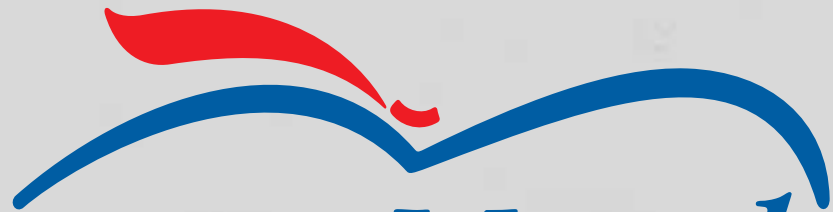


June, 2005
vol. IV, no. 6



InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

It rained on Midwest Motor Sports' April 16 Open House, but not on Dick Matthews' XK120. He drove to Sauk Rapids fast enough to keep out the humidity. The rain also didn't discourage a hundred others from attending, even if they did arrive with their tops up.



**Special: Clear skies guaranteed for
May 22 InterMarque Spring Kick-Off!
See exciting money-back offer!**

JUNE, 2005
VOLUME IV, ISSUE 6

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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)

**Ferrari Club of America,
Minnesota Chapter**
(LSand007@mn.rr.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 (www.mbca-tc.org)

Metropolitans from Minne-
sota (www.metropolitansfrom
minnesota.com)

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

Pagoda Club of Minnesota
(651-452-2807)

The Regulars Twin Cities
Vintage Scooter Club
(www.minnescoota.com)

**Stella del Nord Alfa Romeo
Owners Club** (esolstad@
presenter.com)

Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

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

Wheels of Italy
(wheelsofitaly.com/)

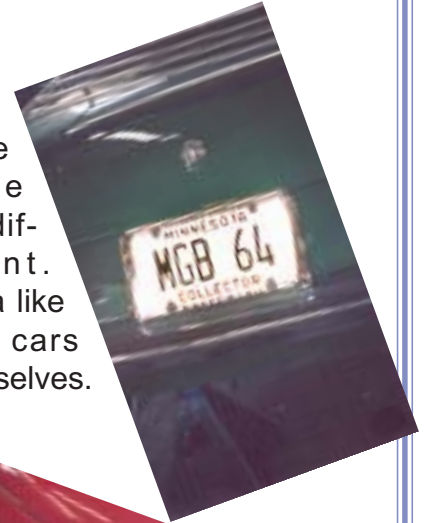
Z Owners Club of Minnesota -
ZOOM (www.zownersofmn.
org)

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.

OUT & ABOUT



The same but different. Kinda like the cars themselves.



Dan Shidla shows off the very neat installation of a GM V6 in his MGB. It was at Midwest Motor Sports for a little electrical expertise. Also seen this month: a supercharged MGA, an MGA receiving a Rover V8 transplant, and a TR6 with a big-block Pontiac engine.

This photo ran last month, but some people said

they couldn't read the button. Here it is again, in higher rez this time. (If it's still too fuzzy, the button says "Men's Auxiliary of the MG Girls.")



Some cars age gracefully; others adopt an attitude

Ah, the romance and glamor of vintage racing



Good-Bye Nessie!



Where you should have been this weekend. Well, not

necessarily tearing a car apart but, if you weren't participating in the Mini Club's New London to New Brighton rally/tour (story next month), Elkhart Lake was the place to be. The Australia/US Healey Challenge got off to a soggy but exciting start at Road America. Local Healey Club member Jeff Johnk is the sparkplug behind this multi-race international series. Watch for a full report next month. In the meantime, you may want to check auhc.net for results. (pictures by Curt Carlson & Jim Baumann)



Paul Nesse's Morgan now lives in Southern California. Nesse, a famed local sculptor, thought Morgan didn't get it right in 1953 when they switched from the flat-rad (flat radiator) model to the curved grill work of later models. So he went to work on his +8. The result seen above did not come on the first attempt, but the "final" version was stunning. (And fast with its Rover V8.) Along the way, it borrowed the nickname Nessie from the Loch Ness monster. The car now resides in the private collection of Dennis Glavis of Morgan West. Here in the North Woods, we can hardly wait to see if Paul has another project. Did Porsche get the 911 right? Can the E-type be improved? How about the Ferrari Lusso? Give it a shot Paul.

READER RESTORATION

TRIUMPH TR3A

(Ed's note: Last month Bob finished his brakes and converted his steel wheels to wires. This month he takes on his TR3's suspension)

words and pics by Bob Groman

Front Suspension Rebuild Kit: \$130

Springs, Shocks, Trunnions, and Ball Joints: \$320

Steering Components: \$150

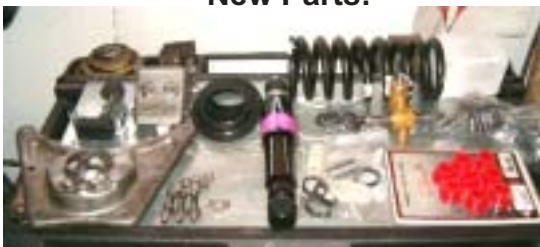
Help from "Doctor" Ernie West: Priceless!

Although I knew I would eventually have to rebuild the front suspension in "the future", needing it rebuilt was brought into sharp focus at the Rendezvous in Winnipeg last summer.

I had finished my three try's of the Gymkhana and was putting the stuff from the boot away when somebody came up and said, "You really threw your car around out there! You may want to check the "Clunk" that we heard every time you took a corner!" I thanked him as he walked off, knowing the suspension rebuild was this winter's big project.

After placing the car securely on jack stands and removing the wheels, I looked at the foreboding task before me. As mentioned last time, I had already purchased most of the parts I knew I would need. This included bushings, seals, ball joints and nylock nuts, along with parts such as springs and shocks that I wanted (but weren't required for the rebuild).

New Parts!



Inevitably there were parts I would need to replace after disassembly and inspection of the old parts. These included the lower trunnions and the upper fulcrum pin on one side. Other

It isn't Rocket Science but make sure you take appropriate safety precautions.

parts such as broken and sheered bolts, stripped nuts, special washers and split pins should be planned for accordingly.

The first thing I decided was to rebuild *one side at a time*. This way I would have a pattern if I became confused about where a piece went during reassembly. The only drawback I can see to this method is that it takes a bit more time as you get to do the sandblasting, cleaning and painting twice.

Ernie West taught me to break down any major task into sub-assemblies so that the task doesn't seem to be overwhelming, and so you don't get lost or distracted from what you are doing. How many "project" cars have you seen advertised as "completely disassembled"?

The owners of these projects have been completely overwhelmed at what it will take to complete the task. This is not to say it can't be done this way. But rest assured, these people have a larger garage than I do, and spend a good portion of their restoration time labeling every part and component for

reassembly. I may be a "Type A" personality...but I am not *that* type A!

There is a spring compression tool that both Roadster Factory and Moss Motors offer for about fifty dollars. It is a threaded steel rod with a plate for the spring pan and washers for the shock tower. I made one from scrap steel, and some threaded rod, washers and nuts from Home Depot. I also used a used pilot bush from my TR-6 as a spacer to help as I turned the nut to compress the tool. Total cost to make this tool was under \$5.

I chose to do the passenger side first, and work from the outside in. Both sides follow the same procedure. The wheel, having already been removed was put aside. The brake caliper (rebuilt in last month's *JM/M*) was removed after bleeding the brakes, and all of the caliper parts, hoses and lines placed in a box together.

Spring Compression Tool



From here I followed the shop manual and removed the shock by first securing the spring pan with a jack stand (you can also use a jack) so pressure is taken off the securing nuts for the shock at the top and the brackets attached to the spring pan can be undone and the shock removed.

Next, you separate the tie rod ends from the vertical link. The only thing keeping you from completely disassembling the front suspension now, is the coil spring which you **MUST**

compress in order to remove the spring pan from the lower A-arms. I inserted the compression tool into the area where the shock had been, secured the top by the use of the large washers and double nutting the threaded rod to lock it. I then fitted the steel plate, pilot bush, and another nut to the bottom of the spring pan and by tightening that nut, compressed the spring. The spring doesn't have to be compressed much, just enough to allow you to remove the nuts and bolts securing the spring pan to the lower A-arms. Once you have removed them, remove the spring pan by slowly undoing the nut on your compression tool until there is no tension left in the spring. The spring pan, spring and spacers may now be removed and set aside.

With the spring removed, you can now disassemble the remainder of the suspension and determine exactly how many "other" parts you are going to have to purchase. I ended up replacing both lower trunnions and the driver's side upper fulcrum due to excessive wear and/or pitting. Following the manual, I removed the lower and upper A-arms, ball joint fulcrum and vertical link with hub from the car. I took all of the parts that I had removed and cleaned them in a parts washer, then sandblasted them to get any remaining paint, sludge and undercoating off prior to painting.

I had decided early on to upgrade the standard rubber bushings with Urethane. I feel this was the right decision for me. The ride doesn't feel that much different to me (of course, I do have more padding than I once did). I also didn't feel that the cost was significantly higher for the added longevity of the uprated bushings. As I replaced the bushings, it became evident where the "Clunk" during the Gymkhana came from. Some of the nylon bushings were completely worn through. Additionally, wear in the ends of two of the A-arms was significant enough to cause me some concern.

Coupled with the wear and pitting found on the lower trunnion shafts, the driver's upper fulcrum and on the shafts that are welded to the frame and secure the inner lower A-arms, it was easy to see just how much play (and clunking) was in the suspension.

The two major points of concern were the egg-shaped holes in the A-arms, and the non removable inner shaft welded to the frame. The bushing kit from the Roadster Factory comes with steel sleeves that fit over the shafts *IF* you can remove the old ones. I tried everything.

Penetrating oil, kerosene, heat, *really high* Heat, nothing would get those sleeves to budge. So after consulting with

to clean and paint the area around the shock tower and frame. I have to admit, that this was a superfluous job meant more for protection of the metal parts then for concours points. I plan to do a more detailed job to these areas when I have the body shell removed for painting.

Be that as it may, once I had the suspension parts cleaned and repainted, it was time for reassembly. While apart, I took the opportunity to take apart the hubs and clean, re-grease and check the bearings before putting that all back together.

Reassembly was more or less a reversal of disassembly except that the cleaned and new parts go together so much faster! The toughest part was refitting the new spring and the attachment of the spring pan. I cannot conceive of trying to do this without the tool I made, or the similar tool offered by the Roadster Factory and Moss Motors.

The largest investment I made was the time I spent looking at, and pondering my next step. It took me approximately 20 actual work hours over 3 winter months to complete the front suspension. Remember too, during those 3 months, I accomplished several other rebuilds on the car that we will cover next time.

Having had the front suspension rebuilt on my TR-6 several years ago, and the shop cost, I strongly recommend attempting doing this yourself. It isn't Rocket Science, but make sure you take the appropriate safety precautions, follow your Shop Manual, adhere to recommended torque settings, and Take Your Time! Accomplishing this major rebuild definitely gave me increased self confidence, inspired me to do other tasks I may not have attempted, and kept me excited about this hobby of ours!



Doctor Ernie, and Dave at the Roadster Factory, I decided the best route was to clean and polish the shaft with very fine emery cloth and lots of oil. This proved to be a satisfactory compromise and the minor pits left in the shafts were well greased before refitting the nylon bushes and A-arms.

The egg-shaped holes in the ends of the A-arms that fit to the trunnion was a different matter. What I came up with, (again after long consultation), was to make the holes "round" again by using a product called "Quick Steel". This is an epoxy two part putty that dries "hard as steel" and has a tensile strength of 16,000 psi. I put the putty in the depression and roughly shaped it with my fingers, and then with one of the old nylon bushes, and allowed it to harden overnight. I then sanded and honed the inside of the hole until a new bush could be fitted into the A-arm easily, and with no play.

While the suspension was disassembled it was a perfect time for me



Miscellaneous Mumblings

by Andy Lindberg, editor, publisher,
gopher

Superb Weather Guaranteed for Inter Marque Spring Kick Off!!

That's right! With a direct line to Mother Nature, the InterMarque Council is able to guarantee beautiful weather for next Sunday's InterMarque Spring Kick Off. The Council is so certain that Mom will get it right, that they are offering a money-back guarantee. 150% of your car show admittance will be cheerfully refunded if so much as a drop of dew touches your car. (*Offer not valid for anyone who got bilked into actually paying an admittance fee to the car show.*)

Clubs are invited to bring banners, regalia, and whatever else they think will convince other attendees that they're #1. Given that there will be fantastic weather, however, the Council does not want this paraphanelia to take up spots where cars can park. Especially the premo spots on the grass. There should be room to arrange things around your cars and our courteous and helpful staff will try to assist.

Did I mention that the show is next Sunday, May 22?

Other cool stuff: Author and car guy, Kevin Clemens; slot car racing; motor racing videos; et al.

On attendance, we have pre-registrations for ninety some people. Be there.

Advance Warning

My 1998 Dell Dimension is about to be put out to pasture and this will likely be the last newsletter that it produces. Next month things are scheduled to transfer to a 2005 Dell Inspiron. I would like to say that I think things will go smoothly. But I don't. Doing anything with a computer is like doing anything with a car.

Multiply your time estimate by two and your dollar estimate by three. I intend to begin work on the July issue immediately. You should have one or two pages of it in your e-mailbox by June 15.

HFS Morgan

As last month's answers to the prior month's quiz noted, the founder of Morgan Motorcars was HFS Morgan. I told you that, if you were good, this month I would tell you what HFS stood for. Well, you haven't been that good, but what the hey. HFS's names were Henry Frederick Stanley. His father, by the by, went by HG even though his names were Henry George. Apparently neither was ever referred to as Hank.

HFS's son, Peter, died recently and the firm was taken over by his son, Charles. Recent reports on the MogWire say that Charles is stepping down from his Managing Director position. The report has not been confirmed elsewhere, but, if true, it would be the first time that the Morgan firm has not had a Morgan at the controls.

Meters vs. Inches

My purchase of a French car means that my old inch-based tools are no longer of much use. "How can this be?", I asked myself. "Why do I have to get another set of wrenches?"

So I did a little research. The first screw bolt was invented about 400 BC. It wasn't used for constructing hot rod chariots either, but for such things as olive and grape presses. Until the 1800's, however, nobody much cared if the bolts made by the blacksmith on East Main Street were different than those turned out by the smithy on West Main.

Then the Industrial Revolution happened. By 1841, Joseph Whitworth had



developed a workable standard for bolts. The Whitworth standard was in wide use by the 1860's. (It continued, at least partially, in British cars through the 1950's and many MGTC owners have a set of Whitworth wrenches.)

The 19th century Whitworth system was based on inches but the metric system had already been outlined by the late 18th century. And to make things more difficult, neither the Whitworth system or the metric system was alone in its world. The Inchophiles had Whitworth, British Association, British Cycle, American Sellers, Acme, and others. Meter mavens had the German Loewenherz, the Swiss Thury, and presumably more. Things got more difficult in the US when, in 1866, Congress legalized the metric system but didn't make it mandatory.

There things sat until World War II when the incompatibility of replacement parts convinced the victors that they better get their act together. The International Standards Organization was created in 1947 and adopted standards for both metric and inch screw threads in 1963-64.

So I guess I should count myself lucky for living in such an enlightened age that I only need two sets of tools. If you want more info on this subject, I recommend Tom Kelleher's "Nuts and Bolts" in the September 2002 edition of *The Chronicle of the Early American Industries Association*.

For Sale

1964 MGB Maroon with black interior. Very good condition although second gear may need help. Private sale but contact Mark Brandow at 612-824-4155 for info. (June)

1965 Austin-Healey 3000 Mk 3, BJ8, early phase two. Serial #29979. Healey blue over white. Top is in new condition. New interior. \$35,000. Larry Nimmerfroh lnimmerfroh@mn.rr.com 952-294-4314 (June)

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 or 608 784 8916 (May)

1971 Triumph TR6 Red with black interior. New tires, new wiring harness. Older restoration. Ask anyone in the Triumph club about this car. \$10,500 obo. Bob Lee 715-425-2580 (June)

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 (May)

1972 Triumph TR6 Maroon paint is 10 years old but still very nice. Original tan interior in good condition. Original top keeps out water. 86K miles, strong engine and new tires.

Well cared for. \$9,200 Steve Fisher 612-929-2208 (June)

1974 Triumph TR6 with aftermarket turbo blower. Red with traditional rust spots. New clutch assembly, new black top, new head gasket. \$5,000 Larry Nimmerfroh lnimmerfroh@mn.rr.com 952-294-4314 (April)

1975 MGB black, refinished. Immaculate, 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 lnimmerfroh@mn.rr.com 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. 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 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)

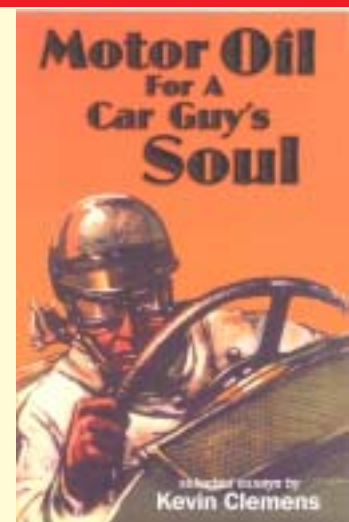
1980 Triumph Spitfire Moving to Washington and can't take it with me. \$8,000 invested but will sell for less, especially to a Triumph enthusiast or someone who knows what little tinker-toys these can be. Free of rust



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. Recipient of the *InterMarque Monthly* Seal of Approval.

Author to appear at May 22 InterMarque Spring Kick Off, perhaps with his vintage racing MGTD. Save shipping and handling, get your copy autographed, and talk with a neat car guy.



INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

MAY 22, 2005



InterMarque Council Show & Banquet

Noon to 4:30 p.m. Plymouth Radisson, Plymouth, MN. Hosted by the Inter-Marque Council. 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 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 andy.lindberg@earthlink.net as the hotel needs a headcount for the meal.**

MAY 28 - JUNE 5

British Car Week Location: everywhere that somebody drives 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. The Queen Mum sends her thanks. Info: 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

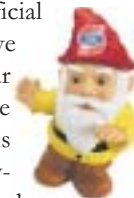
German Car Fest Rice Park, St. Paul, MN. See them all: Porsches, BMW's, Mercedes, VW's, Audis, et al. Info: Paul Bergquist 952-937-1822 pbassocinc@aol.com

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, Landmark Center, the St. Paul Hotel, and the St. Paul Public Library. Co-Sponsored by the Mercedes Benz Club Twin Cities Chapter and the Upper Midwest Region of the Classic Car Club of America. Owners of any classic vehicle 1972 and older wishing to secure an invitation to display their car should contact Ray Kroll 763-391-6656 rkroll@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. The fellow to the right is **Gnomey The Garden Gnome**, official mascot of Rendezvous driving events. Let him tell his own story: "My friends and I have scouted out the best roads in the area for your driving pleasure. You will find that this tour is 'couples friendly.' The instructions are easy to follow with no tricks or traps. The route covers approximately 100 scenic miles and should take about 2½ hours to complete. This event is not a competition, just a relaxing tour through the gorgeous Minnesota countryside, with fun questions to answer along the way." Gnomey may also appear at the Brainerd Raceway speed events and the two car shows. Info: Greg Lauser 715-262-9813 glauser@presenter.com See the flyer for more 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 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 27

Wheels of Italy Italian car and bike show. Lake Calhoun, same location as last year. Watch for more info. Info: 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, 715-832-8316 or www.mmgo.org

SEPTEMBER 10

Wheels & Wings Classic Motorbooks, Osceola, WI 8:00 am - 4:00 pm. The free day-long event includes food, entertainment, and open house and book sale at the Motorbooks warehouse. The show runs from 8:00 am to 4:00 pm and registration is on site that morning. Car show judging begins at 10 am with an awards ceremony at 2 pm. This year there may be a pre-registration of cars, with assigned places. Motorbooks promises more info and flyers shortly. Info: www.motorbooks.com or 800-826-6600.

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

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." Lunchtime track tours and a big post-race celebration. Current annual tech and selected 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, www.scca-lol.org, www.vscr.org.

JUNE 4

Escape to Wisconsin Noon, Wisconsin Travel Information Center in Hudson, WI. The Alfa Romeo Owners Club invites you to join them for a delightful drive on the scenic roads of western Wisconsin. The rally will cover about 100 miles of paved roads in St. Croix County. Entry fee: \$20 (\$15 for SDN members) Info: Dave Fuss 763-494-4925 dave@longtermincome.com

JULY 9

Afton Alps Healey Hillclimb IV Rain date: July 10. Afton Alps Recreation Area. The Minnesota Austin-Healey Club invites you to TAKE THE HILL! Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition and make history with your own run TO THE TOP! Driver requirements: Sign waiver, pass on-site tech inspection, wear helmet (bring a Snell 85 or newer, we'll have some loaners). Visit www.healeyclub.org/safetymain.htm for safety details. Course is entirely paved road. Drivers run in the order their paid registrations are received. We will try to give everyone four runs, more if time permits. From 12:30 to 1:30 we will take a break to enjoy the optional buffet served in the ski chalet (\$10 pay your server). Advance registration (deadline July 6) \$15 for Austin-Healey Club members, \$20 for others. Day-of-show registration \$20 for A-H Club members, \$30 for others. Make check payable to Minnesota Austin-Healey Club and mail to Tom Hazen, 130 East 18th Street #202, Minneapolis, MN 55403. On-site registration at 7:30 am; **MANDATORY** drivers meeting at 8:30 am. Late arrivals will **NOT** be allowed to run, even if they are prepaid. No refunds. Event is limited to 60 cars, of which only 20 can be younger than 1980, so register early!

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 and www.roadamerica.com

JULY 30

Coulee Classic Rally Info: Ed Solstad 612-822-0569 esolstad@presenter.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

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 and 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/
- JUNE 24 - 27** **Fiat Freak Out 2005** Location: Osage Beach, MO Fiat-Lancia Unlimited national convention. Info: 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
- JULY 1 - 3** **Mini Meet East 2005** Location: Dublin, OH (near Columbus). Info: 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 temperameent of Mt. St. Helens" this tour may be changed. For info, see 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
- AUGUST 11 - 14** **SAAB Owners Convention** Location: Stratton Mountain, VT Hosted by the New England SAAB Association. Info: 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
- 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

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 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 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
- Minnesota Minis Pizza Eating and Psychiatric Self-Help Association** Regular monthly meetings at irregular times and locations. Check www.mini-sota.com or 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
- The Regulars, twin cities vintage scooter club** Semi-monthly gathering (weather permitting). **First and third Sunday** of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd in Minneapolis. Info: www.minnescoota.com
- Stella del Nord chapter Alfa Romeo Owners Club** Monthly Gathering, **second Monday** of the month, 7:00 p.m. Various locations. Info: Ed Solstad 612-822-0569 or esolstad@pressenter.com.
- Twin Cities VW Club** Monthly meeting, **first Wednesday** of the month, 7:00 p.m., West Side VW. Meeting usually lasts 30 to 45 minutes and attendees gather afterward at TGI Fridays on I-394. Info: www.twincitiesvwclub.com

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 andylindeberg@earthlink.net to RSVP.



You're all invited!!



plus everyone whose logo we couldn't find

**Land O' Lakes Region SCCA and VSCR
In Conjunction with Donnybrooke Motorsports
Presents**

***Donnybrooke Sprints and
Donnybrooke Vintage Revival***

Brainerd International Raceway

May 28 and 29, 2005

With Lapping and Driver Education

Race Groups are open to drivers with current PCA, SCCA, Midwestern Council or Vintage Club Competition Licenses. This is a non-SCCA sanctioned event and SCCA membership is not required.

**Race schedule outline - Practice and Qualify session Saturday AM
2 Sprint Races Saturday Afternoon.**

Enduro races on Sunday.

Race Cost - \$250

Lapping - Are you ready for the next step? Drive *your* car at BIR!

Get instruction from local race drivers on high performance driving techniques and car control. This event is designed to be a **non-competitive opportunity** for participants to learn from experienced instructors in both classroom and racetrack settings, the basic principles and skills of performance driving.

Classroom time will be approximately 2 hours. Track time will be approximately 3 hours. Drivers of **all** experience levels are welcome.

Lapping Cost - \$125.00

Entry forms can be found at www.lol-scca.org

Spectators are also welcome and car clubs are encouraged. Spectators may take part in the Lunchtime Charity Track Touring.

Volunteer course workers are needed and are invited to complementary lunches, our Saturday evening worker party and evening track rides. Experienced lapping instructors also needed - Lapping instructors receive free track time.

Questions? Contact Jimmy Griggs 612-824-2070

Or

Tom Fuehrer 952-937-8601 tfuehrer@mn.rr.com

Take your sports car for a drive in the country!



Escape To Wisconsin Rally

Saturday, June 4th

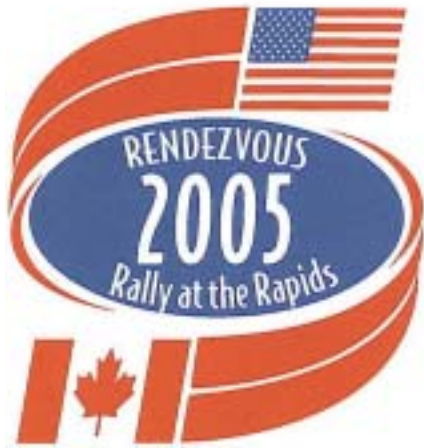
**The Jaguar Club of Minnesota and the Alfa Romeo Owners Club
invite you to join us.**

- * **A delightful afternoon drive.**
- * **Scenic all-paved back roads in Western Wisconsin.**
- * **Excellent for beginners.**
- * **Easy to follow numbered instructions.**
- * **Monte Carlo style format with leg time and distance given.**
- * **Starts and ends in Hudson, WI.**
- * **Registration: Noon til 12:45; First Car Out: 1:00 PM**
- * **Entry Fee: \$15.00/car - Jag & Alfa members - \$20/car - All others**
- * **Rallymaster: Dave Fuss 763-494-4925 or dave@longtermincome.com**

Please RSVP by Wednesday, June 1st.

Directions to start point: The rally will start at the I-94 Wisconsin Travel Info Center located in Hudson, Wisconsin. Go south from I-94 Exit 2, (Carmichael Road). Right at the first light, (Crest View). Right into Info Center.

If you're interested in helping with registration or checkpoints, please contact Ed Solstad at 612-822-0569 or esolstad@presenter.com.



RENDEZVOUS 2005

**15TH 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 _____ 2nd shirt _____ 3rd 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. Other questions to: 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

Healey Hillclimb IV

Saturday, July 9, 2005

(rain date Sunday, July 10)

Afton Alps Recreation Area

On-site registration begins at 7:30 am

MANDATORY drivers meeting at 8:30 am

Late arrivals will NOT be allowed to run, even if they are prepaid. No refunds.

The Minnesota Austin-Healey Club invites you to **TAKE THE HILL!** Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition and make history with your own run **TO THE TOP!**

Driver requirements: Sign waiver, pass on-site tech inspection, wear helmet (bring a Snell 85 or newer, we'll have some loaners). Visit www.healeyclub.org/safetymain.htm for details.

Directions: I 94 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex.

Advance registration (**deadline July 6**) \$15 for Austin-Healey Club members, \$20 for all others. Day-of-show registration \$20 for A-H Club members, \$30 for all others. Make check payable to the **Minnesota Austin-Healey Club** and mail to Tom Hazen, 130 East 18th Street #202, Mpls, MN 55403. Sorry, no refunds.

This event is limited to 60 cars, of which only 20 can be younger than 1980, so register early!



Driver(s)

Year, make, model, color

Email:



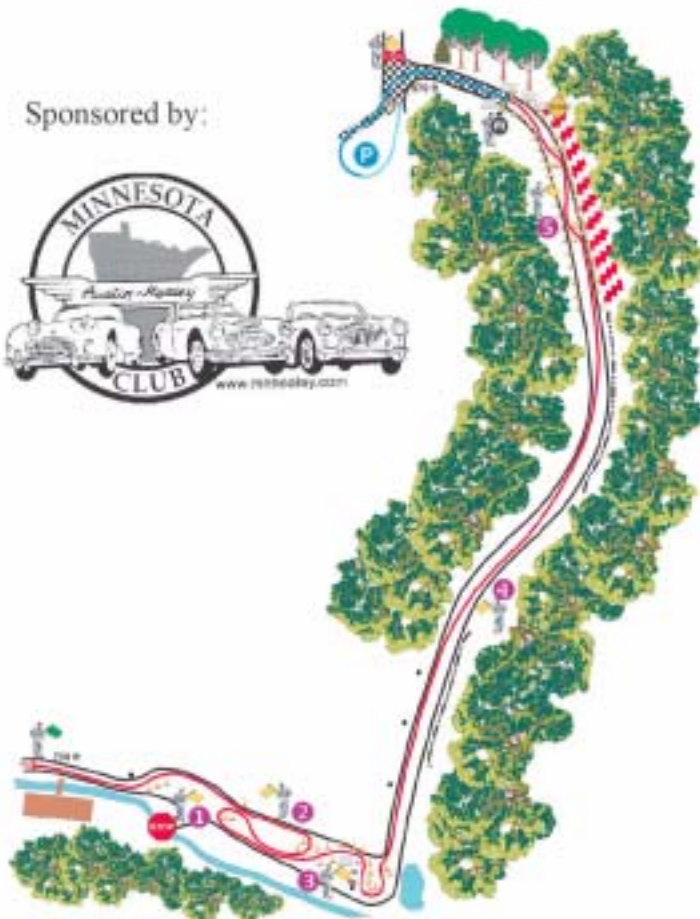
CORNER WORKERS NEEDED! Want to get close to the action but not drive? Like to wave flags? Free refreshments provided to all volunteers, and those who stay 8:30 to 5 will receive a free buffet lunch! Space is limited, so call Tom now to reserve your coveted place among the cones.

Questions? Contact Tom Hazen at 612-237-1883 or libertytrans@mn.rr.com



Bob Lee speeds around the bend just before the finish line at Healey Hillclimb IV, May 6, 2004 - Photo by Greg Larson

Sponsored by:



Drivers will run in the order their paid registrations are received. We will try to give everyone four runs, more if time permits. From 12:30 to 1:30 we will take a break to enjoy the optional buffet luncheon served in the ski chalet (\$10 cash or check, pay your server).

Coffee and breakfast treats provided by:

The Square Peg Diner

2021 East Hennepin · Mpls · 612-378-0855
www.squarepegdiner.com

SEE YOU ON THE HILL!

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

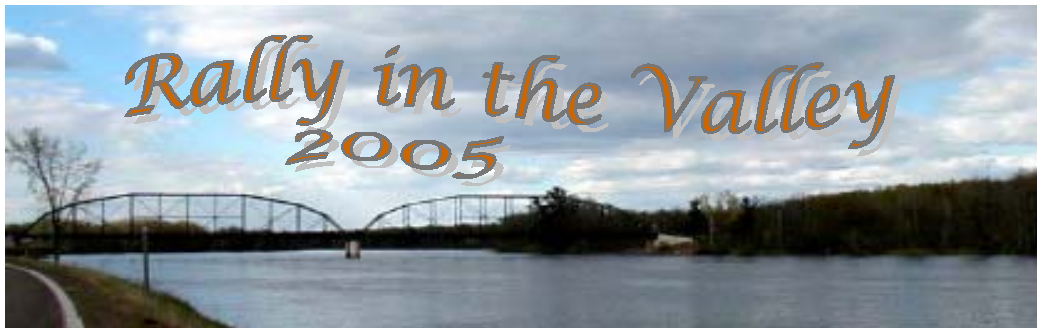
- * View the cars
- * Buy & Sell Parts
- * Talk to the owners
- * Tour the museum



**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

Alternate lodging @ Americinn 715-532-6650. Visit the MMGG web site for photos from last year. (www.mmgg.org) For questions, contact Steve or Diane Rindt at (715-832-8316) or drindt5953@hotmail.com

Send Checks and Registration Form to:
Register Before July 25th 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: _____