



InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

AN E-MAIL NEWSLETTER

July 2004
vol. III, no. 7

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**Bilingual Volun-
teers Needed!!!**

Fluent in both British &
American See page 13

Attention British (and
some Swedish) car own-
ers: Check out the new
Lucas web site,
[members.tripod.com/
~tcotrel/lucas.html](http://members.tripod.com/~tcotrel/lucas.html)

Be Careful Out There

The following account is by Chris Frozenquest, founder of the local "new MINI" internet group, the MINI-sota Motoring Society.

"This evening, while on my way to a small-business expo, another driver drove through a stop signed intersection, ramming the driverside of my MINI from about the middle of the front door to the back of the back wheel. Needless to say, his Ford F150 did quite a bit of damage to my MINI Cooper; pushing it 180 degrees in the intersection and slightly up onto the curb. I tried my best to avoid it; I'm intact.

"My head (side) and seat airbag deployed. "Smoke" filled the car, and it

did smell as if something were burning. This was not only from my sense but from eye witnesses. Like people yelling for me to get out of the car because they could smell something burning.

"My hazard lights automatically engaged.

"My nav system gave my exact coordinates and displayed a call button (I've not read anything regarding nav system reaction to accidents).

"My seat belt automatically unbuckled about 2-3 seconds after the MINI came to a complete stop. Now I'm not sure if this was my first reaction or if the car did it. Until proven otherwise I'm going to say the car did it. Either way, I was wearing my seat belt and I heard it unbuckle and pull back across my chest. (Chris later said he undid it)

"I purposefully noted all of the car's reactions to the accident. This is all I can remember.

"Final Word...

"Thank God I was not riding my motorcycle..."

*(Editor's comment: Sorry to lead off this issue with an unhappy incident, but it is driving season and I feel a certain responsibility to remind you that (pardon my french) sbit does happen. Personally, I am thankful that Chris was not driving an old Mini or other vintage vehicle at the time. If so, there might not have been enough of him left to pen this piece. As the headline says, **be careful out there.**)*

Pop Quiz!
What do these
letters stand
for?

Alfa
BMW
Fiat
MG
SAAB
TVR

Answers on page 10

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EDITORIAL CONTRIBUTIONS are always welcome. 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 Minnesota (www.citroenmn.com)

Glacier Lakes Quatro Club (www.glacierlakesqclub.org)

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

Lotus Eaters (TYPE45@aol.com)

Lotus Owners of the North - LOON (tengel@mchsi.com)

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

Metropolitans from Minnesota (651-653-0352)

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

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

Minnesota MG Group (www.mmmg.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 (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 Minnesota Chapter (David Olson, olson199@umn.edu)

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 andyindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

IMM on the Web: The Minnesota Triumphs Sports Car Club has posted the *InterMarque Monthly* on its website. Brent Kiser, web mechanic, tries to get new editions up as quickly as possible. For your *IMM* fix, click to www.mntriumphs.org.

Donnybrooke Vintage Revival

May 14 - 16

story by Paul Weidner
photos by Curt Carlson and Paul Weidner

Would you answer an ad like this?

Car enthusiasts wanted, free entry into Donnybrooke for the weekend. Optional \$20 charge for TWO hours of touring time on the track (one hour each day Saturday & Sunday). No work requirements, enthusiastic & accessible car owners with lots of beautiful cars to ogle over (race and street), free camping if desired and even a huge party with lots of food and liquid refreshment (water, soda and beer) on Saturday night.

Did I mention FREE? Well it wasn't an ad, it was the Vintage weekend put on by VSCR and the BMW club with the Austin Healey Club running the Track Touring sessions (all funds to charity). This was the best car weekend I've had this year, hell it's the best weekend I've had this

There were race cars there I'd never seen before: A Renault Alpine (had three lug nuts per wheel just like my old Le Car), a Devin with a Chevy small



The Renault Alpine. The car was originally campaigned by the Archer Brothers of Duluth. There's a trackside rumor that the Brothers chopped and channelled the car. Since there were so few Alpines made (and even fewer in the US), none of the SCCA tech inspectors caught the rule violation. The car made it to the national runoffs in Atlanta, but so did another Alpine from another part of North America. This required the Archers to do considerable lobbying to have their car situated at the other end of the paddock from the (presumably) legit Alpine.

block, a classic Super VEE, a 914-6, a BMW powered Elva sports racer and more.

The atmosphere in the Garage where most of the racecars were was unreal, you could get up close to the cars and the owners would talk about them (unless they were getting ready for a run or tuning/adjusting after a run). As usual not all went as planned, there were some breakdowns and last minute wrenching to get things set up just right. Great stuff to see and even better was the way they helped each other, sharing parts/advice/help as needed. Break your car, no problem, here's another throttle return spring or "your engines broke, why don't you drive my spare racecar", yep that did happen and a great ride it was too, the Renault Alpine.

There were two Vintage sessions each day, a tune up and qualifying event on

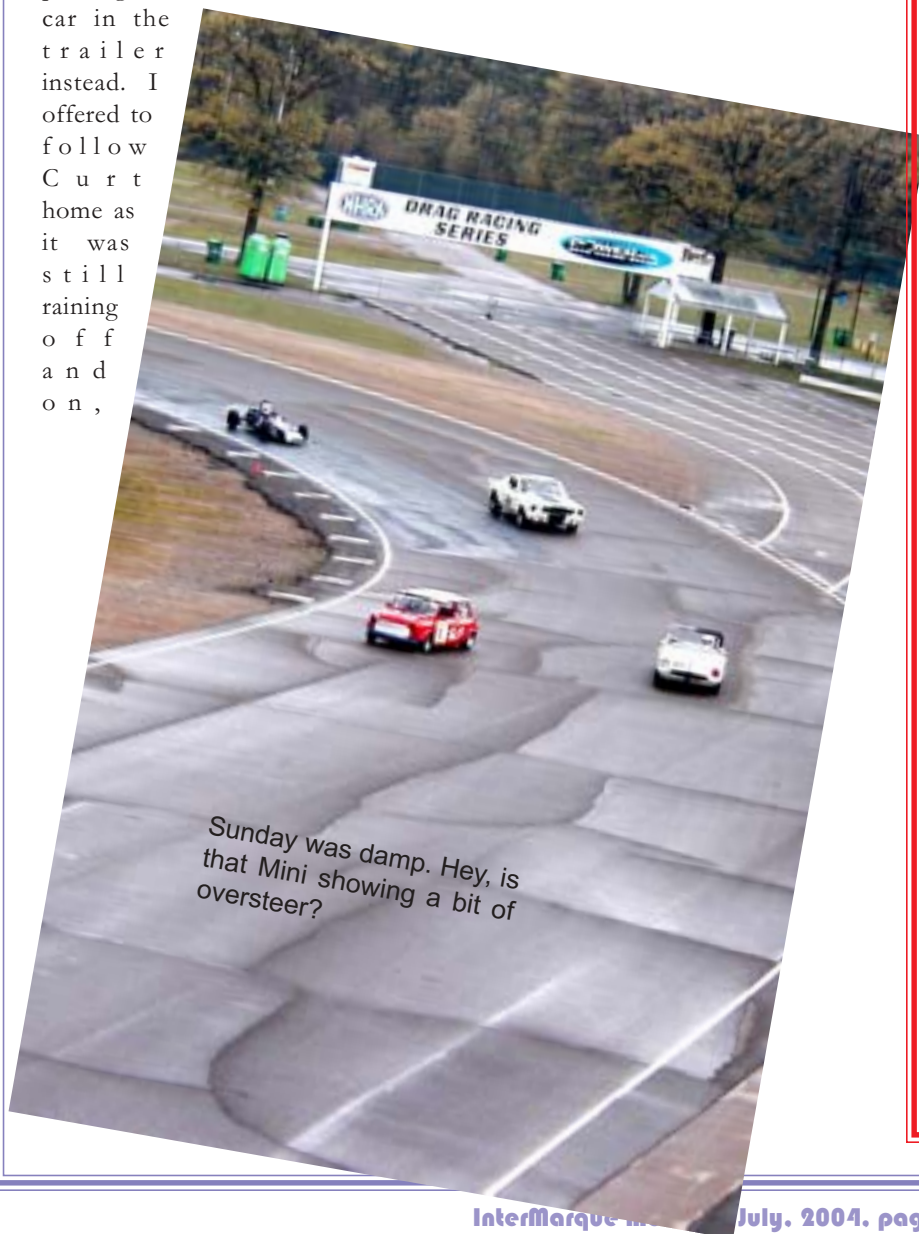
Saturday and a sorting out session and race on Sunday. I helped with timing (tried to anyway) during these events and it was great watching the cars going around. The weather unfortunately did not cooperate as it started raining hard just before the race. The field thinned out as some drivers elected not to chance the rain and the race ended early due to a Formula car hitting the concrete wall and losing a wheel. Fortunately no injuries but lots of wrenching ahead for that car...

Curt Carlson's Austin-Healey 100 showed up late with noisy generator bearings and a broken bracket and had to be trailered home. If you're going to have car trouble, this is the place to have it. Rich & Liz Stadther just "happened" to have a spare street car in their trailer (Morgan 4/4) and offered it to Curt,

putting his car in the trailer instead. I offered to follow Curt home as it was still raining off and on,

the Morgan's side curtains were at the Stadther residence in St Paul and the wipers and turn signals were Lucas.

Curt had walkie-talkie radios and I had an entertaining ride back listening to him as he tried to keep that stiff British upper lip thing going on. We hit three major squalls and Curt found out the hard way that the seal under the windscreen allowed H2O thru to cascade onto his legs "I wet myself" he was heard to exclaim more than once. We took back roads and encountered light traffic and motored home without incident. Not quite the perfect ending (at least for Curt) but an enjoyable weekend — and I'm already planning for next year.



Sunday was damp. Hey, is that Mini showing a bit of oversteer?

Misery is a Morgan in the Rain

by Dick O'Kane (from *Road & Track* sometime in the 60's)



Misery is a snowstorm the day they deliver your new Ferrari.

Misery is discovering you've been sold the wrong fan belt... after you've driven home and cut the old one off.

Misery is a Jaguar parts department.

Misery is discovering that big, fat Chrysler you've just sucked into a tight turn at twice the speed limit is an unmarked police car.

Misery is any New England speed limit.

Misery is seeing the shop manager come toward you with a work sheet that goes on for three pages.

Misery is the first time your wife drives it.

Misery is every puddle, streetcleaner, dump-truck, diesel bus and road construction operation between home and the concours d'elegance. Then once you get there, the kid with the ice cream cone takes over.

Misery is all too often an SU fuel pump.

Finally, Misery is a special thing to every man - the fiber camshaft gear to a Porsche owner... the lower timing chain tensioner to a Jaguar owner... a hot day to the owner of an early Healey... and to the man with an early Sprite, it's that great big puddle he's about to hit at 65.

BMW Advanced Driving School - First Impressions

photo and story by Dave Meek
(Jaguar XK150)

As an owner of a vintage Jaguar sports car, I've always enjoyed the driving-oriented events to "show 'n shine" car events. Tours, rallies and exploring the back roads are the preferred events. I met John Biesecker and Matt Peterson at the Go-kart challenge held by the Jaguar club. The BMW Club had succeeded in winning the overall team trophy. It was at the follow-up pizza and beer lunch that John had talked to me about the BMW driving school.

I found that I had several misconceptions about the BMW drivers' school. The first included the false notion that you had to drive a BMW to participate. A friend mentioned that he was taking the BMW club's driving school at BIR and was driving his Acura. The second misconception that I had was that the schools are focused on lap times and not driver's skills. John made a point that it was a driver's education school NOT a racing school. I decided to enroll and check it out.

Complicating matters was that I was driving a 13 year old Maxima. I was looking for a new or newer car and hadn't yet made a choice. Thinking about the driving school, I kicked my car search into high gear. I ended up buying a 2004 BMW 330i with the performance package. I picked it up a week before heading to Brainerd. The temporary tag received a

lot of comments from people at the track. That temporary tag would later do a noisy flap, flap and then exit the car going down the main straight at about 130 mph.

Before taking my car to BIR I wanted to make sure I wasn't going to ruin my engine. I checked with Paul Dzimian at Motorwerks on whether or not it would be a good idea to take my new car to the drivers school so soon or "break it in." He suggested an oil change right before I went up to Brainerd and mentioned that the newer

instructors or group A drivers. I just followed their lead. Everyone was very helpful with my rookie questions ("What ft-lbs should I check my wheels for?").

We grabbed our helmets and headed for the building in which all of our classroom instruction would be held. Our helmets were checked for current safety ratings and we were issued our information packet. It included



Closest to the camera is Dave's new BMW. Furthest from the camera (behind the dumpster) is the Acura belonging to the President of the Austin-Healey Club.

engines didn't require the traditional break in period that older cars required. The folks at Orr delivered, no doubt wondering why I was getting an oil change with only 1000 miles on the odometer. Reviewing the technical inspection checklist, I realized that using a newer car is probably the safest thing I can do. I also thought it would be good to have a "new car baseline" to measure any changes I make to the car going forward (like new tires).

Saturday started at Brainerd International Raceway (BIR) with the cars arriving and then disgorging all their loose items on the paddock pavement. Each car had a nice pile of coolers, floor mats, tools, etc. behind it. It was then that I noticed the adrenaline starting to pump. Most of the cars around me were either

a map of the track, a schedule of the next two days (nicely color coded) and our run group letter and individual number. We put the letter and numbers on our car's rear side windows on both sides.

It was now time to head for our first classroom session. I had downloaded and read (a couple of times) the driving manual from the BMW website. The classes were a good review of the material and helped cement the concepts. Several topics were repeatedly stressed. Safety was focused on and also personal responsibility, an area so often shirked in our society today. The participants were grouped together based upon experience and it was good to have all the new and inexperienced students together.

The first session was the Car Control Clinic (CCC). The manual recommended

having your instructor take my car out to evaluate its capabilities. My instructor took it out for a lap during the CCC and the first track session. It raised my confidence level to know that he had a good idea of what my car could do on the track. Now he just had to worry about my skills, or lack thereof. The CCC consisted of slow touring of the track to learn the "line," practicing threshold braking (to a complete stop) and running a slalom of cones between turns 9 and 10. My new car handled all the exercises much better than I anticipated. Remember, I've been driving a 13 year old Maxima.

One of the best features of the school is pairing up the students, one-on-one, with an instructor. I think that this is great. This allows the students to get comfortable with the communication style of the instructor and build upon what was learned the previous track session without reinventing the wheel. My instructor was very patient with me as some skills were easier to learn and repeat. I realized that they are very brave to get into a car as a passenger when working with the students.

My instructor suggested that we hitch rides with other instructors during instructor track time. He explained that riding and observing other instructors can

help us with our techniques, especially when they drive similar cars. I rode with several different instructors. Each time I would concentrate on a component of driving, the line, shifting, when they would begin braking, etc. This was very helpful in beginning to put the pieces together.

One of the instructors I rode with was Sheldon Nelson in his M5. I had noticed Sheldon's car during earlier times on the track by the protests his tires would raise negotiating turn 10. In a contrast to some of the other instructors, he was more animated driving the course than several other instructors and appeared to work more to hurl the car through the curves. Sheldon had the same look in his eyes as Kirk Douglas had in the movie Viking right before they stormed the castle. In subsequent laps his power steering belt broke and it became a real workout for him to steer the car.

I found out many things about my driving skills. First off, Michael Schumacher doesn't have to worry about me. I was pretty quick at finding and keeping the line into and out of the curves. It seemed very natural to me. Staying close to the left after exiting turn 4 took a bit longer for me to remember. I found out that I am a terrible shifter. I've been driving standard transmissions for 25

years. It's a little humbling to realize that something you do without thinking now needs to be altered, constantly fighting the old, incorrect habits. Thankfully, my instructor took me out on the normal road and using my car showed me how it should be done to hit the shifts right.

The drivers' school is a great value. Racing schools held at tracks around the country typically start at 1000 dollars. True, they usually supply the cars but the whole idea is to learn to drive OUR cars more efficiently. At a little over \$300, it's a great deal especially when you consider that lunchtime touring at Road America during the Brian Redman challenge in July is now over \$100 for one session.

I would recommend the driving school for anyone. It's a great education on what you should and shouldn't do while driving to be safe and efficient (i.e. fast). The course was exhausting and I was completely shot both Saturday and Sunday nights. It's also highly addictive and I am lobbying for my wife, Kim, to join me at the next school. I also want my nephews to do it when they turn 18. I have downloaded the BMW calendar and anticipate taking the August 1st course at Dakota County and the October 2nd and 3rd school at Brainerd. In the mean time, I'll be practicing my shifting.

The Coulee Classic Rally

Saturday, June 19th, 2004

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 straight forward 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, 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 Minnesota side of the St. Croix bridge at Prescott, WI.)

Lunch stop: Gipsy Grill - Maiden Rock. **Ends at:** Pepin, WI.

Cost: \$20/car.

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

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

RSVP to the Rallymaster by Wednesday, June 16th.

Presented by the Stella del Nord Chapter of the Alfa Romeo Owners Club in conjunction with the Jaguar Club of Minnesota





InterMarque

UPPER MIDWEST VINTAGE FOREIGN MOTORCARS COUNCIL

Dear Editor,

After sending this to Gary Ronning, he suggested I send it to you.

Gary -

I read the article in the intermarque newsletter for June about the spring kickoff show. It was a good article but I was a little disappointed about one thing. You listed all the marquees that showed up all the way down to the Opel and AC Bristol but you neglected to mention my Jensen-Healey. I also noticed that a Jensen logo didn't exist on the flyer for that event, so to remind you for next time I thought I would send you a couple. :-} - Jay

Jay -

Thanks for the email. I wrote the summary for InterMarque newsletter. In reality, I counted you as an Austin-Healey. Sorry about that. We tend to count the Jensen Healeys along with the 3000s, 100s, Sprites, Nash Healeys, etc. as one big family. Actually there was another Jensen Healey in the parking lot that day too. If you could send the Jensen Healey logo to Andy Lindberg, he would be the one to put it on his logo page. - Gary

(Editor's note. Jay sent along a nice selection of Jensen and Jensen Healey logos. Figuring that some of you could not wait until next year's Spring Kick Off flyer, here they are. Andy)



by Andy Lindberg, acting chair of the Inter-Marque Council

The editor of this newsletter told me he's been getting some questions about the Inter-Marque Council. Since he and I go way back, I agreed to write a short piece for the Monthly.

The one sentence explanation of the Inter-Marque Council is that "it's a loose confederation of vintage foreign sports car clubs in the upper midwest." Boy, that's a mouthful, isn't it? More two-bit words than a consultant's report on superfluous redundancies. What do all those phrases mean anyhow?

Since a journey of a thousand miles begins with the first oil leak, let's start at the beginning. "Loose confederation" means that the only members of the Council are car clubs and that the Council has no bylaws or dues. There are occasional meetings. These are open to anyone but don't attract many people anyhow.

Moving on, the next big word we come to is "vintage." This means old. How old? Well, about twenty give or take a leap year. That takes in just about everything from Benz's first tricycle back in the 1880's to the last Fiat to appear in this country under its own name.

"Foreign" is a word that is increasingly losing its meaning, but, for our purposes, it's probably easier to say what it is not.

It's not a Chevrolet, Buick, Lincoln, or AMC Pacer. It's not most Fords unless they have funny names like Anglia, Cortina, or Capri. It's not a Pontiac even if it has a French name and was built in Canada. It is, however, a VW Beetle even if it was built in the North American Free Trade Area.

How about "sports car?" What does that mean? The Council uses the same strict definition employed by car manufacturers. In other words, a sports car is any vehicle that is designed to take place in motor-sports and/or has any body surface upon which a sporty-looking decal could theoretically be placed. Or, anything from a Triumph Herald to a Porsche 917.

"Clubs" generally means existing foreign car clubs. The usual practice is for each member club to select someone as their inter-marque delegate. If there is no local club for your automotive passion, from Alvis to Zundapp, we invite your participation as well.

Finally, what do we mean by "upper midwest?" We're based in the Minneapolis/St. Paul area so it certainly includes that chunk of tundra. Any other clubs that think it might benefit their members, are welcome as well.

Next month: So what do you clowns do anyway?



River City Rendezvous

Winnipeg, June 3 -6



Open
Bonnet
Report

a Triumph 10, an air-conditioned MGA coupe, an assortment of Ca-

1. Attendance. ★★★★★☆☆

Slightly over one hundred cars were official registrants. There were rumors of up to 130 but the highest car number your impartial, unbiased roving reporter saw was 105. It doesn't make any difference for the marking system anyhow. Any event with 101 to 500 intermarque cars, gets seven ★'s.

Despite its John Bull heritage, the Rendezvous has become a true intermarque event with participation this year from BMW (the fabled 2002), Citroën (both the no-frills 2CV and the luxurious CX25), one Ferrari, and even an early Volvo P1800 in perfect original condition.

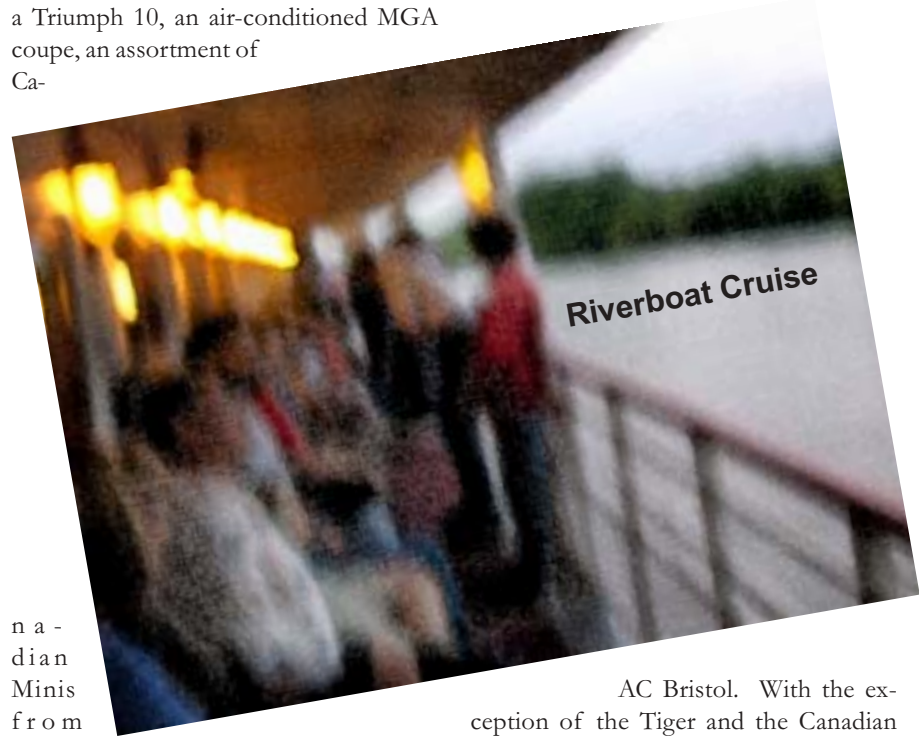
2. Weather. ★★★★★☆

Temps were in the teens and 20's which is pretty nice when you're talking about C's rather than F's. It rained buckets Friday night but most cars were already hidden in the hotel's roofed parkade (Canadian for parking ramp). So unless you were the guy who drove his TR3 to the riverboat cruise, the down-pour probably didn't bother you a lot. There was a little rain during the Saturday car show but it lasted only long enough to erect the top on a TR6.

3. Off-the-Bell-Curve

Cars. ★★★★★☆ Not bad, not bad at all. In addition to those mentioned above, interesting cars included a Sunbeam Tiger LeMans replica,

n a -
dian
Minis
f r o m
mild to
wild, a Jensen CV8, and Dick Matthew's



Riverboat Cruise

AC Bristol. With the exception of the Tiger and the Canadian Minis, all of these were driven up from Minnesota.

4. Amenities.

★★★★☆☆ This section of an Open Bonnet Report talks about the availability and quality of food, drink, biffies, air conditioning and anything-other-than-cars to do. There was lots of this stuff in and around the host hotel. In fact, for those so inclined, there was even a mall near the hotel. The Saturday



Out front of the Clarion Hotel



Show & Shine



First prize winner at Rendezvous' popularity contest was this 1938 SS Jaguar 100, owned by Winnipeg resident David Pritchard. This was William Lyons' first sports car and the "100" stood for its purported top speed. Some road testers were not able to attain that velocity but all agreed things got pretty wild above 80mph. Nevertheless, the "100" did achieve some rallying success and this car has some competition credentials. At present, it appears to be fitted out more for the show and shine circuit but it's nice to know that it did once compete in a more serious manner.

"show and shine," on the other hand, was behind a closed baseball stadium and a mile walk to the nearest restaurant.

5. Vendors. ★☆☆☆☆ There were a couple guys selling model cars at the show and shine but that was about it.

6. Cost. ★★☆☆☆ \$50/car. That's Canadian so multiply by 0.8 to get the price for people paying in U.S. funds.

7. Ambiance. ★☆☆☆☆ The problem with an urban location is that you have to deal with urban constraints. We've already talked about the car show location. The other problem that this location created was that registrants' cars were parked on levels 4, 4A, 5, and 5A of the hotel's parkade. This didn't show the vehicles to their best and seemed to cut down on the amount of informal tire-kicking that is often a big part of these events.

8. Other. ★★★★★☆☆☆☆ Our hosts were their usual gracious and charming selves. The Saturday rally took us through some of the nicest sections of this historic city and we even saw a project Alpine in the drive of a home in one ritzy conclave.

All in all, this was a very nice event. Next year's Rendezvous will be held in Grand Rapids, Minnesota on June 16-19. Make plans to attend.



CLASSIFIEDS

CLASSIFIEDS are now **FREE** if you meet the following **CLASSIFICATIONS**:

1. You are honest as the day is long.
2. What you are advertising is not your primary source of income. (In other words, garages and car dealers are still subject to our outrageous charge of \$10/issue.)
3. You have never owned an AMC Pacer.

Send your classified advertisements to andylinberg@earthlink.net. All ads will expire after three months unless renewed or we receive word to pull them before the three months has expired.

This bundle of words will probably appear in an even smaller font size in the following months.

à Vendre

1958 MG Midget ZB Four door saloon \$10,000 Don Carlson CarlsonTrbuffalo@aol.com (May 04)

1961 Jaguar Mk IX Four door sa-

loon \$15,000 Don Carlson CarlsonTrbuffalo@aol.com (May 04)

1970 Triumph Spitfire Newish fuel pump, clutch, clutch slave cylinder, starter, alternator, and front suspension rebuild. Moving on to bikes and punk rock bands. \$500. Jim Michels 612-331-4394 (July 04)

1971 Triumph Spitfire Part of an estate. Rex Bryant 612-722-2271 (May 04)

1972 MGB Part of an estate. Rex Bryant 612-722-2271 (May 04)

Recherché

Triumph TR 2/3/3A/3B Want a good to very good driver. Don't need a concours car and don't want a reclamation project. No red cars need apply. All other colors considered although white is my favorite. Andy Lindberg andylinberg@earthlink.net 651-292-8585 (May 04)



free ads

Pop Quiz Answers

Alfa - Anonima Lombarda Fabbrica de Automobili (Romeo was added in 1915 when the company was purchased by Nicolo Romeo)

BMW - Bayerische Motoren Werke

Fiat - Fabbrica Italiana Automobili Torino

MG - Morris Garages

SAAB - Svenska Aeroplan Aktiebolaget

TVR - TreVoR Wilkinson



The big news in this area is that there is no longer an IMM fleet. Both the 1963 Sprite and the 1973 TR6 were sold during the last couple weeks. They have gone to good homes and will probably be treated better than when your editor was in charge of their maintenance. Nevertheless, I'm still in a bit of shock. This is the first time in 15+ years that I haven't had at least one of the old crocks around.

Linda and I are now looking for a replacement. A TR3 is still at the top of the list but we'd consider others as well. We think this would be a good time to drive different vehicles to see if they fit us and we fit them. So please send us your suggestions and let us know if you've got a car we could try out.

Action alert for Triumph enthusiasts: Linda went to an MG picnic and came back with the report that those MGB's are pretty nice. I'm not convinced yet but who knows. There's been a little talk around the house about Alfas too.

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INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

JUNE 18 - 20

Back to the 50's State Fair Grounds, St. Paul. Hosted by the Minnesota Street Rod Association. Each year a few vintage foreign vehicles brave the parade of GM small-blocks. Help your fellow automotive enthusiasts by explaining to them how a constant depression carburettor works.

JULY 3

Vintage Voyagers Original Blast from the Past Car Show Chetek, WI (73 miles from Hudson) 9:00 a.m. Food, crafts, music and car show with a foreign class. Trophies at 3:00 p.m. Following the event, the MG club will lead a tour of north-west Wisconsin. Dinner at Foster's River View Inn. Some participants will spend the evening at the Americinn (715-720-5711) in Chippewa Falls. Reserve by June 3, say you're with the MMGG (even if you're driving a Fiat), and get the \$84/night rate. Info: Steve or Diane Rindt drindt5953@hotmail.com or 715-832-8316. Be sure to ask if they'll be driving the Alfa, the MG, the Triumph or the ?

JULY 11

Mad Dogs & Englishmen Gilmore Car Museum, near Kalamazoo, MI

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.

AUGUST 22

Nordstern Concours d'Elegance location tba. Hosted by Nordstern Porsche Club. Info: Luis Fraguada 651-733-6337 lfraguada@mmm.com

AUGUST 28

Wheels of Italy Annual Car & Motorcycle Show Lake Calhoun, Minneapolis

SEPTEMBER 11

Wheels and Wings Osceola, WI. Hosted by Classic Motorbooks. Last year the MGs took the largest club presence award with 40+ cars. Anybody out there want to take them on? Info: Watch the local papers about a week before the event.

SEPTEMBER 12

British Car Festival 9 am to 4 pm Moraine Vallet Community College, Palos Hills, IL Hosted by the British Car Union, an organization of a dozen Chicago area British car clubs. Last year, 650 cars participated. Info: www.britishcarunion.com/ or 630-773-4806

JUNE 16 - 19, 2005

Rally at the Rapids - Vintage Sportscar Rendezvous 2005 Sugar Lake Lodge, Grand Rapids MN. Hosted by Minnesota Austin-Healey Club. Info: Greg Lauser 715-262-9813 glouser@pressenter.com or Mike Martin 952-898-1634 Ahbn1@aol.com

RECURRING INTERMARQUE EVENTS

InterMarque Breakfast Every Saturday morning! Skip the cartoons and dig the cars. Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Humungous parking lot! Breakfast starts at 8:30 (9:00 Triumph time) or whatever time you want to show up. During tire-kicking season, Peg owner Phil Vanner promises to have "walking around" foodstuffs available for people that can't tear themselves away from their cars for more than five minutes at a time.

InterMarque Informal Car Show Every Sunday starting as soon as the first car shows up. Now at two (count 'em, 2!) locations. Toby's for people on the east side and Billabong's for folks on the west. MG, Triumph, Mini, Citroën, Jensen, Jaguar, Morgan, Alfa, Austin, Delorean, Mercedes, TVR, Riley, Ferarri, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. They start at about five and go till the last car has left.

INTERMARQUE RACES, RALLIES, & TOURS

JUNE 19

The Coulee Classic Rally 9:15 am registration. Point Douglas Park (just across the river from Prescott, WI) Hosted by Stella del Nord Chapter of the Alfa Romeo Club in conjunction with the Jaguar Club of Minnesota. The quintessential Monte Carlo style sports car rally using the best all paved roads of western Wisconsin's coulee country. See info on page 4 Info: Ed Solstad esolstad@pressenter.com 612-822-0569

JUNE 30

Ultimate Mini Challenge 3 Blackhawk Farms Raceway, South Beloit, IL Sanctioned by NASA. Open to classic Minis (BMC), their variants, and new MINIs (BMW) only. Requirements: current competition license, five-point harness, roll cage, fire extinguisher, etc. Phil Wicks Driving Academy

sessions on June 28 (all vehicles) and June 29 (Minis/MINIs only). Info: www.minichallenge.minimania.com

JULY 16 - 18

Brian Redman International Challenge Elkhart Lake, WI Sanctioned by VSCDA. This is the big one! Race, auction, fantastic cars, and incredible people. Info: www.vscda.org and www.roadamerica.com

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

AUGUST 14

Gymkhana 10:00 a.m. Brown & Bigelow parking lot, 345 Plato, St. Paul, MN. Hosted by Minnesota Austin-Healey Club. Pylons will be set up and you can test your driving skill and your car's tires. Info: Steve Rixen 715-386-2880 or steve@rixen.com

AUGUST 20 - 22

NASCAR at Brainerd Brainerd International Raceway, Brainerd, MN. The BIR race will be on the road course with seven right-hand and three left-hand turns. The last time NASCAR Elite Division's Midwest Series drivers competed on a road course was in 2001 at Road America. Qualifying rounds August 20-21 and the finals August 22.

AUGUST 28

The Red Green Tour Hosted by Minnesota Austin-Healey Club. More details when they become available. In the meantime, take in a few episodes of Red and his buddies, 10:00 pm almost every Friday on channel two in the Cities. Who knows when elsewhere. Info: Tom Hazen tom_hazen@adp.com

SEPTEMBER 17 - 19

Elkhart Lake Vintage Festival Elkhart Lake, WI Sanctioned by VSCDA. Featured Marque: *Morgan*. Less crowded than the BRIC and probably nicer weather too. Info: www.vscda.org and www.roadamerica.com

OCTOBER 9

Fall Color Tour Minnesota Austin-Healey Club.

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

JUNE 17 - 19

Z Car Convention Long Beach, CA Hosted by Group Z Sports Car Club of Southern California. Hilton rates: \$125/night. Info: Jerry Peterson jerry@groupz.com or the Group Z website www.groupz.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 12 - 16

GOF Central 2004 Fairborn, OH. Hosted by the Ohio chapter of the New England MG-T Register. Info: Greg Garnett 513-523-3720 or garnetgl@muohio.edu

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

JULY 27 - AUG 1

"Giulietta Giubilee" National Alfa Romeo Owners Club Convention Manchester, NH



Celebrate the 50th anniversary of the Giulietta. Info: www.aroc-usa.org

JULY 31 - AUG 4

StarFest 2004 Mansfield, OH Eighth Mercedes-Benz Club of America National Convention. Concours, defensive driving class, performance driving school, autocross, time trials, acceleration runs. Many events at Mid-Ohio Sports Car Course and Dragway 42. Info: www.mbca.org

AUGUST 12 - 15

University Motors MG Summer Party Reunion Ada, MI. Hosted by John Twist and Caroline Robinson of University Motors. Info: University Motors 616-682-0800, JohnTwist@universitymotorsltd.com, or www.universitymotorsltd.com

AUGUST 20 - 22

SAAB 2004 Owners Convention Crystal Mountain, WA Info: www.saabconvention.org

SEPTEMBER 10 - 13

Lotus Owner's Gathering, LOG 24 Birmingham, AL Honored guest: Dan Gurney Info: www.lotuscarclub.org

SEPTEMBER 16 - 19

TRials 2004 Egg Harbor, Door County, WI. National 6-Pack (Triumph TR6) convention. Info: Jeff and Karen Rust 815-874-5623 ITRMPH2@aol.com

SOMETIME, 2006

All MG Convention Location: TBD. Dates: TBD. Once every five years all 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.



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 and/or Pint With the President, first Wednesday of the month, 7:00 p.m. Locations have been switching lately. Contact: 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. 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 Green Mill at Rosedale. 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@pressenter.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

VOLUNTEER OPPORTUNITIES

Ellingson's All-British Car Show & Swap Meet July 31, Rogers, MN Need people to set up the special edition newsletter, assist with promotions, call a few shops, help in the morning with setup, assist with parking, or lots of other things. Info: Brian McCullough brian@bmcautos.com

RALLY IN THE VALLEY 2004



Rally in the Valley 2004 at Paradise Shores on beautiful Lake Holcombe, in Holcombe, Wisconsin on July 23rd - 25th.

PLANNED SCHEDULE OF EVENTS

Friday, July 23rd

3:00pm - 5:00pm Registration in the Hotel Lobby at Paradise Shores.
 6:00pm - 7:00pm Friday Night Cruise around Lake Holcombe.
 7:00pm - ?? Order off the menu or enjoy the Seafood Buffet at Paradise Shores (Pay your server)

Saturday, July 24th

7:00am - 8:30am Breakfast at Paradise Shores (Pay your server)
 7:30am - 8:45am Final Registration in Conference Room at Paradise Shores.
 9:00am - 10:30am Backwoods Bootlegger Rally to Al Capone's Hide-Out in Couderay, Wisconsin.
 11:00am - 11:45am Guided tour of Al Capone's Hide-Out
 12:00pm - 1:00pm Lunch at Al Capone's Hideout in their Dining area.
 1:00pm - 2:00pm Return to Paradise Shores.
 3:00pm - 5:00pm "Show & Shine Car Show" and "Funkhana" at Paradise Shores.
 6:00pm - 7:00pm Social Hour in Conference Room at Paradise Shores.
 7:00pm - ?? Awards Banquet, Italian Pasta Buffet. Trophies for "Backwoods Bootlegger Rally", "Car Show" and "Funkhana".

Sunday, July 25th

(Time not set yet) Farewell Breakfast at Paradise Shores.

Make your reservations today at Paradise Shores 1-800-657-4512 (www.paradiseshores.com) Tell them you're with the Minnesota MG Car Club. Information: Contact Steve & Diane Rindt at (drindt5953@hotmail.com) or (715-832-8316).

RALLY IN THE VALLEY 2004 REGISTRATION FORM

Registration forms must be post marked no later than June 23, 2004

(Rally in the Valley Activities, check the boxes you plan to attend.)

Friday July 23rd

Friday Night Cruise around the Lake. (Included in Reg. Fee) \$ _____ 0.00
 Sea Food Buffet (\$10.95) @ Paradise Shores (Pay your server)

Saturday July 24th

Breakfast — 7:00am to 8:30am for (\$5.00) at Paradise Shores (Pay your server)
 Al Capone's Hide-Out Tour & Bootleg Rally:
 Tour \$11.00 per person Qty _____
 Lunch (price includes beverage, tax and tip) "The Enforcer" (Hamburger) \$12.50 Qty _____; Prime Rib
 Sand. \$13.00 Qty _____; Grilled Chicken Breast Sand. \$ 11.75 Qty _____ **Al Capone's Total** \$ _____
 Show n' Shine Car Show. (Included in Reg. Fee) Car Entered Year \$ _____ 0.00
 Funkhana. (Included in Reg. Fee) Water Balloon Toss, Brake Discus Throw & Wheel Cylinder Shot-put. \$ _____ 0.00
 Banquet— (\$15.00) per person Qty _____ **Banquet Total** \$ _____

Regalia

T-Shirts Men's S M L XL XXL (\$12; \$14XXL) \$ _____
 T-Shirts Women's S M L XL (\$10; no XXL available) \$ _____
 Sleeveless T-Shirt Men's S M L XL XXL (\$10; \$12 XXL) \$ _____
 Sleeveless T-Shirt Women's S M L XL (\$10; no XXL available) \$ _____

Registration Fee \$ _____ 25.00

EVENT TOTAL \$ _____

Name: _____ Phone: _____

Address: _____ Email: _____

Make check payable to: Diane Rindt Send to: 4271 N. Shore Drive, Eau Claire, WI 54703