

InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

AN E-MAIL NEWSLETTER

August 2004
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50 YEARS!

**Original leather seats!
Original rump in
the driver's seat!**



AUGUST 2004
VOLUME III, ISSUE 8

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EDITOR
Andy Lindberg

SENIOR COPY EDITOR
Linda Larson

CONTRIBUTORS
*Wendy Lucas, Ed Solstad, Ernie
and Rhea West*

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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 Minne-
sota** (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 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
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(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](http://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](mailto:esolstad@presenter.com))

Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

Volvo Sports America Minne-
sota Chapter (David Olson,
olson199@umn.edu)

Z Owners Club of Minnesota -
ZOOM ([www.zownersofmn.
org](http://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 andy.lindberg@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.



Jim's car (in black) and two other Healey 100's at the celebration

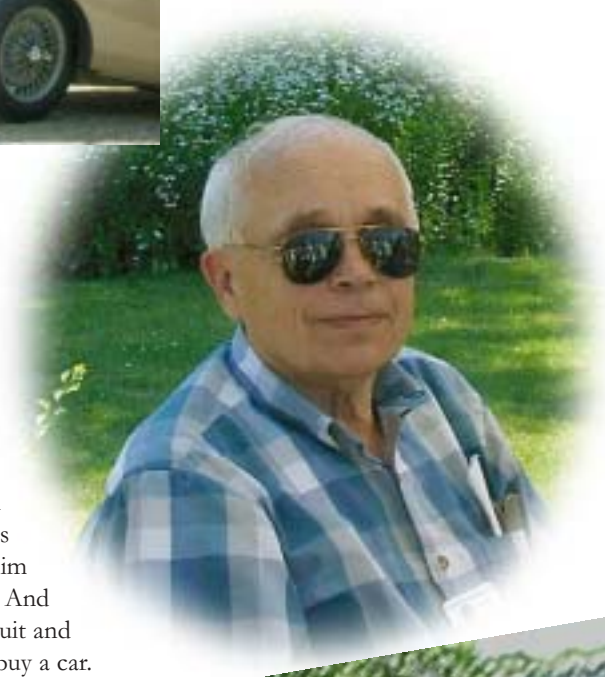
"I want it in black"

words and pics by Andy Lindberg

Fifty years ago, a 25 year-old kid walked into an Austin-Healey dealership to order a car. He'd read about the Healey 100 in *Road & Track* but almost left when the dealer told him they didn't come in black.

To save the sale, the dealership checked with Austin-Healey. To save the sale, A-H pulled a white car off the line, splashed on some black paint, and sent it off to America.

to and is thinking about getting a new Volvo V50 as his latest daily driver. Jim would like to save some money and pick it up in Sweden but Volvo books its customers in a four-star hotel. He's not sure he'd meet the dress code in his hiking boots. These days Jim is a hiker and cyclist. And he's not packing a suit and black shoes just to buy a car.



Julie cuts the anniversary cake

It was a good deal for all concerned. The dealership made the sale, A-H got a roving ambassador in the fledgling Boeing Sports Car Club, and Jim Johnson still has the black car.

He doesn't use it as regularly as he used



Jim and Julie head for Open Roads.

MG Girls Rule

Words by Wendy Lucas of the Triumph Drivers' Club of Manitoba (The article originally appeared in volume 15, number 7 of the *Triumph Herald* and is reprinted with Wendy's permission.) Photos from Elena Pierce.

I had the privilege to meet Elena Pierce from Minneapolis. She belongs to a group of sports car enthusiasts who happen to be female and all drive MGs. She consented to do this interview following Rendezvous.

REPORTER: Good afternoon Elena. Wendy, here. I am acting as the roving, intrepid reporter for the Manitoba Triumph Drivers Club monthly newsletter, *The Herald*. Don't let Triumph put you off, as this group will take anyone who drives anything that resembles a sports car. (Hope you had a wonderful time at Rendezvous and found lots of great 'bargains' during your shopping expeditions.)

Would you tell our readers about your group of MG enthusiasts? ie - members, numbers, when you began your group, etc.

ELENA: The "MG GIRLS" are all members of the Minnesota MG Group (MMGG). Many have husbands who are the real car enthusiasts, but several are single women like myself who are the owners and enjoy driving our LBCs (little British cars). I purchased my MG about 5 years ago from a co-worker who was a member of the Minnesota MG Group. He insisted that I give him two checks - one for the car and a second check to pay for my club mem-

bership. Little did I know then, that I was going to meet such a wonderful new group of friends. If you told me then that one day I would be the Vice President of a CAR CLUB I would never have believed you!

Whenever we have a club function, be it a rally, Christmas party, etc., inevitably someone pulls out a camera and we take an "MG Girls" picture. In a separate note



I'll send you a picture from our Valentine's Day English tea party and also a picture from a cocktail party where I unveiled a framed

poster of the "MG Girl".

REPORTER: Why did you start your group?

ELENA: We didn't actually start a group - we just fell into it. I'm not exactly sure when the ladies in the club started referring to themselves as the "MG Girls". At first it was just a casual reference when some of the ladies decided to plan a "Girls Day Out" to do some antique shopping. Then two years ago when I was visiting Paris I

happened across a small women's boutique with the sign "MG GIRLS" placed prominently outside. Well, that cinched it. I had my picture taken in front of the store and we've been the "MG GIRLS" ever since.

REPORTER: What challenges do you face? ie mechanics, travel, clothing, etc. What is the biggest challenge?

ELENA: The biggest challenge? Have you looked at the trunk space in an MG lately? Like my boss commented recently, "there's not enough room in there to hold my wife's moisturizers!" WHY did I buy that feather bed in Winnipeg???? Now THAT was a challenge to get home!!!!!!

REPORTER: I know you have long hair. How do you keep your hat on and hair untangled when the top is down? This is a serious question, as one we are all challenged by.

ELENA: I keep my hair long enough to easily twist back with a banana clip. I always keep a good supply of sun visors (in every imaginable color) behind the driver's seat. After all, you have to be coordinated with your outfit! I find that visors not only protect your eyes and skin, but also help to hold the hair from flying around your face.

REPORTER: We have quite a number of MG owners within Manitoba - a number of them are female, including myself. Any words of advice, especially to the ladies of our group?

ELENA: Enjoy your cars (and enjoy your lives!) We are the living proof that you don't need to be male to have a mid-life crisis - remember - girls DO just wanna have fun!



Miscellaneous Mumblings

by Andy Lindberg, editor, publisher,
gopher

Ouch!

Last month the IMM led off with an article about an accident in a new MINI. I had hoped that this would ward off evil spirits and the demons of crunch. It didn't work.

Old friend Wayne Morris reported that his TR6 (or perhaps its redline tires) kept going straight while navigating the clover leaf from

I694 to Hwy 169. Eventually the car located a traffic post that fell on the windshield. And on Wayne's head. He

looked over to Joan and said, "You OK?" She answered, "Yep, but you're not." An ambulance ride and fifty to eighty stitches later, most of the bleeding stopped and all Wayne had to worry about is his car.

On Saturday, July 3, Larry Nimmerfroh was motoring home from the Chetek show and encountered one of that day's furious downpours. Larry and his Healey 3000 were traveling in convoy with a group of MG friends. Since they couldn't see and the road looked like the Perfect Storm,

speeds were somewhere in the 20 mph range. When a wave hit Larry, his right rear tire went off the road and the car went off the other side of the road. It came to a stop some 75 feet down a ravine. Larry reported no injuries to himself but perhaps \$15-18,000 worth of damage to the Healey.

This is the last time I'm telling you this year. Be careful out there. Teenagers think they're immortal. You may have fallen in love with your car when you were a teenager, but you weren't immortal then and you sure as heck aren't immortal now. I repeat. **BE CAREFUL OUT THERE!** I don't want to lose any subscribers.

Original Owners

Fifteen years after Jim Johnson (see page 3)

bought his Austin-Healey 100, Wayne Morris (see above) bought his TR6. Are their any other "original owners" out there?

Toby's and Billabongs

If my research the last two weeks is indicative of the actual state of affairs, attendance at these venues is waning. I dropped by Billabong's on July 4 and there was not one car in the lot. Zippo. Not even a Camry. On the 11th I stopped in at Toby's. After hanging around awhile, Brent and Kim Kiser showed up in their TR6.

Is it too hot? Too rainy? Or are people just tired of these Sunday evening get-togethers? Toby's has new ownership but they seem glad to see us. (I understand some folks got put off by the valet parking a few Sundays ago. That was for a wedding reception and is unlikely to reappear.)



I've been a pretty lax attendee this year myself, but I always thought they were fun. So, I'm going to show up the next couple Sundays and see what happens. See you there. Or not.

Our Cars (or lack thereof)

Last month I told you that Linda and I sold our cars. Linda had our 1973 TR6 and I owned our 1963 Austin-Healey Sprite. The two questions that we've received most often about this event are (1) so how do you feel, and (2) are you looking for something to replace them?

The quick answers are (1) poorly and (2) yes. But maybe a little elaboration would be helpful.

Let's start with numero uno. The editor of one of the local club newsletters recently sent out an e-mail saying that an issue would be a little late because his real life was interfering with the publication schedule. With me, it's a little different. This is my real life. If forced, I do other things. If I have to. If someone makes me. But this is what makes me get out of bed in the morning.

So I've felt bad about the two cars leaving. Neither was an expensive car but I feel much poorer without them. The richest I ever felt in my life was when I first bought a thirty year old TR3. I'd done other things that probably should have made me feel rich (stayed in expensive hotels, eaten at snooty restaurants, flown on corporate jets) but nothing made me feel the way I did when I drove that old, tractor-engined lump.

So yes, Linda and I are looking for one car to replace the two that have gone on to better things. What are we looking for? Well, we started with the idea that we should get a TR3. I, of course, love them



and had driven my old one to North Carolina and Texas for national Triumph conventions. The trips were not trouble-free but a tow truck was never involved. Then Linda and I had a fun trip to Osceola a few years back in a friend's dilapidated TR3. It blew its lower radiator hose but we were with friends, fixed it, and had a great time. So a TR3 has been at the top of the list.

Linda, however, fell in with a bad crowd. See the "MG Girls" article elsewhere in this issue. She started saying things like, "Whatdaya think of those MGB's?" I allowed that perhaps they were OK but only if they were 1967 or older. Chrome bumpers and metal dash. Not the 1975 car that her friend had for sale in Fargo.

Then we went to look at an Alfa Romeo. (See the classifieds.) Boy that is one sweet car. Alfas, especially of this vintage, are supposed to be unbreakable. A lot of them have rusted away but this one isn't showing any corrosion. If you want to buy it, I recommend you give Laurie a call before I get off my kiester.

Others that have appeared on the radar screen include:

MGA. Pretty but kind of slow. (Although somebody just told me that they run real nice with the MGB engine. And it does seem like there should be a lot of B engines around with the number of V6 transplants going on.)

Morgan. Pretty and good runners but too expensive. (Although somebody just told me that Tom Politiski could probably find one in my price range.)

Birkin. Pretty and fast

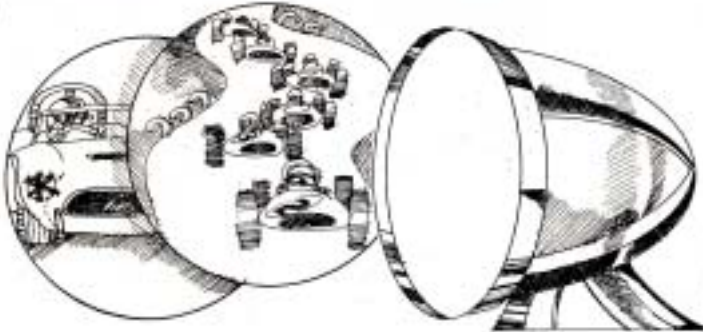
but in the same price range as Morgans.

And do we really need/want a convertible? I nearly died on the trip up to Winnipeg and we came home with the top up. Maybe I'm too old for a roadster. If we start looking at GTs/coupes/sedans, it opens a whole new vista. Stay tuned and see what happens.

This ad for "Uncle Rick's Accessories" appeared in the July, 1965 issue of Sports Car Graphic. Thanks to Terry Telke for sending it along.

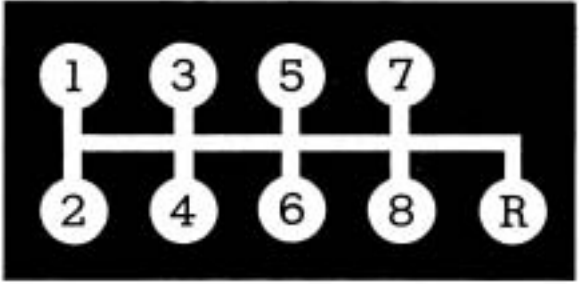



UNCLE RICK'S ACCESSORIES




This attractive **RACING MIRROR** comes with pop-in inserts! For the novice driver; insert shows the whole field **BEHIND YOU**. For the Corvette driver; insert shows a Cobra **BEHIND YOU**.

HEY GANG! Now's the time to panic your competition—adhere this great **SHIFT PATTERN** to your dash today!





FOR THE GALS... Enchant your beau with all-new **REV UP, ESSENCE OF TURN 6**. The fragrance is that of burning Castrol and screaming Dunlops.



SANDPAPER SHIFT KNOB NOW...NO MORE MISSED SHIFTS! If you act today you will receive a free bottle of hand lotion with your purchase.

DROBNER

The Coulee Classic Rally

June 19, 2004

Sponsored by the Alfa and Jaguar clubs

by Ed Solstad

And what a fine Coulee it was: The monsoons abated, the sun was out, there was an incredibly eclectic mix of entrants, plus 150+ miles of some of the greatest sports car roads in the Upper Midwest on which to enjoy them. Those of us that gathered at Pt Douglas Park on the morning of June 19th were primed and ready.

Ahh the cars!!

Perhaps the primo car of the group was Owen Gleason's immaculately restored '67 Fiat Dino Spider out for its first rally and looking and acting for all the world like a baby Ferrari with its 2 liter Ferrari Dino V6 motor and swoopy Pininfarina body resplendant in Italian racing red. Alex Donaldson had the pleasure of filling the navigator's seat.

The Brits were well represented with Dale and Eric Martin bringing their '85 Morgan +8 in understated ivory, David and Kim Meek in their '61 Jaguar XK150 DHC, and Jay and Kyle Fowler their '73 Jensen-Healey with a 3.5l. Rover V8 lurking under the bonnet. Other Brits included Tom Reinke and Cheryl Skaar with a very nice '59 AH 'Bug-Eye' Sprite, Glenn and Annette Fisher with their '79 MGB, and Chris and John Cox with their '04 Mini Cooper. Unfortunately Sandor Gallo didn't show up with his '71 Alfa Giulia Super so we couldn't do a pseudo Italian Job chase scene.

Michael Barone and Lise Schmidt with their '78 Citroën 2CV6 showed the flag for the French.

We had a good representation of Alfas with yours truly out playing with the '63 Giulia Spider, Bruce Bengtson and Betsy Anderson in Bruce's owned-from-new '71

GTV 1750, new SdN member, Jim McDonald in a nice green '74 Spider 2000 with Sean Connolly as navigator, plus the '81 GTV6 of Tom Schram who snared Dave Fuss as a navigator.



The Japanese were represented by Veronica Bailye and Phil Britton in Veronica's '94 supercharged Miata and Rob Schwartz and Annette Swanson in a '90 Miata.

There was also a renegade '59 or so Corvette that followed our group until the lunch stop. He had failed to register so I have no idea who he was.

Rumor has it that the Germans were at the fairgrounds taking in the full three days of Back to the Fifties. The Swedes were also nowhere to be seen.

All in all, as we said, what an eclectic

collection of interesting cars.

We used easy to follow written instructions that took us from the start at Prescott over the all-paved township and county roads of Pierce County to lunch at the Gypsy Grill overlooking Lake Pepin in Maiden Rock. The afternoon took us back away from the river and through more hills and valleys to a break in Durand and through Modena and Nelson for a stop at the Nelson Cheese Factory for their fine ice cream. We then headed to Rick and Diana Vaicius' hobby farm outside of Pepin for refreshments, scoring, and awards.

This year scoring was based on recording your mileage at each checkpoint. Classes were based on experience level (novice/intermediate/expert), age of car (vintage/modern), and whether one had a 10ths reading odometer. One point was given for each 1/100th of a mile off from true mileage.

Awards went to the following teams:

- Schwartz/Swanson, 15 penalty points, 1st o/a, 1st mod/int
- Schram/Fuss, 23 penalty points, 2nd o/a, 1st mod/exp
- Bailey/Britton, 41 penalty points, 2nd o/a, 2nd mod/int
- Bengtson/Anderson, 59 penalty points, 4th o/a, 1st vintage
- Cox/Cox, 93 penalty points, 5th o/a, 1st mod/nov
- Meek/Meek, 111 penalty points, 6th o/a, 2 vin/int
- Barone/Schmidt, 146 penalty points, 7th o/a, 1st no 10ths

Doctor Ernie's Tech Tips

by Ernie West of Dead Lake Motors

Subject: Gaining Horsepower

(Editor's note: "Doctor" Ernie has a shop in Dead Lake, Minnesota and his column is a new addition to the InterMarque Monthly. He and wife, Rhea, have been putting out the Tech Tips column for a little while now and we join them in mid-stream on the subject of increased horsepower.)

Following in order of: Compression, Cam Shaft, Carburetion, and Exhaust we are now down to paying attention to the carburetion subject. Actually this chapter will cover the entire induction system.

Starting at the outer most end is the air filter. Any deficiency in capacity or design will nullify all attempts in other parts of the induction system. If room permits, going larger is always better. Even the filtering medium makes a difference. This ranges from very crude wire mesh to very fine paper filters with the performance filters generally somewhere in between.

If at all possible incorporate a radiused intake profile between the air cleaner and carburetor. If installing larger carburetion caution should be used to not choose too large of a carburetor(s). If installing larger carburetion is not an option, most carburetors themselves can be improved by thinning the throttle shafts a little.

Moving from the carburetor into the intake manifold, make sure the gasket(s) are at least as large as the manifold opening. Occasionally some light cleaning up with a rotary file and a drill or dermal

tool of rough surfaces or casting imperfections in the manifold is in order. Random removal of material is not desirable. A plan must be adopted to remove metal only in an attempt to smooth or align the manifold ports with the cylinder head ports.

When you disassemble your engine, save the old intake manifold gasket. You'll be amazed at how misaligned some manifolds are by looking at the marks on the old



gasket. In many cases the manifold fits so loosely on its mounting studs or bolts that to install correctly it would just be a result of luck.

With V8 and V6 engines, milling of the manifold might be necessary to get the ports close enough to finish alignment by minor material removal. On in-line engines I use an intake gasket as a



template. I first make the portholes in the gasket match the port in the head by grinding or cutting away any gasket material that hangs over the cylinder head ports. Then I hold this against the manifold to see if any manifold material needs to be ground away. If the gasket fits loosely on its mounting studs or bolts you will have to drill and dowel it using small dowels to secure it in an exact position. The same goes for both the head and manifold.

Being that exact alignment is very difficult to accomplish, an accepted practice, (even desirable according to some engineers) is to have a slight drop off where the surfaces join, but never an edge that the air-fuel mixture has to climb over. In a nutshell, try not to have any "speed bumps" that the air-fuel mixture will encounter on its path to the combustion chamber.

One last note, if doing a valve job or especially installing new alloy valve seats (to be able to use unleaded fuel), make sure that the valve seats are ground and shaped to make contact towards the outer one half of the valve face. Doing a three-angle seat grind, on the intakes at least, provides benefits too.



The advertisement to the left appeared in the September 1967 issue of *Detective Comics*. Honor House Prod. Corp. had a number of exciting items available including an exhaust whistle, the ever-popular whoopee cushion, and a “powered drag-racing set.” The set’s two cars were an MGA Mark II and a Jaguar KN140. Jaguar fans know that the KN140 was not a stock product from Coventry. Was this only a typo (for XK140) or was the KN a special model produced for the U.S. drag racing circuit?

Now for some trivia questions:

- (1) How did the Mark II MGA differ from the Mark I;
- (2) What did “140” stand for in the XK140’s moniker; and
- (3) Which superhero appeared in *Detective Comics*?

Inspiration for New Chrysler 300 Revealed!

More revelations for Chrysler fans

Who Invented the Hemi?

“The 2-liter 6- and 8-cylinder Fiats of 1922 and 1923 followed the overall (pre-war Peugeot) layout but their designers (Zerbi and Cappa) introduced some exciting and historic innovations. One was the 2-valve-per-cyl, truly hemispherical combustion chamber.” (Griff Borgeson, “Alfa P2,” *Road & Track*, July 1969)

So think Fiat when you see those “hemi” commercials on TV. And remember, unlike that stuff to the right, this is the truth.

In an exclusive to the *InterMarque Monthly*, Daimler-Plymouth stylist Dietrich Dingledine revealed that the luxurious 1978 Volvo 262 Bertone Coupe was the car they looked to when penning the design for their new 300.

“Many people are under the mistaken impression that the 300’s chop-top is based on GM’s Hummer Wannabe. The Wannabe’s, however, are bought by guys who answer those ‘male enhancement’ ads on the internet. Our target demographic is closer to, and almost as boring as, Volvo owners. We figured, if they could sell a chop-top, so could we.”

In a hard-hitting, one-on-one inter-

view following his prepared remarks, Dingledine admitted that D-P wanted their first cars to have a vinyl roof option. Unfortunately, during the aerodynamic 90’s, they lost their vinyl formula. Chrysler



chemists are still trying to recreate a vinyl with the feel of natural naughahyde. In more positive news, Dingledine said that the opera-light option is expected to become available on the 300C in 1996. Matching bell-bottom pants and gold chains are a few years out.

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)

1965 Alfa Romeo Giulia Normale, spider. Black w/red interior. Have owned since 1982. Regular service at F&D. No rust but some parking lot dings. \$8500 Laurie Casagrande 612-824-1955 (Aug 04)

1969 E-Type Convrt BRG/Black,



beautiful looking car, Weber carbs, covered headlights, rust free/solid car, wire wheels, etc. Call Gene Berghoff for details. 952-937-9621 (Aug 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)

Recherché

Triumph TR 2/3/3A/3B Or other similar (or not so similar) vehicle. 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)

PAINT BY ... Cheryl Anderson

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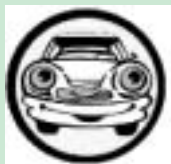
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INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

- JULY 31** **Ellingson's All-British Car Show & Swap Meet** Rogers, MN 9:00 a.m. to 3:00 p.m. Organized by the Minnesota MG Group. Located at Ellingson's Auto Museum at the Hwy 101 exit on I-94. Info: Jim Pennoyer 763-536-5472 jim.pennoyer@minvalco.com
- 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 Street, just east of Lake Calhoun in 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@presenter.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

- 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

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@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

VOLUNTEER OPPORTUNITIES



Ellingson's July 31st 2004 car show

Help needed !!

The following people are needed to help with the Annual Ellingsons car show and swap meet. If you can help please e-mail Jim Pennoyer. Or Call (763)360-7382 - cell phone

jim.pennoyer@minvalco.com



Registration:

	1st Person	2nd Person
8:00 - 9:00		
9:00 - 10:00		
10:00 - 11:00		
11:00 - 12:00		
12:00 - 1:00		
1:00 - 2:00		

Please feel free to sign up for more than one position. The more help that I get, the smother the event will run.

Parking:

	1st Person	2nd Person
8:00 - 9:00		
9:00 - 10:00		
10:00 - 11:00		
11:00 - 12:00		
12:00 - 1:00		

Ballot counting:

	1st Person	2nd Person
1:30 - 2:00		

Cleanup:

	1st Person	2nd Person	3rd Person	4th Person
2:00 - 3:00				

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