

# InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

AN E-MAIL NEWSLETTER

September 2004  
vol. III, no. 9

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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.mmgg.org)

**Minnesota MG T Register** (www.mnmgr.com)

**Mini-Sota Minis, Pizza Eating, and Psychiatric Self-Help Assn**

(www.mini-sota.com)

MINI-sota Motoring Society (frozenquest@yahoo.com)

**Minnesota Morgans** (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 andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

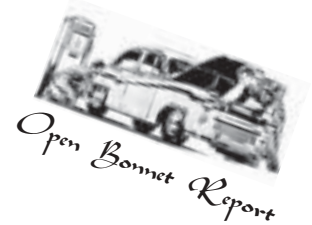
*IMM* on the Web: The Minnesota Triumphs Sports Car Club has posted the *InterMarque Monthly* on its website. Brent Kiser, web mechanic, tries to get new editions up as quickly as possible. For your *IMM* fix, click to [www.mntriumphs.org](http://www.mntriumphs.org).



*Minnesota MG Group  
Annual All British car show  
July 31st, 2004  
Ellingson's Auto Museum*

by *JMM's* secret  
staff reporter, Mr.  
Anonymous

The Ellingson's Show was on a different date this year. Usually it's the second Saturday in August. This year, however, Michigan MG guru John Twist decided not only to resurrect his famous summer picnic but also to hold it on the Ellingson's date. As it appeared that a large contingent of Minnesota MG



Group members wanted to attend this storied event, the date was changed. The date change didn't seem to hurt anything.

1. Attendance. ★★★★★☆☆☆☆

The show had its largest attendance ever this year with 121 cars. Although there was one Fiat and one Alfa on the show grounds, we still have to score this as a one nationality event given the "All British" phrase in its advertising. A one nationality shows receives six ★'s for 121 cars; a full intermarque event receives seven ★'s.



The entrants were broken into class by make with a new class this year for Austin-Healeys. Other classes were for MG, Triumph, Jaguar, classic Mini, new MINI, and Inter-Marque. There were fifty MG's present and the remainder roughly spaced equally among the others.

**2. Weather.** ★★★★★☆ Temps were cool in the morning but they warmed up to a very nice level by the time the show got underway. In addition the sun was out so anybody with a permission slip from their doctor could have gotten a nice tan.

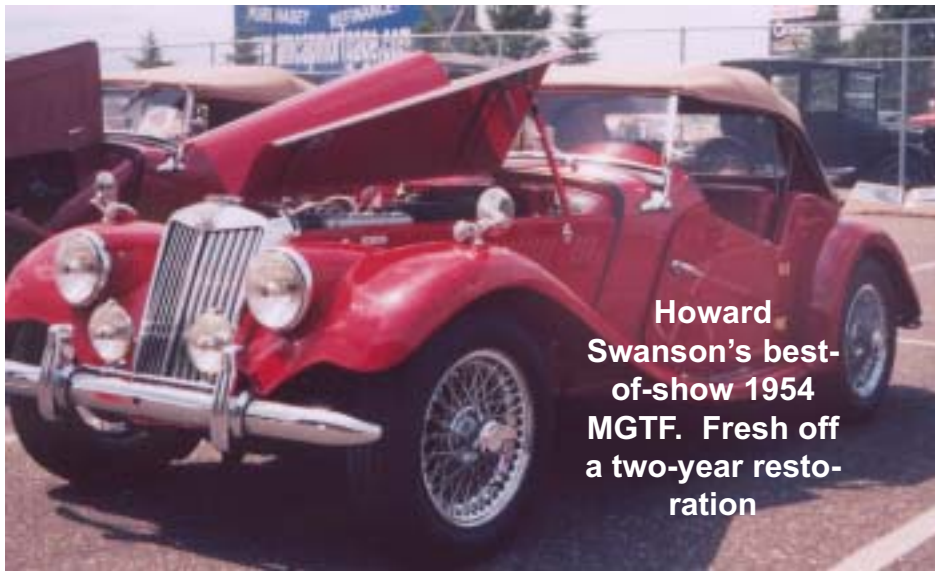
**3. Off-the-Bell-Curve Cars.** ★★☆☆☆☆ I hate to say it but there weren't many odd cars in attendance. There were some very nice cars there but

**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. Although June Moehrke had a nice assortment of jams for sale, everything else at the show site was car-related. I heard one woman tell her hubby, "You can spend as much cash as you've got in your pocket on car parts, I'm taking the Visa card up to the Albertville Outlet Mall." So I suppose everything worked out OK. Oh, and the food inside was nourishing for a decent price.

**5. Vendors.** ★★☆☆☆☆ There was a good assortment of people selling used



**Jim Pennoyer hands out prizes**



**Howard Swanson's best-of-show 1954 MGTF. Fresh off a two-year restoration**

couple of things improved the event's ambiance this year. First, the moderate temps meant that people weren't sitting on each other by the side of the building. Not many trees out there. Second, I-94 was not backed up from Brooklyn Park to St. Cloud. (Must be that light-rail.)

**8. Other.** ★★★★★☆☆☆☆☆ Five ★'s out of ten. Why? Because I said so.

Ellingson's was not a bad event be-

no Jowetts or Humbers or even an Alvis. Two ★'s are awarded for a couple Lotus Europas, an Aston Martin Lagonda, and a brace of white Rollers.

**Not all the cars were, strictly speaking, as they came from the factory.**



and NOS parts. Greg Thompson reportedly made a killing on a TR overdrive unit but there were a lot of other diamonds lying in the rough as well.

**6. Cost.** ★★★★★☆ \$3/car. If it was any cheaper, I would have gone out and bought a car just to bring it.

**7. Ambiance.** ★★☆☆☆☆ A



**Doug Madsen, who is leaving the area, got a going-away party from his MG friends.**

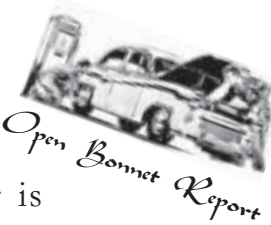
fore, but it has definitely improved. Next year it will be held on its traditional date, the second Saturday in August. Make plans to attend.

# Minnesota Austin-Healey Club's Gymkhana and

## Inter-Marque Challenge



OK, it's late and this newsletter is about to go to press, so this is going to be an abbreviated condensed Open Bonnet Report. There are some comments next to some of the pictures and maybe that will help



for a Morgan drop-head coupe with wide whitewalls (Tom Politiski), a TR8 that burned rubber all the way around the course (Pat Holt), an Austin-Healey 100 that spent more time sideways than straight ahead (Dan Wolters), and a Ford Taurus station wagon equipped with the optional pink mohair steering wheel cover (Ash the Eliminator). And then there was the normal stuff like Lotus Esprits, an Acura NSX, a Birkin, a three-cylinder Sprite, a

TVR, Austin-Healey 3000's, TR6's, and a Triumph Stag.

4. Amenities. ☆☆☆☆☆ No ★'s although one participant told me that the washroom was located in a patch of trees a couple blocks away.

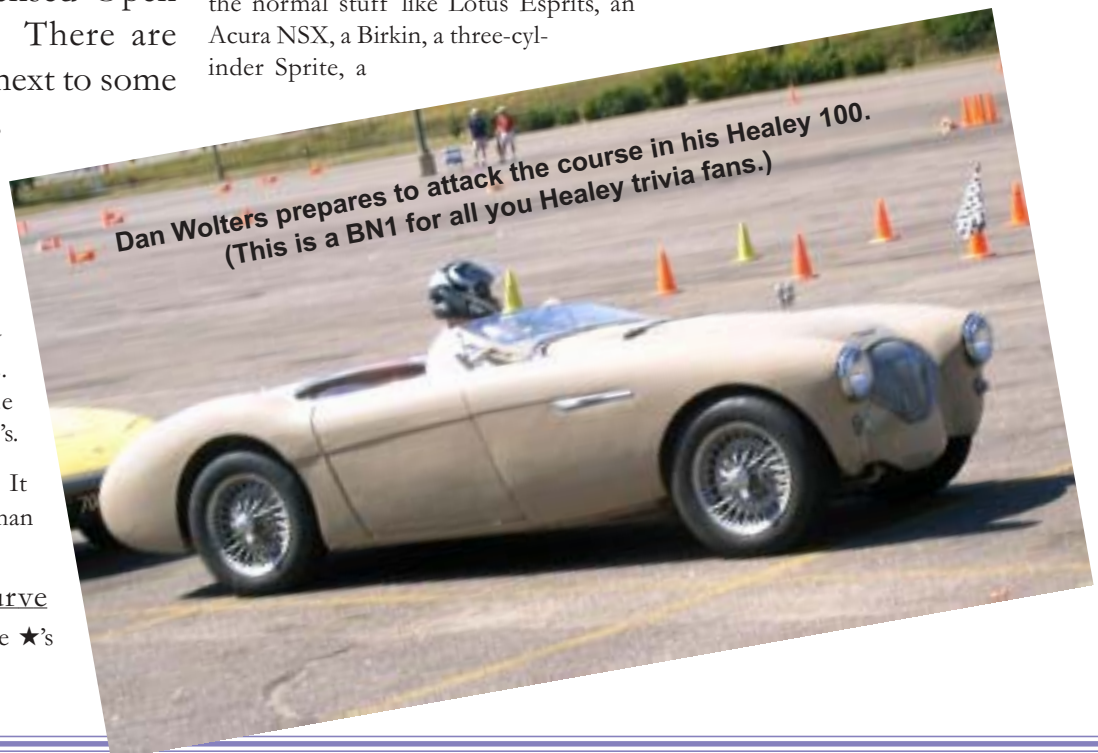
5. Vendors. ☆☆☆☆☆ Hey, nobody was selling anything.

### 1. Attendance.

★★★★☆☆☆☆  
Twenty-five to thirty some competing cars. For a full intermarque event that gives it four ★'s.

2. Weather. ★★★★★ It doesn't get any better than this.

3. Off-the-Bell-Curve Cars. ★★★☆☆ Three ★'s



6. Cost. ★★★★★ It doesn't get any better than free.

7. Ambiance. ★★★★★☆ There was something unambient but I forgot what it was right now.

8. Other. ★★★★★★☆☆ Seven ★'s because every competitor got a Fastest-Time-of-Day award for their fastest time. And everybody got a round of applause too.

All in all this was a very nice day. The hot shoes got to show their stuff and nobody made fun of the rest of us. It could have used a few more MG's on the course but maybe next year. Watch for it.



☞ “Mr. Eliminator” prepares for his run.

Wayne Morris instructs Joan on how to convince the tech inspector that those are stock TR6 wheels.



Dale Martin and his Morgan +8 get in line for a run while another car navigates the course and other cars and drivers watch.

Steve Buetow and his Birkin (a modern Lotus 7) in between Tom Hazen's Acura and Paul Wiedner's Marcos.



# Miscellaneous Mumblings

by Andy Lindberg, editor, publisher,  
gopher

## Not again!

This is the second year in a row that I spent an hour on the side of I-94 on my way home from Ellingson's. Last year, you may recall that a wheel flew off my Austin-Healey Sprite. Since then, the Sprite has been sold and this year Brent Kiser loaned me his TR3B to attend Ellingson's British Car Show and Swap Meet.

Brent is a perfectionist. Not only is every bolt in this cars torqued down to its correct pound-footage, but it is probably polished as well. Although his wife was a little worried about me driving the TR3 ("Check the wheels, Brent."), I wasn't concerned at all. I didn't even bring my Handy Andy tool kit.

After driving Alfas, MGB's, and Toyotas, it took awhile to adjust to a TR3. None of those wimpy extras like windows or even much in the way of doors. On the other hand, it wasn't going to throw you any surprises and it easily kept up with the I-94 traffic. It may have a tractor engine but all 100 horses had reported for duty.

So I arrived at Ellingson's and had a good time. (Story elsewhere in this issue.) When it came time to go, I followed Tom Hazen (in his semi-racing Sprite) to the freeway. After a few miles I passed him since he seemed to be taking it easy on his new engine. Then there was a backfire and the car started jerking like it was getting gasoline in spurts. Off to the side of the freeway and the spurts were further apart. By the time Tom pulled in behind me the car was dead. It would turn

over but no ignition.

There were two possibilities, fuel or ignition. One thing I've learned in my years of nursing old cars is that if it feels like a fuel problem, it's probably an ignition problem. (As a matter of fact, if it feels like any kind of problem, it's likely an ignition problem.)

Nevertheless, the only tool I had was a Swiss Army knife so I unscrewed the fuel line up by the front carb. Splash! Gas everywhere. No problem there. Tom brought over a real screwdriver and a rag to wipe up the gasoline.



On to the ignition. We popped the top off the distributor and my heart sank. No points that might have needed adjustment, just an electronic doo-dad that probably contained more micro-circuits than the Hubble Space Telescope. (For what it's worth, I guess this a Hall-effect sensor, whatever that means.) I thought it was



tow-truck time but then a miracle hapened.

A battered pickup pulled in behind Tom's Sprite and out stepped Mike Straub. Mike reminds me of a drummer from a sixties band with hair that shoots out about a foot from his head. That, however, is not why his stopping was a miracle. Mike is (a) the nicest guy in the world and (b) the owner of Rhino Import Auto Parts, "specializing in used parts for pre-'75 imported cars." Mike has torn apart more MG's and Triumphs than most of us have ever seen.

We put the top back on the distributor and I was assigned to push the starter button while Tom and Mike traced the problem. No electricity at the plugs, not at any one of them. No electricity going into the distributor. There was, however, juice going into the coil. We didn't have any way to test it but the coil seemed to be the problem.

Mike, and then each of us in turn, tried to plug the big wire into the top of the coil, hoping that it had been just knocked out of contact and if we fooled with it long enough, the ignition would be restored. It

was a good idea. (I've since met a very competent mechanic who said he has four brand new coils at home. He bought one, then another and another until he learned he needed to push that wire in harder.) Unfortunately this did not seem to be the problem. It appeared the coil was dead.

Coils are not repairable. They hardly ever go bad but when they're dead, they're dead.

Tom made a few phone calls but couldn't find anyone still at Ellingson's with a spare coil. Mike said he would go back to his shop and bring one back. So he did. While he was gone, Tom showed me how much ear plugs help when you're on the side of the freeway.

Mike returned with the coil from a Datsun 1600 and Tom installed it. I got the very important job of standing between Mike and Tom and handing tools one way and then the other. Then I went back to my old job of turning the key and pushing the starter button. The car fired right up and settled into a relaxed idle like nothing had ever happened.

Without being too slobbery, I would like to express my sincere appreciation to Mike and Tom. Two great people.

(Postscript. The car ran like a champ all the way home. It turns out that the defective coil was a new one Brent had installed this year. Have I told you how impressed Tom and Mike were at the condition of the under-hood area? Sunday morning Brent drove over to my house and installed another coil, one whose resistance matched the electronic ignition.)

### **Toby's and Billabong's**

Toby's isn't Toby's anymore. Now it's Donovan's. They still welcome our business and the wait staff is very good at making out separate checks. Not many people are showing up, however, and I understand that's the same situation over at Billabong's. I think we need a new plan for next year. Anybody got any ideas?

### **Our Cars (or lack thereof)**

No we still don't own a real car. Nothing but a Toyota and a Jetta. But nothing real from the days when men had the brains and the cars leaked the oil. I did drive an MGB, Brent's TR3, and Curt Carlson's Healey 100 (road test next month) and, as usual, fell in love with them all. I get the feeling something may happen soon, but who knows.



*Buco's worthwhile effort to induce all motorists to wear safety headgear. The man is wearing the "Fedora" and the lady the "Safari."*



The piece above appeared in the May 1967 issue of Road & Track. The effort to get drivers to wear protective headgear obviously went nowhere but maybe it's time for another attempt. Of course, the "Fedora" is hopelessly outdated and newer styles would have to be designed. How about one in the popular "Baseball Cap Worn Side-wise" or the always fashionable "Gray Stocking Cap?"

## **What is a Coil? And What Good is it Anyhow?**

If you've read Miscellaneous Mumbblings, you know that if a coil doesn't work, your car doesn't run. Why not?

This may be hard to believe, but that Die-Hard sitting in your engine compartment doesn't have enough juice to fire your spark plugs. While its twelve volts may have produced some neat fire-works when you dropped a wrench across its terminals, it's not enough to make a spark jump a plug gap of 0.025 inches. For that you need something like 10,000 volts or more.

And that's where the coil comes in. Here's how it works. The wimpy 12 volts come into the coil and proceed through a thick wire wrapped around an iron core. This is the primary coil and it produces a pretty decent magnetic field. Then the distributor cuts off the juice and the magnetic field collapses. When the magnetic field suddenly disappears, the stored energy escapes in a surge of a couple hundred volts.

This energy surge goes to a secondary coil which has a lot longer and much skinnier wire. According to Faraday's Law, this produces a surge of even more volts. The amount of volts depends on the amount of skinny wire in the secondary coil, but figure it's now about 30,000 or so. This flies through that big wire leading into the distributor. There it goes through the rotor to the proper spark plug and ignites the gasoline/oxygen mixture at just the right time.

This is a good thing and the engine runs as it should. Assuming everything else operates as well as the coil.

Despite all the electrons zipping around inside it, the coil has no moving parts

to wear out. In addition, there's nothing to rust and nothing to rot. So take the advertisements for you to buy a new one with a grain of salt.





# Doctor Ernie's Tech Tips

by Ernie West of Dead Lake Motors

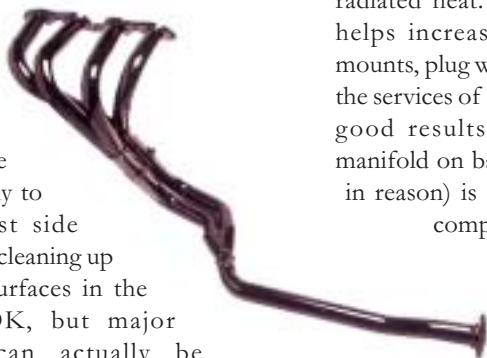
Subject: Gaining Horsepower

*(Editor's note: This is a continuation of "Doctor" Ernie's series on increased horsepower.)*

After writing here about compression, camshafts, induction and carburetion, we finally get to the chapter on exhaust systems.

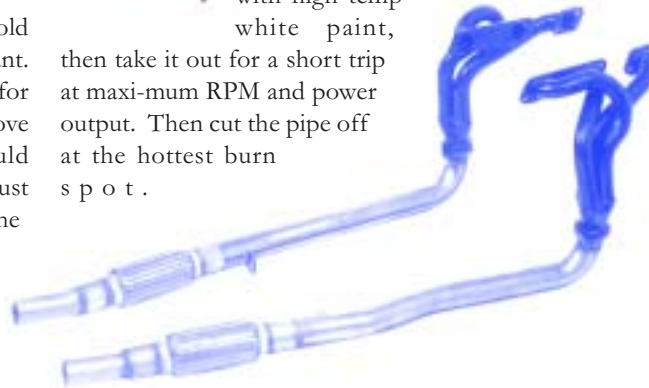
Starting right at the exhaust valve itself, make sure

the valves and seats are ground to fit each other with the seat contacting the outer 1/2 of the valve face. Most of the same rules used with the intake system apply to the exhaust side too. Minor cleaning up of rough surfaces in the port is OK, but major changes can actually be detrimental. Alignment of the manifold or header ports to the head is important. Just like with the intake manifold, look for telltale marks of misalignment and remove by grinding any material that would impede an uninterrupted flow of exhaust gases. Keeping in mind the direction the gases flow, it is permissible for there to be a slight drop off at joining parts, but never a ledge that the gases have to climb over.

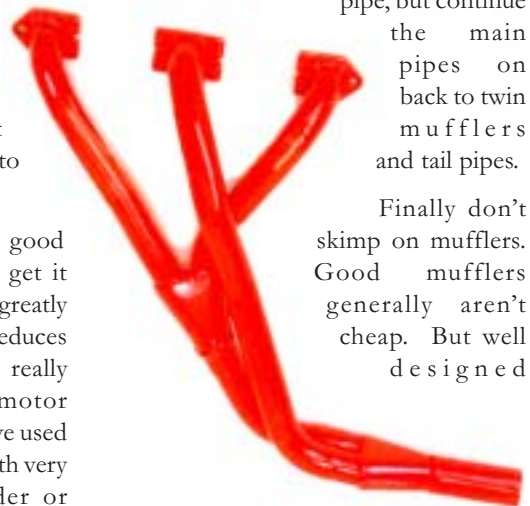


This rule applies at every part from the cylinder head to the tail pipe. Starting back at the engine, the choice of a manifold can be very important. Almost everyone agrees that a well-designed and precision-made header is the best. But a poorly designed and misaligned header can actually lose you horsepower. Some cast iron manifolds are actually hard to improve over.

If you do luck out and get a good header, a next step would be to get it coated. This does two things, it greatly increases header life and it also reduces radiated heat. This later feature really helps increase life of nearby motor mounts, plug wires, starters, etc. I've used the services of "Jet Hot" coating with very good results. From the header or manifold on back using larger pipe (with in reason) is a good idea. For flat out competition, a common trick to find the perfect length of exhaust the pipe is to paint the pipe with high temp white paint, then take it out for a short trip at maxi-mum RPM and power output. Then cut the pipe off at the hottest burn spot.



For a street vehicle, if its a V6 or V8 with dual exhaust you would actually join these two burn spots with a smaller cross over pipe, but continue the main pipes on back to twin mufflers and tail pipes.



Finally don't skimp on mufflers. Good mufflers generally aren't cheap. But well designed

mufflers will have practically no back-pressure plus they really sound good. When mounting the system, I try to rigidly fasten the front pipe or header to the bell housing or transmission, then flexibly hang the rest of the system adequately with rubber hangers maintaining at least 1/4 inch clearance from non critical surfaces and 2 inches from brake and fuel lines. Clearance must also allow for full travel of moving things like axles, shocks, sway bars, clutch linkage, etc.

# 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](mailto: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.

## à Vendre

**1958 MG Midget** ZB Four door saloon. Wood dash, black with tan interior, solid driver. A plain fun car to take the family or friends to the DQ on that cloudy, cold day. New brakes, new wiring. A rare car in the US and even the UK now. No rust, clean. Don Carlson 701-293-6882, cell 701-371-1282, or [CarlsonTrbuffalo@aol.com](mailto:CarlsonTrbuffalo@aol.com) Price: \$6,995 obo (September 04)

**1961 Jaguar Mark IX** Four door saloon. Sunroof, air-conditioning, disc brakes, British racing green, solid

driver, fold-down opera tables on rear left and right sides, power steering, power brakes. Production numbers, 10,009 made, 4,647 shipped to North America. A touch of class. Don Carlson 701-293-6882, cell 701-371-1282, or [CarlsonTrbuffalo@aol.com](mailto:CarlsonTrbuffalo@aol.com) Price: \$12,000 obo (September 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)

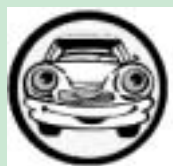
**1970 Triumph Spitfire** Newish fuel pump, clutch, clutch slave cylinder, starter, alternator, and front suspension rebuild. Moving on to bikes and punk rock bands. \$500. Jim Michels

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**Three Triumph TR10's** Four door sedans plus parts from three other cars. Projects, rolling, titles. BE UNIQUE! Own something that no one else has. (*Editor's note. Actually Ralph Zerbe of Houston, MN owns one of these. It's a hit wherever he takes it and he's driven it to the west coast and back.*) An interesting, fun car. Enough parts for three complete cars. Enough spare parts to fill a medium Ryder truck. Package DEAL, all for \$500 FIRM. Don Carlson 701-293-6882, cell 701-371-1282, or [CarlsonTrbuffalo@aol.com](mailto:CarlsonTrbuffalo@aol.com) Must sell by October 1 or these little cars will be CRUSHED. I no longer have storage space. (September 04)

## Recherché

**Triumph TR 2/3/3A/3B** Or some other sporty European vehicle from 1947-1967. Want a good to very good driver. No red cars need apply. Andy Lindberg [andylinberg@earthlink.net](mailto:andylinberg@earthlink.net) 651-292-8585 (May 04)

# INTERMARQUE CALENDAR

## INTERMARQUE SHOWS & EVENTS

- AUGUST 22** **Nord Stern Concours 2004** Southdale Shopping Center (south-east parking area), Edina, MN 45th anniversary of the Nord Stern Porsche Club Region. Judging starts at 10:30 a.m. Hosted by Nord Stern Porsche Club. New this year, SUV class. Info: Luis Fraguada 651-733-6337 [lfraguada@mmm.com](mailto: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. Hundreds and hundreds of cars. Automotive books on sale! Get there early and stake out a spot for your club. Last year the MGs took the largest club presence award with 40+ cars. Anybody out there want to take them on? Info: Watch the Metro papers about a week before the event. Some people usually get together at the Perkins on Snelling Avenue and Highway 36 (just south of Rosedale) to caravan over.
- 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/](http://www.britishcarunion.com/) or 630-773-4806
- SEPTEMBER 17 - 19** **Indy British Motor Days** Arbutle Acres, Brownsburg, IN. This year's featured marques are Spitties and Spridgets. Info: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 or Don Haynam 317-887-3867 [mgr@quiknet.net](mailto:mgr@quiknet.net)
- 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 [glauser@pressenter.com](mailto:glauser@pressenter.com) or Mike Martin 952-898-1634 [Ahbn1@aol.com](mailto: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. Very good attendance lately. Usually 25-30 people and some nice cars in the lot.

**InterMarque Informal Car Show** Every Sunday starting as soon as the first car shows up. Now at two (count 'em, 2!) locations. **Toby's DONOVAN'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, Ferrari, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. They start at about five and go till the last car has left. (\*Donovan's is the new name for Toby's. As far as we're concerned the name change means nada.)



## INTERMARQUE RACES, RALLIES, & TOURS

- AUGUST 20 - 22** **NASCAR at Brainerd** Brainerd International Raceway, Brainerd, MN. Professional road racing returns to Brainerd International Raceway. Cellular One NASCAR 300 and Dodge Viper Racing Series. PLUS vintage race cars and two classes of SCCA cars. All races 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. Info: [www.vscr.org/index.html](http://www.vscr.org/index.html) or [www.brainerdracewayandresort.com/](http://www.brainerdracewayandresort.com/)
- AUGUST 28** **The Red Green Tour** Hosted by Minnesota Austin-Healey Club. Meet for lunch at noon at the Pickle Factory in Pepin, WI. Tour starts at 1:30. Straightforward tour with easy to follow road name route instructions and fun scavenger hunt-type questions. Rain date is Sunday, the 29th. Tour is free and any vintage or modern vehicles are welcome. Info: Tom Hazen [tom\\_hazen@adp.com](mailto: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](http://www.vscda.org) and [www.roadamerica.com](http://www.roadamerica.com)
- OCTOBER 2** **Fall Color Tour** Joint tour of the Minnesota MG Group and the Minnesota Austin-Healey Club. Tom Moerke and Wayne Soderbeck are putting the event together.
- OCTOBER 2** **Great German Bratwurst Rallye - "Run for the Bun"** Location tba. Nord Stern Porsche Club members and anyone driving a Porsche invited. \$35/car, two people/car. Info: Lou Tusler [lou@snsabling.com](mailto:lou@snsabling.com)
- OCTOBER 10** **Fall Color Tour** Jaguar Club of Minnesota. Ron Nordwall and Don Messer are putting the event together.
- MAY 13 - 15, 2005** **Australia/US Healey Challenge** Elkhart Lake, WI Sanctioned by SVRA. This is the first in a series of five races between US Healey racers and their down-under counterparts. Other races are at Watkins Glen, VIR, Mid-Ohio, and Mosport. Minnesotan Jeff Johnk is one of the key people behind this exciting race series. Info: [www.svra.com](http://www.svra.com) and [www.roadamerica.com](http://www.roadamerica.com)

## MARQUE NATIONALS & UPPER MIDWEST REGIONALS

- 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](mailto:bonpete@earthlink.net)) or [www.rroc.org/worldtour](http://www.rroc.org/worldtour)
- AUGUST 20 - 22** **SAAB 2004 Owners Convention** Crystal Mountain, WA Info: [www.saabconvention.org](http://www.saabconvention.org)
- SEPTEMBER 10 - 13** **Lotus Owner's Gathering, LOG 24** Birmingham, AL Honored guest: Dan Gurney Info: [www.lotusclub.org](http://www.lotusclub.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](mailto:ITRMPH2@aol.com)
- JUNE 26 - JULY 1, 2005** **Carolina Conclave** Location: Winston Salem, NC Austin-Healey Club of America. Host Club: Triad AHC. Info: Gary Brierton 336-249-8869 [gbrierton@hotmail.com](mailto:gbrierton@hotmail.com)
- JUNE 18 - 23, 2006** **Northeast Ohio Conclave** Location: Akron, OH Austin-Healey Club of America. Info: Wayne Ward 440-235-8326 [wardwe@aol.com](mailto:wardwe@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](mailto: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. Usually Andy's at University and Fairview in St. Paul but location moves occasionally. Info: Tom Hazen 612-237-1883 [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com) or [www.mnhealey.com](http://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](http://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](http://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](http://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](http://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](mailto: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](http://www.twincitiesvwclub.com)



## **Wheels of Italy welcomes you to the Midwest's Largest All Italian Car and Motorcycle Show**



 Saturday, August 28th, 9am - 5pm

 Free admission and registration

 Non-judging event

 Vendor promotion give-aways

 Open to all Italian years, makes and mod

 Food and beverages

 Service vendors, Driving/Racing Schools and more...



3033 Excelsior Blvd. (Lake Calhoun)  
Minneapolis, MN 55423

For more information, go to:  
[www.WOIOW.com](http://www.WOIOW.com)

contact us at: [info@WheelsOfItaly.com](mailto:info@WheelsOfItaly.com)  
952.249.7223 ask for Dan



This event is for the promotion of  
everything Italia on wheels and to  
have FUN!





**Saturday**  
**August 28, 2004**  
 (rain date Sun. Aug 29)

**12:00 Noon**  
**Pickle Factory**  
**Pepin, Wisconsin**



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

The "Red Green" idea is simple: Instructions in red are turns to the right, green are to the left. Complete and easy-to-follow route instructions and a detailed map will be provided. To reduce tailgating and passing, cars will line up in order of anticipated driver enthusiasm, according to their self-chosen spot on the Official Scale of Driving Effort. The most motivated drivers will be in front, **7/10ths maximum**.

The lunch will be a "pay your server" affair, then after a short meeting, the **tour will start at 1:30**. It takes about two hours when driven at **Happy Speed**. The tour is less than 100 miles, but your total travel distance for the day will be about 250 miles from Interstate 494.

**Best of all, this tour is FREE!**

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

Questions? Contact Tom Hazen at 612-237-1883 or [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com)

**The Official Scale of Driving Effort**

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

Sponsored by:

