

January 2004
vol. III, no. 1

Inter Marquee

Vintage Foreign Cars in the Upper Midwest

Monthly

AN E-MAIL NEWSLETTER

In This Issue

2003 Enthusiast of the Year

Our annual award for intermarquee service above and beyond the call of duty

Restoration

Work proceeds on the TR3. This month some thoughts on tools and scheduling are followed by open heart surgery (on the car, not the restorer)

New Winter Get-Together

See page 7 for details. We just got word on this five minutes ago. Plus see all the new items, new info, & corrections in the Calendar

2003 Enthusiast of the Year!!

Tom Hazen

Rally Impresario, Hill Climb Innovator, Austin-Healey Club President, All-Around Good Guy, and Enthusiast Extraordinary

Were you there at the Afton Alps Hillclimbs? I and II? Did you see all the cars there, from concours to full race? Alfas, Healeys, Citroens, MGs, Triumphs, Loti, Minis, Elvas, Opels, Jags, Porsche, Unipower, Morgan, etc. Did you watch the show cars race and the race cars show?

Did you take part in the Fox &

Hounds Rally? Did you see the Loti Hounds run down the Acura Fox? (I mean NSX.) Did you take part in one of the several club tours based on the Fox & Hounds route?



If so, you know why Tom Hazen is this year's Enthusiast of the Year. People have

continued on page 4

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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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(Healeymog@yahoo.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)

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. Send info/rumors/whatever on clubs not listed to andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

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.

Our Enthusiast of the Year Recounts an Adventure from His Youth: How a British Car Changed My Life

by Tom Hazen (reprinted, with permission, from the January 2003 issue of *The Healey Enthusiast*)

TULSA, OKLAHOMA, January 8, 1985- The smart-aleck 21-year-old son finally decided he had had enough. So he loaded his prized record collection onto the passenger seat of a primer-brown 1968 Austin Healey Sprite with no top. Selling his music at a local record store should give him enough gas money for the trip up to mom's house in Madison, Wisconsin. He had been living with his dad in Tulsa since Reagan was re-elected a couple of months earlier, and things just weren't working. Despite the passion they shared for old British cars, father and son couldn't agree on what the son should do with his life.

So with the Sprite idling unevenly in the driveway and Nestlé Toll House chocolate chip cookies packed in Tupperware as his only road food, the son called dad at work. "Dad, I've decided to move back to Mom's place. I'm leaving in the Sprite. Can I borrow your helmet in case the weather turns cold?"

There was a brief silence on the other end of the line. Then in a touching display of emotion, the father asked, "Don't you want to get the oil changed first?"

"No Dad, I'm moving out."

"How about checking the alignment? You said it was pulling to the left a little."

"Nope. It's okay. I'm going back to college in Madison. Classes start next week."

"Drive safely then." That was that.

The sun was just dipping behind the tall Tulsa oaks as he drove out of the quiet neighborhood. Heading northeast along Route 66 and I-44, daylight soon faded and the temperature dropped precipitously from a high of 60 degrees. The helmet

came in handy, because with the rag top missing, the wind was blowing a little. The Sprite ran well through Missouri - Joplin, Springfield, Lebanon, and the rolling hills of Rolla.

Every hundred and twenty miles or so, he stopped to fill up the tank and reset the trip odometer, because of course the gas gauge didn't work. The station attendants got quite a chuckle seeing this



shivering young lad, trying to warm himself while eating chocolate chip cookies next to their cash register.

Driving through St. Louis at midnight, he missed an exit or two, but eventually found I-55 and the route north through Illinois. Around this state's Springfield, the engine started cutting out, and it got worse as he neared Bloomington.

The father and son had meticulously rebuilt the 1275cc A-series engine four years earlier. The son knew every bolt and bushing, and he surmised this was an electrical problem. Damn Lucas!

What he didn't know was how to find a British car repair shop in Bloomington, Illinois at 3:00 am on a frigid January morning. When the engine stopped completely, he pulled over and calmly collected his thoughts.

The battery cranked the starter fine, but the engine wouldn't fire. After a

couple of cookies, he turned the key again, and it started. He managed to limp it along until he was just south of Rockford on State Highway 51 where it quit for good.

6:00 am. Pitch black. Not a car in sight. 20 degrees with a stiff wind. No heat. No top. No more cookies. Off in the distance he could just make out two huge cooling towers. Must be a nuclear power plant. Things were looking grim.

Then a faint light appeared far down the road. The son stood in the road to flag down the car. The big four-door Chevy sedan pulled to a stop behind the little Sprite and the driver lowered his window. He was a dark-complected man, and spoke excellent English with a strong Middle-Eastern accent. "May I give you some assistance?"

"My electrical system keeps cutting out. Could you give me a ride to the nearest town?"

"Certainly. We are driving to the nuclear power plant in Byron. There is a restaurant about two miles ahead." The son climbed into the back seat, next to two neatly dressed gentlemen with shirt pocket protectors. At the time, the son was certain that this Caprice was the warmest and most comfortable car ever. He exchanged small talk with his fellow passengers, and when they dropped him off at the café, he thanked them profusely. They were the nicest Iraqi nuclear engineers he had ever met.

The story turns prosaic at this point. The son called a towing service which agreed to pull the Sprite the remaining 100 miles to Madison for a modest charge. Climbing sheepishly into the truck's cab, the son fell asleep before the driver was in fourth gear. Later that morning, Mom was so happy to see her son again that she even paid the towing bill!

Enthusast of the Year, cont.

talked about a hillclimb for years. Tom (who is also President of the Minnesota Austin-Healey Club) made it work. He is also convincing increased numbers of vintage import drivers to take part in rallies, something unheard of just a few years ago.

In the spring of 2002, Tom, then VP of the MAHC, decided to organize a rally. He remembered them with fondness from his youth and thought they should be just as much fun today. (See page 3 for an autobiographical sketch of one event in Tom's earlier years.)

Hard-core TSD rallies hadn't been attracting Healey participants for a dozen years, so Tom decided to stage a photo-gimmick rally. In addition, knowing that not everyone interested in motoring events is fortunate



enough to be able to pilot a 1968 Sprite, he invited members of other clubs to participate. (This decision started a trend that was not insignificant in his winning the Enthusiast of the Year award.)

The Drive In Photo Gimmick Rally was held on May 18, 2002, and was covered in the July edition of the *InterMarque Monthly*. Nine cars showed up for the start at the Dari-ette Drive-in in St. Paul. In addition to the Healeys there was a Jaguar, a Triumph and an Alfa Romeo. Tom was all set with printed instruction packets, an orange highway worker vest, and an attractive female to wield the checkered flag.

When the finishers logged in five hours later, everyone said it had been a hoot. Tom, however, went back to the drawing board. One goal was more participation. For that he needed a shorter course, better publicity, and a catchy name.

In August the "Follow That Falmingo Rally" took place. Kim Kiser of the Min-

nesota Triumph Club reported on it in these pages. About fifteen cars partici-

pated. Kim summarized the event in the words of her husband Brent, "Any British car owner missing out on an event like this . . . ought to sell their vehicle." (In the *Monthly's* view, Brent's comment also applies to German, Swedish,



Italian, French and other sports car owners.)

For the winter, Tom took his Sprite to Steve Rixen's Strictly British (shameless plug: 715-386-2880) to rejuvenate its suspension. He spent a lot of weekends there, taking out the bad and putting in the good. People that were around him during these times thought that they heard him uttering strange phrases like "hillclimb" or "fox and hounds." Tom also assumed the presidency of the Healey club.

All three of Tom's events this year showed a lot of hard work. Both of The Healey Hillclimbs and the Fox & Hounds were preceded by full-page, full-color fliers. Tom handed them out everywhere, they were published in the better local enthusiast newsletters, and were posted on the best garages' bulletin boards.

When you arrived at the events, they were better than their hype. Volunteers ran them like professionals (thank you Healey club members), the locations were stunning, and the variety and number of cars was amazing.

So what has Tom got up his sleeve for 2004? Well, Healey Hillclimb III has already been scheduled and IV is very likely. In the meantime, Tom has been reelected president of the Healey Club and his Sprite is back at Strictly British. A coil-over suspension is a certainty and it could greet the spring with a cross-flow head, Weber carbs, and more. Watch out Loti. This could become one mean(er) car!

January Tech Tip

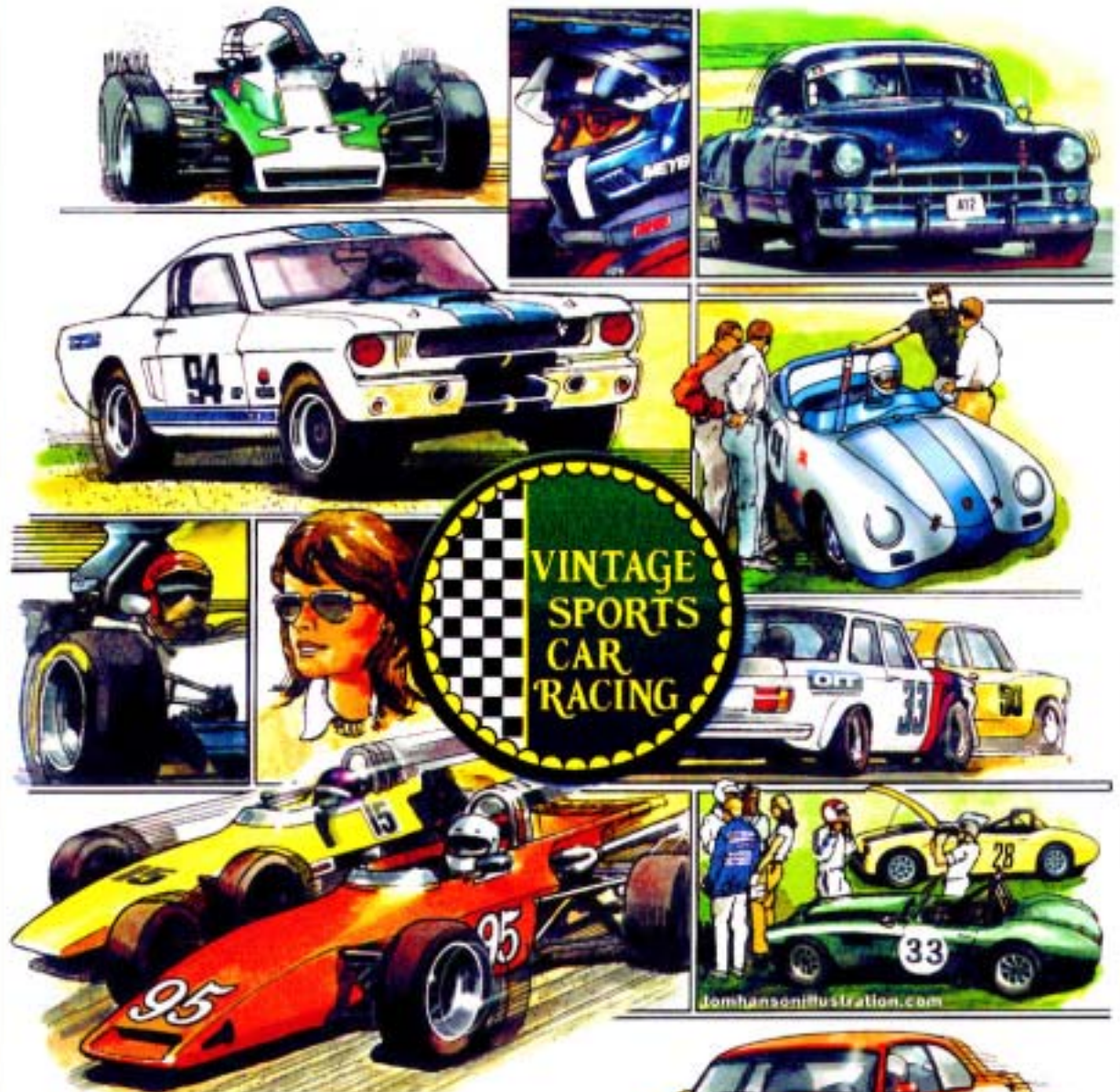
In order to keep your warranty in effect during the winter months, BMW recommends the use of Cooper Mini Storage.



photo and MINI courtesy of David Lindberg, Kalamazoo, MI

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May 14-16 2004
Brainerd International Raceway
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A Restoration - The Journey Continues

words and photos by **Bob Groman, Sioux Falls, SD**

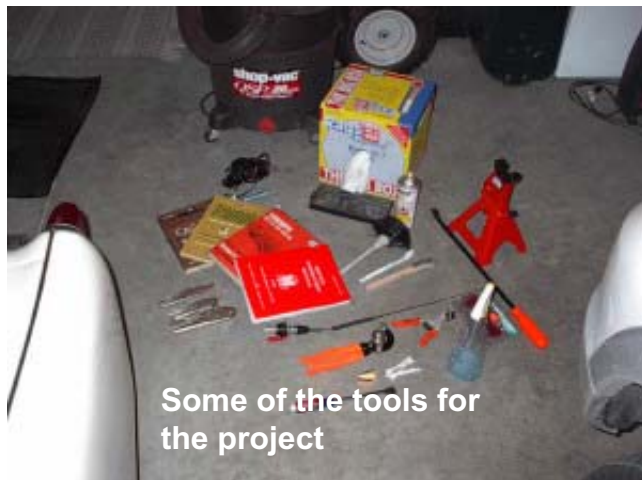
The winter of 2002/2003 passed fairly innocuously for me and the cars sat in the garage out of the weather. At this time, I didn't have heat in the garage and no work was accomplished on the TR-3. As most of us in the Northland know, it is really hard to get motivated about repair or restoration work when you can't feel your fingers, but are able to see your breath.

I mentioned in the first installment about outlining a plan for your restoration that best fits your needs and abilities. I did this, and decided that replacing all the leaky driveline seals should be my first priority. Along with the seals I would remove the undercoating as I went from the front of the car to the rear. As a tertiary consideration, I would see what I could replace while doing work that requires removal of large pieces.

Before I go any further, however, I want to talk about tools. Beyond the socket wrenches, screwdrivers and etc. that one should have in their possession, there are a lot of other tools I have found to be indispensable for a restoration. A quick note about the former, buy the best you can afford. It's as simple as that. You don't have to buy Mac Tools, or tools from the high end distributors, but a socket set for \$10.95 at Pamida isn't going to deliver anything except frustration. I like and use Craftsman from Sears.

OK, the other tools. First and foremost you should positively, absolutely have the shop manual, (and any others you can find: Haynes, Clymers, etc.) for your

make and model of vehicle. I also find that mail order catalogs have wonderfully rendered exploded diagrams that are quite useful.



Some of the tools for the project

Vice-Grips of various sizes, a small tap and die set for cleaning and rethreading nuts and bolts, a "good" soldering iron of about 100 watts, gasket scraper, and wire stripper. Other things I have in my

a lifting jack of about 3 tons, and a shop vac.

Not indispensable, but really nice to have are a bench grinder, engine stand, and engine hoist. It all depends on how much you are willing to do yourself, and figuring this into your budget. One other REALLY nice thing to have is a buddy who owns a shop! My friends Jim and Cindy Tranby own a terrific shop here in Sioux Falls, and their help, along with the three mechanics, Jeff, Bill, and Lance, has been indispensable.

Three more things I use all the time, Windex (it cleans just about everything) Nitrile gloves and Mechanic's gloves, and Safety Glasses. There is no reason not to have safety glasses. You really should have a pair. You may have other "tools" which are "must haves" for yourself, not mentioned here. I will try to show you how these tools come into play as I progress through the work on the TR-3.

At the first sign of spring, (able to feel my fingers and not see my breath), I got back to work on the TR-3. I had decided to replace the Timing Cover Oil Seal, have the radiator boiled and repaired, and replace the timing chain. The easiest way to accomplish this and the way the manual(s) advised was to remove the front apron of the car.

That seemed like a lot of work so I puzzled and thought of ways to get

around it. In the end, I removed the apron. It was just the first of many good decisions I made on this car!



The front "apron" on a TR-3A

"toolbox" are a circuit test light, a "Box of Rags" which are industrial strength paper towels, cloth rags, a pry bar, various brushes from old toothbrushes to wire brushes, hydraulic pipe bender, jack stands,

continued on page 8

Volunteer Opportunity

Tired of working down at the food shelf? Built too many Habitat homes? Then, brother, have we got an opportunity for you. Assist Peter Griffin at the Inter-Marque Go-Kart Challenge on March 20. Help check in racers, compute team scores, eat doughnuts! Lots of opportunities! Contact Peter before the best jobs are taken. (612-922-3917, pgrif888@aol.com) Note: If you volunteer, it would be nice if you actually show up. Please take that into consideration.

West Side Gathering Spot

The editorial e-mail has not exactly been ringing off the hook on ideas for a location for a western inter-marque gathering spot on Sunday evenings. The one idea we've heard is that Billabongs was a nice location and why not go back there? A lot of cars and people still met there even after the official event moved to the east side. So, whadya think? Got any better ideas?

Did You Know?

There is a state penal institution in Lucasville, Ohio? Do you suppose the

Prince of Darkness is doing time in one of its dark recesses?

A Quote

"I bequeath to my son, Peter, rather more than to his sisters, as he has had the trouble and worry of running my old business, which may now have to be sold owing to the increasing difficulty of running a private business." From the will of HFS (Henry Frederick Stanley) Morgan who died in 1959. Despite HFS's concern, Peter kept Morgan a private company (although he had some trouble with his brothers-in-law). After his death this year, his son Charles became the boss.

More Volunteerism

It has been suggested that "we" hold an event to benefit a charity. Those of you on the Flamingo Rally last year may remember that the Harleys at our start point were on some type of charity tour. Another example can be viewed at www.michiganbritishreliabilityrun.com/. It raised \$11,500 for the Michigan Hemophilia Foundation. Anybody interested in spearheading such an event? It would put you in the running for "Enthusiast of the Year 2004."

**Saturday Morning
Informal Inter-Marque
Get Together**

Saturdays, 9 - ? a.m.

*The
Square
Peg*

Restaurant

**2021 East Hennepin
Avenue (in the
Hennepin Square
Building) on
Hennepin between
35W and 280**

***Starting
immediately,
December 20***

**Agenda: Get together,
talk cars, eat a great
breakfast, go out in
the parking lot and
kick tires (or snow
clods depending on
the season).**

**For more info: Steve
Rixen 715-386-2880**

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Restoration, cont from page 6

In order to remove the apron, the front bumper, overriders, grill, head and marker lights must be removed. Mark any wires you disconnect well to make it easy to reconnect them when you put it all back together. The next task is to remove the bolts that hold the apron to the front fenders and the tie piece that acts as a fastener and stiffener across the top underside of the apron. Having a can of good penetrating oil makes the job a lot easier. I found that "PB Fabulous B'laster" works very well. Once that is accomplished, the apron lifts out without much difficulty.

At this point I take empty (and cleaned) margarine or similar containers I have collected, and store the nuts, bolts and washers that come off the car. I try to keep the fasteners for the various assemblies separated, so as not to become confused upon re-assembly. I also take the time to use the wire wheel on my bench grinder to clean all the fasteners, or the tap and die set to correct any stripped or cross-threaded fasteners on pieces that cannot be replaced.

With the apron removed, I drained and removed the radiator which allowed me access to the front of the engine. Knowing I was going to this much trouble to replace a seal, I had also ordered a new fan belt, radiator hoses, timing cover gasket, timing chain tensioner, thermostat and gasket, and motor mounts. I took the radiator to a local shop for cleaning, and to make sure that it was still good. Having an expert eyeball something like this for you can save time and money in the long run. I removed the timing cover, scraped off the old gasket and as there was no trace of the sound deadening material left on it, wire brushed the cover clean and repainted it.

Upon closer inspection, I decided that the timing gears should be replaced, (judging the wear on the teeth and since I

was in there anyhow), and ordered the new pieces. Everything was going along "swimmingly" and I was pretty happy with how I was doing.

Then I went to pull the gear off the crankshaft. It wouldn't budge. Nothing, Nada, Squat! I borrowed a hefty gear puller from Jim and with much effort removed the gear. The reason it had been so hard to remove became apparent when I looked at the bent woodruff key. As I removed the key from its slot in the crank, it broke in two.

That can be replaced but the end of the crankshaft had been distorted from the



bent key. I took a file and carefully dressed the area to allow the new gear to be put back on.

While waiting for timing gears and woodruff key, I replaced the motor mounts. They went in fairly easily after raising the engine for clearance, removing the old mounts and cleaning all the parts that would go back on. The only real difficulty in replacing the mounts was having to take a prybar and "rock" the engine as I replaced the bolts to fasten them. As I would align one hole, I would drop in a bolt and loosely fasten the nut and washer to it. I did this until all the bolts were in place, and then tightened them.

When the timing gears arrived, they were unmarked. I carefully aligned the teeth for the new gears to those of the

old, and made corresponding marks on the new gears. I also double and triple checked this as each gear can be aligned in one of several ways.

Replacing the gears, chain, and tensioner, I applied a thin coat of permatek to both sides of the timing cover gasket, and bolted it in place. I retrieved the radiator from the shop, replaced the thermostat and permatek the housing gaskets in the same fashion as the timing gear cover. The fan has rubber bushes around the bolts that secure them to the fan extension. Mine were perished and allowed the fan to "clunk" at low RPMs. These too were replaced, and the fan belt put on the pulleys and tightened to the correct tension.

I then bolted the radiator in place and "offered up" (I love that term!) the apron to the body and front wings. With some adjusting the apron was fitted and bonnet gaps adjusted. Be advised there was a whole lot of cleaning and scraping of undercoating and 40 some years of accumulated oil and grease on the body and chassis that went on between the "important" tasks. I now use Nitrile

gloves to keep the grease from under my fingernails. These hold up to oils and solvents much better than do latex gloves.

The proof, they say, is in the pudding. After the assembly was complete, it was time to start the car and make sure everything worked correctly. I was very pleasantly surprised to find NO leaks from the parts I had worked on. There were no more "clunks" or jerking vibrations from the engine from the weakened motor mounts.

This was the perfect place for me to start on the restoration. First it was manageable and yet challenging enough to test my skills. Second, the boost you give yourself when everything works after you finish only increases the faith in your ability.

More next time, Bob

Vintage Sports car Flashcards

**Pre-Christ-
mas Sale!**

(actually good till January 15
but pre-1/15 sale sounds
kinda dorky)

50% Off!

\$5.00

(Gasp?)



Jaguar XK120

Roadster, Convertible, Coupe
Great Britain

Size: Large

Front engine, rear drive; 6 cylinders (3.4L)

Similar: XK140

Years: 1948-1955 (XK120); 1955-1957 (XK140)

* Multinational edition will
be ready for Christmas - or maybe
not.

** Glove box

Fine Print

Learn your British* sports cars the easy way. No changing spark plugs, no mopping up oil spills, no guessing whether or not you'll make it home. Keep a set in the cubby** for those unexpected sightings.

The **ideal stocking stuffer** for your spouse, your kids, your neighbors, or anyone who needs a British sports car refresher. Only ~~\$10~~ \$5.00 for thirty cards.

Send check or money order to: Andy Lindberg, 923 St. Clair Avenue, St. Paul, MN 55105. Personalized editions (with a picture of your car) are available for an additional \$2.00. Please include your picture with the order. It will be returned with the Flashcard Set.

Inter-Marque
Spring Kick-
Off/Car Show/
Banquet
MAY ~~X~~ 2004

Oops, we made a mis-
take last month. the
date is really **MAY 2**,
that's **Sunday, MAY**
2, 2004

Location: The Hidden
Radisson, probably. It's
someplace in Golden
Valley or Plymouth or
whichever city claims the
intersection of Hwy 55
and I-494. Someplace.
Hard to find, but darn
nice when you get there.



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/

Correct Date!

MAY 2

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 hidden 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 December 14. 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 Second Saturday of the month in January, February, and March. **JANUARY 10, FEBRUARY 14, MARCH 13.**

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 has remodeled since last year, expanded their services, and now have a select group of vehicles for sale. They are located at 950 West 94th Street in Bloomington, just east of the 94th Street exit from I35W in Bloomington. For more info, call them at: 952-884-3101

InterMarque Informal Car Show Every Saturday through **October**, 5:00 - 7:00 p.m. Toby's in Oakdale. Come on out and bring your: MG, Triumph, Mini, Citroën, Morgan, Alfa, Austin, Delorean, Mercedes, TVR, Riley, Ferrari, Bentley, Rolls Royce, Land Rover, VW, Fiat, etc. Located on Century Avenue off I-94 east of St. Paul.

Test Days Second Saturday of the month at the Minnesota Highway Safety Center near St. Cloud. Get a taste of driving a road course, improve your skills, and enjoy 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.vscr.org.

See you next year!

INTERMARQUE RACES, RALLIES, & TOURS

MARCH 20, 2004

Inter-Marque Go-Kart Challenge ProKart Indoors, Blaine. Hosted by Minnesota Jaguar. Last year Team Lotus captured the TEAM TROPHY. Who will get their club's name engraved on it this year? These karts are fast! Celebrate the first day of spring in a blur! Awards banquet will follow at Tasty Pizza down the street. Info: Peter Griffin pgrij888@aol.com, 612-922-3917, or www.jaguarminnesota.org/

MAY 8

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. Rally, car show, funkhana & banquet. Call **NOW** to make reservations at Paradise Shores (1-800-657-4512). Info: Steve or Diane Rindt 715-832-8316 or srindt8316@Charter.net 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@juno.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 rcherzem@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.mnmgtr.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