

APRIL 2016
Vol. XV No. 2



InterMarqueTM Monthly

VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST



IN THIS ISSUE
SPRING KICK-OFF UPDATES
MISCELLANEOUS MUMBLINGS
ARIZONA AUCTION REPORT
OUT AND ABOUT
2016 EVENT CALENDAR

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 of MN
groups.yahoo.com/neo/groups/mndmc/
info

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

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 Oftha 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

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

Minnesota MG T Register
www.mnmgr.org

Minnesota United Minis (MUM)
www.minnesotaunitedminis.com

Minnesota Morgans
Healeymog@yahoo.com

**Minnesota Rolls Royce and
Bentley Enthusiasts**
rolls Bentley@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.ca

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, ols on199-at-umn.edu
BADGERLAND (WI) CHAPTER
Jim Perry, james.perry -at- uwc.edu

Wheels of Italy
wheelsofitaly.com

ZOOM (Z Owners Of Minnesota)
facebook.com/groups/ZoomZcar

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

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



This is an ever-evolving list. Any vintage-foreign
club in the region is welcome to join the
council. All we ask is that you show up for a
few meetings and help out. Email us at
InterMarque@gmail.com for details.

APRIL 2016
 VOLUME XV, ISSUE 2
 Copyright 2016

MANAGING EDITOR
 Andy Lindberg
 PRODUCTION EDITOR
 Brian Cornell

ARTICLE CONTRIBUTORS
 Andy Lindberg, John Engstrom,
 Dave Tobin, Ian Holmes,
 Brian Cornell

PHOTO CONTRIBUTORS
 Andy Lindberg, Dave Tobin,
 Ian Holmes, Brian Cornell

SUBSCRIPTION IS FREE!
 Please submit your request to
intermarque@gmail.com

ADVERTISING COSTS A LITTLE
 PDF Business Card ads (3.5x2)
 are \$5/month. Please inquire
 to intermarque@gmail.com

WE NEED YOUR HELP
 TO SHARE PHOTOS
 AND EVENT RECAPS!
 Please submit photos or articles
 to intermarque@gmail.com
 for consideration.



ON THE COVER:
 Russ Hagen's
 Porsche Open
 House. A great
 reason to go inside
 on a sunny
 Saturday!
 PHOTO PROVIDED
 BY Brian Cornell

BREAKFAST REMINDER

Breakfasts on Saturday
 mornings are held at
 Elsie's. 729 Marshall
 Street N.E., Minneapolis,
 55413. 8am start.



BMC *British* *Automobile*

When restoring cars to owners' specifications,
 what sets us apart is our desire for **perfection**
in rebuilding and restoring classic British iron
 to factory original and beyond.

Additionally, we offer **driveline enhancements**
 and our popular **engine conversions**.
 Our **improvements in reliability** and
increased power will bring you many
 years of **happy motoring**.



Visit our website
www.bmcautos.com
 Ring: 651.400.0145

Restoring Your British Classic

12-15



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

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



INTERMARQUE SPRING KICK OFF UPDATE

KICK-OFF CHAIR JOHN ENGSTROM

So how is that spring thing coming along anyhow ?

It was nice of you to ask, as a matter of fact we just had a planning meeting this last Saturday and here is what we discussed.

I am meeting with the folks at Osseo next week. We will be spending some time talking about the show in general and I am sure that Osseo will have some points for us to discuss. As for me, I would like to spend some time talking about road construction in Osseo as well as any other construction that would affect the show. We are going to have an original artwork that was done for this year's poster on display. Outside if the weather permits, and if not we need to locate somewhere else to display it. Perhaps in a store window in one of the shops. We are discussing putting out a "show" calendar that would run from May (start of the InterMarque season) to the following May and would feature photos of cars from participating clubs. The parking layout should be done by the next meeting, this year we plan on having more vehicles than last year since the Alfa club will be displaying vehicles plus we expect a lot of Lotuses which is our featured Marque for this year.

We will only have one trophy this year and it will be a People's Choice trophy. The Girl Scouts will be selling tickets for voting and will get the proceeds from the voting, so bring a few extra bucks for voting.

We currently have between two and three dealers showing some new cars at the show, for sure Jaguar and Morris (showing vehicles from their new rental fleet) plus MINI may also participate, but we have no confirmation on that part yet. Show posters should be ready for distribution very soon, we will be passing them out in Osseo for the town to use plus I will have some at Elsie's to pass out. It's a good place to have breakfast you know and remember what your Mom would say about eating a healthy breakfast. I also remember she said something about clean underwear too if I remember correctly, but I digress.

A couple of other things you may want to take notice of are that The Heights Theatre in Columbia Heights is showing *American Graffiti* this coming Thursday (3/17), its 8 bucks a seat and they only have one showing at 7:30. It's one of the best car films to see. Plus, I believe that tickets are also going on sale soon for the 10,000 lakes Concours on Lake Minnetonka. That takes place on Sunday, June 5th, 10 am to 4 pm. You can learn more at 10000lakesconcours.com.

John Engstrom
jmjengstrom@yahoo.com



2016 SPONSOR CLUBS

Lotus Owners Oftha North (LOON) • Alfa Romeo Owners Club, Stella del Nord Chapter • MN Austin-Healey Club • Citroën Club of MN • Jaguar Club of MN • Mercedes-Benz Club of America: Twin Cities Section • Metropolitans from MN • MN United Minis (MUM) • MN MG Group • MN MG T Series • MN Triumphs • Vintage Sports Car Racing (VSCR) • North Coast Borgward Club

I have set up the SATURDAY meeting dates for the 2016 SKO meetings and they are as follows.

- ~~NOVEMBER 21: ELSIE'S~~
- ~~JANUARY 9: ELSIE'S~~
- ~~FEBRUARY 20: ELSIE'S~~
- ~~MARCH 12: ELSIE'S~~
- **APRIL 16: ELSIE'S**
- **MAY 7: ELSIE'S**

The final "what did we forget meeting"

All meetings will take place after 8am breakfast. Roughly 9 am. Stay tuned to our Facebook page for details or email me: jmjengstrom@yahoo.com

MISCELLANEOUS MUMBLINGS ANDY LINDBERG

As the vernal equinox approaches, a car guy's thoughts turn to his laid-up vehicles. In my case both the TR3 and the Miata are receiving medical attention.

Following cancer surgery a few years ago, the 1990 Miata seems to be having a relapse along its rear wheel arches. In a possibly fruitless attempt to postpone the inevitable, it is spending the salt season in a rest home. The Miata is probably the most reliable car I've ever owned but has consumed a lot of salt in the past decade. Rust is probably doing its evil work today even though she's sitting under a tarp in Cletus's barn. This brings up the question of whether further surgery might be helpful or whether the Miata is past its sell-by date? I could probably buy a low-mileage, rust-free 1990 California Miata for what it would cost to return my car to showroom condition. As I get older, however, it's harder to abandon old friends just because they've got a few dents and chronic illnesses.

Speaking of old friends, the TR3 had a heart attack and is receiving an engine transplant. Its heart symptoms included irregular compression (110, 180, 110 and 180 psi in cylinders 1 through 4 respectively), excessive oil spills, some weird internal noises, and mosquito-killing

exhaust fumes. Open engine surgery revealed major damage in two cylinders. In one, the gudgeon (a.k.a. wrist) pin retainer decided to detach itself from the piston. Its suicide also mortally wounded its good buddy the cylinder liner. Another cylinder saw its piston come apart between the rings. So, as it was gently explained to me, the engine is toast. The transplant is a TR4 mill from a friend's long-term La Dawri project. They tell me it should be installed and running before Spring Kick Off.

At any rate with both vehicles out of my hands, the waning winter finds me pondering my place in the automotive universe. I'm now driving Linda's Mazda3. It's a better than average new car, but the VW article in the last issue had me salivating over the undervalued Scirocco. And, of course, there's my ever-present desire to own an Italian car before I'm relegated to assisted living.



InterMarque **SUNDAY PICNICS**



JUNE 26 • JULY 31
AUG. 28 • SEPT. 25

1 P.M., CHEROKEE PARK
ON THE WEST SIDE IN ST. PAUL

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 share if you want. *If it rains, it's cancelled.*

ARIZONA AUCTION WEEK REPORT

PHOTOS AND ARTICLE BY:
Dave Tobin



ABOVE: RM Auctions: despite the bright lights, full room and 20+ more cars, results were down from last year.



1970 Opel Rekord 1900 at Barrett Jackson: You'd probably be the only one at the Spring Kick-Off if you showed up in this. A completely original car that had been purchased in Germany by an American when new and imported to California. Manual transmission and room for 5, what more could you ask for in a funky early '70s Euro cruiser? Sold for \$12,650



1953 MG TD at Russo and Steele: This TD looked fresh from long term storage, under a bunch of boxes in someone's garage, you know the kind. Cleaned up as best as possible and made to run for the auction. The paint was chipping and blistering everywhere, the chrome was pitted and it was generally grubby, still looked cool though. Sold for \$9,625.

I made the trip down to Scottsdale for "Auction Week" again this year to cover the happenings for the "SL Market Letter" – the specialty publication based here in Minneapolis that reports on the collectible Mercedes-Benz market. We cover ALL collectible Mercedes-Benz, not just SLs and there were plenty of them there...along with just about every other collector car you can image. Among the 6 auction companies holding events, there were over 3,000 cars, about 2,500 of them sold for a total of just over \$250 million.

Total sales were down over \$40 million this year from last. There are a number of factors leading to that result. One of them was an overall decline in quality of the cars at a lot of the 'highest end' auctions. I try to keep things in perspective...there are these super high-end auctions where people might as well be bidding against James Bond for a Faberge egg, because the dollars are so far out of my realm of comprehension I might as well be in a movie. The 'normal guy' car market... especially the market for cool cars under \$50,000 seems pretty strong to me. Real people, buying real cars to enjoy with their car club friends at local events, there's plenty of fun to be had there. Much of what is written below is what I reported in the SL Market Letter. There is some focus on Mercedes-Benz cars in the examples, but it holds true for other marques too, the same thing played out with Jaguars, MGs, and all the rest.

A decline in the overall quality of consignments coupled with a reaction to the recent run up in collector car prices and the auction / dealer industry that helped feed those price increases were factors too great to overcome this time around. The result was lower numbers for just about everyone.

CONT. ON PAGE 7 >>>

CONSIGNMENT QUALITY AND QUANTITY

“The cars just aren’t as good this year.” That was a common sentiment shared by everyone I spoke to and that group includes journalists and auction watchers as well as millionaires with bidder paddles who actually buy and sell cars at these sales. This was especially true of consignments at what we’ve come to consider the ‘highest end’ auctions. This is not to say that there weren’t some spectacular cars available, there were, just more mediocre examples than in year’s past. Nobody was prepared to pay big money for mediocrity this year.

A market as strong as the one we’ve watched over the past few years inevitably leads to more people wanting to cash out. From the family who decided it finally made financial sense to restore ‘dad’s old car’ to the growing number of ‘hustlers’ looking for cars to buy from long term owners and make money reselling, they all need somewhere to sell their cars. There are more auction companies holding more auctions in more places around the country (and the world) than ever before. Quantity means more cars, but it also means more auctions for consignors to choose from and things look to be most crowded at the highest end of the auction scene. All these auction companies are competing for a small pool of cars. Quality was bound to suffer eventually.

While Gooding and Company had slightly fewer cars at their sale this year than last, RM Sotheby’s had 20% more (149 in 2016 vs. 123 in 2015).

Bonhams increased their offerings by 30% (112 in 2016 vs. 86 in 2015). Barrett Jackson had a couple of hundred less cars this year with no single 100+ car collection like Ron Pratt’s that sold for over \$40 million last year to help pick up the slack. All four of these auction companies saw their total sales numbers decline from last year’s totals. Russo and Steele had just over 9% more cars at this year’s sale, they were also the only auction company to see their sales numbers grow this year.

By the Numbers

RM Sotheby’s

149 Cars offered over two evenings
Total Sales: \$62,747,250
Percentage of cars sold: 85%
59% of sales were below low estimate
17.7% of sales met estimate average
8.4% met or exceeded high estimate

Gooding and Co.

113 Cars offered over two days
Total Sales: \$42,386,050
Percentage of cars sold: 85%
77.9% of sales were below low estimate
18.7% of sales met estimate average
6.3% of sales exceeded high estimate

Bonhams

112 Cars offered, one day sale
Total Sales: \$17,730,000
Percentage of cars sold: 83.9%
60.6% of sales were below low estimate
31.9% of sales met estimate average
7.5% of sales exceeded high estimate

*Numbers accurate within 2% at press time

OVERLY OPTIMISTIC AUCTION ESTIMATES

Auction companies are in the business of selling cars for as much money as they possible can, just like everyone else in the car business. Consignors look to the auction houses to add value to their cars through a high quality presentation to a worldwide audience of qualified buyers. Buyers have come to expect the auction companies to act as curators, bringing cars to market that have been researched and vetted so they can feel comfortable in their buying decisions on auction day. Early on in the consignment process the auction house and consignor

work together to establish a pre-sale auction estimate, the dollar range they expect (hope?) the car to sell within.

Pre-sale estimates have always tried to push the bounds of the market. Maybe that’s even part of the auction company’s job in their quest to achieve the highest sales result for each car at this auction and the next. Too often though, auction goers accept those estimates because we assume the car is an exceptional example of its type simply because of

CONT. ON PAGE 8 >>>

where it's being offered. Unfortunately, when a no reserve car sells far short of its estimate everyone gets nervous, wrings their hands and wonders what's happening to the market.

In most cases, there was nothing wrong with the market, there was something wrong with the car and / or the estimate. It was far too optimistic. The more educated than ever (thankfully) bidders had inspected the car during the preview and stopped bidding at an appropriate market level for that particular example, paying no mind to the published estimate.

This scenario played out over and over, all week long, with all kinds of cars. The numbers in the chart (inset left) illustrate just how many cars failed to meet their published low estimates at the 'boutique' auction companies. Example: Lot# 215 at RM Sotheby's on Saturday evening, a 1968 280 SL. The car was offered at no reserve with an auction estimate of \$150,000 - \$180,000. It hammered sold at \$105,000. The buyer paid \$115,500 total, after fees. Once the consignor gives up 10% from his side, he gets a check for \$94,500. After looking this car over carefully during the preview, I believe \$105,000 was even generous.

Within 10 minutes of that sale, two people walked up to me in the room. "What do you think is happening with Pagodas? Did you see that? Do you think 280s are going down?" One was a classic car dealer from the east coast, the other was an SL Market Letter subscriber and 280 SL owner. My reply was simple, "Did you look at the car? The estimate was crazy, \$100,000 was all the money in the world for it. The price seemed fine to me, it was the estimate that was out of line." Such estimates help no one, and they're a detriment to the market.

PLENTY OF BRIGHT SPOTS

Numbers may have been off of last year's highs, by between 10% and 15% depending upon which metrics you chose, but there are bright spots in the market. Great examples and rare cars bring strong money, like they always have and isn't that how it should be?

'Great' and 'rare' don't just refer to the highest end blue chip collectibles like the 1937 540K Special Roadster that RM Sotheby's sold for \$9.9 million dollars. The charming midnight blue 1956 300 C station wagon with coachwork by Binz at Gooding

CONT. ON PAGE 9 >>>



1949 Jaguar XK120 Alloy at RM Sotheby's: I've known this car for the better part of 15 years, it used to reside in a collection that I visited in Salina Kansas back in 2003, it also showed up to the 'Kettle Call Rally' in Elkhart Lake, held in conjunction with the Fall Festival a couple of years later. This was originally Milwaukee based industrial designer Brooks Stevens' car. This car participated in the first road races through the streets of Elkhart Lake before Road America was built in the early 1950s and has a fabulous early SCCA history. He painted the black on the car so he could easily identify it in black and white racing photos of the day. It looks the part too... and unrestored original car with a fabulous patina. It sold for \$407,000.

and Company broke through its high estimate of \$425,000 and sold for a strong \$489,500. Another car at Gooding and Co., a sub 20k mile 1989 560 SL in Pearl Black metallic fell well short of its overly optimistic estimate of \$70,000 - \$80,000 and sold for a strong, 'real world' price of \$59,400. Interesting cars and spectacular examples will always be desirable to buyers.

KEEP THINGS IN PERSPECTIVE

The Arizona auctions, and in fact, collector car auctions in general, only represent a fraction of any one kind of collector car sold over the course of the year. Auctions are however, very public markets that are reported on and read about by collectors and enthusiasts everywhere. While they are a very visible part of the collector car world, they aren't the whole world. It's important to keep their role in perspective. I've been a part of, or witness to, more private Pagoda SL sales in the few weeks since the Arizona auctions than sold in Scottsdale, I expect the next month won't be any different. There is a whole world of collector car transactions that exists quite peacefully without the bright lights, glossy catalogs or insane auction estimates.



1962 Lotus Super 7 at Russo and Steele: I was the under-bidder on this car. I hadn't even seen it while walking the rows of cars under the tents outside... when it rolled onto the auction block was when I first saw it. It was formerly a vintage racer with an HSR and SCCA logbook that had been 'returned to street trim' - which I think means they added headlights. Bidding started at just \$5,000 and slowly got to \$10k. At that point it stalled and it looked like someone was going to get it for \$10k, that's when I raised my hand. I went at it with another guy and I stopped at \$14,500. It sold to the dealer I was bidding against for \$15,000, plus fees, he paid a total of \$16,500, still cheap. It probably needed a serious going through, but it wouldn't have had any trouble making it up the hill in Waumandee as it was.



1969 Lotus Europa S2 at Russo and Steel: Europas have never been known for laser straight panels or perfect gaps, but this car was scary. Looked like it had been rode hard and put away wet, 25 years ago. This one struggled to bring \$11,000.



1988 Mercedes-Benz 560 SL, sold for \$59,400 at Gooding and Company. Formerly a local Minnesota car, just 15,815 original miles. Excellent paint and interior, complete with original window sticker, books and records. Almost a new car. Big money for a 560 SL, but the pre-sale estimate was even bigger at \$70,000 - \$80,000.



1978 Fiat 131 Supermirafiori at Barrett Jackson: You don't see these very often, this was a 2 owner California car with just over 50,000 miles that was restored in 2009. Manual transmission with a 2-liter twin cam engine tuned by Abarth, rolling on Panasport style wheels, you could live all of your 1970s rally dreams with this one. Sold for \$17,600.

Get ready to RALLY!

Spring Kick-Off Rallye primer

PHOTOS AND ARTICLE
PROVIDED BY: Ian Holmes



Last year, you may remember, the Twin City Rally Club put on a short road rally after the Spring Kick-Off to give you all a taste of the sport. The TCRC have agreed to do the same this year and we hope you'll all stay around after the Kick-Off to take part.

First things first. Don't go confusing Road Rally with that sport you see on TV where Ken Block or some Europeans with unpronounceable names speed hell for leather along forest roads, crest a rise and leap their car huge distances through the air trying to be fastest to the finish line. That's **STAGE rally**, and is a totally different animal.

ROAD rallies are conducted on public roads at speeds below the speed limit, often on quiet rural roads. Your car doesn't need a roll cage, and you don't need a crash helmet or race suit. A pen, paper, watch and your car's odometer are all you need. And a navigator too, that helps. Bring along a mate, or your spouse.

The basic concept of road rally is that you are given a set of instructions to follow (the route) and a time to complete them in, and you have to complete that route in exactly the time specified. You score penalty points for being late at timing points or double penalty points for being early. Therefore the ideal winning score in a road rally would be 0. Think of it as an automotive scavenger hunt.

Before we cover how to take part in a road rally let's take a look at the history of the sport.

In the past all rallies were road rallies. All of the greatest events in Rally were originally road rallies. The Monte Carlo Rally, Liege Sofia Leige, and England's RAC Rally. All were run in the same basic way, crews would follow a route and instructions to get to the finish line. The team with the lowest score winning. As the sport developed, special speed stages were added and were found to be popular with the crowds. So more special stages were added and rallying became the sport that we know today.

Back then Rally was big in Europe. All of the major car manufacturers used rallying to advertise their products. Car adverts of the '40s, '50s, '60s and even into the '70s would feature a headline centered around a car's performance in a major European rally. These cars were standard road cars. There were no roll cages and other safety equipment. The cars were pretty much the vehicles you could go and see in your local car showroom.

Many of the makes of car lining the streets of Osseo at the Spring Kick-Off have taken part in a rally. Your three litre Healeys, MGs, Jaguars, Renault Dauphines, Alpines. All of them and more have competed with great success in the major European rallies. If you want to really experience the history and heritage of your classic you should Road Rally.

CONT. PAGE 11 >>>



Road rally is still very popular, especially in Europe. Historic road rallying is huge. Large crowds have been known to turn out to watch classic cars go by. A recent historic regional rally in the UK attracted 84 entrants. The rally organizers actually put out a guide for spectators so they would know where they could go to see a stream of classic cars go by.

Now that you know a little about the history of Road Rally and how important it used to be to car manufacturers, let's see how you would go about taking part and achieving those perfect zero scores.

Firstly, and without a doubt most importantly, a Road Rally is NOT a race. It's NOT about speed. It is an event about accurate NAVIGATION, controlled DRIVING, and good TEAMWORK between driver and navigator.

THE SPRING KICK-OFF RALLYE WILL BE A SHORT ONE, starting in Osseo and ending at Sundance golf and bowl in Dayton. The route is all paved so you will not have to be concerned about flying stone chips from gravel roads scratching paintwork. The exact route is of course a secret, known only to the Organizer or "Rallymaster." It will be revealed as you follow the instructions.

There will be four timing controls for you to try to reach on time to score those vital zero points. During the day of the Spring Kick-Off, members of the Twin City Rally Club will be on hand manning a booth and strolling around engaging you all in conversation about road rally and answer any questions that you may have.

When you arrive at the rally registration and pay your entry fee, you will be given a set of instructions, a car number, and a start time. Don't forget, if you have any questions there will be members of the Twin City Rally Club on hand to help.

There are many different forms of rally route instructions, some simpler than others. Sometimes the instructions will be straightforward written instructions, sometimes you will encounter strange looking hieroglyphics called "Tulips" that really are very easy to read with the most basic instruction. Perhaps the Rallymaster may come up with a strange cryptic concoction of his own creation.

The Kick-Off Rally instructions will be simple, easy to follow written ones. You will be given a list of road names and directions, with mileages and times. You may well be given the location of some of the timing controls as well.

At the rally you will hear the phrase "Car Zero Time" or CZT a lot. This is the basis of timing and scoring a road rally. Car Zero Time is defined as the time when a fictitious car zero leaves the start. A rally start time is always denoted as the Car Zero time (CZT). Car one is the first car to go out on the rally, at one minute after Car Zero time. If you are car six then you will leave the start six minutes after car zero time. If you're car 11 then it's 11 minutes after CZT, and you follow the same process for all instructions on the rally.

The navigator's task is to tell the driver where to go and tell them if they are early or late in relation to car zero time as they progress along the route. The driver has to

CONT. PAGE 12 >>>

make sure he reaches the timing control exactly at that time stated on the route instructions. It really is that easy.

With good accurate navigation, good communication and controlled driving, perfect scores are possible and without breaking the speed limit to boot. You will get a great sense of achievement when you post a zero score.

We hope that you'll stay around after the kick-off to sample this example of a great way to have fun with your classic car.

The Twin City Rally Club (TCRC) has been putting on Road Rallies in the area since the 1970s. They hold an all year round road rally program with events for modern and classic cars. Social meetings take place at the Green Mill restaurant in Eden Prairie, Minnesota, on the second Tuesday of the month. In addition to the regular road rally program, this year there will be a series of Friday night social rallies. These are short events in the Twin Cities metro. Friendly and beginner



oriented they are the perfect opportunity to learn about different rally formats and have a good night out. We hope you'll come and join us one night.

You can find the TCRC on Facebook at www.facebook.com/groups/twincityrallyclub/

And on the internet at <https://sites.google.com/site/tcrallyclub/>



TOP SERVICE TOP MARQUES TOP GEAR

European Automotive Specialists

- State of the Art Diagnostics
- Complete Vehicle Restoration
- Advanced Electrical System Analysis
- Fuel Injection & Carburetor Service
- Vehicle Pre-Purchase Inspections
- Handling & Suspension Tuning
- Transmission Service & Repair
- Heating & Cooling Services
- Air Conditioning Services
- Race & Track Preparation
- Engine Building Services
- Factory Maintenance



Make your car look as good as we make it run!

Ask about our detailing services.

2401 East Lake St.
Minneapolis, MN 55406
(612) 724-8901 • www.TopGearMN.com

OUT & ABOUT

RUSS HAGEN'S OPEN HOUSE

SATURDAY, MARCH 12
MINNEAPOLIS, MN

RECAP & PHOTOS BY BRIAN CORNELL

Show up at Spring Kick-Off meetings and you never know where you might end up! After doing our due-diligence to keep ticking off Spring Kick-Off details many of us were rewarded with a tip to visit the Russ Hagen's Porsche open house that was mere blocks away.

Featuring 17 vintage Porsches, 5 vintage boats, and posters, upon posters. Viewing a collection of so many variations of a marque is an exercise in "what did they change" From trim details to harder-to-see mechanical upgrades, it was great to experience it all in one place and surrounded by a group of friendly and knowledgeable enthusiasts!

Event admission was by donation of your choice. All money collected supported open house host Rick Moe's Special Olympics BLUES TEAM. You can learn more, and DONATE, at www.thebluesteam.org



This 1959 Porsche Carrera Speedster GT is undergoing a full restoration. Only 32 Speedsters were manufactured in 1959. This car features an 80 liter fuel tank that will flow into a 4 cam GT 1600, 115 HP engine. All components have been cataloged.



1956
Porsche
356 SC
Cabriolet.
Approx.
95 HP
Capable
of over
100 mph.

1960 Porsche RS-60 Spyder: The RS-60 was successful at defeating the might Ferraris and Maseratis at Sebring and the Targa Florio.

1960 Porsche 356 Roadster is ready for a road trip! Four cylinder opposed. Normally aspirated. Approx. 75 HP.





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: 1957 Nash Metropolitan

Restored from a rust free North Carolina car by 4th owner. White tuck & roll interior, 20,382 original miles, 390 gears, outside trunk lid assembly installed, 1954 hood addition with scoop, all new chrome, stainless trim restored, 14 inch LeCarra steering wheel. All the original parts and 11 years of records and literature go with the car. Radial tires, runs & drives excellent. New price: \$12,000. Tom Zeigler 763-786-4808



FOR SALE: 1971 MG Midget

Green, black spoke wheels, maintained as a daily driver, \$5500 invested. Newborn twins at home and need to sell. \$3700. Email matthewbdahl@yahoo.com or call 612.807.6419





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

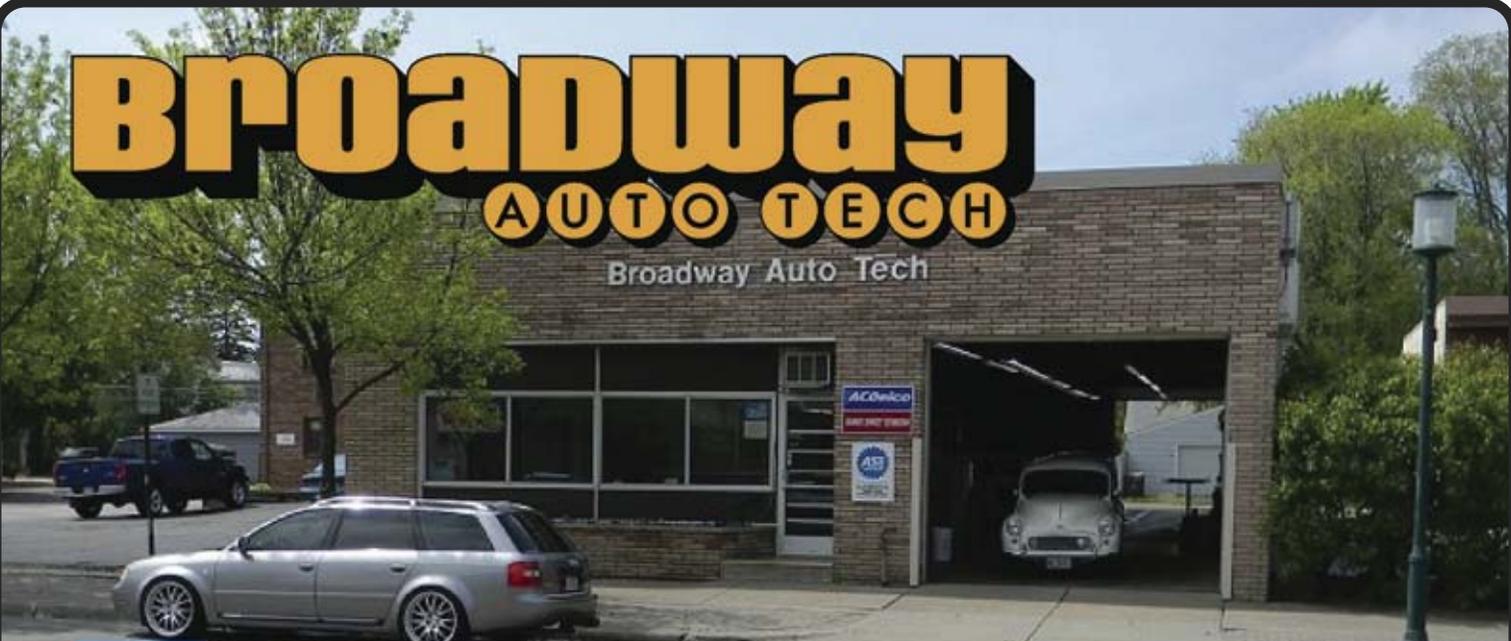
FOR SALE: Pat Starr's 1958 Morgan Plus 4 Vintage Racer is Available.
 Raced since new:SCCA, street & race 1959-69, race only 72-73.
 VINTAGE, 1976 - present.
 One owner since 1963.
 Many modifications and upgrades.
 150 rear wheel HP.
 Fast: 2:44's at Road America, 1:50's at BIR (2.5 mi.)
 Details, pricing, complete race history at www.1958morgan.wordpress.com



Broadway

AUTO TECH

Broadway Auto Tech





Full Service Auto Repair and Maintenance
 Bosch Car Service Center and AC Delco Professional Service Center
 4033 West Broadway in Downtown Robbinsdale






763-535-4129

VISIT US ONLINE! www.BroadwayAutoTech.com

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR.

For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8 a.m., Elsie's Restaurant Bar and Bowling, 729 Marshall Street N.E., Minneapolis, MN 55413. 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. Map to the Elsie's at <http://elsies.com>

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.

Wednesday, March 2: 11th Annual Hot Wheels Grand Prix Saint Paul. See flyer this issue.

May 14: InterMarque Spring Kick-Off Osseo, MN. Details to come. See update in this issue.

June 25: 25th Annual Coulee Classic Rally Maiden Rock, WI Visit <http://www.meetup.com/Auto-Italia-Minnesota/events/227493966/>

June 4-5: Walleye 1000 Vintage Rally. – ALMOST SOLD OUT! Entry will be limited to 30 cars, 60 people. Interesting sports and GT cars from model year 1996 and older are eligible for the 2016 event. Visit walleye1000.com for additional information and registration details.

June 4-9: Pre-Rendezvous Reconnoitre – Winnipeg-Thunder Bay-Duluth-Int'l Falls-Kenora. See flyer this issue.

June 5: 10,000 Lake Concours d'Elegance – 10 a.m. to 4 p.m. Excelsior Commons on Lake Minnetonka, Excelsior, Minnesota. Participants are encouraged to dress in period clothing to match their car or boat. Prizes will be awarded to the top three participants who wear costumes. Learn more at <http://10000lakesconcours.com/>

June 9-12: 26th Annual Vintage Sports Car Rendezvous – Kenora, Ontario. See flyer this issue.

June 26: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments.

July 28: Wheels of Italy at Pazzaluna – 6-10pm. St. Peter Street between 5th and 4th Streets will be blocked to create an authentic Italian Piazza atmosphere! 360 St. Peter St., St. Paul, MN 55102 wheelsofitaly.com

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

August 13: Royal British Car Show – 9am-1pm. The Jaguar Club of Minnesota will once again be a sponsor for the Spring Kick Off Event. Located at the Jaguar, Land Rover, Lotus Dealership, 8905 Wayzata Blvd, Minneapolis, MN. 55426

August 13: New London to New Brighton Antique Car Run. 30th 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 and you may even spot an import or two! <http://www.anticquecarrun.org/>

September 18: Wheels of Italy event – 10-4pm. Calhoun Executive Center - 3033 Excelsior Blvd, Minneapolis MN 55447 wheelsofitaly.com

Sept. 25: Intermarque Picnic – 1:00 pm Monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments.

REGULAR CLUB EVENTS

Austin-Healey Club of Manitoba, Regular monthly Club meetings on the 1st monday of each month, 7:30 pm. except when monday falls on a long weekend, then it is the next monday. No meeting in December. Also check our website for the meeting locations as well as various other events, breakfast drives etc. during the summer months, see www.ahcm.ca

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

British Iron Society Informal gathering, 8 am every Saturday morning at the Fry-n Pan, Fourth and Main, beautiful downtown Fargo, North Dakota. Info: mail@britishironsociety.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. Joseph's Grill, 140 South Wabasha, Saint Paul, MN. 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 p.m., Dover in the Double Tree Hotel, 1500 Park Place Boulevard, Minneapolis, MN 55416 Chris Luick 612 250 6788 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., The **September and October** Meetings will be held here: ANDERSON-NELSON ROSEVILLE VFW Post 7555 1145 Woodhill Drive Roseville, MN 55113 vfwroseville.com

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

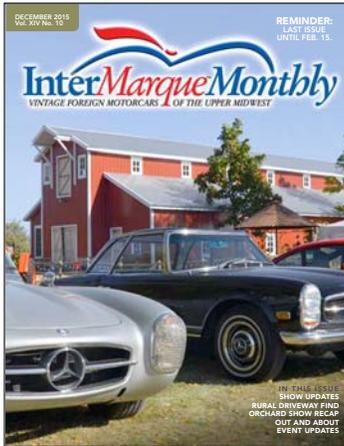
The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

Thunder Bay Vintage Sports Car Club Monthly general meeting Third Thursday of the month 7pm at the Slovak Legion, 801 Atlantic Ave. Thunder Bay, Ontario. Sept. to May, in the summer we drive! www.tbvsc.org

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) For details join <https://www.facebook.com/groups/ZoomZcar/>



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

24TH ANNUAL VINTAGE FOREIGN CAR SHOW
2016 FEATURE MARQUE
LOTUS

**MAY 14
2016**



SPONSORED BY
**TOP GEAR
AUTOWORKS**
TopGearMN.com

**CRAFT SHOW +
AFTERNOON RALLY!**

CLUB SPONSORS

Lotus Owners Oftha North (LOON) • Land Rover • Alfa Romeo
MN Austin-Healey Club • Citroën Club of MN • Jaguar Club of MN
Mercedes-Benz Club of America: Twin Cities Section • Metropolitans from MN
MN United Minis (MUM) • MN MG Group • MN MG T Register • MN Triumphs
Vintage Sports Car Racing (VSCR) • North Coast Borgward Club

Girl Scouts Traveling Europe (GSTE) will be handling the voting to help raise funds for their trip to Europe.

**SPECIAL THANKS TO
THE CITY OF OSSEO!**

This is a **FREE*** event open to 1994 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.**

*Please bring a non-perishable food item to donate. Visit InterMarque.org for a map + updates.

2016 Pre-Rendezvous Reconnoitre

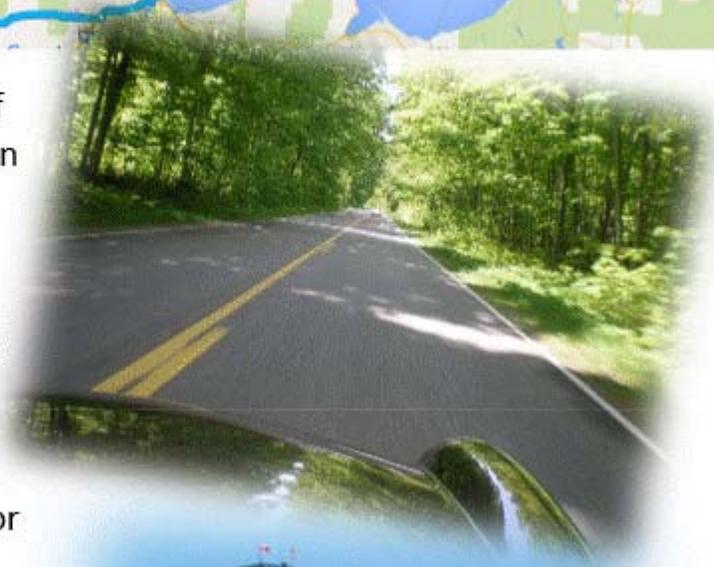
June 4th – 9th

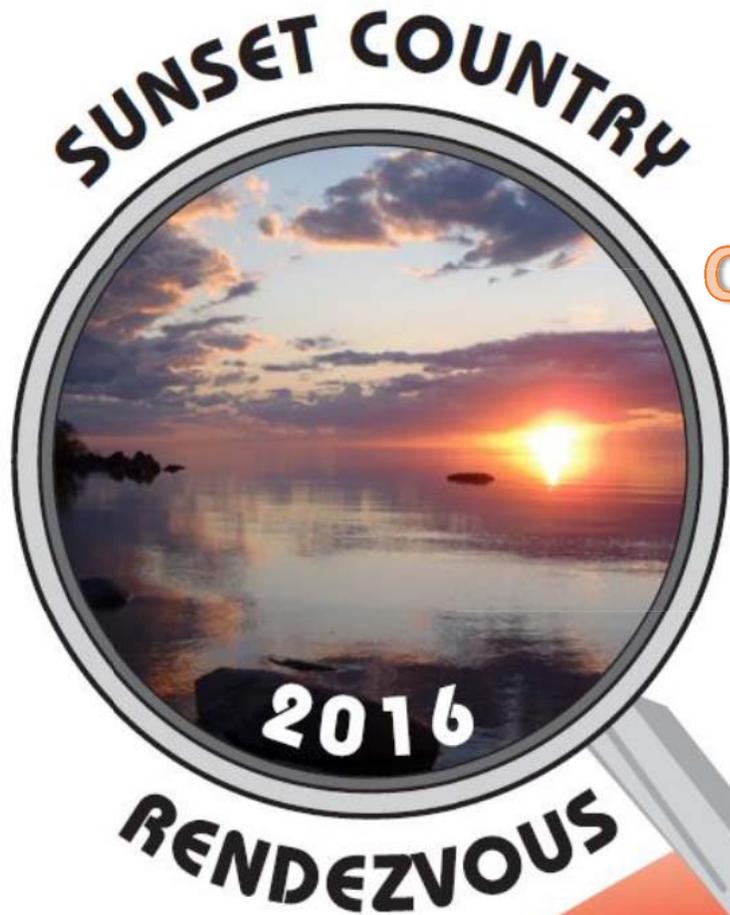
Rendezvous - a meeting or appointment to meet at a specified time and place

Reconnoitre - to survey or inspect; make a reconnaissance

Join fellow British Car enthusiasts for 6 days of fun and camaraderie. Leaving Winnipeg, MB on Saturday, June 4th, with stops in Fort Frances, ON; Thunder Bay, ON; Duluth, MN; International Falls, MN; Winnipeg, MB and arriving in Kenora, ON on Thursday, June 9th in time for the Sunset Country Rendezvous!

For more information, please contact Chad Edwards by e-mail (c_g_edwards@yahoo.ca) or call 204-736-2755





**26th Annual
Vintage Sports
Car Rendezvous
June 9th – 12th
Kenora, Ontario**

Host Hotel

Lakeside Inn & Conference Centre
470 1st Ave S,
Kenora, ON P9N 1W7
(807) 468-5521

Overflow Hotel

Travelodge Hotel Kenora
800 Highway 17 E,
Kenora, ON P9N 1L9
(800) 916-4339

Events will include:

- Thursday Meet and Greet
- Guided Driving Tour
- Explore the Shore, Stores and More
Self-Guided Walking Tour
- Parking Lot Olympics, including Pit
Stop Challenge and Valve Cover
Derby
- Friday evening MS Kenora Cruise
- Car Rallye
- Charity Car Show



For more information, including how to
register, please visit:

triumphdriversclub.com/rendezvous.htm

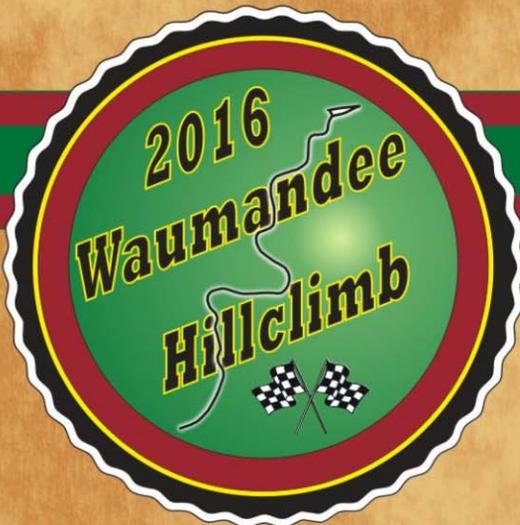


The Minnesota Austin-Healey Club Invites You

September 23-25, 2016

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1986 and older



2.3 miles

18 turns

430-foot ascent

Agenda for the weekend in Alma and Waumandee:

- ▶ Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- ▶ Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- ▶ Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- ▶ Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive?

Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 21 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver	Waumandee 2016
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
Award banquet dinner(s) at \$20 each = _____	
Overnight parking/camping in hillclimb paddock \$20 _____	
Total payment \$ _____	

Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.



Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net