

May, 2005  
vol. IV, no. 5



# InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

## 5<sup>th</sup> Annual Classic Go-Kart Challenge



**Which club took  
home the trophy?  
See page 3**

MAY, 2005  
VOLUME IV, ISSUE 5

PUBLISHER  
*Vintage Enterprises*

EDITOR  
*Andy Lindberg*

SENIOR COPY EDITOR  
*Linda Larson*

CONTRIBUTORS  
*Bob Groman*

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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](http://www.citroenmn.com))

Glacier Lakes Quatro Club ([www.glacierlakesqclub.org](http://www.glacierlakesqclub.org))

**Jaguar Club of Minnesota** ([www.jaguarminnesota.org](http://www.jaguarminnesota.org))

Lotus Eaters (TYPE45@aol.com)

Lotus Owners of the North - LOON ([tengel@mchsi.com](mailto:tengel@mchsi.com))

Mercedes Benz Club of America, Twin Cities Section ([www.mbca-tc.org](http://www.mbca-tc.org))

Metropolitans from Minnesota ([www.metropolitansfromminnesota.com](http://www.metropolitansfromminnesota.com))

**Minnesota Austin-Healey Club** ([www.mnhealey.com](http://www.mnhealey.com))

Minnesota Ferrari Club ([LSand007@mn.rr.com](mailto:LSand007@mn.rr.com))

**Minnesota MG Group** ([www.mmgg.org](http://www.mmgg.org))

**Minnesota MG T Register** ([www.mnmgr.com](http://www.mnmgr.com))

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

([www.mini-sota.com](http://www.mini-sota.com))

MINI-sota Motoring Society ([frozenquest@yahoo.com](mailto:frozenquest@yahoo.com))

**Minnesota Morgans** ([Healeymog@yahoo.com](mailto:Healeymog@yahoo.com))

Minnesota SAAB Club ([www.mnsaabclub.org](http://www.mnsaabclub.org))

**Minnesota Triumphs** ([www.mntriumphs.org](http://www.mntriumphs.org))

Nordstern Porsche Club ([www.nordstern.org](http://www.nordstern.org))

North Star BMW Car Club ([www.northstarbmw.org](http://www.northstarbmw.org))

Pagoda Club of Minnesota (651-452-2807)

The Regulars Twin Cities Vintage Scooter Club ([www.minnescoota.com](http://www.minnescoota.com))

**Stella del Nord Alfa Romeo Owners Club** ([esolstad@presenter.com](mailto:esolstad@presenter.com))

Twin Cities VW Club ([www.twincitiesvwclub.com](http://www.twincitiesvwclub.com))

**Vintage Sports Car Racing** ([www.vscr.org](http://www.vscr.org))

Volvo Sports America Minnesota Chapter (David Olson, [olson199@umn.edu](mailto: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 [andyindberg@earthlink.net](mailto: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](http://www.mntriumphs.org).

# Go-Kart Challenge

March 19

On March 19, about 30 gung-ho racers and a few gung-whoa wannabees gathered at Pro Kart Indoors in Maple Grove for the annual Go Kart Challenge. Minnesota Jaguars hosted the event and invited other "vintage" car clubs to compete. Last year the team prize went to the BMW club. Who took it this year? Read on and find out.



Jeff Ophoven, owner of Pro-Kart Indoors, held up the caution flag and told the racers what they had better do if they see it: "Slow Down. There's a problem on the track and the course workers do not want to get run over." Jeff also showed the kartists the "move over and let somebody pass flag." He said it's no big deal. Not everyone believed him. Looking on is Dave Meek, who did a heck of a job putting this event together.



To the left two unidentified racers battle it out on their last session on the track. One tip from Jeff was to lean to the outside of the curve while you are cornering. This is the opposite of what your inner ear tells you to do, but it puts more weight on the outside tires and they are less likely to hop and skip. The racers testified that it worked.

Right: Lotus devotee Tim Engel shows racers the best "line" for fastest speed.

Below: Racers line up for their next outing. Always watch out for people who bring their own helmets. It's like going to the pool hall and playing with the guy with his own cue. Don't bet money on the outcome.



After participants adjourned to the Black Bear Saloon, Dave Meek announced the winners:

Third place club: Lotus

Second place club: Ferrari

First place club: Jaguar

Fastest time of day: Jeremy Engel (by a couple thousandths of a second over Matthias Orfield)

Best crash: Steve Rixen

Lunatic: Tom Hazen

Safest: Denny Hansen



Best tee-shirt slogan seen at the event: "You mess with me, you're messing with the whole trailer park."



# OUT & ABOUT

## Minnesota Racetracks, Past, Present & Future?

The grand old man of Minnesota sports car tracks, Brainerd International Raceway (aka Donnybrooke) is still alive. Despite what you may have read here and elsewhere, it has not yet been sold. A sale may (or may not) be imminent and the new owner (if there is one) may (or may not) want to convert the track into condos and a golf course. Hope that clears things up.

Meanwhile, a new track is in the works. It will be called Pine Run Motor Sports and be located near Pine City (exit 169 on I-35 between the Cities and Duluth). Exact location would be in Pokegama Township on what is now the Harley Sod Farm, one mile north of the metropolis of Henriette.

Developer of the new track is Jed Copham and JD Investments. Copham has hired Scott Quick, formerly of BIR, to manage the facility. The main difference between it and BIR is that Pine Run is designed with shorter straightaways so that it can be used by street cars in addition to all-out race vehicles.

Meanwhile, a group called Concerned Citizens Against Pine Run Racetrack (CRAPR) is organizing to fight the facility. For more info on the proposed track, see [pinerunracing.com](http://pinerunracing.com).

## MG Rover Closes Shop

After a deal fell through with a potential Chinese partner, suppliers pulled the plug on MG Rover. They were understandably worried about not being paid by a company whose shaky financial situation was slowly becoming apparent to outsiders.

MG Rover is the last British-owned volume car maker and the successor to British Motor Company, British Leyland, and their many predecessors.

The Chinese deal was to be with

Shanghai Automotive Industry Corporation. SAIC has joint ventures to build VWs and GM cars but nothing to call its own. It was looking for an acquisition and had been in talks with MG Rover

for many months before it was allowed to do financial due diligence.

The report from Ernst & Young said that MG Rover would run out of cash within weeks so SAIC walked away. Even a £100 million loan from the British government did not sway them.

At last count, MG Rover was building thirteen different products. They ranged in price from the £6495 City Rover to the £65,750 MG XPower SV. Of most interest to Americans, although not sold here, is the MG TF, a two door roadster with a distinguished name and so-so build quality.

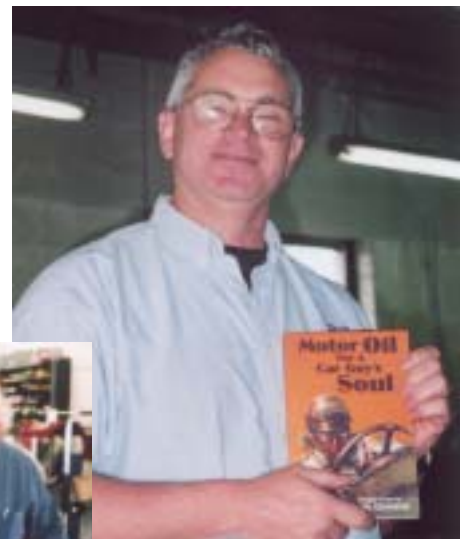
All MG Rovers were built in the antiquated Longbridge plant rather than the somewhat more modern Cowley facility that BMW uses to build the MINI. From reports, it appears that this, along with

management negligence on a massive scale, doomed the business. As this newsletter goes to press, the Blair (Labour) Administration is offering various plans to save MG Rover. One or more of these may succeed but the chances do not look good.

## Vintage Sports Car Racers Hold Swap Meet

On April 9, Quality Coaches hosted a swap meet for VSCR, this area's premier (perhaps only) vintage racing organization. (For info on VSCR, see their web site, [www.vscr.org](http://www.vscr.org).)

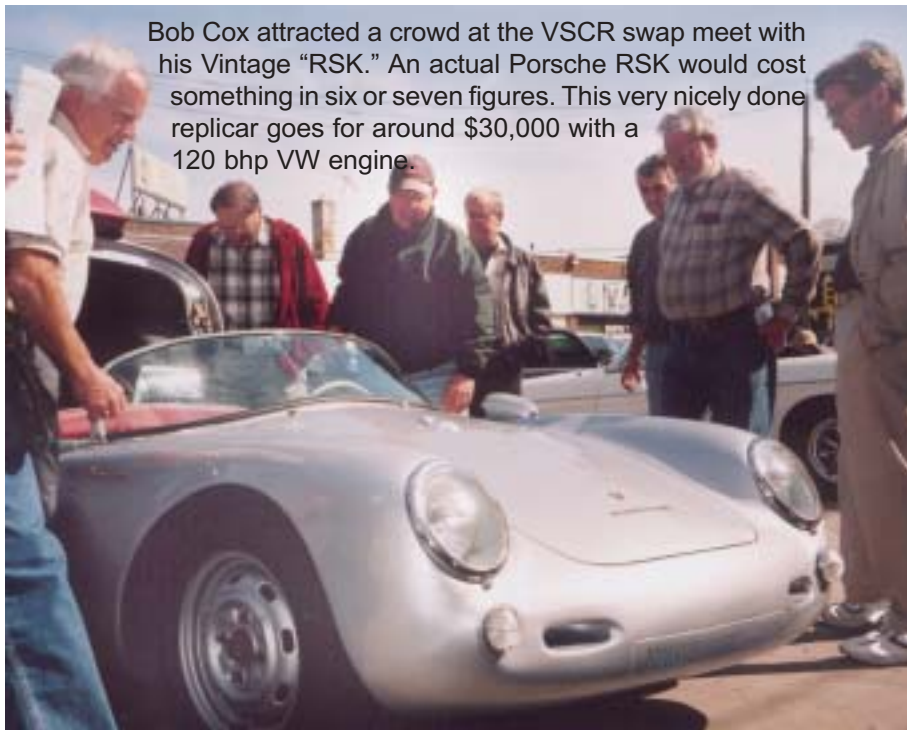
In addition to bargain priced racing goodies, the show also featured two attractions planned for the May 22 Inter-Marque Spring Kick Off. First, Kevin Clemens was there with his book, *Motor Oil for a Car Guy's Soul*. Clemens, who lives in the Cities races an MGTD and a 1985 VW Golf. The Golf



was there on a trailer as Kevin was leaving for Blackhawk immediately following the VSCR get-together.

Second, Rob Edwards was there with a slot car track he is promoting. Slot cars are having a real resurgence and the set Rob has is very nice. For those of you who don't know Rob, he is the area's





Bob Cox attracted a crowd at the VSCR swap meet with his Vintage "RSK." An actual Porsche RSK would cost something in six or seven figures. This very nicely done replicar goes for around \$30,000 with a 120 bhp VW engine.

Three."

By one report, the DMC-12 was intended to be "safe, ethical, and sleek," but DeLorean was also quoted as saying it was aimed at the "rich, horny bachelor."

When production began in 1981, whatever the attraction of the Giugiaro design and the Lotus chassis, the car was overpriced and underpowered. Red ink flowed like gasoline through a Suburban. DeLorean attempted to save the company by selling \$23 million of cocaine. He was busted, but pleaded entrapment and was ultimately acquitted. By then, however, the company was toast. His car lives on most famously as Michael J. Fox's steed in "Back to the Future."

old Volvo guru so his slot car fleet includes a 544 and a 122. Rob hopes to bring his full size 544 to the Spring Kick Off as well the smaller version.

### **John DeLorean Dies**

John Zachary DeLorean died on March 19 at the age of 80 following a stroke. He was born in Detroit and worked for Packard and then General Motors. After fathering the GTO, he became Pontiac Chief Engineer, Pontiac General Manager, and Chevrolet General Manager.

In 1973, he left GM to start his own firm, the DeLorean Motor Company. While he envisioned it as a full line auto manufacturer, its first (and ultimately only) product was a two-seat coupe with gullwing doors. The car was styled by Giugiaro and Lotus did the chassis, neither of them slouches in their respective fields.

The British government put £100 million into building a plant

near Belfast. Their goal was to deliver a "hammer-blow" to the IRA, a goal as unrealized as DeLorean's wish to compete with the "Big



**InterMarque Breakfast at the Square Peg, April 9. The parking lot was full too. Come on over sometime. See calendar for details.**

# ROLLING RESTORATION

## TRIUMPH TR3A

*(Ed's note: When we last heard from Bob, our intrepid restoration chronicler, he was xxxxxxxm xxxxxxxm in xxxxxx xxxxxx. We now return to see how things have gone over the winter.)*

words and pics by Bob Groman

It's Spring! I don't care if Mother Nature just dumped 12 inches of snow on my driveway. It's Spring, I tell ya! Yes, it has been a long time since this intrepid reporter has checked in to "Restoration Central," but winter has been productive with much accomplished on the TR-3A.

I want to start out with several "easy" projects that I was able to accomplish in the time between larger projects. All of these start out with already working parts. Parts that don't work may require additional steps to complete the project.

First, I want to reiterate how important it is to have a "Mechanic in your Pocket". This is someone you know and trust and can bounce ideas off, ask questions that may not be covered in the manual, or take the part to when you have made the part "FUBAR" (Fouled Up Beyond All Recognition). I personally want to thank "Doctor" Ernie West of Dead Lake Motors, Dave Hagenbuch of The Roadster Factory, and Jim Tranby of Classic Import Repair. Their advice and help was indispensable!

### 1. Brakes

I had known for some time that it was time to change the brake hoses as the old ones had begun to look aged and weather-checked. I like to do things only once, (like bleeding the brakes) so I plan what things I can do when I take down an entire system.

Therefore, when I changed the hoses, I



decided to see if I could rebuild the brake calipers myself.

When you tackle something like brake calipers, always keep in mind that you may find you have gotten in over your head. Have a backup plan that includes sending the part out to someone who specializes in such things.

First, I looked at the entire system, and ordered parts I knew I would need. These were new brake hoses, dust excluders, piston seals, bleed screws and high temperature caliper paint. I also checked on the availability of caliper pistons, as I might need them when I got into the rebuild.

The calipers looked really "aged." The best way to clean them is sandblasting but you have to be careful to clean any and all residue from the calipers afterward.

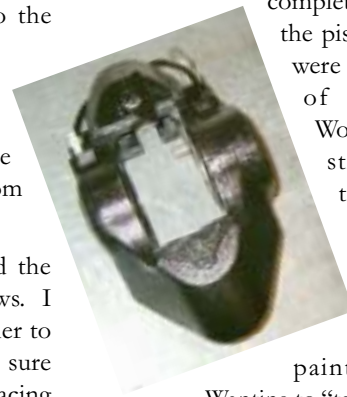
Before sandblasting, I removed the pistons, seals, hoses and bleed screws. I also put the calipers in a parts washer to loosen any dirt and rust, and made sure they were thoroughly dry before placing them in the blaster. After blasting them down to bare metal, I put them into the parts washer again, dried them, and blew out the recesses and ports with compressed air.

The caliper bodies were now ready to paint. After removing the pistons, it was time to assess whether new pistons were required (or if I had gotten in over my head). All of the pistons had some pitting ranging from



minor to "Wow, the seals actually held with that?" New pistons were ordered along with pad retainers.

Removing the pistons is not easy but can be accomplished with compressed air and a block of wood between the pistons. Use the wood to keep the piston from completely ejecting. Just trust me on this, ok? This method tends to remove only one piston which means you have to carefully prise out the other. Time and patience are the only things I can recommend! The cylinders were smooth and unpitted, so I just lightly scuffed them with very fine emery paper. The dust excluders were also weather-checked, needing replacement. I was



completely surprised by the piston seals. They were the consistency of "Gummy Worms" and would stretch to twice their normal size.

There are a multitude of caliper paints and colors.

Wanting to "take a walk on the wild side" I chose black...but it was gloss black! I used the old pistons and hoses to stopper the places I didn't want painted, and, after moving to a well ventilated area, painted them without primer, and with several coats.

After the paint dried, it was time to refit the new seals, pistons and dust excluders. Be very careful in refitting the pistons for several reasons. After fitting the new seals, it is going to be a very tight fit. You will want to use brake fluid (matched to the specification of your system) to lubricate and facilitate fitting the pistons.

Care is needed so as not to ruin your paint job with brake fluid. The hard part is fitting the pistons into the cylinders. You MUST make sure that the pistons are fitted squarely into the cylinders lest they damage or score the cylinder walls or the pistons themselves. I used a piece of wood that allowed me to press down using my body weight to shove the pistons home.

I then fitted the bleed screws, pads, pad retainers, hoses to the calipers, and offered them up to the car replacing them by reversing the steps of removal. Don't forget to check your workshop manual for any torque specifications for attaching the calipers to the vertical link. After tightening all hoses and lines that you disconnected, replace the brake fluid and bleed the brakes.

Lastly, with the help of your assistant, (my assistant is my daughter Zoey, who for some unfathomable reason wants a Mini), check your connections for leaks, and re-tighten as necessary. Then check to ensure the calipers work as they are supposed to. Mine worked as advertised. If they hadn't, this would have been the time to resort to Plan "B" and send them out for rebuild.

## **2. Wire Wheels**

There is no easier upgrade to a Triumph sports car than the addition of wire wheels. Triumphs are especially easy in that one simply attaches the splined hubs to the existing hubs to facilitate the addition of the wire wheels.

The biggest drawback to replacing your stock wheels with wires is cost. A good set of hubs, wheels and lug nuts will set you back between \$1200 and \$2000, depending on the manufacturer, number of spokes, exchange rate (if not made in the USA) and whether they are painted or chrome. And don't forget the knock-offs!

I chose Dayton wire wheels in chrome for the simple reason that they use stainless steel spokes that should never need truing as the spoke can be tightened to higher specifications than chromed spokes.

The first thing you want to do after removing your old wheels is thoroughly cleaning the area where the splined hubs will be mounted. There should be no rust,



paint, dirt or other contaminants on the two faces being m a t e d . Next, make sure you select the splined hub w h i c h corresponds to the correct side of the car (RH of

LH). Next, secure the splined hubs with your new (wire wheel specific) lug nuts, and tighten them to the specified torque setting.

This is important if you are attaching the hubs with the original wheel studs. The original wheel studs are longer than the wire wheel studs meaning you have to take off about a half inch of the stud extending beyond the lug nut after tightening. If you don't remove this extra, it will interfere with your new wheels, and they will be ruined. Although you can use a hacksaw to cut off the stud extending beyond the nut, (I did this on the first half of the first one) I recommend a cut off tool. Cut the stud flush with the lug nut, and dress the end with a file.



I took the wheels to a local shop to have tires mounted and balanced. After this is done, you are ready to mount your wheels to the hubs...almost. I don't remember where I read it, so I cannot give proper credit, but applying a thin coating of silicone sealer over the inner spoke ends will prevent any grease from getting out to dirty your wheels, and any water from getting in. This will not however, make your wheels "tubeless!"

After the silicone has dried, apply some anti seize such as Permatex or Coppaslip to the hub splines and slide the wheels onto the hub. Then, select the correct knock-off, again corresponding to the side of the car (RH or LH), and tighten them down using a knock off hammer until you can't tighten them any further.

There are several tools you can use if you don't wish to mar the chrome by beating it senseless with a lead or copper hammer. I purchased both tools and they both work well. One is a long-handled wrench that fits over the knock-off and uses leverage to tighten or loosen the knock-off. It does leave a small mark where the wrench contacts the knock-off. The other is a block of laminated wood

with a cut-out that fits over the knock-off and you whack the wood with the hammer to tighten or remove. This tool leaves no marring other than if you slip, but has a limited life expectancy of about 40 wheels.

The last thing you want to do is drive the car a short distance, (a couple miles should suffice)

and then check the knock-offs for tightness and re-tighten if necessary.

That's about it for this installment. In upcoming issues, I will cover rebuilding the front and rear suspensions, steering, exhaust R&R, distributor rebuild, and several other things I accomplished this winter. See you on the road! Bob



# Miscellaneous Mumblings

by Andy Lindberg, editor, publisher,  
gopher

## **InterMarque Spring Kick Off/Car Show/Banquet**

Dale Martin brought the trophies for the InterMarque car show to a recent council meeting and they are works of art. Dale sculpts in wood and it shows. I won't win one but some people are going to be very happy.

You don't really have to win an award, or even be in the running for an award, to enjoy the show. It's fun to see the TLC cars (time, love, and cash) but the survivors are my favorites, the cars that took a licking but still keep on ticking.

The show is for vintage foreign cars and sometimes people ask what a vintage car is. For the purposes of this show it means a foreign car old enough to vote. (And for some of the attending cars, old enough to drink. Oil, in large quantities.) On the other hand, we're not too fussy.

On attendance, we have pre-registrations for nine Triumphs, eight Austin-Healeys, six Jaguars, six MGs, three Lotus, two Aston-Martins, two Citroëns, and one each AC, Morgan and Porsche. In total, 66 people have pre-registered for the banquet. It's April 15 as I write this so I know all about procrastination, but please send me a note that you will attend. [andy@earthlink.net](mailto:andy@earthlink.net)

## **British Car Withdrawal**

Don't get me wrong; I love the Citroën and this whole French schtick is a gas. I made quiche for dinner tonight and my beret looks stunning. Linda and I were thinking of enrolling in French classes at Alliance Francaise, but there are some things that keep tugging at my Britcar heartstrings.

First, there are all the upgrades for British sportscars. Things from leather driving gloves to Brooklands windscreens to  $\frac{3}{4}$  race cams. I continue to be bombarded by parts catalogs from Moss, The Roadster Factory, APT, and other suppliers to the British automotive fraternity. They are very nice catalogs and I almost always find something in them that I can't live without. Then I remember that I don't own a British car anymore. It's kind of like Imelda Marcos would have felt in a shoe store with casts on both her feet.

Second, there is the ongoing maintenance of the British sportscar. I learned all manner of things from fiddling around with a series of these vehicles. What a lug nut is and why you should torque it down. Why some of those early pollution gadgets can make your car idle at 2300 rpm. How to set your point gap with a matchbook cover. All of these things and more. Sometimes my repairs even worked. Sometimes. Well, now I have a car that doesn't need much done to it and I feel sort of unneeded when I visit the garage.

Third, and this is probably the most important, is that I miss the "corners like it's on rails" feeling that you get in a British sportscar. This feeling comes from sitting close to the ground and your car having an extremely noncompliant suspension. This type of suspension was made popular back in the days when there was more flex in a sportscar's chassis than its springs. As a result, you go through corners with very little lean. The 2CV has more than a little lean. Going through a corner, it's like a drunk politician angling for the AA vote. It's comfortable, amazingly comfortable for its 1400 pound weight, but it doesn't corner like it's on rails. I miss that.

Ah well, pass the escargot and let me drown my sorrows.



## **Book Report**

This month's book report is on *Motor Oil for a Car Guy's Soul* by Kevin Clemens. First, I should tell you that Kevin lives up here in the Greater Twin Cities Mosquito Control District so his book automatically gets a good review. Also I'm selling copies of it to raise money for this newsletter, so the only question should be how many superlatives can I squeeze into one sentence.

So here's some high praise, Minnesota style, "It's a pretty darn good book." *Motor Oil* won the 2005 Ken Purdy award for best automo-



tive writing. Kevin received the award at the New York Auto Show.

All of you true vintage enthusiasts will appreciate "The Ones That Got Away," "First Time Charmers," and "Pack Rat Fever." Vintage Racers will enjoy his three "Cheap Date" columns about trying to go vintage racing on the cheap. And I highly recommend the appendix, chapter one of Kevin's upcoming novel, a mystery titled *Eat Free or Die*, the slogan of automotive journalists.

The books are \$12. E-mail me to place an order. [andy@earthlink.net](mailto:andy@earthlink.net)

**Inter-Marque Meeting**  
**Andy's Grill – St. Paul MN**  
**Tuesday March 29, 2005 – 7:00 p.m.**

Members present: Rich Stadther, Dale Martin, Barb & Gary Ronning, Phyllis & Keith Galberth, Daniel Buchen, Frank Howard, Tim Engel, Dave Lindemann, George Arthur, Ed Solstad, Louis Wendling, and Chairman Andy Lindberg & Linda Larson.

Inter-Marque events for the coming year were reviewed.

The Inter-Marque Spring Kick-Off/Car Show/Banquet was discussed. It is to be held again at the Radisson Hotel & Conference Center in Plymouth MN on Sunday May 22. The Car Show will be from Noon to 3:00 p.m. and the Banquet from 3:00 to 5:00 p.m.

The cars for the Popularity Car Show may be parked on the grassy area adjoining the fire lane (depending on weather) as well as in the parking lot (like previous years). Last year there were over 90 cars attending. Award categories again will be Soft Top 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> places, Hard Top 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> places, Ladies Choice, and Unpolished Pearl. Dale Martin again has made hand carved wooden trophies for the Car Show.

The Banquet will be held at the Creekside Restaurant in the hotel and will cost \$15.00 per person - to be paid at the restaurant entrance. This includes all tax and gratuities. Also the Creekside Bar is in that same area. Last year 100 people attended the Banquet.

The committee has received \$100.00 donations from each of the MGT, Triumph, Jaguar, and VSCR Clubs. We are expecting the same donations from the Austin Healey Club and the Minnesota MG Group. These funds will be used to purchase Awards, Buttons, Dash Plaques, Printing, Supplies, and Door Prizes for the event.

Tasks/Volunteers:

Emcee: Andy Lindberg

Awards: Dale Martin/Curt Carlson  
Plaques/Buttons Gary Ronning

Newspaper: Phyllis Galberth

Door Prizes: Rich Stadther

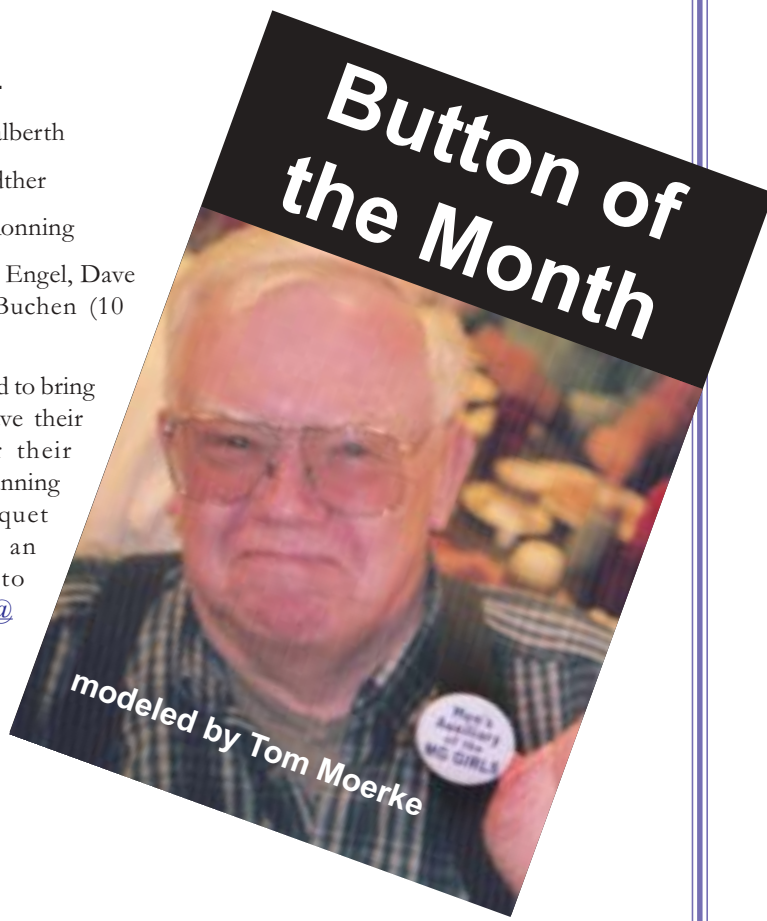
Hotel/Packets: Barb Ronning

Greeters/Parkers: Tim Engel, Dave Lindemann, Daniel Buchen (10 more needed)

Each club is encouraged to bring Club Banners, and have their club members wear their Nametags. People planning to attend the banquet should send Andy an RSVP via email to [andy.lindberg@earthlink.net](mailto:andy.lindberg@earthlink.net).

Submitted by Gary & Barb Ronning

# Button of the Month



## Quiz Answers

Last month, we asked you the first names of the founders of some large and small automotive empires. First prize in the contest was a free year's subscription to *J/M/M*. We received no guesses so you will all have to go on paying the outrageous subscription fee of \$0.00. As an fyi, the answers were:

**Carlo Abarth**  
**Herbert Austin**  
**W.O. Bentley**  
**Karl Benz**  
**Ettore Bugatti**  
**Louis Chevrolet**  
**Andre Citroën**  
**John Z. DeLorean**  
**Alejandro de Tomaso**  
**Enzo Ferrari**  
**Henry Ford**

**Donald Healey**  
**Allan & Richard Jensen**  
**H.F.S. Morgan**  
**William Morris**  
**Adam Opel**  
**Ferdinand Porsche**  
**Louis Renault**  
**Charles Stewart Rolls**  
**Nicola Romeo**  
**Frederick Henry Royce**  
**Sakichi Toyota**

Next month, if you're very good, we'll tell you what W.O. and H.F.S. stand for.

# For Sale

**Triumph Herald Coupe** Original 948cc engine rebuilt 3,000 miles ago. Gone thru and redone, with new black and silver paint in 1998. Two national conventions. Sharp! Cute! Trophy Winner! \$6,500 Pat Kessler at [bpbritish@aol.com](mailto:bpbritish@aol.com) or 608 784 8916 (May)

**1973 Volvo P1800ES** Black with light blue leather interior. Four speed with overdrive. Everything works except A/C. Excellent headliner, good title, current registration. 100+K miles,



some rust, driver's seat worn. Also for sale is a 1971 P1800E engine, tranny and overdrive. Milo David 612-379-2852 (work), 763-757-4930 (home) or [milod@wysguys.com](mailto:milod@wysguys.com) (May)

**Triumph Spitfire 1500** I need the garage space quickly. New clutch, overdrive, less than 2,000 miles on motor and tranny, GT6 front brakes, Spax fully adjustable shocks all round, BRITISH CONFIGURATION with dual HS4 Su carbs, MSD ignition, 4-2-1 Stainless header, newer starter, master and slave clutch cylinders, newer Pirelli P400's, kickin' Alpine 4 speaker 80 watt stereo and more. Comes with additional good non-overdrive



tranny, extra non-working motor (pistons, crank, cam and head should be OK), tonneau, and whatever else I can find around my garage. Asking \$4200, but I must move this car. CALL ME AT 651-227-7180. This answers JAMES WEDGWOOD, my business name. Or e-mail me at [jwedg@pro-ns.net](mailto:jwedg@pro-ns.net). (May)

**1974 Triumph TR6** with turbo blower. Larry Nimmerfroh 952-294-4314 (April)

**1975 MGB** black, refinished. Immaculately beautiful road car. Full chrome trim - sides, luggage rack, MGB logo on trunk. Immaculate engine bay with Weber two stage carb. Entire powertrain overhauled professionally in last year (engine, tranny, overdrive, universal, differential). New cassette radio. Top, tonneau like new. Needs to be seen. Viewable now in warm storage. \$10,000. Larry Nimmerfroh 952-294-4314 (March)

**1979 Lotus ESPRIT S2.** Rare and increasingly collectible now that the ESPRIT is no longer being made after a 28 year run. Car has been seen at many local events: Father's



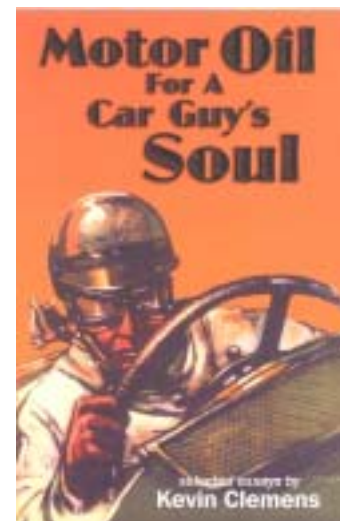
Day Stone Arch Car Show, Healey Hill Climb, Red Green and many other tours, Healey Auto Cross, Wheels and Wings. Just over 34,000 miles. Thousands of dollars of upgrades in the past year and comes with hundreds of dollars of parts not yet installed. Car runs VERY well, but could use some tweaks. A/C is not functioning (needs new cooling fan)

and car could use alignment. That said, the car is wonderfully responsive and delivers the Lotus "handles like it's on rails" promise. Body is a rare French Blue and in decent condition, very few stress cracks, and none of them major. Price is VERY reasonable at \$7500 with all parts included. Please call Aaron at 651-274-6265 (March)

**1980 Triumph Spitfire** Moving to Washington and can't take it with me. \$8,000 invested but will sell for less, especially to a Triumph enthusiast or




someone who knows what little tinker-toys these can be. Free of rust except where some brake fluid spilled next to the master cylinder. Car is in Rush City and many spare parts included. John Paone 612-210-0479 (May)



**2005 Ken Purdy Award winner!** A great automotive book for only \$12. Less than anything else for sale on this page. Author is a Minnesota resident. To order your copy, e-mail [andylinberg@earthlink.net](mailto:andylinberg@earthlink.net). To save on S&H (that Andy doesn't want to mess with anyway), see him at an event.

# INTERMARQUE CALENDAR

## INTERMARQUE SHOWS & EVENTS

- APRIL 16** **Midwest Motor Sports Open House** 9:00 am through lunch. 26 First Street South, Sauk Rapids, MN. Info 320-251-0676
- MAY 22, 2005**  Noon to 4:30 p.m. Plymouth Radisson, Plymouth, MN. Hosted by the Inter-Marque Council so vintage foreign cars of all makes, models and nationalities are invited. Same great deal as last year. Lots of cars, lots of fun. The first eighty or so cars to show up get to park on the lawn. After that you have to find a place in the parking lot, so get there on time (but give us some time to set up). Car show is free (\$0.00). Banquet starts at 3:00 and is only \$15.00/person. Money for the banquet will be collected by the Radisson at the door. Please RSVP to [andyindberg@earthlink.net](mailto:andyindberg@earthlink.net) as they need a headcount for the meal.
- MAY 28 - JUNE 5** **British Car Week** Location: everywhere that somebody has the guts to drive their Brit machine in the real world. The object of this 9th annual event is to show folks that these old fogies can still get out and polka. So, if you've got one, drive it to Starbucks, drive it to Menards, drive it to work, and just drive it. The Queen Mum sends her thanks. Info: [www.britishcarweek.org](http://www.britishcarweek.org)
- MAY 31 & JUNE 1 - 2** **Morgans Over America** Stillwater, MN on May 31 and Duluth on June 1 and 2. Not really in intermarque event, but if you want to see a lot of these quirky cars, they'll interrupt their coast-to-coast odyssey for lunch in Stillwater and two nights in Duluth.
- JUNE 11** **German Car Fest** Rice Park, St. Paul, MN. See them all: Porsches, BMW's, Mercedes, VW's, Audis, et al. Info: Paul Bergquist 952-937-1822 [pbassocinc@aol.com](mailto:pbassocinc@aol.com)
- JUNE 12** **Fifth Annual Midwest Premier Concours d'elegance** Rice Park, St. Paul, MN. Featuring a Celebration of the Glamour of the Open Car. Rice Park is surrounded by the Ordway Theater, the Landmark Center, the St. Paul Hotel, and the St. Paul Public Library. Co-Sponsored by the Mercedes Benz Club Twin cities chapter, Mercedes Benz Club of America, and the Upper Midwest Region of the Classic Car Club of America. Owners of vehicles 1972 and older wishing to secure an invitation to display their car should contact Ray Kroll 763-391-6656 [rckroll@comcast.net](mailto:rckroll@comcast.net)
- JUNE 16 - 19** **Vintage Sportscar Rendezvous 2005 - "Rally at the Rapids"** Sugar Lake Lodge, Grand Rapids MN. Rally, drag race, show your car, and have a great time in a fun location. Hosted by Minnesota Austin-Healey Club. Info: Greg Lauser 715-262-9813 [glouser@pressenter.com](mailto:glouser@pressenter.com) See the flyer for all the exciting details!!
- AUGUST 13** **Ellingson's ALL British Car Show & Swap Meet** 9:00 am to 3:00 pm. Ellingson's Car Museum, Rogers, MN. Hosted by the Minnesota MG Group. View the cars, talk to the owners, buy & sell parts, and tour the museum. Show your car for \$3; swap meet spaces are \$5 each. Info: Jim Pennoyer 763-536-5472
- AUGUST 20** **Wheels of Italy** Italian car and bike show. Watch for announcement of location. Info: [wheelsofitaly.com/](http://wheelsofitaly.com/)
- AUGUST 25 - 27** **Paradise Shores - Rally in the Valley 2005** Hosted by Steve and Diane Rindt, THREE Big days!! The fun begins on Thursday this year. Do the "Double Back Rally" on Friday morning; enjoy the "Pool Side Party" that evening. Saturday morning board the "Pride of the Bay" for a tour of the lake. Get out the spit and polish for the "Wax On/Wax Off" car show, followed by the Funkhanna, "Texas Style" Banquet and the famous "Rally in the Valley" Awards Ceremony. Info: Steve & Diane Rindt [drindt5953@hotmail.com](mailto:drindt5953@hotmail.com), 715-832-8316 or [www.mmgg.org](http://www.mmgg.org)
- SEPTEMBER 10** **Wheels & Wings** Classic Motorbooks, Osceola, WI

## RECURRING INTERMARQUE EVENTS

**InterMarque Breakfast** Every Saturday morning! Square Peg Restaurant, 2021 East Hennepin in the Hennepin Square Building. Humungous parking lot! Breakfast starts at 8:30 or whatever time you want to show up.

# INTERMARQUE RACES, RALLIES, & TOURS

- APRIL 17** **Autocross/Solo2** 7:15 a.m. Valley Fair Parking Lot, Shakopee, MN. Hosted by Nord Stern Porsche and Minnesota Autosports Club. Nord Stern classes for Porsches and Met Council classes for others. \$35 pre-registered; \$40 day of event. Info: [www.myautoevents.com](http://www.myautoevents.com)
- APRIL 23** **Spring Novice Rally** Info: Ed Solstad 612-822-0569 [esolstad@pressenter.com](mailto:esolstad@pressenter.com)
- MAY 13 - 15** **Australia/US Healey Challenge, Round 1** **This date is now definite.** Road America near 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, Blackhawk Farms, and Mid-Ohio. Minnesotan Jeff Johnk is one of the key people behind this exciting race series. Info: [www.auhc.net](http://www.auhc.net) And if that isn't enough, Saturday night features a special appearance by **Sponge Bob Square Pants!!** You'd have to be a flounder not to be there. Info: [auhc.net](http://auhc.net)
- MAY 28 - 29** **Donnybrooke Revival 2005** Vintage racing at historic Brainerd International Raceway. Memorial Day weekend. Racing on the track that hosted Can-Am, Formula 5000, and IMSA racing, and where Mark Donahue set a closed-course speed record. In addition to vintage racing, there will be three classes of current-era racecars and a high speed "Performance Driving Clinic." Luncheon track tours and a big post-race celebration. Current annual tech and selected licenses, including VMC licenses, will be recognized. You do not have to be a member of SCCA to participate. Enjoy the famous racetrack now as it may close soon. Info: Tom Fuehrer 952-937-8601, [tfuehrer@mn.rr.com](mailto:tfuehrer@mn.rr.com), [www.scca-lol.org](http://www.scca-lol.org), [www.vscr.org](http://www.vscr.org).
- JUNE 4** **InterMarque Intermediate Rally** Info: Ed Solstad 612-822-0569 [esolstad@pressenter.com](mailto:esolstad@pressenter.com)
- JULY 9** **Afton Alps Healey Hillclimb IV** Rain date: July 10. Hosted by the Minnesota Austin-Healey Club. Not a race but not a walk in the park either. Full color flier and registration soon.
- JULY 14 - 17** **Brian Redman International Challenge** Road America near Elkhart Lake, WI Sanctioned by VSCDA. This is the biggest vintage race of the year in these here parts. Some of the best cars in the world will be there. Race car concours on Friday night; sports car concours on Saturday. In town and free to the public. It costs to see the races but it's worth it. Info: [www.vscda.org](http://www.vscda.org) and [www.roadamerica.com](http://www.roadamerica.com)
- AUGUST 6** **Coulee Classic Rally** Info: Ed Solstad 612-822-0569 [esolstad@pressenter.com](mailto:esolstad@pressenter.com)
- AUGUST 13** **New London to New Brighton Antique Car Run** Vehicles up through 1908 and any one or two-cylinder vehicles up through 1915 are eligible to participate. Anybody can watch. This event is patterned after the English London to Brighton Run which celebrates the repeal of the "Red Flag" law in 1896. The law had required a man to carry a red flag in front of every motorcar. Info: [www.newbrightonmn.gov](http://www.newbrightonmn.gov)
- AUGUST 20** **Healey Gymkhana** Brown & Bigelow parking lot, St. Paul, MN Fast or slow, you'll enjoy a drive through the cones. If you go off course here, you won't have to call your insurance agent. Always a lot of interesting cars. More info later.
- SEPTEMBER 17 - 19** **Elkhart Lake Vintage Festival** Elkhart Lake, WI Sanctioned by VSCDA. The fall festival is always fun. Not as many expensive cars and pit poopsies as the BRIC, but not as crowded and much friendlier. The weather is usually better also. Info: [www.vscda.org](http://www.vscda.org) and [www.roadamerica.com](http://www.roadamerica.com)
- SEPTEMBER 24** **Dog Days of Summer Tour** Rain date: September 25. Everybody's welcome, from rusty Yugos to 100-point Rollers. A true inter-marque event hosted by Tom Hazen and the Minnesota Austin-Healey Club. More info later.

## MARQUE NATIONALS & UPPER MIDWEST REGIONALS

- JUNE 17 - 19** **Citroën Rendezvous** Location: Saratoga Springs, NY 29th Rendezvous. Info: [www.driveshesaid.com/](http://www.driveshesaid.com/)
- JUNE 24 - 27** **Fiat Freak Out 2005** Location: Osage Beach, MO Fiat-Lancia Unlimited national convention. Info:

[www.flu.org/](http://www.flu.org/)

- JUNE 26 - JULY 1** **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)
- JULY 1 - 3** **Mini Meet East 2005** Location: Dublin, OH (near Columbus). Info: [www.mme2005.com/como\\_home\\_001.htm](http://www.mme2005.com/como_home_001.htm)
- JULY 7 - 10** **Great Northwest MG Adventure** Location: Olympia, WA North American MGB Register 14th annual convention. Hosted by the MG Car Club Northwest Centre. One of the events is a tour to Mt. St. Helens, however, "due to the vagaries of nature and the temperament of Mt. St. Helens" this tour may be changed. For info, see [www.mg2005.com](http://www.mg2005.com).
- JULY 26 - 30** **A Time for Triumphs** Location: Clock Tower Inn, **ROCKFORD, IL**. Vintage Triumph Register National Convention. Event runs Tuesday afternoon through Saturday morning to give attendees more travel options. Hosted by the Illinois Sports Owners Association. Info: [www.vtr2005.org](http://www.vtr2005.org)
- AUGUST 11 - 14** **SAAB Owners Convention** Location: Stratton Mountain, VT Hosted by the New England SAAB Association. Info: [www.saabconvention.org](http://www.saabconvention.org)
- AUGUST 25 - 29** **LOG 25** Location: St. Louis, MO Lotus Owners Gathering
- 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)
- JUNE 22 - 25, 2006** **MG2006** Location: East of the Mississippi. This is the every five year gathering of all MG's. Info: [INFO@MG2006.com](mailto:INFO@MG2006.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, first Wednesday of the month, 6:45 p.m., Lion's Tap Restaurant, Hwy 212 and Cty Rd 4, 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. or before. Fort Snelling Officers Club. 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.mnmgtr.com](http://www.mnmgtr.com)
- Minnesota SAAB Club** Monthly Meeting, **first Thursday** of the month, 7:30 p.m., the Whatzit near Har-Mar, the restaurant just as you turn in to the movie theaters. Info: Chris Luick 507-252-1888 or [www.mnsaabclub.org](http://www.mnsaabclub.org)
- Minnesota Minis Pizza Eating and Psychiatric Self-Help Association** Regular monthly meetings at irregular times and locations. Check [www.mini-sota.com](http://www.mini-sota.com) or [cbaumann@lkdilink.net](mailto:cbaumann@lkdilink.net) or 320-963-5681.
- 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@presenter.com](mailto: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](http://www.twincitiesvwclub.com)



**Spring Kick Off  
2005**

**InterMarque Council  
Show & Banquet**

*May 22, Noon to 5:00 p.m.*

The Upper Midwest's biggest gathering of vintage foreign cars of all makes, models, and countries of origin. Bring your car to the free admission show and stay for the cheap (\$15/person) banquet. Trophies will be awarded in several categories, but bring your car even if you don't think it's pretty enough to be a show car. We love all of them. Don't have one of these cars? Come on over and take a look. We won't let you park your Aztek on the show field, but your admission is still \$0.00.

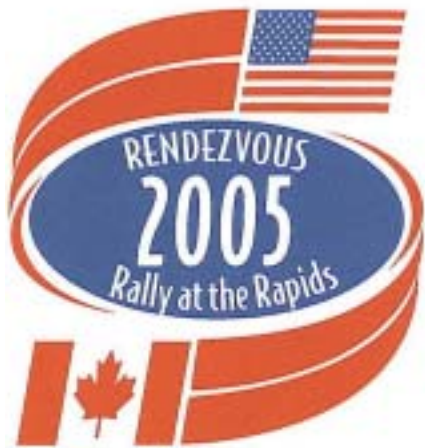
Same location as last year, the Plymouth Radisson. The map to the right should help you find it.

The Radisson would like a rough count of how many people will attend the banquet. Please e-mail [andylinberg@earthlink.net](mailto:andylinberg@earthlink.net) to RSVP.



**You're all invited!!**





# RENDEZVOUS 2005

**15<sup>TH</sup> ANNUAL  
CELEBRATION OF VINTAGE SPORTSCARS**

## JUNE 16-19

**SUGAR LAKE LODGE, GRAND RAPIDS, MN**

**Thursday** 3 p.m. Registration begins & 7 p.m. Hospitality  
**Friday** Driving events & Charity Car show in Grand Rapids  
**Saturday** Driving events, Popularity Car Show, Tea, & Awards Dinner  
**Sunday** Breakfast, Tours, & Goodbyes

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 (Print first and last name/names as they should appear on badges)

Children Attending \_\_\_\_\_  
 (Include names & ages of each child)

Street \_\_\_\_\_

City \_\_\_\_\_

State/Province/Zip Code \_\_\_\_\_ Club \_\_\_\_\_

E-mail address \_\_\_\_\_ Phone \_\_\_\_\_

(If you want a confirmation of registration, include e-mail address – none will be sent otherwise.)

Vehicle/s to be registered \_\_\_\_\_  
 (Year) (Make) (Model)

\_\_\_\_\_  
 (Year) (Make) (Model)

Registration Fee: \$45.00 After 5/15/05: \$50.00 (All fees in U.S. \$) \$ \_\_\_\_\_

(Basic registration fee includes one vehicle, two adults, one child under 18 & one free T-shirt.)

Each additional person: \$5.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Each additional vehicle: \$5.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Free shirt size \_\_\_\_\_ 2<sup>nd</sup> shirt \_\_\_\_\_ 3<sup>rd</sup> shirt \_\_\_\_\_ Added shirts: \_\_\_\_\_ x \$10.00 \$ \_\_\_\_\_

(T-Shirt Sizes: Small, Medium, Large, XL, XXL)

(For XXL– Cost is x \$12.00)

Saturday Awards Banquet:

\$28.00/adult x \_\_\_\_\_ \$ \_\_\_\_\_

\$15.00/child (under 13) x \_\_\_\_\_ \$ \_\_\_\_\_

Number Attending Saturday's Complimentary Ladies Tea \_\_\_\_\_

**TOTAL** \$ \_\_\_\_\_

Make checks to MN Austin Healey Club (U.S. funds) and send with completed form to:

Fran Stein, 6483 Bowman Circle, Inver Grove Heights, MN 55076

Registration questions to: [frannie.s@comcast.net](mailto:frannie.s@comcast.net). Other questions to: [glauser@presenter.com](mailto:glauser@presenter.com)

Cancellations before May 15, 2005, are subject to a \$10.00 fee. No refunds on or after May 15. After May 15, registration packages will be sent to those who paid but were unable to attend.

Call Sugar Lake Lodge directly for room reservations @ 1-800-450-4555. In addition, the Sawmill Inn (800-804-8006) is holding 30 rooms until May 16 at prices between \$78 - \$84, plus tax. Ask for the "Rendezvous 2005" group rate on their rooms. Next door to the Sawmill Inn, the Country Inn & Suites (218-327-4960) is holding 20 rooms until June 1 at a price of \$75 per room (1 – 4 people), plus tax. Ask for the "Rendezvous 2005" group rate on rooms there. This event is being hosted by the Minnesota Austin-Healey Club



**FREE TO THE PUBLIC**

**The Minnesota MG Group presents:  
The annual Ellingson's ALL British  
Car Show & Swap-meet**

*Show your British car for \$3.00  
Swap-meet spaces are \$5.00 e.a.*

**Do you own any of the following cars?**

AC, Albion, Allard, Allegro, Alvis, Austin, Bantam,  
Bentley, Bristol, BSA, Capri, Daimler, Healey, Jaguar,  
Jensen, Land Rover, Lanchester, Leyland Motors, Lon-  
don Taxi, MG, Mini, Morris, Morgan, Nash, Oxford, Ri-  
ley, Rolls Royce, Rover, Standard, Sunbeam, Triumph,  
TVR, Vangaurd, Vanden Plaus, Wolseley, or any other  
car built in Britain?



Come to the annual,  
All British Car Show and Swap-meet

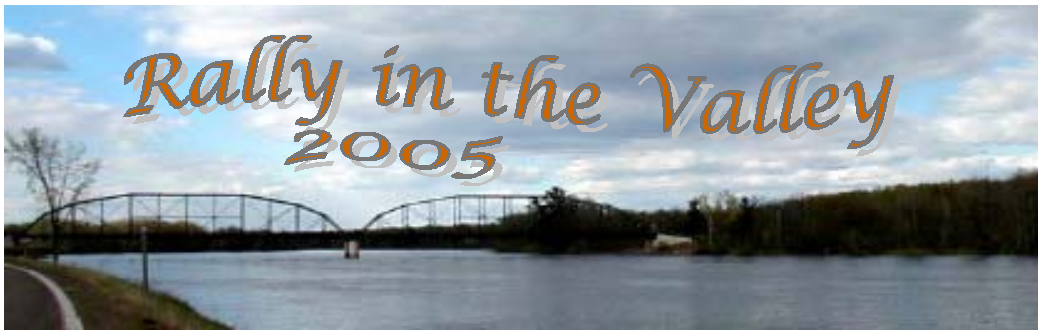
- \* View the cars
- \* Buy & Sell Parts
- \* Talk to the owners
- \* Tour the museum



**August 13th  
2005**

**9:00am to 3:00pm**

**Ellingson's Car Museum**  
20950 Rogers Dr.  
Rogers, MN 55374-9191  
Corner of Hwy 101 and I-94 in Rogers  
Contact: Minnesota MG Group,  
Jim Pennoyer (763)536-5472



**August 25, 26 & 27**

# Join us at “Paradise Shores” in Holcombe Wisconsin

**PLANNED SCHEDULE OF EVENTS**

Thursday August 25 -- Resort check in, register for “Rally in the Valley,” dinner (supper) on your own (@ Paradise Shores), Natter-n-Noggin around the campfire (lake side).

Friday August 26 -- “Double Back Rally,” lunch at East Bay, part 2 of the” Double Back Rally,” “Sea Food Buffet” @ Paradise Shores, and pool side party (Natter-n-Noggin).

Saturday August 27 -- Tour the lake on pontoon “Pride of the Bay” or go antique/craft shopping, Wax on/Wax off Car Show, Funkhanna, social hour in the Lounge, banquet “Texas Style,” & the famous “Rally in the Valley” awards banquet ceremony.

Sunday August 28 -- Farewell breakfast.

Register before July 25th, 2005!!

Make your reservations @ Paradise Shores ASAP 1-800-657-4512 or [www.paradiseshores.com](http://www.paradiseshores.com)  
 Alternate lodging @ Americinn 715-532-6650. Visit the MMGG web site for photos from last year. ([www.mmgg.org](http://www.mmgg.org)) For questions, contact Steve or Diane Rindt at (715-832-8316) or [drindt5953@hotmail.com](mailto:drindt5953@hotmail.com)

*Send Checks and Registration Form to:  
**Register Before July 25<sup>th</sup> 2005**  
 Diane Rindt  
 4271 North Shore Drive  
 Eau Claire, WI 54703*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Vehicle/s to be registered:

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Friday & Saturday Breakfast Buffet:

\$18.00/adult	x _____ =	_____
\$9.00 /children 4-12yrs	x _____ =	_____
(Prices includes BOTH days)		

Friday Lunch @ East Bay (choose from the following):

Grilled Chicken Breast: \$7.75/person	x _____ =	_____
Sirloin Steak Sandwich: \$13.25/per person	x _____ =	_____
Italian Beef: \$8.75/person	x _____ =	_____
Classic Burger: \$7.25/per person	x _____ =	_____
Chicken Caesar Salad: \$12.00/per person	x _____ =	_____
Taco Salad: \$9.75/per person	x _____ =	_____

Saturday “Texas Style” Banquet

\$20.00/adult	x _____ =	_____
\$10.00 /children 4-12yrs	x _____ =	_____

T-Shirts: Men’s & Women’s (S, M, L, XL \$16.00) (XXL \$18.00)

Men’s (Size _____):	x _____ =	_____
Women’s (Size _____):	x _____ =	_____

Registration Fee: \$35.00 per/couple	x _____ =	_____
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**Event Total:** \_\_\_\_\_