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Vol IV, No. 9
still only \$0.00



Inter*Marque*Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

**Burnt offerings to the gods of old foreign cars?
St. Lucas taking revenge for a million bad jokes?
A meeting of the No Piston Ring Society?
None of the above! See page 6**



photo by Greg Gelhar



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EDITORIAL CONTRIBUTIONS
are **always** welcome.

Vintage Foreign Marque Clubs of the Upper Midwest

British Iron Society of Greater
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, Twin Cities
Section (www.mbca-tc.org)

Metropolitans from Minnesota
(www.metropolitansfrom
minnesota.com)

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

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgtr.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)

**Triumph Drivers of Mani-
toba** (www.britishcar.ca)

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

Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

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

Wheels of Italy
(wheelsofitaly.com/)

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

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



John Kallaus and the Minnesota Triumphs Club hosted the Grand Rounds Tour on July 16. That was the eighth day of 90+ weather and Minnesotans were not coping well. Nevertheless, a good dozen cars turned out to investigate the Minneapolis Parkway system.

In the photo below, participants (one of whom had just emerged from an air-conditioned Jaguar) got rally instructions from John. This was not a "tire tread all over the asphalt" rally, it was more of a "stop and smell the roses" tour. The Parkways form a 58-mile loop through the city and John planned stops at intriguing locations along the way. In addition to



to the Wildflower Garden pictured above, there was the Bakken Museum, Quaking Bog, Mill Ruins Park, Minnehaha Falls, and the women's restroom at the Lake Harriet Bandshell. (Worth a visit all by itself. Or at least so I've been told.)

The tour finished with a weinie roast at Boom Island. The event left some suburbanites considering a move back to the city and rumor has it that the Minnesota MG Group is going to use the route for one of their fall color tours. If so, don't miss it.

OUT & ABOUT

The Citroën and the Corvette

by Desmond Whitney

Some of you at the Bastille Day gathering at the Wendling's on July 16 asked how fast my Charleston could go. I estimated that, under optimal conditions (no passengers, tailwind, downhill grade), the car's robust 29 horses could get it up to 75 mph.

On the drive home from the party, the car was running like a top, the wind seemed to be going where we wanted to go, and my passengers (Kate and Ben) added minimal freight. We were cruising north on Highway 100 at an easy 100 kph (note "k," not "m"), when a new C6 Corvette entered the highway up ahead. The driver was either distracted by thoughts of where to eat dinner, worried about a possible speed trap, or chastened by the presence of his mother in the passenger seat; in any event I saw an opening and goosed the duck (sorry!) to see what it could do.

With the benefit of a slight descent in the road we blew by that sorry C6 with

the speedometer leaning over to 120 kph, nearly buried at the far end of the speedometer.

(The C6 driver and passenger must have wondered not just what it was that was passing them but why the people in the strange car were whooping and hollering like they had just won the Tour de France.)

My math suggests that indeed we had managed an honest 75 mph!

The Volkswagen and the Rolls-Royce

stolen from the Twin Cities VW Web Site

A man driving a Volkswagen Beetle pulls up next to a guy in a Rolls Royce at a stop sign. Their windows are open and

he yells at the guy in the Rolls, "Hey, you got a telephone in that Rolls?"

The guy in the Rolls says, "Yes, of course I do."

"I got one too," the Beetle driver says. "You got a fax machine?"

"Why, actually, yes, I do."

"I do too! See? It's right here."

The light is just about to turn green and the guy in the Volkswagen says, "So, do you have a double bed in back there?"

The guy in the Rolls replies, "NO! Do you?"

"Yep, got my double bed right in back here."

The light turns and the man in the Volkswagen takes off. Well, the guy in the Rolls is not about to be one-upped, so he immediately goes to a customizing shop and orders them to put a double bed in back of his car. About two weeks later, the job is finally done. He picks up his car and drives all over town looking for the Volkswagen Beetle. Finally, he finds it parked along side the road, so he pulls his Rolls up next to it.

The windows on the Volkswagen are all fogged up and he feels somewhat awkward about it, but he gets out of his newly modified Rolls and taps on the foggy window of the Volkswagen. The man in the Volkswagen finally opens the window a crack and peeks out.

The guy with the Rolls says, "Hey, remember me?"

"Yeah, yeah, I remember you. What's up?"

"Check this out . . . I got a double bed installed in my Rolls. "

The VW owner exclaims, "YOU GOT ME OUT OF THE SHOWER TO TELL ME THAT?"



Bulwer-Lytton Fiction Contest 2005 Results

San Jose State University Press Release

"As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual."

Dan McKay
Fargo, ND

A 43-year-old quantitative analyst for Microsoft Great Plains is the winner of the 23rd running of the Bulwer-Lytton Fiction Contest. A resident of Fargo, North Dakota, McKay is currently visiting China, perhaps to escape notoriety for his dubious literary achievement.

His entry, extolling a subject that has engaged poets for millennia, may have been inspired by Roxie Hart of the musical "Chicago." Complaining of her husband's ineptitude in the boudoir, Roxie laments, "Amos was . . . zero. I mean, he made love to me like he was fixing a carburetor or something."

An international literary parody contest, the competition honors the memory (if not the reputation) of Victorian novelist Edward George Earl Bulwer-Lytton (1803-1873). The goal of

the contest is childishly simple: entrants are challenged to submit bad opening sentences to imaginary novels. Although best known for "The Last Days of Pompeii" (1834), which has been made into a movie three times, originating the expression "the pen is mightier than the sword," and phrases like "the great unwashed" and "the almighty dollar," Bulwer-Lytton opened his novel Paul Clifford (1830) with the immortal words that the "Peanuts" Beagle Snoopy plagiarized for years, "It was a dark and stormy night."

The contest began in 1982 as a quiet campus affair, attracting only three submissions. This response being a thunderous success by academic standards, the contest went public the following year and ever since has attracted thousands of annual entries from all over the world.

(Tech note: The editors feel we should remind you that Mr. McKay's work is fiction. USA Spitfires did not come with dual Strombergs. They went from dual SU carburetors to a single Zenith-Stromberg in 1970. While a switch to dual Strombergs could be done, they would still "perch" to the side of the intake manifold, not "prominently on top" of it. That's why they're called side-draught carbs. In addition, there is no adjustment to the carbs' "small knurled caps." You unscrew them, pour some

oil in the dampening cylinder, and screw them back on. And to be a real stickler, most British shop manuals cover carbs in chapter four, not seven. So enjoy the Bulwer-Lytton award-winning paragraph for its bad prose, but remember its tech advice is equally atrocious.)

Seen at the Peg

On July 23, Dick Matthews treated Square Peg attendees with the debut of his 1962 Porsche 356B Super 90. It was an impressive outing and people who think the Square Peg is just for Brit Car enthusiasts should study the picture below.

Dick says the 356 is the sweetest driving car he owns. Given the other cars in Dick's stable (AC Bristol, Austin-Healey 100, Jaguar XK120), that's saying something.

The Super 90 was the hot ticket in Porsche's 1962 lineup and Dick's car is a little hotter still. The original 1600 cc engine now displaces over 1.7 liters and has been tweaked on both the induction and exhaust sides. Nothing too wild, Dick wanted a street car, just a little faster than stock street car.



OUT & ABOUT, CONT.

Z's to B's at Chetek Show

The Vintage Voyagers "Original" Blast from the Past car show was held on July 2 in Chetek, Wisconsin.

The

vintage foreign cars included a lot of MG's but also Jaguars, at least one VW old Beetle, and the Datsun Z-car seen to the left. Dale Martin's Jaguar XK150 took third place in the show and participants later retired to Jake's Supper Club. There's starting to be a good mix of older foreign vehicles at this small town show. Give it a shot next year.



photo by
Diane Rindt



photo by
Diane Rindt

Kip's Pub Grand Opening

words and photo by Greg Gelhar

There was quite a crowd attending Kip's grand opening July 28, 2005. I heard that over 700 people were expected. It seemed they all showed up and brought friends too. Seventeen British cars lined the driveway to Kip's. Four MGT's parked nearest the entrance gate. There were a couple of vintage Jaguars, a few MGA's, a slug MGB's, a Bentley, and one Triumph TR6.

The smell, and smoke, of outdoor cooking filled the air. Burgers, Brats and many of Kip's appetizers were offered to the group as well as various liquid refreshments from their menu. Maybe



Kip's will take the place of Sherlock's for the Sunday evening British gatherings we used to have on the west side of town. Most Sundays we will probably have a good portion of the parking lot to ourselves.

(Editor's note: Despite Greg's British only description of Kip's, recent attendees at the Sunday get-together have also included Alfa's, Citroens, Ferraris and Porsches. All were enthusiastically welcomed. See info on page 12. Hope to see you there.)

You Can't Go Home Again

words and photos by Andy Lindberg

Or can you? I decided to test author Thomas Wolfe's proposition by attending the Vintage Triumph Register's national convention. It was held at the Clock Tower Inn in Rockford, Illinois on July 26 - 29, only 350 miles down the interstate.

The 1995 convention had been held in the same location and I attended in my 1960 TR3A. There's been a lot of oil



through the crankcase since 1995 and I motored down in the Citroën 2CV. Got an early start on Wednesday and arrived at the Clock Tower about one.

Old acquaintances said "hi" and seemed only mildly nonplussed to learn that I was now driving the French version of the Triumph Herald. Was it just my imagination or did this decade's

convention feature more car trailers and FOGs (fat old guys) than the 1995 event.

No matter, I quickly relearned the three lessons on conventions:

Lesson 1: Arrive when the show starts.

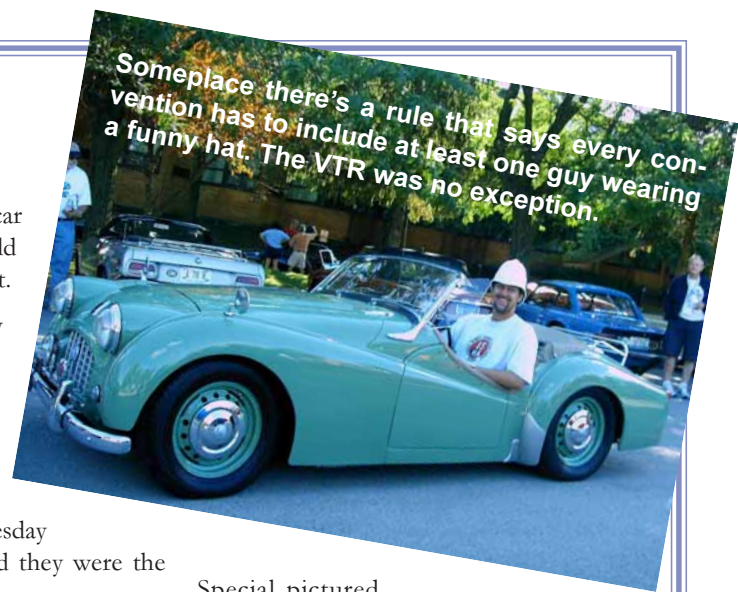
I missed the Spinal Tappets in concert on Tuesday night and everybody said they were the convention highlight.

Lesson 2: Always stay at the host hotel. I stayed at the family homestead fifty miles, three tolls and twenty-seven stoplights away. That hour and a half drive got to be a pain even though I did make friends with some of the toll booth attendants.

Lesson 3: Pay your money and register. Not doing so guarantees your status as an outsider. On Thursday, I showed up at the autocross. Several people, including the VTR Prez, asked me to participate, but the guy at the gate said I needed to be an official convention participant. (Several Minnesotans had very good runs and maybe we'll see them at the Healey Gymkhana on August 20.)

Luckily I remembered **Lesson 4: Do not bring money to an auction.** I attended the auction and fell in love with a beautiful teak and mahogany steering wheel for a TR3. If I'd had \$300 in my pocket it would be mine now. Never mind that I don't own a TR3 and it would look kinda stupid in the 2CV.

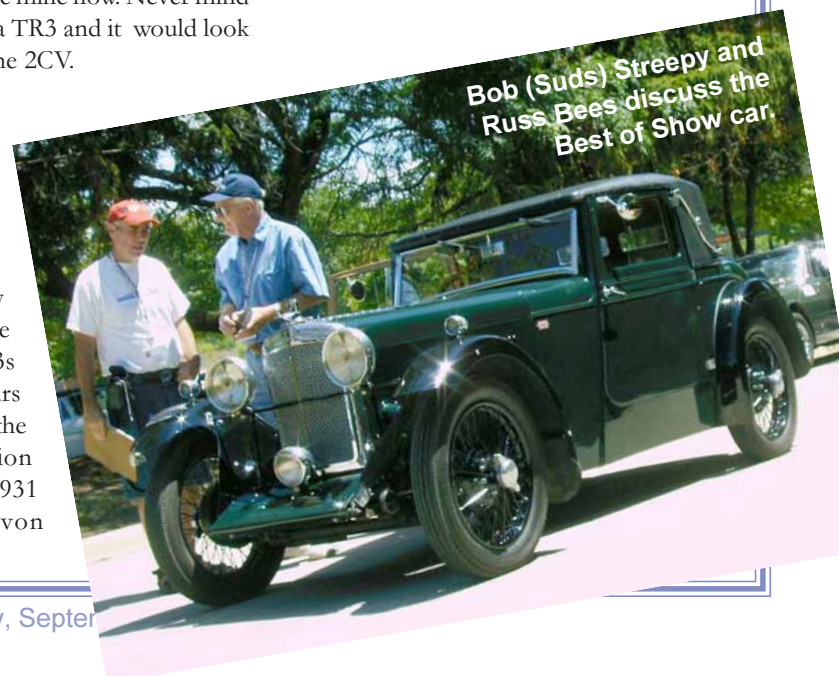
On Friday, my sister Betsy and I attended the big car show. The disease apparently runs in the family because she thought the TR3s were the best cars there. Well, with the possible exception of Russ Bees' 1931 Standard Avon



Special pictured below. Standard built the chassis and engine, and Avon did its special bodywork. It is a fixed head coupe with faux landau bars.

The reason why there was a Standard at the Triumph convention is that Standard bought the bankrupt and bombed out Triumph company after WWII. The reason this car took Best of Show is that Russ really does a nice job with his cars. Any of you who saw his Mark V Jaguar at Rendezvous know what I mean.

Other memorable cars at the convention included a Triumph Italia, a Swallow Doretti, and a brace of Renowns, including a limousine. The convention ended with a banquet and festivities that evening but I was back in Geneva. See Lessons 1-3 above. Can you go home again? Yes. And no. It's never the same as the first time, but if you relax and remember you're not the same either,





Lots of MG T series. More (ho hum) MGB's than anything else.

Ellingson's All-British Car Show & Swap Meet August 13

words and photos by Greg Gelhar



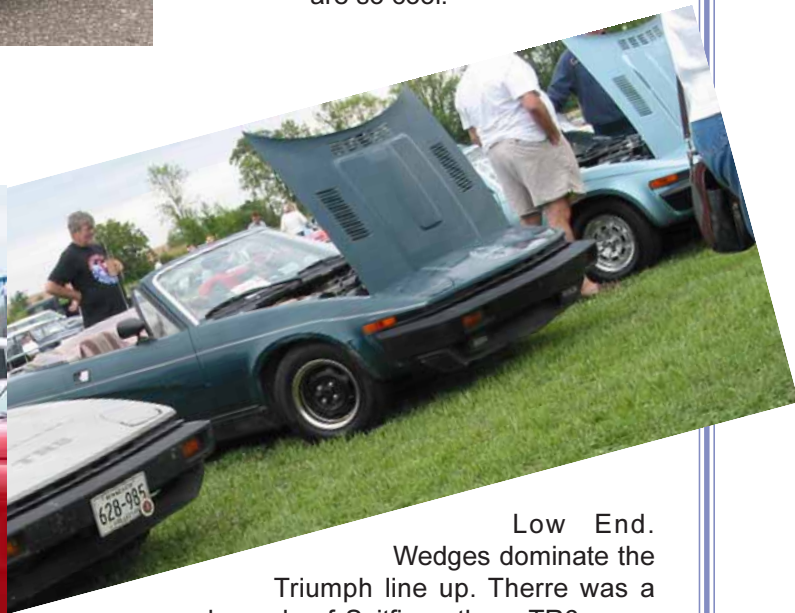
A nice selection of old time British was on hand



Original Minis. Boy, are these small. Those little delivery vans are so cool.



High End. Nice old Jags outnumbered all newer Jags



Low End. Wedges dominate the Triumph line up. There was a good supply of Spitfires, three TR4s, one TR6, one TR3 and one Stag.

Miscellaneous Mumblings



Who Passes Whom?

Talked to Dave Meek at Kip's Pub the other Sunday. He said on the way over he (and his 1960 Jaguar XK150) had been passed by a Ferrari. The Ferrari driver had smiled and given him a thumbs up. I said, gee, on the way over I (and my 1978 Citroën 2CV) had been passed by a VW Karmann Ghia. The driver and passenger had given me a thumbs up.

Sometimes you think it's impossible for an MG driver to have a civil conversation with a Triumph owner. And then you realize that people who like cars, like cars. Praise the carburetors and pass the WD-40.

GMC Lights

Do you only get one running light on GMC trucks? Running lights are those bulbs that turn themselves on whenever the vehicle is running. Their purpose is to warn other drivers that you're in the neighborhood. (Like a GMC truck could sneak up on you.) Anyhow there's only one of these things lit on every GMC I've seen. There doesn't seem to be a pattern, one has the left light lit and the next has the right. So maybe you get a choice at the dealership. Are two running lights an option?

Clubs and Their Mission

While I was down in Rockford at the national Triumph convention, I went to a meeting of Triumph newsletter editors. About halfway through this session, I got this uneasy feeling that a lot of vintage car clubs have lost their way. These were good newsletter editors so I don't want to blame them for my unease. I also don't think it's a Triumph thing.

Most likely it was just something that had been eating at me for awhile and suddenly broke loose like the Alien from

that guy's tummy. On the other hand, nobody said anything to put my unease at rest. The talk was all about software packages, copyright law, and whether it makes sense to post your newsletter on the internet where anybody can read it.

The latter subject may be the one that turned my crank. What clubs need to worry about is not whether anybody can read their newsletter but whether anybody wants to. Not whether somebody sneaks into their events but whether anybody wants to. And, for that matter, whether anybody gives a tinker's darn if they never see a car like yours again.

Like I said, it's not just a Triumph issue.

Two Pictures

The weekend after I drove the 2CV down to Illinois, Linda and I headed up to Devil's Lake, North Dakota for the first annual Larson family reunion.

The picture above shows the 2CV jump-starting brother-in-law Ed's Oldsmobile. No big deal. Any car's battery



can go dead, I just like having pictures like this when people ask, "It's really a toy, isn't it?" No it isn't it and I've got the evidence to prove it.

The other picture is more serious. One night around the campfire, the "boys" were telling stories about working for their dad's construction business. One remembered telling him how hard it was to see whether their was somebody on his right side when he was towing a back hoe. His dad, my father-in-law, said, "Turn on your right turn signal, count to ten and then turn."

One our way home, this advice came to mind as we passed by this mess a few miles east of Fargo. The overturned trailer was back a good quarter mile and broken lawn furniture littered the side of the road up to the smashed-up SUV. Did they use their turn signals? Did they count to ten? I

don't know but I think maybe not. Be careful out there. Not everyone counts to ten.

Ady



For Sale



1937 Riley Adelphi Sportsman Saloon
Very comfortable, roomy for 5 passengers, and well equipped. The front window cranks out for increased ventilation and there are foot vents as well. Included are original shop and owner's manuals. This car has recently appeared in two all British car shows winning "Best of Class" award each time. Can be driven reliably on long tours. Located in Iowa. 1.5 litre, 4 cyl, hemi, dual cams high in the block. Always runs cool. 12 Volts. Preselector 4 speed. Body is aluminum alloy with steel fenders. 14' 6.5" long. Very attractive two-tone green. 18" wire wheels in excellent condition. W.B is 112.5" Included are the original & valuable registration plates. Newly restored upholstery and wooden dash & window surrounds. Sliding sun-roof. **NEW ITEMS:** WWW Firestone tires, Riley spin offs, brakes, gauges (all functional), fog lamps, seat belts, K&N air filter, wind shield glass, rear axle seals, rebuilt distributor, & gas tank. Modern turn signals added in addition to the original trafficators. \$17,500 (515)961-4120 or RussBees@msn.com for more pics. (Sept)

1956 Triumph TR3 In primer, almost complete. Also TR3 and 3A parts for sale. Stan Nelson 612-987-9697 (Sept)



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 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)

1967 MG B/GT Special Complete ground up restoration. Rebuilt engine with no lead head, exhaust header with Ansa "hi-flow" exhaust system, Mallory dual point ignition system, majority of suspension and metal components have been powder coated, Weather shield slide back sun roof. Tartan red over black leather with red piping. Car will be on display at Wheels & Wings, or contact Todd Bjerknes 651-464-3215, 763-574-9577 e-mail tbjerknes@aol.com (Sept)

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)

1980 Triumph TR7 Convertible, low mile, good condition, and original! \$5,000 Tom Redner tom_mary_redner@sbcglobal.net (Sept)

1985 VW GTI I TB Race ready. I'd like to trade for a vintage racer or racer project. This is the "Project Race Ready Golf" from *European Car Magazine*. Pictures and stories at www.europeancarweb.com.



[com](#). Follow the "Project cars" link. I've written just about all I can about this project, so it's time to move onto something else about which I will write. I'd like to find a vintage Formula Vee or a spridget or I'm open to suggestions (I like Alfas almost as much as British cars...). Otherwise, I'd like \$5,500 but will listen to offers. For more info contact Kevin Clemens at Racerwrtr@aol.com (August)

Project Cars 3 Austin Healy Bugeye Sprites, \$1,400-\$2,500. 1958 TR3, \$3,000. 1962 Jaguar Mach II 3.8 sedan, \$3,500. 1964 TR4, \$600. 1966 Triumph Spitfire, \$2,200. 1968 Jeep- Kaiser 1 1/4 ton 4x4 M715, \$3,000. 1969 MGC-GT, \$2,600. 1987 Toyota MR2, \$1,600, needs some body work on front but have all replacement parts plus new windshield. Runs good. All prices are negotiable, come see! Pat and Bob Kessler (608-784-8916) bpbritish@aol.com. Sorry don't have pictures, but it is a great ride down the river to LaCrosse. All vehicles are at our British car repair shop.

China Decorate your table with the sacred octagon! Am parting with my black glass dishes all in octagonal shape, "perfect for MG owners. Eight place settings of plate, coffee cup, saucer. Also some soup bowls and a wonderful large hexagonal bowl, great for salad or lots of mashed potatoes. Dress up elegance or dress down casual. \$50 or bestoffer. Linda Bryan, Maplewood, 651 777 7037. (Sept).

CAR GUYS!

Come and hear

Kevin Clemens

author of *Motor Oil For a Car Guy's Soul*
at
New Voices in the Valley

presented by

The Valley Bookseller
217 North Main Street
Stillwater, MN 55082
651-430-3385

on

Sunday, October 9 at 11:30 am

Kevin will read from *Motor Oil For a Car Guy's Soul*
and also from his soon-to-be-released novel:

Eat Free or Die

visit www.eatfreeordie.com for details

Not covered in this issue:

The Coulee Classic Rally

Brian Redman International Challenge at Road America

Porsche Concours in Afton

And many more things that I didn't know about, didn't attend, or nobody sent me an article or a picture about.

Subtle Hint: I need your help. Please send me your pictures and words. andylinberg@earthlink.net Thanks in advance

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

Twin Cities Area Rally People

TCARP@yahoogroups.com

Sign up at www.yahoogroups.com

Announcing the formation of a British (Inter-Marque) internet forum for the Twin Cities area. The forum will include an area for local events as well as items for sale and wanted. As with any forum, how valuable it is depends on how much people contribute.

To sign up, go to bmcautos.com and click on "New Forum"

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

AUGUST 27



Wheels of Italy 9:00 a.m. - 5:00 p.m. Lake Calhoun Executive Center, 3033 Excelsior Blvd, Minneapolis, MN. Just west of Lake Calhoun. Italian car and bike show. Ferraris, Lamborghinis, Alfa Romeos, and Fiats. Free admission. Pre-registration is advised if you want to show your car. 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.mmgg.org

SEPTEMBER 10

Wheels & Wings Classic Motorbooks, Osceola, WI 8:00 am - 4:00 pm. The free day-long event includes entertainment, an open house and discount 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. Check out their flyer in this issue. Info: www.motorbooks.com or 800-826-6600. Some clubs plan caravans to the event but you'll have to contact them directly.

SEPTEMBER 11

Greater Chicago Area British Car Festival Moraine Valley Community College, Palos Hills, IL. Hosted by the British Car Union of Chicago. Really big show. Info: www.britishcarunion.com.

SEPTEMBER 18

Country Social 1:00 - 4:00 p.m., Valley Grove Church, south of Northfield. Scandanavian country fiddling (bring your Volvos and Saabs), a good old-fashioned hymn-sing (with Michael Barone playing the historic Hinners pipe organ), and other entertainments. A great destination and a beautiful drive to get there. Follow 246 wouth out of Northfield and then west on 29. Info: www.valleygrovemn.com.

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.

SEPTEMBER 23 25

Indy British Motor Days Indianapolis, IN. This year featuring Jaguars and saloons (aka sedans). Hosted by the Indiana British Car Union. Info: Dan Miller 317-783-0873 or TRRestore@aol.com

OCTOBER 9

Car Guy Book Reading 11:30 a.m. The Valley Bookseller, 211 North Main, Stillwater, MN. Kevin Clemens will read from *Motor Oil For a Car Guy's Soul* and also from his soon-to-be-released novel: *Eat Free or Die*. Info: www.eatfreeordie.com.

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! You don't have to be an InterMarque member to attend.

InterMarque Brewfest Every Sunday afternoon! 4:00 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. www.kipspub.com

INTERMARQUE RACES, RALLIES, & TOURS

AUGUST 20

Gymkhana 10:00 a.m., Brown & Bigelow parking lot, 345 Plato Blvd, St. Paul, MN Hosted by the Minnesota Austin-Healey Club but everyone's invited. If you go off course here, you won't have to call your insurance agent. Always a lot of interesting cars. Info: Steve Rixen 715-386-2880 steve@rixen.com

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 17

Oktoberally Express. Starts in Plum City, WI., ends in Trempealeau. We'll follow much of one of the former Great River Road Rally routes and hook up with Mike Thompson's Oktoberally checkpoints in the later part of the afternoon. Remember that as we go farther south the roads just keep getting better! More details in early August.

OCTOBER 1



Dog Days of Summer Tour Rain date: October 2. On Saturday, October 1st, weather permitting, we'll meet for lunch at the Pickle Factory in Pepin, WI around 11:30 or noon. Drivers/Navigators meeting at 1pm. Cars out shortly thereafter, with the most enthusiastic drivers out first. End point will be Hanson's Hold Up outside of Fountain City. 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. Info: www.mnhealey.com

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

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

JULY 19 - 23, 2006

Vintage Triumph Register National Convention Location: Dallas Ft. Worth, TX, near the Texas Stadium. Info: vtr2006.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: Greg Lauser 715-262-9813 glauser@pressenter.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 Backyard Bar & Grill near Har-Mar, the restaurant just as you turn in to the movie theaters. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org

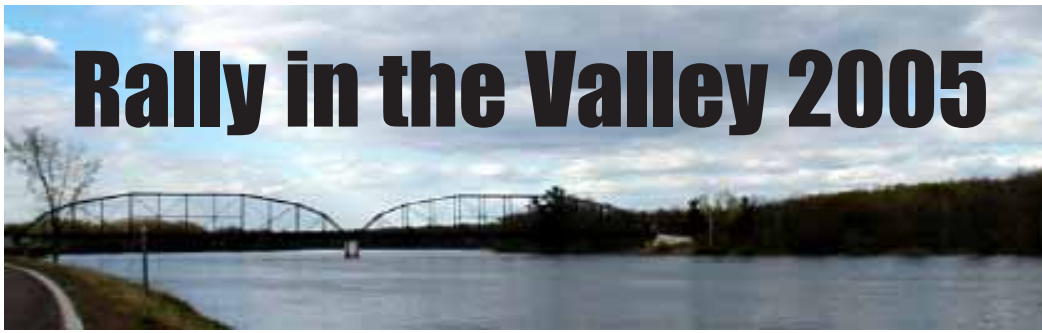
Minnesota Minis Pizza Eating and Psychiatric Self-Help Association Regular monthly meetings at irregular times and locations. Check www.mini-sota.com or cbaumann@kdlilink.net or 320-963-5681.

Minnesota Triumphs Monthly Meeting, **second Thursday** of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club. Info: 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



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. **Register before July 25!!!**

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 _____ = _____

Event Total: _____

25th Annual Wheels & Wings

**FREE
GOODY
BAGS**



**FREE
DASH
PLAQUES**



Let's Celebrate!



Hot Rod Pin-Ups Author & Photographer, DAVID PERRY
Get your photo taken with a hot pin-up model **FREE!**

AM 1500 KSTP's PAUL BRAND,
nationally-known automotive expert,
will host AutoTalk, 11:00-1:00.



**Warehouse sale! 10,000 books on cars, trucks, planes,
motorcycles and more. Savings up to 80% off!**



Saturday, September 10, Osceola, WI
8:00am-4:00pm

From American muscle to exotics! Wheels & Wings is open to all makes and models, foreign and domestic. *You never know what you'll see!*

Registration begins at 8:00am. Judging begins at 10:00am. Prizes awarded at 2:00pm.

For more information, visit www.motorbooks.com or call 800-826-6600.

Wheels & Wings is held on the grounds of **MBI Publishing Company,**
729 Prospect Ave, Osceola WI
just 1 hour east of the Twin Cities on WI Hwy 35.



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 his wife, 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 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