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InterMarqueMonthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

Sun shines for
InterMarque
Spring Kick Off

Inter**Marque** Monthly

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EDITOR
Andy Lindberg

SENIOR COPY EDITOR
Linda Larson

CONTRIBUTORS
Jim Baumann, Barry Berg

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Fargo (701-293-6882)

Citroën Car Club of Minnesota
(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,
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(www.mbca-tc.org)

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(www.mnhealey.com)

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**Mini-Sota Minis, Pizza Eating,
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MINI-sota Motoring Society
(frozenquest@yahoo.com)

Minnesota Morgans
(Healeymog@yahoo.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

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(www.mntriumphs.org)

Nordstern Porsche Club (www.nordstern.org)

North Star BMW Car Club
(www.northstarbmw.org)

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The Regulars Twin Cities Vintage
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Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

Volvo Sports America Minnesota
Chapter (David Olson,
olson199@umn.edu)

Wheels of Italy
(wheelsofitaly.com/)

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

Clubs listed in **bold print** are members of the Inter-Marque Council

New London to New Brighton A New World Rallye

By Jim Baumann and Barry Berg

It was a dark and stormy night ... I always wanted to start an article like that, but it really started before that, with a suggestion that the MINI-Sota Motoring Society, a group of New MINI owners, hold an event commemorating the 20th Anniversary of the London to Brighton Mini Run. The latter event is sponsored by the London and Surrey Mini Club and attracts over 2,000 cars for the one day event. Starting out at the historic Crystal Palace in London, running approximately 60 miles and finishing at sea side on Madera Drive at the resort town of Brighton. I should also note a few definitions:

Mini - the older Classic Mini. Made from 1959 to 2000. made originally by Austin, BMC and British Leyland/Rover.

MINI - the new MINI. Made by BMW in Oxford, England from 2002 until present.

MMS - MINI-sota Motoring Society (Made up of MINI owners)

MMPEAPSHA - Mini-Sota Minis, Pizza Eating, And Psychiatric Self-Help Association (Made up of Mini and MINI owners)

L2B - the London to Brighton Mini/ MINI run held in the UK

NL2NB - The New London to New Brighton Rally Held in Minnesota U.S.A.

The first London to Brighton run took place in England in 1896.....and was a real test in reliability and endurance for cars of that era. It ran for a few years, and, as cars became more reliable, was discontinued as being moot.

In 1927 there was a re-enactment of the run, for pre-1905 cars, and it has been



repeated each year since then except during World War II.

Well, twenty years ago, members of the London & Surrey Owners Club thought, "Hey, our Minis are quirky and unreliable too, so why not us?" They staged their first London To Brighton Mini Run, and they've been doing it ever since.

The MMS contacted the L2B and they agreed to share with these quirky former colonists the placards and tee shirts for their events. And so an association which we hope will survive across the sea was formed.

Someplace along the way rallies made what I think was a wrong turn. Minnesota and Western Wisconsin, including our sister city of Lacrosse has had a tradition of the best rally roads in the country and more than its fair share of nationally ranked rallyists. Somewhere along the way, the local rallies became more difficult, and fell from events of 30 cars held 2-3 times per month to the few cars and rare events we have today. Quite frankly too many new people found the complexity and getting lost all the time no fun at all. Since the MMS and

MMPEAPSHA did not have many experienced in rallies, I as rallymaster set out to recreate the fun events that I remember, and started my love of the sport.

The week before a rally seminar was held at the local sports car hangout, The Square Peg Diner. Taught by Barry Berg, rallymaster, and Dave Fuss Former SCCA National Course Rally Champion, we covered the basics of a road rally.

While using basic course following principles the 147 mile route was laid out with the sheer joy of driving in mind. The emphasis was placed in finding high quality roads that were not only twisting, fun to drive, and scenic, but a routing that would not lose or frustrate the participants. ... And so the NL2NB was born.

As I said it was a dark and stormy night, the night before the event. My wife Glenda, our dog Napoleon, and I woke up, and drove the approximately 2 hour drive to New London, a lovely little town in the lakes region of Kandiyohi County, in Western Minnesota. I expected



maybe 10 cars if I was lucky, but to my surprise we had 20+ MINI's and 2 Mini's in the parking lot of McKale's Restaurant. After a great breakfast, another quick and dirty rally seminar, and competitors meeting, we set off.

I had hoped for a bright sunny day, warm with the light glinting off the crystal lakes like diamonds, as it had been during the weeks before when I was setting up the event. Instead it was cloudy and grey, with the strong hint of rain. Still the enthusiasm of this



even regions within a state. They found that each county, and town has a different character, and while not looking at the country-side as a macroscopic blur, but as a series of individual views each seen as you pick your way from one landmark to the next.

Somewhere, they learned, I think, that the destination was not as important as the route was. All of these things are what make a rally a fun pastime for those that love their cars and the road. From what I saw, this was felt by most everyone who partici-



While many may have dreaded the thought of a four and a half hour drive, in the end no one noticed the time it took. In a day and age when the bulk of car travel happens on Interstate Highways that all look and

pated. No one got lost and everyone had fun, what more could one ask.

Except they did, for next year and again later this year. So, for Wings and Wheels in Osceola, Wisconsin, MMS will put on another "I can't get lost rally." While not selected yet we will try to pick some interesting roads, and no one should get lost. It will take a little longer to get there, but then I always thought the path not taken was more interesting.

Come on and join us. Everyone is welcome!

group buoyed up the day, and we began with smiles and anticipation.

The route ran through Kandiyohi, Meeker, Stearns, Wright and Hennepin Counties, past lakes and farms, though hilly and flat countryside, through the small picturesque towns of Middle America.

The cars came from Minnesota, Iowa, and Wisconsin. And of course there was the road, sometimes straight as an arrow, but more often twisting, turning, and according the comments at the end of the event putting a smile on the faces of the participants.

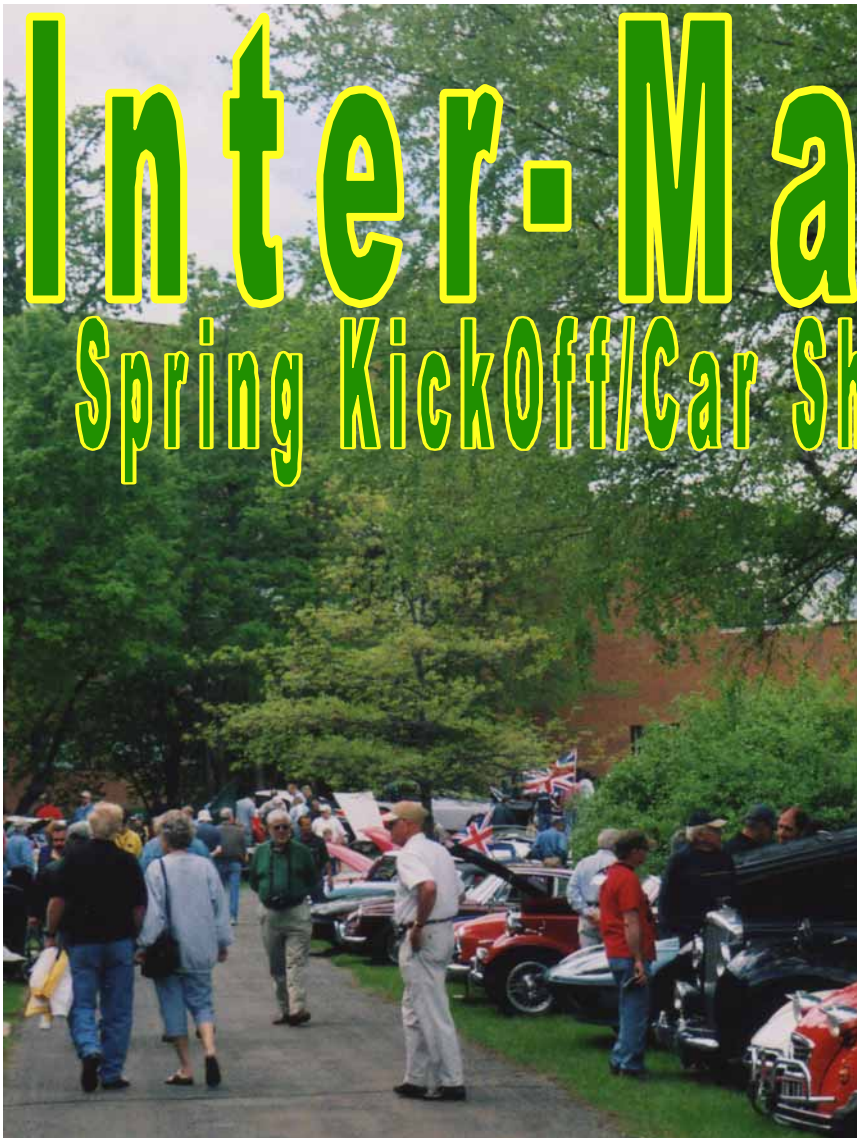
feel the same. Where the scenery of one state blends into another, resulting in a long boring drive.

I think those that ran the NL2NB found that there is a unique character to



Inter-Marque

Spring KickOff/Car Show/Banquet



Mother Nature must have a warm spot in her heart for old foreign cars. She held off her seemingly eternal rain clouds long enough for the May 22 event. One hundred twenty-six cars made an appearance on the Plymouth Radisson's pond-side walkway to be admired by a large crowd. Marques in attendance included:

- 36 MGs
- 20 Triumphs
- 16 Jaguars
- 11 Austin-Healeys
- 9 Citroëns
- 9 Lotus
- 4 Porsches
- 3 Alfa-Romeos
- 2 Fiats (one a Dino)
- 2 Mercedes
- 2 Minis
- 2 SAABs

And one each Riley, Bentley, Metropoli-

tan, Pantera, BMW, Datsun, Morgan, Marcos, Aston-Martin, and Ferrari (also a Dino).

Attendance was still eighty percent English, but the French, Germans and Italians are all threatening to move into double digits. Maybe next year one of them will break out of the pack.

Author Kevin Clemens (Motor Oil for a Car Guy's Soul) swaps vintage racing stories with Rich and Liz Stadther. An MGTD and a VW Golf are in Clemens' racing stable. Rich's mount in recent years has been a Merlyn Formula Ford but there are others back home as well. Liz used to race but quit after somebody ran over her helmet. It wouldn't have been so bad except her head was in it at the time.

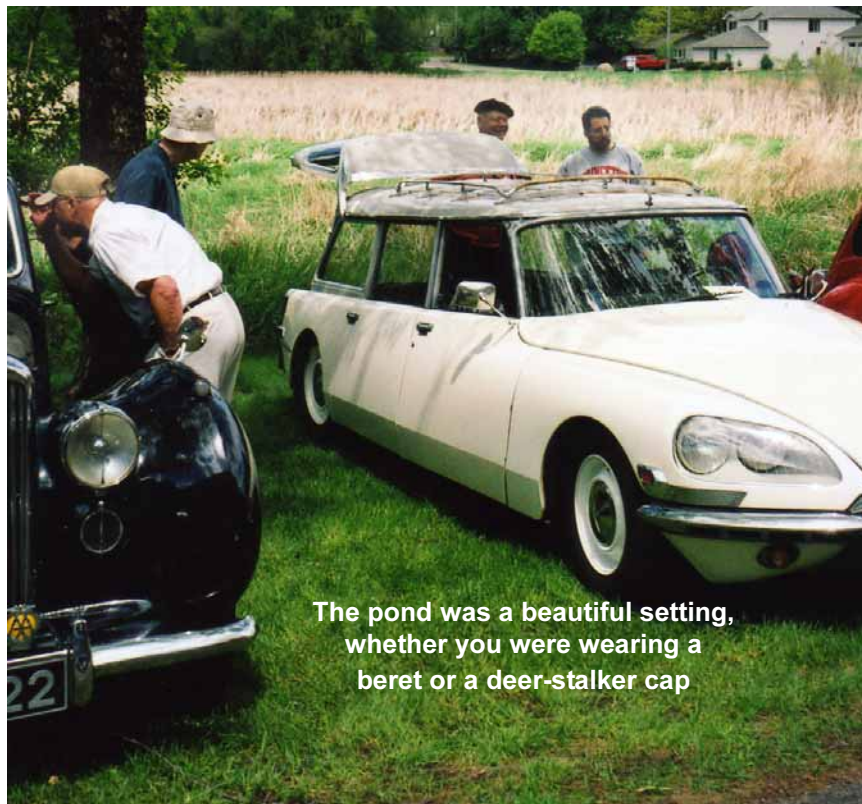


A banquet followed the car appreciation event and the one hundred people who attended not only got a three-star banquet for only \$15 (tax and gratuity included), they also got a chance to win fabulous door prizes.

The door prizes were made possible through generous contributions by the following Minnesota car clubs: Austin-Healey, Jaguar, MG, MGT, Triumph, and Vintage Sports Car Racing. And their contributions weren't old regalia they couldn't palm off on their own members. No, they

contributed real dollars so people went home with new wrenches, coolers, and chairs. Some of the names pulled out of the fishbowl were of people who decided not to attend the banquet. When this happened, everybody said "Aw, too bad" and the drawing continued until the name of someone present was called.

There was one other door prize; Kevin Clemens contributed several copies of his book (*Motor Oil for a Car Guy's Soul*) and some winners picked it ahead of a new set of Craftsman wrenches. Go figure. Maybe it was because Kevin was given ten minutes to give a talk and he actually finished in ten minutes. It's clear that the guy doesn't have a career in politics ahead of him. He did, however, talk about the necessity of ex-



The pond was a beautiful setting, whether you were wearing a beret or a deer-stalker cap

panding the base of people interested in "our" kind of cars. It is a real problem and one that overwhelms the inter-marque war-



What kind of engine is this? Submit your entry and win a free year's subscription to the InterMarque Monthly. Fine print: Entries must be printed on a 3x5 card using a #2 lead pencil and mailed to the Monthly in a #10 envelope. Even finer print: The envelope must be postmarked from Harmony, MN on July 3, 2005 and include a \$100 bill for processing and other fees. Even finer print: This is really all a joke and the engine is a 2-stroke, 3-cylinder power plant in a Saab 96.

fare that still exists in some areas.

Then the trophies were awarded. These were done by local artisan, Dale Martin, and depicted a piston and connecting rod. The winners, as picked by show participants, were:

SOFT-TOP

1. Dan Iburg, 1952 Jaguar XK120
2. Al Cady, 1954 Jaguar XK120
3. Peter & Diane Weber, 1951 MGTD

HARD-TOP

1. Dale Martin, 1957 Jaguar XK150
2. Rich McGowen, 1961 Triumph TR3
3. Lynn Schulte, 1961 Nash Metropolitan

UNPOLISHED PEARL

Harvey Berquist, 1947 Bentley

LADIES' CHOICE

Fay Goldenberg, 1973 Citroen 2CV

Harvey's award had a broken connecting rod, but he's a great mechanic and will have it back together in no time. In addition, Andy Lindberg was given a "Dedicated Service Award," which is kinda like winning Miss Personality at the Miss America pangent. But he seemed happy anyhow.

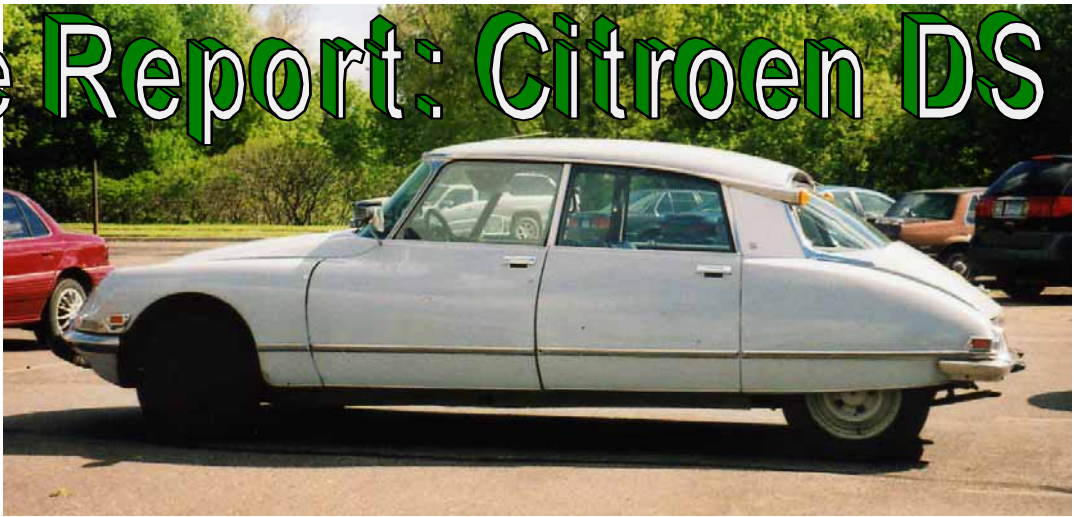
And so the marquesters left the Radisson, fat, happy and ready to enjoy what promises to be a fantastic summer for all of them. Join us next year.

Drive Report: Citroën DS

It's different. No getting around it. The Citroën DS bears as much resemblance to any other car as the Eiffel Tower does to the Tower of London. There are, however, different kinds of different. There's different just to be different. Dying your hair pink comes to mind here. On the other hand, there's different with a purpose.

The Citroën DS is different with a purpose. It was designed to traverse the war-ravaged roads of mid-50's France. And it was designed to do so with aplomb and speed. To go rapidly on a crummy road requires a compliant suspension. A stiff suspension works for racecars on billiard table smooth race tracks, but this same setup will bounce all over the place in the real world of potholes and frost heaves. Citroën knew, however, that soft springs were not the complete answer either. Softly sprung American cars of the 50's and 60's wallowed uncontrollably down the road like the Queen Mary in a tsunami.

So Citroën went its own way. Its pre-war Traction Avant already had front-wheel drive and a completely independent suspension mounted on a unit body. It



seemed like a good place to start. Out went the Avant's torsion bar suspension and in went a new hydraulic system. It might help if you think of the system as shock absorbers without springs. Except, of course, that all of the shock absorbers are connected to one another. And to the brakes and power steering. The entire system, including the load-bearing shocks, needs to be pressurized before it can operate. That is why the DS looks like a low-rider when it's resting but rises to a haughty demeanor when the engine fires up.

With this spectacular new suspension system, Citroën decided they needed a new engine, transmission, and body style. Let's start with the bad news first. The DS never got the new engine. There was a flat six (think Porsche 911) under development but over-heating problems could not be solved. Warmed over versions of the Traction Avant's four cylinder powered the DS until 1965 when new, but conventional, four-cylinder engines appeared.

There was better news on the transmission front. A semi-automatic system

eliminated the clutch pedal. The clutch itself was automatically actuated by hydraulics when the shift lever was moved. Finally the new body. Aerodynamic with a touch of art deco. This took people by surprise. It didn't even have a grill! Citroën thought it would take years for the public to cozy up to the new look and was astounded when they left the 1955 Paris Auto Show with 80,000 orders in hand.

The DS that IMM drove was a 2.1 liter car with the later four-headlight styling. This car met contemporary US regs so its inner headlights don't pivot with the front wheels like the French models did. Owner Michael Barone says Euro lights are available and aren't much of a hassle to install. They do, however, cost beaucoup bucks and he's holding off on the lights until he decides whether to restore the car or keep it in daily driver status.

Entering the car, the first thing you notice is the single spoke steering wheel. This is also the later version; the original spoke looked like an octopus' tentacle reaching out of the dash to grab the wheel. The ignition is on the left as it was on many old Fords. The instrument panel is functional and contains huge "idiot" lights in the leftmost circle. Then your glance falls to the floor. To the left of the throttle pedal there is what appears to be a mushroom. This is the brake. The severity with which the front calipers and rear drums do their job is modulated not by how far you squish the mushroom but by how hard you do so.

That manner in which the DS drives is remarkable. If you think your



Barcalounger is comfy, you should try riding in a DS. The seats are incredible but it's the ride that really sets it apart. When you hit a pothole in a normal car, there's an initial jolt before the springs and shocks start working. Not with the DS. You know that there's an imperfection in the road, but your café latte stays in the cup.

The DS was clearly not made for gymkhanas or autocrosses. France's arrow-straight routes nationale are more to its liking but it will hustle through a corner if its driver insists.

This car did not have the semi-automatic transmission, being equipped instead with a four-speed on the column. While it is synchronized on all speeds, the shift lever has an extremely long throw that makes rapid gear-changes impossible. In addition, the mushroom brake pedal makes it very difficult to heel and toe. The DS seems to cry out for at least the semi-automatic, if not the full automatic that was installed on a few cars.

Citroën DS - The Checklist

Category	Score	Comments
Engine	☺☺	OK but uninspiring
Transmission	☺☺	All synchro but long throw on column shift
Brakes	☺☺	Mushroom worked OK
Handling	☺☺	This is a cruiser, not a sports car
Ride	☺☺☺☺☺	Tres magnifique
Driver Comfort	☺☺☺☺☺	It doesn't get any better
Ergonomics	☺☺☺	Horn on a stick works well
Features	☺☺☺☺	Fuel & temp gauges were small
Styling	☺☺☺	You either love it or hate it
Fun to Drive	☺☺	This is the car for a coast-to-coaster
Head Turner	☺☺☺☺☺	Everybody takes a second look
Overall	☺☺☺	Mature car for the mature motorist



Some people called it the "Shark"

Sports car roads are getting harder and harder to find. You have to drive miles out of your way to find a decent curve, let alone an interesting on-ramp. And so-so highway maintenance has turned much of our day-to-day driving into what almost qualifies as an off-road experience. This is the kind of driving for which the Citroën DS was built. It is at home as much with today's reality as it was with Charles De Gaulle's France.

Deja vu all over again.

Announcing the formation of an upper midwest e-group catering to TSD rallies and tours:

Twin Cities Area Rally People

TCARP@yahoogroups.com

Since we seem to be stuck in a permanent monsoon season, and we're Minnesota-based, what else could we call it?

Sign up at **www.yahoogroups.com**

Out & About



On May 31, fifty Morgans gathered for lunch at the Water Street Inn in Stillwater. Of these cars (none of which were actually permitted in the restaurant), forty-five were participants in “Morgans Over America,” a coast-to-coast tour of North America. Of the MOA cars, twenty-three hailed from Europe and twenty-two were from North America. When they left Stillwater, they headed to Duluth for a two-day layover.

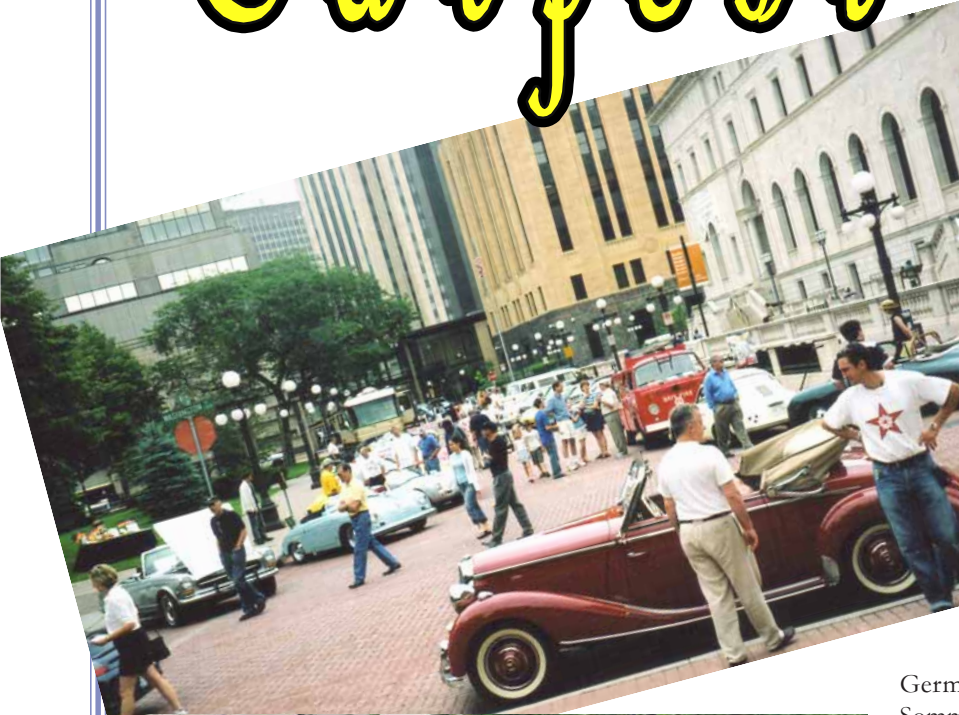


One of the biggest problems on an extended trip in a Morgan is luggage capacity. About half the owners didn't bring a top so they would have room for an extra set of undies. Three or four women were making the trip alone. One started out with a boyfriend but he was called away on business. (Our advice: Lose the boyfriend. If he's going to desert you and a Morgan just for some stupid multi-million Euro deal, he doesn't have his priorities straight.)

On June 5, more than a hundred Vee-Dubs gathered at West-Side Volkswagen for their annual car show and swap meet. In addition to the large number of cars, there were many vendors. Most of these handled parts for the air-cooled cars but a few had performance goodies for the more recent VW's as well. Great turnout on a day that threatened thunder and lightning all during the show.



German Carfest

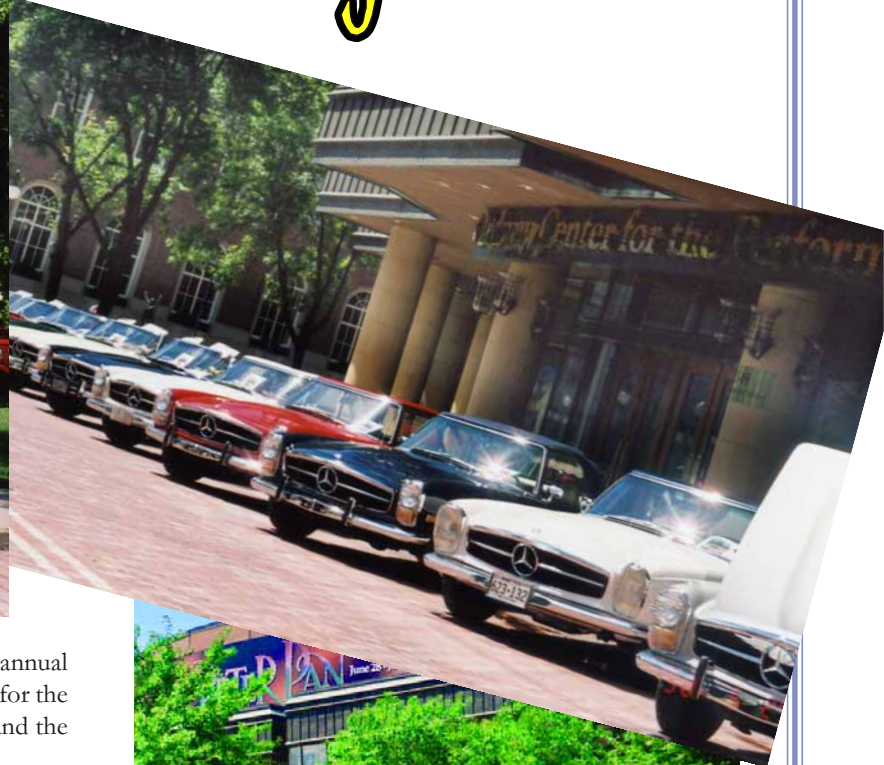
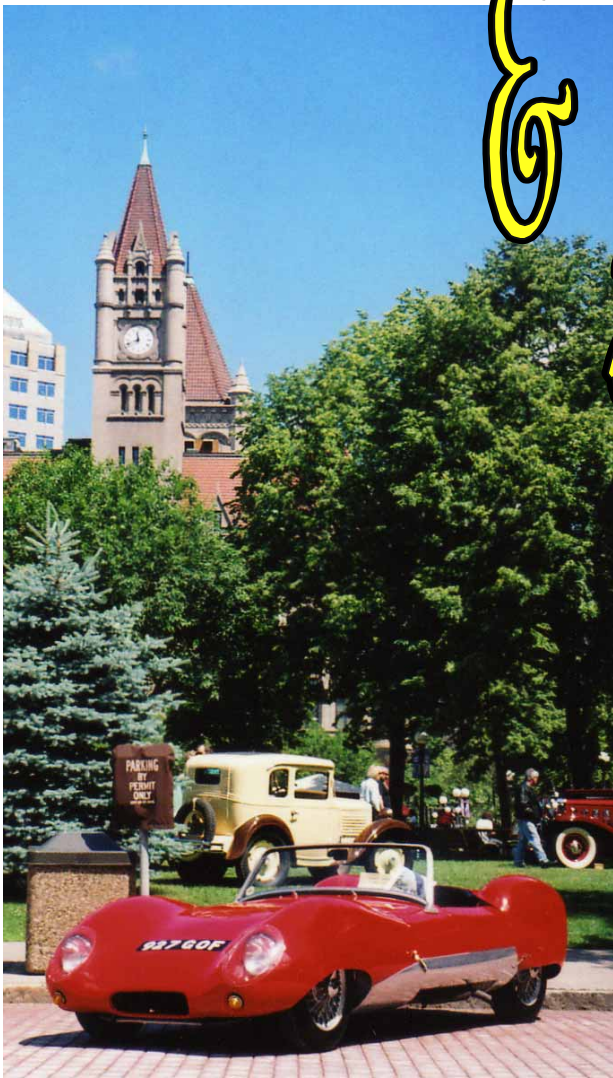


German Carfest was celebrated as part of Saint Paul Sommerfest on June 11. *Sommerfest* was a benefit for art, culture and the Saint Paul City Ballet. The Carfest was centered on Rice Park and included eighty to a hundred cars, an omppah band, and brat and beer vendors. Host of the event was the Twin Cities Section of the Mercedes Benz Club of America and their volunteers were everywhere.

Mercedes was, of course, well represented with models from the 1950 170S cabriolet seen above left to the newest station wagons. Porsche also had a nice turnout with a variety of 911's, one 912 (above), several 928's, and a large group of 356 bathtubs. In addition there was one 550 but nobody knew whether it was an original or a more recent recreation. BMW 2002's were present as well as more recent products from the Bavarian firm.

One of the rarer marques in attendance was the Borgward seen to the left. This car, a 1960 Isabella coupe, is owned by Ron and Barb Engle. Ron fell in love with the coupe when he was in college and owned a Borgward Kombi (station wagon). This summer, he and Barb will drive the 1500cc car out to California for the national Borgward convention. Good show, Ron!

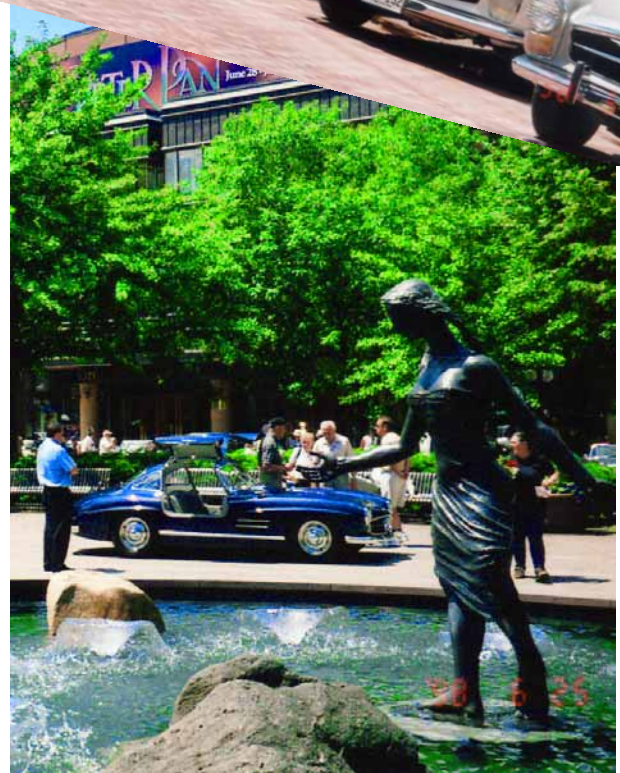
Concours d'Elegance



Sommerfest continued the night of June 11 with the third annual Emperor's Ball. Then, on June 12, it was back to the streets for the Concours d'Elegance hosted by the Mercedes Benz Club and the Classic Car Club of America.

As the photo in the upper right shows, the Benz Pagodas (230SL, 250SL, and 280SL) showed up in force on Sunday. Near the Rice Park, two 300SL's were arranged. The photo at right shows the Gullwing; the other was a roadster. It was interesting to see that the Gullwing doors were not a styling fillip (like a landau roof or the gullwing doors on other cars). It was the only way the Benz engineers could figure to get people in and out of the closed car.

Visible just behind the Lotus 11 in the picture above it the real hit of the show. It's a 1931 American Austin (aka Bantam) and its chassis was a mirror image of the British Austin 7. The styling was American, essentially a miniature version of other cars in height, width and length. The Austin 7 was the butt of many jokes in England where it sold like hotcakes. The American suffered the same fate here (a favorite joke for night-time pranksters was to pick up a car and put it on the owner's front porch) but it didn't sell. The plant in Butler, Pennsylvania soon closed and the Bantam's only real claim to fame is a starring role in a Laurel and Hardy movie.



For Sale



1960 Austin-Healey Mk1, BT7. Optional hardtop. Red with black interior, excellent shape, wire wheels, OD, engine rebuilt 9/04, runs excellent. \$32,500 Terry 612-371-9049 for more info. (July)

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)



1964 Porsche 356C Coupe, black with red interior, great shape, engine rebuilt 1500 miles ago, runs excellent. \$21,500 Terry 612-371-9049 for more info. (July)

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)



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)



1975 Triumph TR6 British Racing Green with tan interior, great shape, with OD, runs excellent. \$13,500 Terry 612-371-9049 for more info. (July)

1976 MGB - 59,000 miles. Dark red with black interior, no rust, weber carb conversion, hot cam, Pico exhaust, electronic ignition, steel rims, good tires, 2 tops (one with zip-out window), CD player. Very good condition, \$5,500 Dan Cunningham 612-729-1846 (July)

Miscellaneous Mumblings

Not much room for your editor to mumble this month. That's a good thing because it means there's a lot of real news instead. One thing I did want to mention, however, is that this issue was produced on my new computer. (If you did not receive the newsletter, please let me know.)

Old cars and new computers have a lot in common. They both look nice until after you've bought them. Then their hidden foibles come to the surface and you have to read a hundred page manual written in bad English. Finally, after you've tried ten different possible solutions and nothing works and you're going crazy, they start working all by themselves.

One more thing. Mucho gracias to Barb and Gary Ronning who did all the work putting together the Inter-Marque Spring Kcik Off. See you next month.

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

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!!



June 28

Kip's Pub Grand Opening Tuesday evening, Kip's Pub, north-west corner of I394 and Hwy 169. The proprietors of this new Irish pub have invited all Irish automobiles to their grand opening. Realizing, however, that all the DeLoreans in the Cities won't fill up their parking lot, they have also extended an invitation to English, French, German, Italian, and Czech vintage cars. Their web site is not up yet but it will be at www.kipspub.com. If you plan to attend the grand opening, email Jim Pennoyer at mgadriven@yahoo.com or call him at 763-536-5472 (home) 763-360-7382 (cell)

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.mmegg.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.

SEPTEMBER 24

Tenba Ridge Winery & Car Show Blair, WI. Gate opens at 10:00 a.m. Winery tour starts at 11:00. Bring a picnic lunch. Show & shine car show with awards at 2:00 p.m. The winery owners are old British car enthusiasts and their ancestors are from Alsace. \$10 registration. Info: Diane Rindt drindt5953@hotmail.com, 715-832-8316.

RECURRING INTERMARQUE EVENTS

InterMarque Breakfast Every Saturday morning! 8:30 a.m., 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 Brewfest Every Sunday afternoon! 3:00 p.m. till ? Kip's Pub, north-west corner of I394 and Hwy 169. For anyone and everyone that has a European car and would be interested in a Sunday evening get together. Have you found that: You have driven over to the old Sherlock's Home, just to see if it would ever re-open; You mourned the loss of Sherlock's; You wondered if you would ever get "Old Speckled Hen" and fish & chips together again; You tried "Billabongs" but got blown out of the parking lot; You wondered if you could ever find beer in a plastic cup so that you could walk into the parking lot and talk to your fellow car nuts about their cars; You missed the Sunday evening get together; You wondered

how they actually got nine running Deloreans in the Sherlock's Home parking lot at the same time; You miss being able to walk out of the pub and into the parking lot on a nice warm evening. If you have wondered about any of the previous items and others since the closing of Sherlock's, then have we found a place for all of us. Kip's Pub will have their grand opening on Tuesday evening June 28. This is a real Irish pub, with an Irish built bar, dance floor, patio, happy hour, and (drum roll) "Old Specked Hen" as well as Fish and Chips. They will even have plastic cups so that we can go out into the parking lot. They have a wonderful patio, and are very interested in helping our club(s) out in any way that they can. Please forward this on to everyone possible. Let's help them be as successful as possible and have a great place for us. Their web site is not up yet but it will be at www.kipspub.com. Please let me know if you plan to attend the grand opening. Email to Jim Pennoyer at mgadriven@yahoo.com Thanks, Jim Pennoyer 763-536-5472 (home) 763-360-7382 (cell) P.S. Andy Lindberg, please forward this to anyone and everyone on the Intermarque mailing list. (*Editor's note: Done*)

INTERMARQUE RACES, RALLIES, & TOURS

JULY 9

Afton Alps Healey Hillclimb IV Rain date: July 10. Afton Alps Recreation Area. 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. Driver requirements: Sign waiver, pass on-site tech inspection, wear helmet. 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.

July 9

English Sports Car Fleet 10:00 am, Riverside Park, La Crosse, WI. Meet at Riverside Park. Chat until 11-11:30 then roll out and hit the winding back roads of La Crosse county for 2-3 hours. The La Crosse Tribune is going to run an article on the English car fleet, and there is always an impressive turn out from local enthusiasts. Info: Chad Cansler Tuscanraider@aol.com

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 16

Grand Rounds Tour 9:30 a.m., Minneapolis. A tour of the Minneapolis parkway system. A beautiful drive with several stops to enjoy secluded treasures located within the heart of Minneapolis. Hosted by Minnesota Triumphs and everyone is invited to join them. The tour will leave the Square Peg restaurant (in the Hennepin Square building on East Hennepin between 35W and 280) at 9:30 Triumph time. Come early and have breakfast at the Peg. The Tour will end at Boom Island Park between 1:00 and 3:00, depending on the number of stops that you chose to make. Info: www.mntriumphs.org or jkallaus@hotmail.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 temperament 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.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
- 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

Directions To/From Grand Rapids and Ruttgers Sugar Lake Lodge

Approximate trip Distance: 18 miles one-way downtown

Approximate travel Time: 30 minutes one way

Rendezvous Emergency Phone number: 800-450-4555

Shopping on US 169 south of downtown – Walmart, Kmart, Target, restaurants

Arrivals from the west on US 2 – **turn right at CR 63** – BIG Sugar Lake Resort sign

NORTHERLY route to Grand Rapids

Depart **Ruttgers north exit** (mm0.0) by turning left on **County Road 458** (opposite to the

“To CR-17” sign), take **County Road 458** to **County Road 459** (mm0.35), turn right (north) on

County Road 459, Continue straight on **County Road 459** to join **County Road 17** at the stop sign (mm 1.85). Go straight north on **County Road 17** four miles to **County Road 63** (mm5.4), take a right on **County Road 63** for four miles to **US 2** (mm9.4). Turn right (east) on **US 2** for two miles to downtown traffic light at **US 2 & US 169** (Car Show Location on Friday)(mm15.0)

SOUTHERLY route to Grand Rapids

Depart **Ruttgers east exit** (mm0.0), take a right to go south on **County Road 449**. Follow **County Road 449** eight miles to

County Road 17 (mm8.0). Take a right on **County Road 17** for two miles to **US 169** (mm10.0). Left on **US 169** for seven miles to **US 2** downtown Grand Rapids (mm18.0)

TO RETURN Reverse route directions above.



If you haven't made your reservation to go to Rendezvous yet, nobody is home any more to log you in. It is still possible to attend, however. Just follow these directions and register at Sugar Lake Lodge. Somebody will be there to take your money.

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:



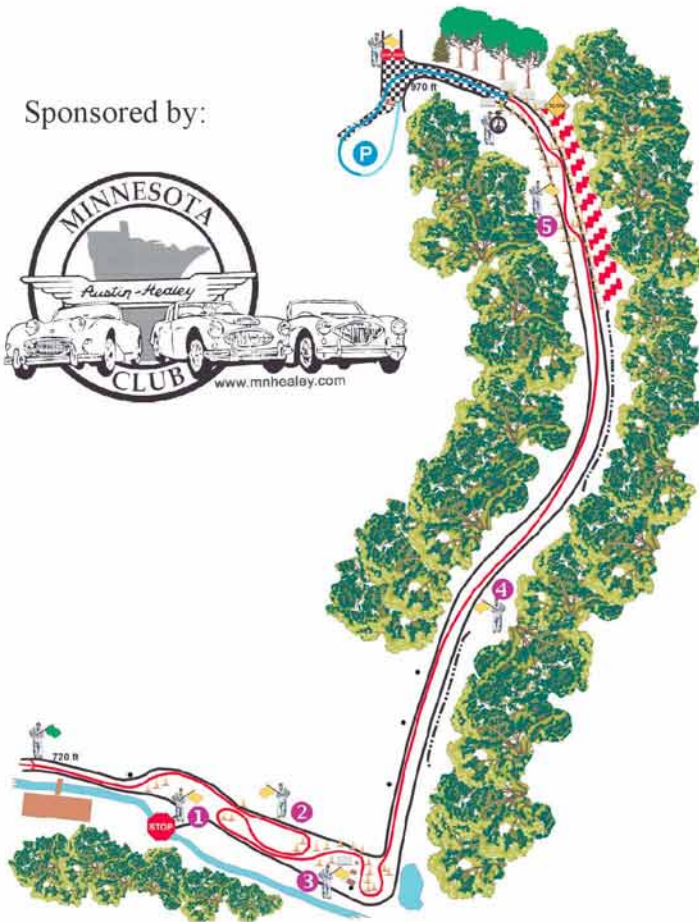
CORNER WORKERS NEEDED! Want to get close to the action but not drive? Like to wave flags? Free refreshments provided to all volunteers, and those who stay 8:30 to 5 will receive a free buffet lunch! Space is limited, so call Tom now to reserve your coveted place among the cones.

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 III, May 8, 2004 - Photo by Greg Lauser

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?



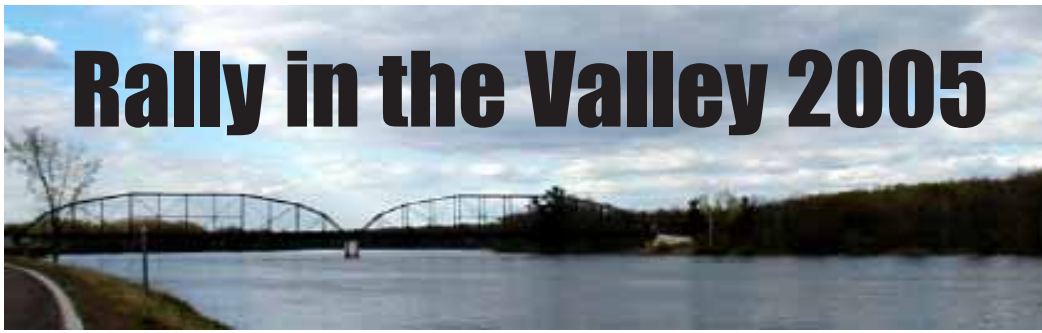
Come to the annual,
All British Car Show and Swap-meet

- * 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



Rally in the Valley 2005

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: _____

Diane Rindt _____
 4271 North Shore Drive _____
 Eau Claire, WI 54703 _____

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 _____ = _____

Event Total: _____

Tenba Ridge Winery & Car Show

(Bring your Classic Car for the Car Show and get ready to sample some GREAT wine!!)

September 24th, 2005

10:00am The gate opens.

11:00am: Tour the Winery & sample the wine.

Bring your own picnic lunch.

Show -n- Shine Car Show

1:00pm: Judging starts.

2:00pm: Awards and door prizes.

The Tenba Ridge Winery is located outside Blair Wisconsin on Joe Coulee Road. It is nestled in the rugged hills of Trempealeau Country, in a part of Wisconsin left untouched and unchanged by the last glaciers to cover parts of North America. The Winery is carved out of the lower level of the family home, reminiscent of the small family wineries found in Europe.

John Patrick Gill's great grandfather started making wine in the Alsace area of France in the 1890's. John Patrick took up the art in the early 1980's while he was living in Fox Point Milwaukee. Today John Patrick and Kiyoko are making wine the same way John Patrick's great grandfather did. They use the same materials and processes; this is what makes their Alsatian wine taste so good.

John Patrick and Kiyoko are also British Car Enthusiasts and have been for years. John Patrick has owned many different British Cars throughout his life, 1952 MG TD Stage 2, 1958 BUG EYE SPRITE, 1964 AH SPRITE, 1974 TRIUMPH SPITFIRE and an MGA 1600 TWIN CAM.

John Patrick Gill lived in Long Lake, Minnesota when they were building the I-494 Belt Line. In the early stages of building the new highway the only part that was concrete was the two "clover leaves". At that time John Patrick drove 18 miles from home to work and when he came to the clover leaf for the "new" highway he'd drive his MGA as fast as he could on the clover leaf, putting the car into a 4 wheel slide, never letting up on the gas. Then he'd hit the unfinished dirt road and continue until he'd hit the next clover leaf and run the same drill again!

Kiyoko, John Patrick's wife learned how to drive in an MGB. She lived in Madison Wisconsin and her father's secretary (friend of her parents) taught her how to drive. The MGB was the secretary's car. She took Kiyoko out to the country roads to teach her how to drive. The secretary was quite dismayed when Kiyoko was passed by a tractor.

John Patrick and Kiyoko passed on their love of sports cars to their children too. When their daughter Annie was just old enough to start driving, they took the 1974 Triumph Spitfire on Hwy 20 down by Waterloo. On their way back to Cedar Falls, John Patrick said to Annie, "Don't you think you better slow it down a little." She replied, "Dad I'm only doing 55." At which point he noted, "That's the tachometer and it's 5500 RPM. The speedometer says 108!" Today Annie is the artist who painted the label they use for Tenba Ridge wine.

Come join us for great wine, great cars, and great people!

Name: _____

Address: _____

E-Mail: _____

Vehicle/s to be registered: _____

Year

Make

Model

Registration fee before August 24, 2005 = \$10/car (No refunds on or after September 1) (After August 24 or at the gate registration fee = \$15.00 per/car) (Check payable to Diane Rindt)

(**Money collected** will be used for awards and door prizes)

Send Check and Registration Form to:

Diane Rindt

4271 North Shore Drive

Eau Claire, WI 54703

drindt5953@hotmail.com or 715-832-8316