this event (the Minnesota Austin-Haley Club) took a big risk. They were up front with the participants about this and told them that any off-course excursions would be subject to an immedi-

Participants learn the rules at the mandatory drivers' meeting



ate and non-appealable black flag. They explained the reason for this honestly and with humor. ("This is not a full race situation. Go fast but go safely. Mr. Afton Alps lives at corner 4. If we ever want to do this again, stay off his lawn.") Instructions were clear and the hosts were gracious. They may even have been polite when they told one participant to leave for violation of the "stay on the course" rule.

8. Other ★★★★★☆☆ It was fun. The people were as interesting

as the cars. The location was beautiful. And the mosquitoes weren't that bad. Heck, this is Minnesota.



Paul Nesse's 1971 Morgan +8 makes easy work of the mid-course chicane. ("Hey, that doesn't look like a 1971 +8." No, it's a 1971 +8 that looks the way Paul wants it to look. And it's fast too.)



August Tech Tip (Rating: JM17, contains scenes that may be disturbing to enthusiasts who treat their car's nuts and bolts like members of their family.)

Removing and Installing Large High Torque Nuts and Bolts with a Hammer and Chisel

"This cute little item well hidden here in the underbrush will serve you well in cases of emergency like out in the boonies. All those big (and small) nuts and bolts can be removed and installed without expensive sockets and breaker bars. You need a sharp chisel and a large hammer. This works for the flywheel gland nut, the crankshaft pulley bolt, the large rear axle nuts and is useful anywhere you have a nut to get off with no wrench to fit it or you can't get a wrench on it. This method has a tendency to make a nut look like a beaver has been chewing at it and is considered bad practice by all those who can afford those big sockets. If you decide to use this method remember your safety goggles.

"Take the sharp chisel and hold it pointed toward the center of the nut or bolt about 1/4" or a little less from one of the points on the head of the nut or bolt, then bang it a good one with your big hammer. Hit it again - make yourself a good shelf. If you're not a good hitter, hold the chisel with the vice grip. Then aim the chisel so it will drive the nut counterclockwise, not too steep now, and hit the chisel with the hammer. For the big flywheel nut and the rear axle nuts, you'll have to hit quite hard. If you shear off one of the points of the bolt head, start on another one. If you really ruin the nut or bolt getting it off, you'll need to buy a new one but usually you just use up one point taking it off and another putting it on, giving you three overhauls per gland nut.

"They tighten the same way only clockwise. The high torque nuts must be driven on until you cannot move them with a good solid blow. Since it's hard to see if they're moving, use a pencil to mark the location of one of the points on the nut, then bang the chisel. You can see if the nut moved because it will have moved off the pencil mark. If it moved, make a new mark. Continue this until the nut no longer moves from the pencil mark. If possible, use a torque wrench to tighten."

from *How to Keep Your Volkswagen Alive; a Manual of Step by Step Procedures for the Compleat Idiot*, John Muir

PEOPLE IN THE ADS



The Coulee Classic Rally

Saturday, July 19th, 2003



An easy Monte Carlo style rally using the excellent sports car roads of Wisconsin's coulee country. Easy to follow instructions and timing at its most straightforward make this an excellent choice for people new to rallying. The roads and scenery are guaranteed to be interesting enough to keep experienced rallyists entertained.

Create a romantic weekend: Combine the Coulee Classic with the fine food at the Harbor View in Pepin, Star Cafe in Stockholm, Currents in Alma or Easy Creek in Arkansaw followed by a relaxing stay at a local B&B.

Registration: 9:15 to 9:45 AM First Car Out: 10:01 AM

Meet at: Point Douglas Park (Hwy 10 on the Minnesota side of the St. Croix bridge at Prescott, WI.) **Lunch stop:** Stockholm. **Ends at:** Pepin, WI.

Cost: \$15/car - members of participating Intermarque clubs, \$20/car - all others.

Classes: Historic - Novice & Experienced, Modern - Novice, Experienced/Equipped

Rallymaster: Ed Solstad (612) 822-0569 or esolstad@presenter.com

RSVP to the Rallymaster by Wednesday, July 16th.

Presented by the Stella del Nord Chapter of the Alfa Romeo Owners Club

Our Cars

For the first time in quite a while, both the TR6 and the Sprite are running. The TR6 was, of course, already running. As you may recall from last month's column, however, there was an overpowering smell of gasoline in the trunk.

I fixed this (knock on wood) with a new (\$1.00) gasket for the fuel gauge sending unit. In order to replace this high tech piece of cork, I had to rip apart the interior and the trunk. So I also took the opportunity to replace a well aged rubber hose from the gas cap to the gas tank. Hope this holds things for at least a dozen years. All that's left on the TR is installation of a few snaps on canvas pieces that have been flopping in the wind.

The Sprite was more of a challenge. As I mentioned, it had been running on two cylinders since some time last fall. My

attempts to get #'s 3 and 4 to fire included replacement of the fuel pump, installation of a fuel filter, mopping crud out of the rear carb's fuel bowl, and creative cursing. All to no avail, so I took it in to Randy Byboth at Quality Coaches.

Randy did his tests and couldn't find the problem either. (Although he did find a few other serious items that I told him to fix.)

Strangely, this made me feel good. If I've been working on something for a long time, I hate it when the mechanic takes one look at it and says, "Oh, that's the bypass valve." He doesn't say, but you can hear him thinking, "You incompetent doofus."

After a few weeks, my feeling of elation wore off and I started to get concerned. Before I booked an automotive hospice for the Sprite, Randy called with the solution. Two gaskets had been

used to connect the fuel jet to the fuel bowl on the rear SU. The extra gasket wormed its way around until it was in a position to restrict the fuel flow. Then, apparently satisfied, it just sat there. Replacement of the jet, and its attendant gaskets, solved the



problem and the Sprite now runs like . . . OK, no BS, it's no Jag but it runs like a very good Sprite.

Grassroots Motorsports 2003 \$2003 Challenge

For the fourth straight year, *Grassroots Motorsports* magazine has conducted its \$200X Challenge. Competitors put together a car for under \$200X (\$2003 this year, \$2004 next), bring it to Florida, and then compete in three events, autocross, drag strip, and concours. Best combined score wins a set of tires and international fame. Below we have listed the top three finishers, all of the vintage import contestants (20+ years old), and folks from this neck of the woods.

| Place | Year | Car | Engine | Location | Name(s) |
|-------|-------------|-------------------------|--------------|-----------------------|-----------------------------------|
| 1 | 1990 | Mazda Miata | 302 Ford V8 | Wrightsville, PA | Chad Brodbeck et al. |
| 2 | 1987 | Dodge Omni | | Mt. Airy, MD | Bill Cuttitta et al. |
| 3 | 1981 | Nissan 280ZX | V8 & nitrous | Winona, MN | Erik Lawson |
| 10 | 1978 | Alfa Spider | turbocharged | Ann Arbor, MI | Eric Storhok et al. |
| 11 | 1978 | Datsun 280Z | turbocharged | Maple Shade, NJ | Andrew Zimmerman et al. |
| 15 | 1983 | Mazda RX-7 | | Seattle, WA | Blake Qualley et al. |
| 16 | 1977 | VW Rabbit | Passat | Evansville, IN | Corey Krietenstein |
| 19 | 1983 | BMW 320i | Cad V8 | Elkridge, MD | Nick Nicaise & Alan Bateman |
| 23 | 1969 | Datsun 510 | Olds V8 | Lakeside, CA | Jeff Hixson & Minh Duong |
| 32 | 1985 | Audi 4000S | Passat | St. Paul, MN | Brian Hjelt et al. |
| 33 | 1980 | Mazda RX-7 | turbocharged | Knoxville, TN | Shaun Hinds et al. |
| 35 | 1973 | Datsun 240Z | ZX | Victor, NY | Jeff Benson et al. |
| 36 | 1972 | Porsche 914 | Chevy V8 | Riverton, IL | Bill Maulding, Jr. |
| 41 | 1976 | Triumph Spitfire | Dodge Omni | Knoxville, TN | Dennis Crooker et al. |
| 43 | 1987 | BMW 325 | nitrous | Stillwater, MN | Jeremy & Lori Peterson |
| 48 | 1966 | Corvair Monza | V8 | S. Lyon, MI | Patrick Caherty et al. |
| 51 | 1980 | MGB | | Palm Bay, FL | Bill Vandal & FL MG Car Club |
| 56 | 1971 | Datsun 240Z | | Louisville, KY | David Melton |
| 61 | 1976 | Mazda RX-4 | 1985 rotary | Mesa, AZ | Gavin Hall & Shane Lonkert |
| DNF | 1969 | Triumph GT6+ | supercharged | Lake Forest, IL | Erik Quackenbush & IL TR Car Club |



All British

Car Show & Swap Meet

Saturday, August 9, 2003

Ellingson's Auto Museum

Rogers, Minnesota

Exit xxx, I-94

Featured Marque:



Aw heck, it's too late for me to finish this flier. Anyhow, it's a big deal event and lots of fun. More info later. Probably.

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

- AUGUST 9** **Ellingson's All British Swap Meet and Car Show** Rogers, MN. Hosted by Ellingson's. See the semi-complete flier on the opposite page or try www.mmgg.org or Brian McCullough at 651-462-0145 or bmcMcC@mnautoc.com. Participants' choice and judged categories. Running or non-running, bring it out to Ellingson's on August 9.
- 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.britishcarunion.com or 630-773-4806
- SEPTEMBER 13** **Wheels of Italy** "The Midwest's only all Italian car and bike show." Location someplace in the Twin Cities area. Web site is not operating yet (as of 7/8). For info contact Phill Slavik 763-537-4773.
- 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, Ferrari, 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 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

- 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 17 - 20** **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.

correct
date

AUGUST 16 & 17

GRRR Allegerita 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.

AUGUST 23

Fox & Hounds Tour 12:00 Noon, Pickle Factory in Pepin, WI. Host Minnesota Austin-Healey Club. Fox & Hounds holds an honoured place in the history of British motoring. The "fox" (tour leader) will head out alone, with the pack of "hounds" pursuing after a one-minute head start. Complete and easy-to-follow route instructions and a detailed map will be provided. To reduce tailgating and passing, the "hound" cars will line up in order of anticipated driver enthusiasm, with the most motivated drivers in front. The lunch will be a "pay your server" affair, then after a short meeting, the tour will start at 1:00. It takes about two hours when driven at Happy Speed. The tour is less than 100 miles, but your total travel distance for the day will be about 270 miles from Interstate 494. We will be dining in the downstairs "Bottom of the Barrel" area. See you there! 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

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/ffo2003/

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@execpc.com.

AUGUST 1

Healey Fest XVIII East Peoria, IL Hosted by the Midwest Region of the Austin-Healey Club of America. Info: Bob Brown BlkBT7@aol.com 630-393-1413

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

JUNE 20-25, 2004

Austin-Healey Conclave San Antonio, TX Info: Bonnie Ayer 210-340-0377, Edie Lowery 281-

469-2610, or Anne Johnson 713-664-6445

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@earthblink.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 tlp50@earthblink.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.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: 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.

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

Finally changed to correct address!