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MAY ISSUE
SUBMISSIONS AND
EVENT UPDATES
DUE BY APRIL 5



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



IN THIS ISSUE: LETTERS TO THE EDITOR • 2014 KICK-OFF UPDATE
2013 LA CARRERA PANAMERICANA • 2014 CALENDAR UPDATES

VINTAGE FOREIGN MARQUE CLUBS OF THE UPPER MIDWEST

Arrowhead Sports Car Club
www.arrowheadsc.org

Auto Italia Minnesota
www.meetup.com/auto-italia-Minnesota/

**Austin-Healey Club
of Manitoba**
www.ahcm.ca

British Iron Society
of Greater Fargo
www.BritishIronSociety.com

Citroën Car Club of MN
www.citroenmn.com

Delorean Owners Association,
Minnesota
www.deloreanowners.org

**Fahr North:
Porsche 356 Group**
Eric Erickson 952-426-5024

**Ferrari Club of America,
Central States Region**
<http://www.fcacentralstates.org/>

Foreign Fords
[hocapri\[at\]yahoo\[dot\]com](mailto:hocapri[at]yahoo[dot]com)

Glacier Lakes Quattro Club
www.glacierlakesqclub.org

InterMarque Council
intermarque@gmail.com

Jaguar Club of Minnesota
www.jaguarminnesota.org

Lotus Eaters
frankshoward@gmail.com

LOON (Lotus Owners Of the North)
tsengel@comcast.net

**Mercedes Benz Club
Twin Cities Section**
www.mbca-tc.org

Metropolitans from Minnesota
www.metropolitansfromminnesota.com

Miata Club of Minnesota
www.miataclubmn.com

Midwest Sunbeam
www.sunbeamalpine.org

Minnes02 (BMW 2002)
mcfadden_jim@hotmail.com

Minnesota Austin-Healey Club
www.mnhealey.com

Minnesota Autosports Club
www.mnautox.com

Minnesota Land Rover Club
[mnlandrovers.org](http://www.mnlandrovers.org)

Minnesota MG Group
<http://www.MN-MGGroup.org>

Minnesota MG T Register
www.mnmgtr.org

Minnesota United Minis (MUM)
www.minnesotaunitedminis.com

Minnesota Morgans
Healeymog@yahoo.com

**Minnesota Rolls Royce and
Bentley Enthusiasts**
rollsrbentley@comcast.net

Minnesota SAAB Club
www.mnsaabclub.org

Minnesota Triumphs
www.mntriumphs.org

Nord Stern Porsche Club
www.nordstern.org

North Coast Borgward Club
ronengle@gte.net

North Star BMW Car Club
www.northstarbmw.org

North Star British Iron (cycles)
jpm06@embarqmail.com

Pagoda Club of Minnesota
651-452-2807

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

Thunder Bay Vintage
Sports Car Club tbvsc.org

Triumph Drivers of Manitoba
www.triumphdriversclub.com NEW!

**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

ZOOM (Z Owners Of Minnesota)
zcarchat.com • Jonathan Grothe:
jgrothe@twparchitects.com

Clubs listed in **red** are members of the



Updates for web sites, email addresses,
phone numbers, and meeting times and
places (see calendar) are most appreciated.



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are always welcome,
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What are you
doing this winter?
Pat Holt and
Larry Berg of the
Minnesota Triumph
Club insert
an overdrive
transmission into
Terry Mackey's
TR4A.



**SAVE
THE DATE**

**INTER-
MARQUE**

**SPRING
KICKOFF**

**MAY 10,
2014**

**OSSEO,
MN**

**PLANNING
MEETINGS**

SQUARE PEG • MPLS
9:30AM • UPDATES ARE
ALSO POSTED ON OUR
FACEBOOK PAGE.

~~SAT., DEC. 14~~

~~SAT., JAN. 11~~

~~SAT., FEB. 8~~

~~SAT., MARCH 8~~

~~SAT., APRIL 12~~

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12-14

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VINTAGE FOREIGN MOTORCARS of the UPPER MIDWEST



**InterMarque! Vintage Foreign Motorcars of
the Upper Midwest** is on Facebook. Join the
group and feel free to add to this site with
pictures, stories, and announcements about
local Vintage Foreign motorcars and events.

<https://www.facebook.com/groups/intermarque/>

LETTERS TO THE EDITOR

Andy,

My condolences on your Miata winter driving experience. A set of winter tires works wonders. No, it doesn't raise the car an additional five inches, but it makes for a stunning transformation. My wife has driven a Miata year-round in the Twin Cities for the past ten years and never been stranded due to traction issues. I do have to shovel the driveway if there is more than eight inches of snow, but she can generally drive over/through any less, as long as the alley and streets have been plowed. The Miata seems very easy on snow tires. The Hankook Winter i-Pikes on her 1991 have five seasons on them and plenty of tread left. We've got them mounted on an OEM set of alloys that cost us all of \$100.

Thanks for all of your work on Intermarque!

Larry and Janna Bereuter

PS My wife's other car is her 1967 Lotus Super Seven Series II, no snow driving experience with that one.

Janna, congratulations on being an elite one percenter. That's how many Miata owners drive their cars in the winter. (Probably a much, much smaller proportion than Spitfire, Midget and Sprite owners back in the day.) From personal experience, I concur with Larry's suggestion that dedicated snow tires work Miata miracles. My ideas on what might work for me next winter all have six letters. In no particular order, they are Blizzak, beater, Subaru and Mexico.

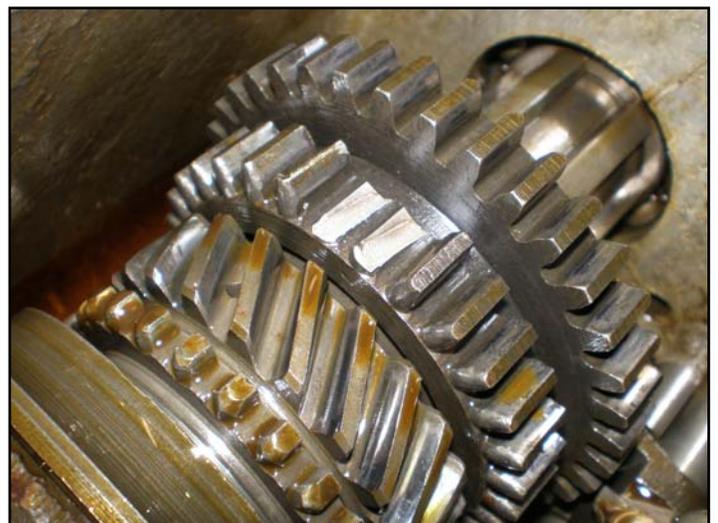


I really like getting the InterMarque Monthly. My 1948 Fiat Topolino is presently out of service. I broke 2 teeth out of 2nd gear. See attachment. A new gear is coming from Italy. My Citroen 2CV is still going strong though.

Keep up the good work.

Lloyd Gauerke

Thanks Lloyd. Would love to see the Topolino at the Kick-Off when it's back in service. Ciao!



SPRING KICK-OFF 2014 UPDATE

by John Engstrom, Spring Kick-Off chair

I had a meeting in Osseo this week. As I drew closer to city hall I saw a huge pile of dirt where Top Gear usually sets up. I peeked around the corner on the north side of city hall and saw that there were apartments under construction.

But wait, there's more...

Osseo is building a new Police department, which will be on the back side of city hall as well as putting up a new building (indoor gun range) in the large parking lot that was opposite of the fire department. As a result pretty much of the north AND west side of Osseo's downtown will be blocked off for one reason or another.

THIS YEAR THEN, instead of coming into town on the west side, we will have to come in on the east side. This is not that big of a deal but we will be putting up signage to direct traffic. The route will be to come in on 4th Avenue North East, then drive up to 4th Stree N.E. For those that know Osseo, 4th street is where the VFW is.

We will publish a new map in the coming weeks to help make this as clear as possible. Look for a pdf link at InterMarque.org and a mention in the April 15 issue.

—John



Thank you to Rich and Liz Stadther and the Vintage Sports Car Racers for getting our KICK-OFF poster up at the Twin Cities Auto Show!
PHOTO BY ANDY LINDBERG

10 am - 3 pm
Rain or Shine

InterMarque Downtown
Osseo, MN

SPRING KICK-OFF

22nd Annual Vintage Foreign Car Show

MAY 10 2014

SPONSORED BY
TOP GEAR
AUTOWORKS
TOPGEAR.MN.COM

Visit InterMarque.org for a map and updates. This is a FREE event open to 1993 OR OLDER FOREIGN motorcycles, motorcycles, scooters, and racers. FIRST COME FIRST PARKED. Placement starts at 9 am. Parking staff will be on hand to direct arrivals. Groups wishing to park together MUST ARRIVE ENMASSE.

CLUB SPONSORS: [Logos for various clubs]

ALL participants please bring a non-perishable food item to donate.

SPECIAL THANKS TO THE CITY OF OSSEO!

THANK YOU FOR YOUR SUPPORT

The following vintage foreign clubs have submitted payment of \$100 to be Club Sponsors for this year's Kick-Off. If your club is not listed and wishes to have space reserved at the event (and be mentioned on our promotional materials), please contact Kick-Off chair John Engstrom immediately. jmjengstrom@yahoo.com

- MN Austin-Healey Club
- Citroën Club of MN
- Jaguar Club of MN
- Lotus Owners Oftha North (LOON)
- Metropolitans from MN
- MN MG Group
- MN United Minis (MUM)
- Mercedes-Benz Club of America: Twin Cities Section
- MN Triumphs
- Viking Chapter of the Antique Motorcycle Club of America
- Vintage Sports Car Racing (VSCR)

La Carrera Panamericana 2013

Photos & Article by
Phil Schaefer



FEATURED PHOTO: John Daniels and John Potter saddle up "La Ballena Azul."



www.lacarrerapanamericana.com.mx

THE 2013 TEAM

PILOTO: John Daniels

CO-PILOTO: John Potter

SERVICIOS: Phillip & Sylvester

THE CAR: 1949 Cadillac #145 "La Ballena Azul" (The Blue Whale), a completely race prepared vehicle by CW Performance of Bolder running a potent Chev 350.

THE SUPPORT VEHICLE: GMC Suburban white, and dubbed Moby Dick (The Great White Whale)

I got a call early in 2013 from a fellow Vintage racer John Daniels, asking if I wanted to crew for his team on La Carrera Panamericana road rally. This classic race is a difficult event, run over a week's time covering two to three thousand miles. After some thinking some research, and an OK from my wife ("You can't pass up an opportunity like that") I was on board.

The Carrera is run as a "Vintage" event based on the original border-to-border race on open roads (similar to the Mille Miglia in Italy). Running from 1950 to 1954, it was widely held to be the most dangerous race of any type in the world. It has since been resurrected as a classic road rally

John's planning had already been going on for quite awhile and moved into high gear over the summer. In addition to prepping the racecar, tow vehicle, trailer, spares, etc., we needed to register with the Mexican race organization, along with licensing, and health forms. To get the cars, trucks, and trailer into Mexico, they need to be first "imported" and then "exported" after the event. Lots of paperwork and red tape, all in Spanish. Our "ace in the hole" was the North American organizer Gerie Bledsoe, who guided us and many other "Anglo" participants through the maze.

As we got close to the October 22 tech date, car issues forced us up into the top class, "Turismo Mayor." We had planned to run down a class, as the top class is mostly all professional teams. Also Sylvester (a Mexican National from San Miguel) joined the team at the last minute. His good English and Spanish, knowledge of the country and customs made him a great team addition.

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To get to the start John D. towed the car from Colorado to Laredo on the Mexican border where he met up with John P. and more of the American contingent for the “Coyote Convoy.” The convoy put together by the North American organizer helped with border crossing issues and then provided a group to make sure everybody got to the start safely. A side benefit was an overnight stop with dinner and a car show of the Carrera cars in San Miguel De Allende, arguably one of the most beautiful cities in Mexico.

PREPARATION, VERACRUZ.

We all met up in Veracruz. The Convention Center was our base for a couple of days. The Carrera cars were upstairs in the Exhibition Hall and support vehicles below in the parking ramp. All the back-and-forth trips made it difficult to work on the car. Then came a detailed technical inspection, driver and crew registration, licensing, and final car prep. This kept us busy and on edge until we finally our official “OK” sticker (that is really what it said “OK”). We also got all the official sponsor and race stickers, which needed to be placed correctly on the car. We were able to convince them to trim one to go over a previous Carrera sticker so it did not cover up the Hershel McGriff autograph. (John had met the winner of the 1950 race and gotten him to sign the Caddy!) After all the prep and all the time invested, we were officially in!



Sylvester (Servicio) and John Potter (Co-Piloto) and “La Ballena Azul” at the Convention Center.

DIA 0 • QUALIFICATION DAY

A timed race section out of town was run to determine starting order. With the importance of qualifying, this could be the undoing of months of work. John and John, however, were on their “game” right out of the box. They put in a comfortable run, and qualified in the middle of our class full of professional teams! No time for a celebration as we needed to get ready for the first race day.

DIA 1 • 600K VERACRUZ TO OAXACA, 600K.

We set the watches to the exact second using the official timer at the start line. Once all the race cars are gone we connect with other teams toward the first service stop four hours up the road. We needed to hustle to get there ahead of the race cars. Unfortunately while in rush hour traffic some of us got separated from the team that knew the way. Not a good start! We continued on, asking directions as we went, glad to be traveling with Sylvester, and teams that speak Spanish. Then it got worse. After some rough roads we stopped at an intersection. I got out to do a walk around and make sure everything looks good... it doesn't! The trailer neck has broken and is connected by just a small section of metal. What can you do in the middle of nowhere in Mexico? Turned out one of the nearby buildings was a repair shop that does welding! We carefully pulled over and they welded it back up with some pieces of truck frame. Back on the road.

We were now late and went directly to Oaxaca, missing the service stop. Despite no help from us at the service stop, the Caddy had a good run and got in with just a cracked header.

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————— **DIA 2 • 450K** —————
OAXACA TO MEXICO DF (MEXICO CITY)

We were off before dawn for an early run to the first service, where we needed to set up the welder to repair the header (in the one hour allotted time). The Caddy ran well in a light rain, but the header really needed help. We got some tin material to weld in place, but also needed to tag weld some loose mounting bolts. Then the fuse for the lights was blown. Our replacement for it blows too. So late and with no lights, we faced a long drive to Mexico City in the dark. We made the decision to load the car and go to the next city to make repairs so we could get back in the race.

————— **DIA 3 • 405K** —————
MEXICO DF (MEXICO CITY) TO QUERETARO

We missed this day, but were able to do some needed repairs in the parking lot of the Fiesta Americana Hotel, just around the corner from an AutoZone. First order was to get the broken header off and find a repair shop. Second we needed to find the electrical short to fix the lights. John found a shop that did a great job on the header. The short was in the taillights, but we found more than one bad area and also a socket had shorted out. Some taping and rewiring finally got it done. Axle, a Swiss Engineer, spent his whole day off working on repairs with us.



Dia 3: Queretaro. Repairs in the hotel parking lot.

————— **DIA 4 • 458K** —————
QUERETARO TO MOREILA

We convoyed with a great team running a 911. The first service was four hours out, so hauled to get in ahead of the race cars. (They are on a different route with race stages so we had some time.).

We got to Morelia and set up for service in Hotel parking lot again. Then we got a call from John. The exhaust had broken; the car was really too low for Mexican roads. I went to buy food and bottled water for the team. Walking back I just kept going with the shopping cart. (I know you shouldn't.) About a block from the store one of the workers caught up with me and it was obvious he was telling me I couldn't do that. I wasn't sure how much trouble I was in, or how I was going to get the groceries back to the Hotel. Then he motioned to hand him some bags and carried them almost to the Hotel, and didn't want anything for his trouble! That encounter really bolstered my spirits at a needed time.

————— **DIA 5 • 475K** —————
MOREILA TO GUANAJUATO

Up early we still had a few adjustments to do on the Caddy. We started at sea level and now were running too rich at over 5000'. Rejet carb-using jets to match the Denver (mile high) set up, works much better. The clutch had been dragging and would now not really disengage. Bleeding and adjusting helped very little. The mechanic in Denver, via phone, thought dirt or sand had gotten in it causing the issues. We had a big discussion over whether this made it unsafe to be driving through towns and crowds. The speed sections were not an issue as you shift without the clutch with the Jerico box. We were disheartened and considered packing up to go home.

A couple more tries around the parking lot and it got to the point of being functional, so it was, "Let's Go Racing!" Amazing highs and lows in this event. Off the Caddy went and got to the starting line in time

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after all that. Sylvester and I on the other hand were now late, and missed our convoy group to the service stop. Then we ran into Reno and crew (with the '56 Lincoln), in the lobby. "Sure convoy with us, no problem." Reno, from Mexico City, was experienced and knew what needed to be done as he had run this event before. They finished a leisurely breakfast, "lots of time to get to the service" and off we went. They had promised to take it easy so I could keep up with their Turbo Diesel; we still spent much of the trip at 90+MPH. The service was at the Sialo's Parque Bicentenario, a beautiful park with exhibition halls on a mountain overlooking one of GM's largest assembly plants. Overlooking the Park on a 2700M peak is one of the largest statues of Jesus in the world, Cristo Rey at 20.5M tall. We had some time to set up and relax before the cars started arriving. As I looked over the area, I spotted a Minnesota Vikings tent. Seriously, on a mountain in Mexico? I went over to say hi and get some shade. It was the crew that had prepared three Mustangs running in the event, along with the engine builder from Tesar Engineering here in Mpls.

The Caddy arrived and was going well, a good morning run. Both Johns were pretty beat. Some fluids, sandwiches, and a cool down got them ready to go, once we finished the interview for a Mexican film crew. We headed to the hotel to get set up for a good once-over on the Caddy. On the way the trailer brakes quit working. (It was a connection problem.) The racecars don't arrive till about 9:00, well after dark. We get the Caddy jacked up to check the

brakes. Five days racing had worn the front pads thin, and we had no spares. Since the front and rear on this car are the same, we swapped pads F&R. That took extra time, but did the job. Rotate and inspect the tires, check the suspension, and patch another exhaust leak. The clutch is working sort of, but spray it down with brake cleaner, to get out dirt if possible, stays about the same.

————— DIA 6 • 408K —————

GUANAJUATO TO AGUASCALIENTES

As usual up early to get the racecars to going and off to the start line. We have a short direct run of 70K to the service at Plaza Mayor in Leon, while the racecars take a longer run through the mountains. We take a taxi with Hunt, Sally, and Paul from the Porsche team, to Cafe Tal. Up the mountain through the tunnels that connect the town to the Cafe. Here we relaxed for a bit with an espresso cup of liquid chocolate, a local specialty, Heavenly! We arrive at the Plaza Mayor shopping center parking lot and set up in front of the Sears store. The Caddy arrives and John tells me the brakes are "soft". We expected them to have to "bed in" a bit, but not to be soft. We just have less than 45 min. to get the car out for the next session. Do we have time to bleed brakes? We decide to work fast and do it. We do seem to get a small bit of air from one front caliper, and get the car buttoned up in time to get it going in time for the next section! Whew. Now we are off to the Hotel get checked in and stake out a spot to work on the car if needed. Our Convoy gets tied up in some rush hour traffic getting out of town; we go past many schools where the children in various school uniforms are just getting out. We have a lot of ground to cover now so another high speed run on a good toll road. We need to fuel so we are ready to go tomorrow, we spot a Pemex station and just as we pull in the driveway the trailer neck breaks again, this time it comes loose and the safety chains do their job, and we "bounce" into the station just getting out of traffic on the busy 6 lane road. We can't believe it

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Dia 5: Sialo's Parque Bicentenario service stop.
Skol Vikings!



Dia 6: Service stop at Plaza Mayer Sear's lot in Leon.

broke, just looking at it dumbfounded, “it could have let go on the mountain roads at 90 MPH”. As we stood there, thinking of the best way to get it repaired, within literally one minute a pickup equipped with a portable generator and welder pulls up and asks if we want help! At this point I have to think, “IT'S BETTER TO LUCKY THAN GOOD”. Someone has to be watching over us, we have used a lot of “our luck” things could have happened differently and ended very badly. The welder was good, we beat the trailer back into position, and he did what we called a “Gorilla weld” big, strong and ugly. Incredibly in less than an hour (and for 400 pesos and a couple of t-shirts) we are heading to the Hotel, back on the road. The car arrives about dusk, they had a great run picked up some places in the running order, and after all the work the “brakes were rock solid” and the car was “on rails” for the challenging afternoon run through the mountains. A run like that is why we race.

DIA 7 • 259K

AGUASCALIENTES TO ZACATECAS

The last day, we are still running, an accomplishment just in itself. We had the welding on the trailer from yesterday inspected by a couple of welders from other teams, and they felt that some bracing would be good considering it needed to haul the car thousands of miles back to Colorado and ultimately to Minnesota. My job would be to skip the service that last day and get the trailer braced up somewhere

along the way. Once again the family of racers came through. Tom from 7's Only Racing, based at Buttonwillow Raceway in CA., had welding equipment in his rig (a Semi that he navigated through Mexico—an impressive feat), and would do it in Zacatecas where they had a secure spot to work. We arrive and have to wait to get the gate opened, we get set up and he goes to work, and he is a pro and knows just what he needs to do to add a bit of strength. I check my phone and see I have a message, I didn't hear the phone with the semi running. My heart sinks, it is a message from John, the transmission has broken, and we are done. They were on the side of the road with a police guard; you do not want to be stuck on the road alone. Now we have to find them, they did not have cell service where they broke and borrowed a phone so directions were iffy, but they were near the first service stop 30K from where we started, so almost all the way back to Aguascalientes we go. We get another call that gets cut off but I get they are at the third stage start which is on page 268 of the rally book. All right! We have a book and are now following the rally race route, we can find them. Retracing the route, in reverse the shortest way, we are laboring up a steep climb, and going the other way is the Caddy on a flatbed, we wave and honk they see us, we found them. A couple of kilometers on we get turned around and catch them at a small town on the side of the road. They are surprisingly upbeat being put out of the race and so close to the end, but no way to limp the car to the end. We load up and head north, we say good by to Sylvester at the crossroads where the days first service was, and he heads South to his home. We run past Zacatecas and see some of the other competitors running the last sections. Now through some desolate country as night arrives, we spend the night in Saltillo a couple hours south of the boarder close enough to be a tough area. A quick bite to eat and I was in bed and out, no tossing and turning, like the last two weeks.

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THE ROAD HOME

We hit the border at Laredo mid-morning, two last hurdles. First, we needed to “export” the cars and get our paperwork cleared so we could exit the country this on the Mexican side. We did not run into any trouble our paperwork was in order. Second, US customs, out the gate through a booth on the Mexican side with no lines and, holy cow there is the US border, 20 to 30 lines, 10+ cars deep with people jockeying to get through and not wanting to let a truck and trailer through. We pick a line and hope we don't hit one where we get hassled. We do get “selected” for extra attention and get pulled off to the side with buses. The agent asks Potter and I to get out and stand across the way while he talks with John. They could have us unload everything so they could inspect it, which would be a pain with all the equipment we have. What they had us do in drive through a giant x-ray machine a bus could get through! After a few minutes of suspense, we get the

all clear. We were certainly glad not to have to unpack, and then of course pack it back up! We are back in the USA and are all really glad to be back in one piece. We say our goodbyes, John Daniels heads the rig North to Denver, Potter and I have flights home out of Laredo. This was quite an experience, I thought I had an idea what I was in for, but this was the most difficult and rigorous thing I have done, with incredible ups and downs. Do I regret it, NO! As I think the last picture of Piloto, and Co-Piloto giving the thumbs up shows “a good day at La Carrera Panamericana” is worth it all.

Here are some interesting links if you want to learn and see more.

www.panamrace.com (official US site)

www.lacarrerapanamericana.com.mx
(official site, able to translate to English)

www.wikipedia.org/wiki/carrera_panamericana

www.sevensonly.com

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OUT & ABOUT

Did we miss something? Don't despair...next time SHARE your vintage foreign gatherings, events, and miscellaneous observances! Email them to intermarque@gmail.com for consideration. Thanks!

MN TRIUMPH CLUB TECH SESSION

SATURDAY, MARCH 15

RECAP & PHOTOS BY: Andy Lindberg

Triumph Club president Larry Berg and Triumph Club InterMarque representative Pat Holt got their hands dirty helping to install an overdrive transmission into Terry Mackey's TR4A.

Other maintenance ahead includes replacing a bearing in the wiper motor... which will come in handy if work is completed in time for the Spring Kick-Off!



BULLETIN BOARD

Have something you want to sell? Looking for? Share? Listings run free for 3 months or until we hear otherwise. Email your description, photos and contact info to: intermarque@gmail.com



FOR SALE: 26-foot Pace Enclosed Trailer
2011 Pace American Cargo Sport trailer (CS7x22TA3). We have used this to haul vintage race cars to races in the Midwest, so low mileage. 48" beaver tail, ramp door, load leveling hitch, spare tire, heavy duty axles, interior is 22' x 6.5' x 6' high, e-track on floor for tie-down, 12' x 20' awning. \$8500 or best offer. Will deduct \$100 if awning not included. Call Rich Stadther at 651-698-1981, or rich_stadther@yahoo.com.

WANTED: Looking for an inexpensive set of **Triumph Herald or Spitfire** rims-prefer with some old skins that hold air- baldies fine. These will be used to roll a project around when the race rubber is not installed. Rusty okay. Slightly Bent okay- I don't think we will feel any vibrations at pushing speed! Please contact brian@bmcautos.com or 651.400.0145

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (May issue due by April 5).
For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

O N G O I N G

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8:30 a.m., Square Peg Diner, 2021 East Hennepin in the Hennepin Square Building, Minneapolis, Minnesota. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Info on and map to the Peg: <http://www.squarepegdiner.com/> (*The Peg is sometimes closed on holiday weekends.)

East Ender's Saturday Morning Breakfast A group of vintage foreign motoring enthusiasts have started a semi-monthly East Ender's Breakfast Group for those that want Breakfast a little later and not drive to Minneapolis. Join the East Ender's on the 1ST AND 3RD SATURDAYS each month, 9:00 a.m. at: Sail Away Café, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.

- April 26: Vintage Sports Car Racing Spring Swap Meet.** (You don't need to be a VSCR member to attend. All car nuts welcome!) Quality Coaches, 20 West 38th St., Minneapolis. Bench Racing and Swap Meet. Explore Quality Coaches cars and facility. Bring your car stuff to sell or buy. Meeting & Preview of 2014 Events. Memorial Day, July 4th and Labor Day Weekends at Brainerd International Raceway with Spectator Lunch Time Touring – Coordinated by VSCR. Refreshments served. Info: www.vscr.org
- April 26: Midwest Motors Sports Tech Party** – 728 8th Ave. S., Sauk Rapids, MN 56379. The 2013 event was cancelled but Dan and the guys are hoping for less snow in 2014. Check this web site for up-to-date info: http://www.sportscarguys.com/Midwest_Motor_Sports/Open_House.html
- May 6-7: Auto Paint Seminar** – Welle Auto Supply, 4801 Central Ave NE, Columbia Heights, MN. 763-571-2734. \$10.00. Part 1: Tuesday, May 6th, 2014 6-9PM. Part 2: Wednesday, May 7th, 2014 6-9 PM. Learn about Surface Preparation, Body Fillers & Putties, Primers, Surfacer, & Sealers, Single Stage Urethane Systems, Basecoat/Clearcoat Systems, Painting fixes & repairs, Painting Plastic Parts, waterbase paints. Call to register. Limited seating.
- May 10: InterMarque Spring Kick-Off** – Osseo, Minnesota. The InterMarque Council will again sponsor this well attended event in downtown. See flyer in this issue. Keep an eye out for a map and any further updates in the April issue.
- May 16-18: Spring Vintage Weekend** – Road America in Elkhart Lake, Wisconsin. Over 300 participants are expected to race in ten separate groups, from production and grand touring cars to sports racers, prototypes and formula cars. <http://www.roadamerica.com/>
- May 24-26: VSCR vintage race.** Tentative at Brainerd International Raceway with LOL SCCA's Harvey West Regional/National race. Check BIR site or <http://www.vscr.org/> for updates
- May 29—June 1: Rally in the Valley** (A Northern Exposure) — Eau Claire, Wisconsin. Come to Wisconsin's spectacular country roads. Get out of the city and re-vitalize while enjoying the breath taking countryside that has bountiful rolling hills, creeks, rivers, lakes, bluffs and wildlife. All viewed from the seat of your classic sports car. Best Western Plus Trial Lodge Hotel and Suites. \$79.99 for standard 2 Queen and \$89.99 for King Suite. Call (715) 838-9989. Hosted by the Minnesota MG Group and Steve and Diane Rindt. <http://mn-mggroup.org/rally-in-the-valley-2014-2>
- May 31–June 8: British Car Week.** British Car Week is an annual British car awareness week intended for promoting British cars everywhere. Participants don't need to travel very far for this event because it takes place in their own community. This is a calling for all owners of classic British cars to get together with other car owners in their own communities to show their cars, meet new enthusiasts, catch up with old friends, share stories about their cars, answer questions, and best of all, have a good time. Contact your local Brit club to see if they've got anything planned.

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June 1: 10,000 Lake Concours d'Elegance – 10 a.m. to 4 p.m. Excelsior Commons on Lake Minnetonka, Excelsior, Minnesota. This is an invitational show limited to 150 cars. Applications to participate must be received by April 1. Spectator entrance fee is \$25, including complimentary off-site parking, shuttles, and a program. <http://10000lakesconcours.com/>

June 7-8: Walleye 1000 Vintage Rally. – South from the Twin Cities, along the Mississippi, crossing back and forth from the Minnesota to the Wisconsin side of the river a few times, along the bluffs and through the farmland. Preliminary plans put us in LaCrosse, WI for dinner and the overnight hotel stay Saturday. This event is really more of a driving tour rather than a true rally... there is nothing to keep track of, no timing, no scoring, just a fun drive over great roads with cool cars and even cooler people. As always, the MG Midget with rusty floors and a fender in primer is as welcome as the recently restored Ferrari 250GT SWB! Visit the Walleye 1000 Event Website for more information and to download a PARTICIPANT APPLICATION. <http://walleye1000.com>

June 7: Commemorative Air Force Hanger Dance. CAF hanger at the South St. Paul Airport. Special parking for old crocks—and their cars too.

June 12-15: Rendezvous 2014 (Back to the Bay) – Thunder Bay, Ontario, Canada. Get those passports up-to-date for the 24th Annual Lake Superior Vintage Sports Car Rendezvous. Best Western Plus Nor'Wester Hotel, 2080 Highway #61, Thunder Bay ON. (807) 473-9123 or 1-888-473-2378. Event info is at <http://www.tbvsc.ca/Rendezvous/rendezvous.html> or call John Colosimo at 807-344-7694

June 20-22: Back to the '50s Car Show – This huge annual show will be at the MN State Fairgrounds again – 10,000 cars...or more?? '64 and older cars only. No Mustangs. 95% of the cars are street/hot rods, but a few vintage foreigners show up too.

June 28: Amery Competition Run – Amery, WI, Airport. Test run (autocross and high speed) for your favorite vintage car. Even though most of the field will be Evos and Vipers, the vintage cars are crowd favorites. Hosted by the Minnesota Austin-Healey Club and orchestrated by Tom Hazen. >>



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June 29: Cherokee Park Picnic – The first Monthly InterMarque picnic of the season. Club host is ????????

July 5: Blast from the Past Car Show – Chetek, WI.

July 10–13: Iola Car Show and Swap Meet – Iola, WI.

July 12: Minnesota Scottish Fair & Highland Games. Dakota County fairgrounds, Farmington. In the past this event has included a British car display. For info contact Jim Harris, Chair British Car & Motorcycle Display, 612-803-5530 or JHarris@MNScottishFair.org

July 17–20: “The Hawk” with Brian Redman. Road America, Elkhart Lake, WI. One of the largest vintage racing gatherings in the United States and features over 400 cars racing in several groups. The four-day weekend will also showcase a Historic CAN-AM, and an impressive field of cars is expected to gather in celebration of CAN-AM’s 48th Anniversary. For 2014, the FORD Mustang is the featured marque. The Concours d’ Elegance in downtown Elkhart Lake on Friday and Saturday night is a wowzer too. <http://www.roadamerica.com/>

July 25: Blackhawk Farms Racing – Sponsored by the Midwest A-H Club.

July 26: Picnic at Stine’s Farm – Minnesota Austin-Healey Club. Always-delicious food in a gorgeous rural setting.

July 27: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments. Club host is ????????

July 31 to August 3: MG Central Gathering of the Faithful Mk XXXVI Chaska, Minnesota. Hosted by the Minnesota MG T Register. First Timers show, BBQ cookout, bonfire, car show, swap meet, tech sessions, auction, rally, guided tours, funkhana, valve cover races. Oak Ridge Hotel & Conference Center

August 2: Woodland Hills Winery British Car Festival – Woodland Hills Winery, Delano, MN. No judging, no trophies, just fun. Sponsored by the MN Triumph Club

August 9: The “New” Brit Fest – Near Lakefront Park in Hudson, WI. Sponsored by the MN MG Group.

August 9: New London to New Brighton Antique Car Run. 28th annual. Vehicles from 1908 or earlier (or any 1 or 2 cylinder vehicles up to 1915) may participate in the

New London to New Brighton Antique Car Run. This includes bikes, motorcycles, steam and electric cars as well. An average of 60 cars participate in the 120-mile tour of the Minnesota countryside. <http://www.antiquecarrun.org/>

August 16: Royal British Car Show – At the Jaguar dealership in Minnetonka, MN.

August 23: Amery Airport Run – Amery, Wisconsin, Airport. Test run (autocross and high speed) for your favorite vintage car. Even though most of the field will be Evos and Vipers, the vintage cars are crowd favorites. Hosted by the Minnesota Austin-Healey Club and orchestrated by Tom Hazen.

August 29: Vintage Racing at BIR – Held in Brainerd, MN

August 31: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments. Club host is ????????

Sept. 6: Wheels n Wings – Osceola, WI. Car and Air Show.

Sept. 12-14: Elkhart Fall Vintage Festival - Held at Road America in Elkhart Lake, WI. A great opportunity to see vintage racing up close. Hosted by the Vintage Sports Car Drivers Association. For info <http://www.vscda.org> or <http://www.roadamerica.com/>

Sept. 26-28: Waumandee Hill Climb – The Minnesota Austin Healey Club’s third annual vintage car uphill slalom will be held under the direction of Tom Hazen.

Sept. 28: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments. Club host is ????????

Oct. 12: City Lakes Parkway Tour – Minnesota Austin-Healey Club. Enjoy again a sunny Sunday afternoon driving the beautiful parkways of Minneapolis and St. Paul. Arrangements by Dale Martin.

Oct. 18: Fall Colour Tours by the Minnesota Triumph Club and Minnesota Austin-Healey Club (separate tours). It’s too early to think about color tours but you can post your club’s event here next month if you want.

NATIONAL/REGIONAL MARQUE CONVENTIONS

April 3-6: Jaguar Annual General Meeting, Boston, Massachusetts. Info: <http://www.jcna.com/agm/2014/index.php>

May 16-18: Import and Kit Car Show, Carlisle, Pennsylvania. Includes 4th Annual International French Car Meet. <http://www.carlisleevents.com/carlisle-events/carlisle-import-kit-nationals/default.aspx>

May 23-25: Microcar Meet, Lane Motor Museum, Nashville, Tennessee. Info: <http://www.lanemotormuseum.org/events/microcar-meet/>

May 28-31: 2014 British Car Week National Meet, Hot Springs National Park, Arkansas

May 28 - June 1: Jensen National East. Monroe, Wisconsin. Info: JensenEast.org

June 11-15: Ferrari Club of America International Annual Meet. Leesburg, Virginia. Info: <http://www.fca2014.org/>

June 13-15: 38th Citroën Rendezvous, Saratoga Springs, New York. Info: <http://www.drivesheseid.com/Home.html>

June 15-20 :Austin-Healey Conclave. The Homestead in Hot Springs, Virginia. Info: <http://www.homesteadconclave2014.com/>

June 15-19: MGB national, French Lick, Indiana. Info: <http://www.namgbr.org/>

June 15-21: Porsche Parade, Monterey, California. Info: <http://parade2014.pca.org/>

June 16-20: BMW O'fest Beaver Creek, Colorado. Info: <http://www.bmwccaofest.org/#>

July 10-12: Fiat FreakOut, St. Charles, Illinois. Info: <https://www.fiatclubamerica.com/ffo2014>

July 11-13: National Microcar Minicar Extravaganza, Tacoma Washington. Info: <http://www.gpnwme.com/>

July 14-18: MGA GT, Ottawa, Ontario. Info: http://www.namgar.com/events/category/gt-39_ottawa_ontario/

July 31 to August 3: MG Central Gathering of the Faithful Mk XXXVI Chaska, Minnesota. Hosted by the Minnesota MG T Register. First Timers show, BBQ cookout, bonfire, car show, swap meet, tech sessions, auction, rally, guided tours, funkhana, valve cover races. Oak Ridge Hotel & Conference Center

August 22-24: Volvo Sports America National, Milwaukee, Wisconsin. Info: <http://www.vsa.org/cal.html>

September 9-14: Vintage Triumph Register National Convention, Dobson, North Carolina. Info: <http://www.vtr2014.com/>



InterMarque

SUNDAY PICNICS

JUNE 29 • JULY 27 • AUG. 31 • SEPT. 28

What better way to spend a Sunday afternoon than to go for a drive and stop for a picnic at scenic Cherokee Park. This is a do-it-yourself affair, so bring your own food, beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. *If it rains, it's cancelled.*

1 P.M. CHEROKEE PARK • WEST SIDE • ST. PAUL



REGULAR CLUB EVENTS

Arrowhead Sports Car Club Monthly Meeting, second Thursday of the month, 7:00 p.m., 4767 West Arrowhead Road, Hermantown, Minnesota. Info: www.arrowheadsccl.org

British Iron Society Informal gathering, every Saturday morning at the Fry-n Pan, Fourth and Main, beautiful downtown Fargo, North Dakota. Info: Larry LeClerc lkleclerc@msn.com

Fahr North Gathering EVERY 3RD THURSDAY, 5pm. Club Jaeger: 10th & Washington Avenue North, Minneapolis Mostly Porsches guys, but all are welcome. Contact : Eric Erickson 952-426-5024

Mercedes Benz Club of America, Twin Cities Section Informal dinner and discussion, first Wednesday of the month, 6:30 p.m., Lion's Tap Restaurant, Hwy 212 and Cty Rd 4, Eden Prairie, Minnesota. 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, Minnesota. Info: www.mnhealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield, Minnesota. Info: Steve Blomberg 612-869-8264 striumph77@aol.com

Minnesota SAAB Club Monthly Meeting, first Thursday of the month, 7:30 p.m., Major's Sports Cafe located on Snelling Ave. in Roseville, Minnesota. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org

MUM: Minnesota United Minis at irregular times and locations. Check out our Facebook page.

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

Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@presenter.com

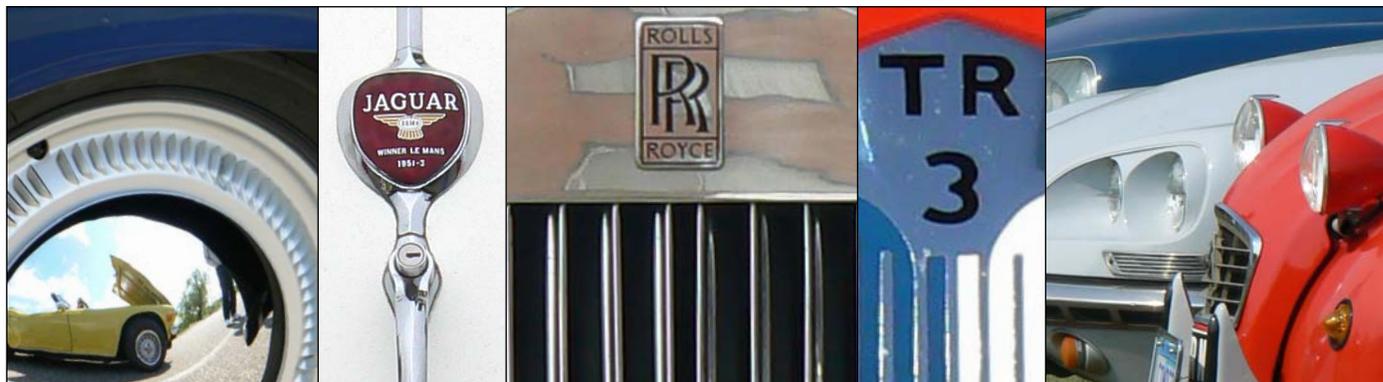
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

Thunder Bay Vintage Sports Car Club Monthly general meeting, third Tuesday of the month, 7:00 p.m. at the Port Arthur Prosvita Centre, 540 S. High Street in the Library Room, Thunder Bay, Ontario. Info: www.tbvscc.ca

Triumph Drivers of Manitoba Monthly meetings, open to interested parties, are held on the second Thursday of each month at the Irish Club, 654 Erin Street, second floor at 8:00 p.m., Winnipeg, Manitoba, Canada. Info: www.britishcar.ca

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW, St. Louis Park, Minnesota. Meeting usually lasts 30 to 45 minutes. Info: www.twincitiesvwclub.com

ZOOM Datsun/Nissan Z Owners. 1st Monday of the month 6:30 pm (locations vary) Jonathan Grothe, AIA, (952) 401-7076, jgrothe@twparchitects.com



InterMarqueMonthly SUBMISSION GUIDELINES

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



InterMarque Monthly is a volunteer-driven, 10 issue/yr publication, that provides the upper midwest's vintage foreign motoring clubs and enthusiasts with an outlet to organize/publicize events. Our mission is to make it easier to recognize and celebrate the amazingly diverse import community our region has to offer! **From Austin to Z!**

We accept almost any kind of vintage foreign event coverage. Including: event profiles/recaps, maint. tips, restoration/barn find stories, marque/model-specific profiles and "out and abouts."

Please submit items to intermarque@gmail.com for consideration. Issues are published on the 15th of the month prior. Submissions due by the 5th of the month prior. Helpful hints are provided below.



FEATURE STORIES:

STORY LENGTH: 500-1000 words

PHOTO REQUIREMENTS: Must be your own or have permission from the photographer! Copyrighted material submitted from the web will not be accepted. 4-6 photos should be provided at a medium size. **MUST HAVE CAPTIONS.** Please provide captions that align to the photo names. Captions should include at a minimum the year/make of car, the owner, and any other relevant info pertinent to the photo.



OUT AND ABOUTS:

STORY LENGTH: 50-250 words plus event date/host/location.

PHOTO REQUIREMENTS: 2-3 photos. See restrictions above.



CLASSIFIED LISTINGS:

FREE for 3 months then we pull them. Must be vintage foreign related and be located within the upper midwest. Up to 3 photos and no more than a 50 word description with contact info. The *Monthly* reserves the right to edit as needed to fit.



CALENDAR LISTINGS:

FREE, but focused specifically on events that are OPEN TO vintage foreign motorcars. You may also submit a PDF of a flyer for inclusion in the back of the issue. To help manage the flyer load, we post these the month prior to your event.

ALL SUBMISSIONS DUE BY THE 5TH OF THE MONTH PRIOR.
SUBMIT TO: intermarque@gmail.com

**Downtown
Osseo, MN**

InterMarque™

**10AM – 3PM
Rain OR Shine**

SPRING KICK-OFF

22nd Annual Vintage Foreign Car Show

**MAY 10
2014**



Mini Cooper illustration by Michael Jekot

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*All participants please bring a non-perishable food item to donate.

Visit InterMarque.org for a map and updates.

This is a FREE* event open to 1993 OR OLDER, FOREIGN motorcars, motorcycles, scooters, and racers. FIRST COME FIRST PARKED. Placement starts at 9 am. Parking staff will be on hand to direct arrivals. Groups wishing to park together MUST ARRIVE EN-MASSE.



3rd Annual Walleye 1000 Vintage Rally - June 7 - 8, 2014

Event is More Than Half Full!

The response to the 3rd Annual Walleye 1000 Vintage Rally has been great! 12 paid entries have been received so far. One entrant is coming from Illinois, another from Indiana, and we'll have the usual bunch of Minnesotans. See some of the registered cars in the photo collage below!

If you're interested in joining the fun on the 3rd Annual Walleye 1000 Vintage Rally, please send in your entry NOW! Entries are limited to 20 total, there are 8 spots left.

The 2014 event is open to cars 20+ years old, cars from model year 1994 and older!



**ONLY
5 SPOTS
LEFT!**

<http://walleye1000.com>

Back to the Bay



24th Annual Lake Superior Vintage Sports Car Rendezvous

EVENTS

FORT WILLIAM HISTORICAL PARK

SHOW & SHINE CAR SHOW

DRIVER CHALLENGES

DRIVING TOURS

POKER RUN



INFORMATION:

www.tbvsc.ca

John Colosimo

info@tbvsc.ca

(807) 344-7694

ACCOMODATIONS:

Best Western Plus Nor'wester Hotel
2080 Highway #61, Thunder Bay, ON

(Be sure to mention Rendezvous)

<http://book.bestwestern.com>

(807) 473-9123

1-888-473-2378

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JUNE 12 - 15, 2014 Thunder Bay, ON, Canada

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Vintage British Car Show

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August 9th, 2014

on Walnut Street in Hudson, Wisconsin
between 1st and 2nd Streets
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9:00am to 3:00pm

Awards presented at 2:00pm

Cars will be judged by Charity Voting
proceeds benefiting Boy Scout Troop #148

See the areas Finest British Car Marques and Clubs

**Attention British Bike Clubs/Owners!
You are also invited & encouraged to participate!**

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for more information contact Tom Belongia 715.781.0361

