

the OILY RAG

July - August 2010

The Newsletter of the Vintage Sports Car Club of Calgary



EUROPEAN CLASSIC CAR MEET

Vintage Sports Car Club of Calgary (VSCCC)



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VSCCC, is a not for profit organization dedicated to the preservation of vintage motoring since 1979.



**TIME TO GET YOUR
REGISTRATION IN!!**

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Introducing the Club

2009-2010 Executive



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The Oily Rag is the official newsletter of the of the Vintage Sports Car Club of Calgary, which is a registered society in the Province of Alberta (Number 50229498). The motto of the club is "Dedicated to the preservation of vintage motoring" and our purpose is to bring like-minded enthusiasts together for the mutual enjoyment of our automobiles.

Membership is open to all those owning, or having an interest in, traditional (vintage) sports cars. Our current membership is comprised mostly of British roadsters and coupes dating from 1935 to 1980; however, all vehicles are welcome. Dues are \$40.00 per year.

General Meetings are held at 7:30 p.m. sharp on the second Wednesday of each month at the Austrian Canadian Cultural Centre, located at 3112 – 11 Street N.E.

Personal information is gathered from club members solely for the purposes of distributing club related information to the membership. Our membership list will not be sold or exchanged with other clubs or commercial interests. From time to time a membership list will be distributed to members listing name, phone number, e-mail and cars owned. This list is intended so that members with similar vehicles can contact each other for help and advice. If you do not wish your name to appear on this list please contact the membership secretary at the above phone number or e-mail address.

Editorial Policy: The *Oily Rag* is published six times a year (Jan/Feb; Mar/Apr; May/Jun; Jul/Aug; Sept/Oct; Nov/Dec). Deadline for submissions is the 20th of the month prior to publication (i.e. June 20 for July/August). Articles, letters, classifieds are welcome and may be edited subject to space. Opinions expressed do not necessarily reflect Club policy. Send submissions to 90 Canova Road S.W., Calgary, Alberta, T2W 2A7 or e-mail to colin.gerry@shaw.ca.

Authors and advertisers note: The "house style" for the *Oily Rag* is to set text in either Arial or Times New Roman with Headlines in Belwe Bold. If you submit material using typefaces other than the above please check with the editor as you may have to supply a font file to support the desired effect.

Advertising in the Classified section is free to members, \$5.00 per ad to non-members; adverts run for two or more issues. Items may be phoned, mailed or e-mailed to the Editor. Subject to space, commercial advertising will be accepted at the following rates, prices are for one year (six issues). Advertising copy should be camera ready or in "e" format as there will be an additional charge for word processing, etc. Rates for 2008 are \$250.00 for the inside front page, \$200.00 for other full inside pages, \$120.00 for a half page, \$60.00 for a quarter page, \$30.00 for a business card

Editorial

I begin this editorial on a serious note. Rene mentioned to me that one of our members is seriously thinking about giving up his membership. Not for the usual reasons of moving to a new location or other interests overtaking sports cars. In this case he reported that some had told him "I tried everything to keep you out of the Club". My first reaction, and Rene's, was that this was a misunderstanding. I have been known to make the odd derisory comment about Triumphs, that is part of the Healey-Triumph rivalry that has gone on for years and I hope, and assume, everyone knows it is just meant in fun. Heck, without Donald Healey getting his start at Triumph there might never have been a Healey Motor Company.

Anyway, in this case the member was convinced that this was no jest and the person who said was in earnest. At least part of their problem being the type of car the member owns! This has never been an exclusive club. You don't even need to own a sports car to join, never mind a particular marque, type or age. So what is this about? If you recognize yourself as having made this remark and it was a jest gone wrong, please apologize and let's hope our member can let it go. If you have a genuine reason why he should not be in the club there is a procedure in the by-laws to remove a member: have the guts to stand up and tell us about it.

Elsewhere in this issue you'll find reports on our first few driving events of the year. Although paddling events might be a better description, "cancelled due to rain" seems to be a common thread! June is nearly over; can July's thunderstorms be far behind?! At least between the storms we can expect some sunny days and a chance to drive the beasts the way they are meant to be driven. Members visiting the ABFM in Vancouver were moved to

attack the keyboard as never before with a bumper crop of articles – many thanks. We also have several items on other events and another in our occasional series on "cars I have owned".

So we have 32 pages for you to read. How many of you are reading the on-line version of the Rag? The same great material in PDF format. The pictures are in glowing colour (except for the black and white originals!) and the web links work at a click of the mouse. With a laptop and wireless network you can even enjoy the Rag in the smallest room in the house which, we are told, is a favourite reading place!

A final thought, City council is rumbling about a noise by-law for cars and motorcycles. There seem to be few details so far but this sounds like something we should keep an eye (or an ear) on. I wonder if I could get away with saying that the Sprite is too short to have much of a muffler?!

Thanks to Rene Blei, Steve Ross, Steve Crosby, Steve Jeffery, Aruna Marathé, Trevor Beatson, Bill Roberts, Jeff Gilmore, Peter Robinson, Bob Algar, Mike Coe and Tony Booth for articles, photographs, etc.

200 copies of the Oily Rag will be printed. Plus some extra for the show!
Colin Martindale, Editor



Dedicated to the preservation of vintage motoring

Please note

The deadline for the next issue of the Oily Rag is

August 20th

Events Calendar

Vintage Sports Car Club of Calgary events, and events we plan to attend as a club, are shown on the top part of the listing, other events of interest are shown below. For more details, or to reserve a space at any of the club events please give the Event Coordinator a call. **Our general meetings are held at 7:30 p.m. at the Austrian Canadian Cultural Centre, located at 3112 – 11 Street N.E.**

VINTAGE SPORTS CAR CLUB EVENTS (and events we plan to attend as a club)

DATE	EVENT	DETAILS and CONTACT
2010		
July 1	Run to Banff	M.G. Club / VSCCC. Hwy 1A. Two Jack Lakes. Johnston Canyon / Banff. Coffee stop on way: and lunch in Ten Peaks, Lake Louise Ski area.
July 14	Monthly meeting	"Cool Man Dave More's Ice Cream Run". Coffee stop to chat after. Check VSCCC web site for weather check. 7 p.m. Royal Oak Shopping. Centre Hills Blvd @ 85 th St. N.W.
July 16	Big Rock Evening	<u>Prelude to our European Car Show.</u>
July 17	VSCCC European Car Show Show & Big Rock.	<u>Our BIG SHOW.</u> Stanley Park. Register now on VSCCC web site for
July 18	VSCCC Stampede Breakfast	With Porsche Club, Priddis Village Stampede Breakfast. Meet.8 a.m. Second Cup. Shawnee Shopping Centre. 8.30 on the dot departure.
July 28	Summer Drive Evening	Wednesday evening. Check VSCCC web site. 7 p.m. Royal Oak Shopping Centre. Country Hills Boulevard @ 85 th St. N.W Thanks Dave.
July 31	Barbecue Red Deer.	Limited numbers. Please contact coefront@shaw.ca , ECSCC also participating.
Aug 11/25	Summer Drive Evenings	Wednesday evening. 11 th & 25 th . Check web site. 7 p.m. Royal Oak Shopping Centre. Country Hills Boulevard @ 85 th St. N.W Thanks Dave.
Aug 11	Monthly meeting	Barbecue Ice Cream Run. Big Hill Springs Park. Thanks Rene & Akki
Aug 29	.Late Summer Fun Rally Picnic	<u>Departing from Quarry Park. Likely 10:00 am. More information coming. Thanks to Vi & Bill Roberts.</u>
Sept 8	Monthly meeting	Austrian Canadian Club. Or Ice Cream Drive ???
Sept 15	Summer Drive Evening??	Wednesday evening. Check VSCCC web site. 7 p.m. Royal Oak Shopping Centre. Country, Hills Boulevard @ 85 th St. N.W Thanks Dave.
Sept 25	High River Car Show	High River. Meet @ 7.30 a.m. the Second Cup. 296 Shawville Blvd. <u>8 am departure.</u>
Oct 3	.Fall Colours Run	Terry [Beck] kindly organizing this drive. Terry writes. <u>"This will be to Aspen Crossing, Mossleigh, Alberta. At which there is a really nice Restaurant in the setting of a Railway Business Car (CN?) that has interesting Political history as it was used occasionally by at least one of Canada's principal Prime Ministers, John Diefenbaker. There's also a gift shop on site that the ladies in the club could well enjoy. Lunch reservations will about 1:00 p.m. If the weather cooperates we'll return through Okotoks, Millarville and Turner Valley over the foothills to SW Calgary"</u> . In addition, British Cars International will offer a pre-breakfast at their shop. So presumably the run will start from there? Terry to set a start time closer to this date. Numbers to Terry would be welcome for lunch reservation. <u>Kindly contact him at - tmhb1@calcna.ab.ca</u>
Oct 13/14	Fred Phillips Museum Visit.	Number restrictive. Filling fast. Kindly contact coefront@shaw.ca

OTHER EVENTS

Events staged by other clubs, etc., are listed here for your interest. Contact the sponsoring organization for more details

2010

Jul 24	All British Field Meet,	Bellevue. Washington. http://www.abfm.com/abfm.htm
Aug 7/10	All Triumph Meet	Fort Langley, BC. bctriumphregistry.com
Aug 13/15	Fernie three day drive	MG Club, Friday departure
Aug 21	Rally In The Valley	Okanagan British Car Club. Peachland. www.obcc.ca
Sep 4-5	Portland All British Field Meet, Oregon.	
Sep 11-12	Beaulieu International Autojumble, U.K. www.beaulieu.co.uk	
Sept 19 th	.Columbia Valley Classics	Radium. B.C.
Sept 25	High River Car Show. See above for details on where we are meeting.	

If you have information on out of town or other club events let the editor know so they can be inserted here.

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New Members: Please welcome...

Looks like there are no newbies in the last couple of months.

If there are here is a big hi, hello, how are you!

Hope to see you at one of our runs in the near future.

Our Thanks to...

The Austrian-Canadian Cultural Centre

For hosting our meetings

VSCCC Drive Nights

VSCCC Drive Nights will be held each Wednesday evening beginning in May to enjoy our cars for their intended purposes in the company of others. Drives will be Northwest based, starting from the Royal Oak Shopping Centre at Country Hills Boulevard and 85th St. NW at 7:00 PM, and will be 1 to 1.5 hours duration and usually less than 60 miles / 100km. There may be optional stops along the way, based on destination, and the proposed route will be published the weekend before the drive.

Dave More. VSCCC Member

Look for more information in your e-mail

The Prez Sez

Hopefully by now most of you have registered one or more cars for the upcoming annual European Classic Car Meet at Stanley Park, July 17. The evening before we have our Rev-Up party as a warm up event for the Show. Again this year Big Rock Brewery is one of our Gold Sponsors, as are, in alphabetical order, BRITISH AUTO SPECIALISTS, BRITISH CARS INTERNATIONAL, DISTINCTIVE COLLECTION and SPORTS CAR PARTS. AUTO MANN is a SILVER Sponsor and, a new name for our Club, WESTERN FINANCIAL of COCHRANE with their Hagerty Vintage Insurance are a BRONZE Sponsor. Let me stress this point again, without the financial help of our Sponsors, we wouldn't have our Show as we now know it!!

Your Exec has been working hard to get the Show together again to make it a success, with this year's theme cars from Italy as suggested by our member Stephen Ross, who now feels obligated to bring out all his Italian horse power, better known as Ferrari, Lamborghini, Maserati, Fiat, Alfa Romeo, etc, etc. In order to make our "Italian Friends" feel welcome, we added a few Italian Classes to the Show and of course we hope to keep those classes, and even expand those in future years. We did some fine tuning with the classes and also have added one condition, that a class must have a minimum of 4 cars on the field, otherwise those cars will be added to the next most appropriate class.

The reason we have the Show earlier in the year is mainly weather related as our Summer season seems to get shorter and colder, no doubt due to Global Warming??

We need many volunteers to help with the administration of the incoming cars and place them in the right spot on the field. So, please, don't leave it up to just a few, pitch in and get involved! Become part of the Club's top annual event. As the saying goes, "It is better to give than to receive" It will also help to get a smooth transition from year to year as some members will take a less active roll in the years to come and it will prevent the new comers having to re-invent the wheel.

Many thanks to Steve and Karen Jeffrey for their creative work and many hours they volunteered on the 2010 ECCM Poster, it looks beautiful

Be careful what you wish for; you may get it.. You all have heard the saying. British Petroleum started to drill an oil well in the Gulf of Mexico and of course they hoped to find a gusher; and they did. The people in the business say this well appears to be a giant, but it got out of hand. Again, as we heard during the financial crisis, now we hear that the regulatory authorities had a too cozy relationship with the oil industry. What effect will this have on the product we use for our hobby, now that governments have put a (temporary) stop to a large sector of oil exploration, as few things happen in isolation. What effect will this have on alternative sources of energy? With the mess in the Gulf, suddenly our oilsands operations in our own backyard look a lot cleaner. With so many miners getting killed in the coal industry, and not just in China, even nuclear starts to look very clean and safe.

You wonder what course the officers on the ship called "USofA" have been plotting? It is enduring one storm after another. How will the captain talk himself out of this one? You know our editor doesn't like me to write about "stuff" like this, and I just felt his radar antenna zeroing in on me, so over and out. [It is a free country and Rene is free to be as wrong as he likes about all sorts of things! Ed.]

Switching to a more optimistic subject, our driving season is just about upon us. A few "Ice-Cream Runs" have taken place, some better attended than others, but June is known as the month when we can expect a lot of rain, so the farmers among you will be happy; provided you got your seeding done. Apparently, at the time of writing, we only have half the rain of the, believe it or not. I rather have a bit too much liquid sunshine than a forest fire, tornado or a draught where nothing will grow. Roadsters will have there day in the Sun too, just wait five minutes, or weeks or months and dust off your skis.

Finally a warning for those who plan a trip to Mexico.

The person I just bought my latest and last Cat from, had a harrowing experience entering Mexico last November. He had just bought a brand new pick up truck, and as he more or less lives in there, his truck was loaded with his belongings and three trained "rescue" dogs. Suddenly the car in front of him stopped, five men jumped out with guns pointing at him and his wife. Within a minute, his truck with everything in it, including the dogs had left them behind with only the clothes on their back. Just yesterday we learned another Canadian had a similar experience, but he was shot dead. Mexico may have a nice warm climate and low prices, but paying that price is still too high for me, I'd rather clear a 6 ft high snow drift.

Happy trails,
Rene

Not a Day at The Beach

By Steve Ross

So, there we were, travelling at no more than 40 mph in the middle of a blinding sandstorm and I'm thinking, "... I wonder how bad this is going to hurt the paint....". Rewind to about an hour before that thought....

Here we are on Day Two of the 2010 Copperstate 1000 rally. This is a vintage rally – a tour in fact – through the back roads of Arizona. I am here with my 1959 Mercedes-Benz 220SE Cabriolet, a car I purchased from a museum a few years ago. The car is in excellent shape and running perfectly. This is one of the last cars that was hand built by the factory. No assembly line work here – this was built by craftsmen who took pride in their work and attention to detail. We are enjoying this jaunt with 98 other pre-1975 cars.



We had just finished a lunch stop at Powell Lake, which borders Utah at the northern end of Arizona, and we are on our way to Sedona, via Flagstaff. A funny thing happened on the way to Sedona... but this was no joke! The winds had been strong all day and, as we made our way south, they only got stronger. Then we entered a desert region where one can only see sand and mountains for miles around. No houses or airstream trailers at the side of the road and not much in the way of vegetation (this should have been a clue). The sands start to swirl and, progressively, become more uniform and blinding. We estimated that we were in 50 mph gusts and the sand obscuring the road became relentless. We all dropped our speeds as we couldn't see much but the sand kept pounding the cars from the front and side for 2-1/2 hours. This was like a winter "white out" but it was an Arizona "brown out" as one could only see about 30 feet ahead.

Obviously the top was up and so were the windows but it did not matter. Sand was coming in to all areas of the car – through the gaps at the windows, through the vents and through the pedal gaiters. It was so bad, every few miles we had to wipe the *inside* of the windshield just so we could see out. I looked down and there was a small sand dune in my lap and another at my feet! Sand was in our hair, in our teeth and in our clothes. About 2 hours into the storm, the car died.

Out we venture from the relative safety of the car to the battered by the blowing sand. Up goes the hood and the entire engine bay is awash in sand. Figuring the engine's cessation was sand related, we could only jiggle wires until, luckily, she fired up again but sounded oh so sickly. Not wanting to stay where we were, on we went until the sand finally subsided but the winds, oh those winds, kept up at a fierce pace. Onward we drove but not on all cylinders. On a flat stretch of road, we could keep up with traffic but as soon as we encountered any hint of an upward grade, fully-laden semi trailers whizzed by us as if we were standing still.

We stumbled into Sedona about two hours after we anticipated. We parked the car, switch off the ignition and, with the car's last breath, it said to me, "I'm not starting again!" ... and it didn't. For us, the rally was over (even though they provided a new Lexus to drive for the last two days of the rally but it just isn't the same).

Fast forward to now.... The car was transported directly to Rudi & Co, a renowned restorer in Victoria, BC. The insurance company has had a look and work has begun. Here's the result from my Desert Storm:

Complete engine rebuilt
Transmission overhaul
Complete fuel injection system rebuild
Clean out the radiator
Replace all fuel lines
Blow out sand from under the dash and clean all connectors
Complete repaint

Complete replating of the chrome (take a look at the picture – there is a LOT of chrome)
Windshield replacement
Polish headlight and driving light glass
Steam cleaning of the engine bay
Steam cleaning of the cockpit
Sand removal from the seats (the sand got under the hides)
Sand removal from the top (sand got into the lining)

Needless to say, I am not anxious to go to that region of the US again. The car will survive and I am confident that it will return restored to its former glory. However, I don't think that it will return until sometime in 2011. A tip of my cap must go out to TSG Insurance, home of the Legends Collector Vehicle Insurance. I contacted them the day after the storm and they were very attentive and worked with AXA to provide me with top notch service.

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First all-wheel drive article by Bob Algar - Setting the record straight.

I agree with Bob that "Dr. Ferry" did not produce the first "all wheel drive" vehicle. His father Dr. Ferdinand did.

It's also interesting to note that Ferry (the son, Ferdinand Anton Ernst Porsche 19 Sept 1909 - 27 Mar 1998) was not a Dr. In fact although well educated and schooled he never formally completed any university graduate program.

Similarly his father Dr. Ferdinand (3 Sept 1875 - 30 Jan 1951) was awarded his Doctorate in the form of an honorary degree from the Vienna University of Technology in 1916. Most of Dr. Ferdinand's technical learning came from his part-time attendance to that University while he was employed as a youth with the electrical company "Bela Egger" (later known as Brown Boveri)

Dr. Ferdinand was attracted to Jacob Lohner who wished to develop and manufacture electric cars so after 4 years he joined this Company. His technical ideas led to the development of the famous Lohner-Porsche in 1900 although it did not then carry the "Porsche" name.

Quote "barely wound a bug in a head-on" I almost agree with Bob on this one.

Records show that the Lohner exhibited at the Paris Exhibition of 1900 had electric motors each of 2.5 Hp at 120 rpm. However the electric motors could produce 7.5 Hp each for periods of up to 20 minutes without heating problems. Of the 2,160 lbs weight 914 lbs were attributed to the batteries and 253 for each electric motor (leaving 740lbs for everything else) Interestingly it is not widely known that this vehicle was the first with 'four-wheel brakes', as for retardation the four motors were short-circuited in addition to a mechanical braking device.

The Dr. was also a race car driver. In September 1900 he won the Semmering Hill Climb with a Lohner averaging 40.3 kph on the 1 in 25 grade 10 km road. They must have had big and strong bugs in those days eh Bob ?



Even more successful was the Dr's idea of using a gas (petrol) driven generator in place of many heavy batteries. This vehicle was called the "Mixte" - mixed engined. It was a sales success internationally.

A point of note is that in the design of the Lohner electric cars, Dr. Porsche produced the first reliable commercial electric vehicle, the first petrol/electric vehicle, the first four-wheel drive vehicle, the first aerodynamic race car, the first four-wheel braking system and the first front wheel drive vehicle (in the Mixte version).

Contentious articles are one thing, but what should get English speaking Porsche owners spluttering is that German speakers don't greet each other in the mornings with the words "Guten Porsche" but instead with "Guten Morgen". (Morgan - inventor of the powered wheel-barrow and the kidney brace).

While on the topic of electric vehicles, the photograph above is of my English grandfather on one of his business trips from the UK to New York in about 1913. (Seated back row right hand side). The vehicle is a New Jersey made Lansden Electric (manuf. 1904-1912). The designer John M. Lansden was financed by Tom Edison. Lansden eventually went on to what was to become the Electric Truck Division of GMC in 1911. No kidding !

What goes round comes around again, even the word "Green" on the vehicle's side.

Cheers Tony Booth

References made from "Die ungewöhnliche Geschichte des Hauses PORSCHE" by Richard von Frankenberg 1961

[A couple of notes on Tony's article. The diesel-electric transmission is the system used in virtually all diesel railway locomotives today. The larger locomotives developing at least 6000 h.p. Short-circuiting an electric motor with cause breaking in a most spectacular fashion! In a previous life your editor was experimenting with a railway switch motor to determine the resistance across the terminals needed to stop it quickly but without damage. Accidentally having no resistance at all caused sparks, a loud bang and a lot of questions from others in the shop!]



Tony also sent us this photo taken on the Garage tour. Those in attendance will remember there was a little difficulty finding Rob Maitland's place, hence this "cars all over the road shot"! It is debatable which is more difficult turning a long wheelbase Land Rover or a Healey on a narrow roadway.

British Cars International

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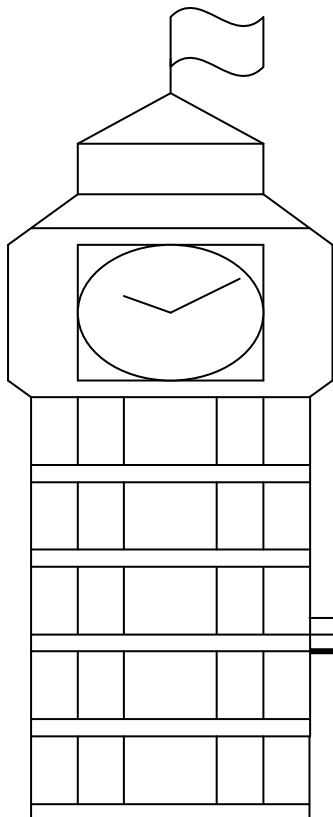
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Steve Crosby and Cars I Have Owned

Most of the photos are to represent the marque – not the actual car!

1. 1958 Volkswagen Window Van



The first of many autos to come. Bought well used, with the advertising banner "Happy Land Shoes" painted on both sides. Able to use the crank to start it. Could barely do 55 mph due to the reduction gears. Drove for almost two years. Motor finely died after two weeks of intense body work. Junked.

2. 1960's Volkswagen Beetle



This was "Snowball". Nice paint but riddled with rust. Heating system provided barely enough warmth to survive. Glove box door popped open on bumps and wacked the passenger's knees. Had to drive with a scraper in one hand during the winter to remove frost from the inside of the windshield. Left it in the Sunshine Village parking lot for two months while working. Had to dig down to the doors to get inside. Fired right up. Took four men to heave it out of the hole. Good motor. Traded.

3. 1959 Austin Healy "Bugeye" or "Frogeye" Sprite



Received in a cash plus trade for Snowball. 950cc, 43bhp, 0-60 in 20.5 sec, top speed 82mph. ¼ mile in just under 2 min. My first British sports car. Leaked oil from the moment it was started. Could drive to Banff on 3 gallons of gas but also used 2 quarts of Mohawk HD30W oil. Would slip under the Bay Parkade entrance barrier. Dead spot on the starter. Had to rock the car in gear occasionally to get it to engage. The electric fuel pump was mounted too high in the engine compartment. Fuel would drain back down the pipe and the pump would not prime. Required blowing into the gas tank to repressurize the line. Went through a

lot of Chapstick. Warm and cozy in the winter. Traded

4. 1963 Austin 850 Mini



Received in trade for the Sprite. Covered in flower stickers. Slowly dying of old age. Great fun to drive. Cornering was flat and positive. Had a friend with a '68 Mini 1000. We took the two cars through their paces after watching "The Italian Job". It was quite the drive home! Peeled the stickers off and painted the car with three rattle cans, 2 blue and 1 white for the roof. Fathers tools were outlined in soft blue where they lay in the garage. A breeze popped under the slightly raised garage door resulting in a non skid roof. Sold.

5. 1960's Volkswagen Beetle



Bought from City of Calgary vehicle impound lot. Battery problems. Tried to tow it uphill with the tractor to jump start it. Left the keys on and it fired and idled into the back of the tractor. Started to learn about body work. It died on the way to Vancouver. Cashed in 11 miles outside Cache Creek. Gave the keys to the first gas station pump jockey.

6. 1960's Volkswagen Beetle



Bought with a blown motor, soon replaced with a rebuilt. Nice trumpet extractor exhaust. Very sporty. Removed the body to make a dune buggy. Had to make it back into a car after rolling the Econoline Van. Sold the motor and threw in the car.

7. 1960's Ford Mercury Econoline Van - Camperized



Bought from a Ford dealers used car lot. Three on the tree. Great cheap little camper. Rolled on No.22x west of Okotoks while changing 8 track tape. Cut the body off to use as a hay wagon on a friend's family ranch. Junked.

8. 1960 Chevrolet Bel Air



Received in trade for a fringed suede jacket (this was the early 70's). This was "The Heavy Chevy". Classic early 60's style. Huge car (17.5 feet long and 6.3 feet wide) with an anemic "Blue Flame" 6 cylinder motor and 3 speed "Powerglide" automatic transmission. A family of 4 could vacation quite comfortably in the trunk. Sold.

9. 1963 Chevrolet Corvair 700



Received in trade for a battered Pentax Spotmatic. The trunk key receiver was punched in. Never did get the trunk open. The 90 degree bend in the pulley system devoured a lot of fan belts. Chronic starting problem solved by adding new ignition wires. Sporty, quick and great to drive. Mr. Nader sucked the fun out of it. Sold.

10. 1970 MGB



Bought from a used car lot when in search for a Pinto! Removed all the pollution gear, shaved the head, added a custom exhaust and Cibie road lights. Numerous midnight runs to Windermere. Sporty, fast and reliable daily driver. Traded.

11. 1975 Jeep CJ5 Levis Edition



Bought new with partial trade of the MGB. Levis blue jean interior. Base 258, 6 cylinder, 4x4. Added a split manifold, 4 bbl carb and headers. Should have just bought the V8 to start with. Custom white spoke wheels. Hit a farm approach road after unexpectedly leaving the highway while braking heavily. Airborne for 50-75 feet. Bent the chassis and flattened three tires. Lived. Repaired. Traded

12. 1978 Chevrolet Camaro LT



Bought new with partial trade of the Jeep CJ5. 350, 4bbl, 4 speed, hot rod. Good looking and fast but turned out to be a lemon. Bad paint, bad fit and finish in the interior, went through 3 stereo cassette decks before one functioned, Firestone 500 tires. One rear tire blew out at 90mph (while shifting into 4th) and Firestone would not warrantee. Stick shift would lock in 1st gear occasionally. Sold.

13. 1975 Datsun F10



Received used as part of cash plus trade for the Camaro. Funky little front wheel drive 5 speed hatchback. Good on gas, fairly quick. Plastic interior. Used to backfire between gearshifts when cold. Smelled of Nil Odor after previous owner failed to properly clean up spilled milk. Sold.

14. 1974 Dodge B100 Van

Bought well used. Painted silver but repainted thick dark blue to help hold it together. 360 4bbl automatic. Drank fuel and recycled oil. Another rust bucket. Used as a camper and to haul a dirt bike plus tow sail boat. Sold.

15. 1972 Corvette Stingray

Bought on a whim. 350 small block, 4bbl, 3 speed automatic. Striped to the glass shell and repainted metallic bronze. Tan leather interior. Good looking, fast and agile. Great fun. Want another one! Sold to help finance our first home.

16. 1979 Volkswagen Rabbit

Another well used rust bucket. Ran very well. Cold in winter. Tidied up and used as a city car. Eventually sold the cassette player and threw in the car.

17. 1993 Jeep Grand Cherokee Ltd

Bought barely used from a Jeep dealer. Wonderful luxury SUV. Bought to use as a work vehicle. Company went bankrupt. Recycled fuel at an alarming rate. Note to self - Never buy the first production year. Sold.

18. 1990 Jeep Cherokee

Bought used from Jeep dealer. Well appointed Cherokee 4x4. Ran well into 350,000 miles. Owned for 10 years. Good reliable transport. Sold.

19. 1974 Triumph TR6

Bought in Victoria, BC. Replaced just about everything but the paint. Great reliable long distance runner. Been to the west coast, Oregon, and Washington. Added overdrive. Hard to believe I did without it for so many years. Many, many receipts. Still own.

20. 1960 Triumph TR3A

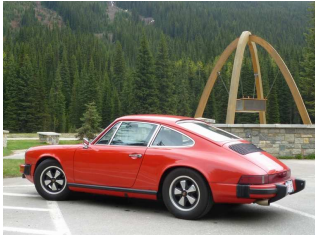
Always wanted one! Body off restoration started in 2007. Now a rolling chassis. Still buying parts. Still waiting for the first launch. Note to self - building a car takes a while! Still own.

21. 2006 Nissan X-Trail



Bought new in 2007 from Nissan dealer. 2006 was the last year of the X-Trail model run in Canada. It is still available in other parts of the world - UK, S. Africa, Australia. Excellent small 4x4 SUV. No problems at all! May prove to be the best buy of the lot! Still own.

22. 1974 Porsche 911 Coupe



2.7L, 5 speed. Well bought from another compulsive car buyer. Original Arizona car. Sturdy no rust, new paint. Another great touring car. Surprisingly easy on gas. Replaced all exhaust system with stainless steel. Won Best of Class at first VSCCC showing. Ran almost flawlessly on a 3000 mile trip to Colorado. Later to Washington and back. Still own.

May 23: Cruisin' with Calgarians

Report by Valerie Barrie

On a blustery, windy seashore ten stalwart British cars and owners and our intrepid photographer in his non-British little truck met to escort our visiting Calgarians from the Calgary MG Club and the Vintage Sports Car Club on a tour around the Saanich Peninsula.

We welcomed Gord and Linda Parker in their MGTD, Mike and Ardith Holtz in their Morgan and Azim Battia and Helen Munroe in an MG B V8 to our beautiful island.

The tour took us through Sidney and out of the wind on a leisurely drive up McDonald Drive to Lands End Road. We then proceeded through rural areas viewing cattle, horses, two old Citroens at the Deep Cove Chalet, the Pat Bay Seaplane Base and the Institute of Ocean Sciences. Then it was onward to the Spitfire Grill for a sumptuous repast. Most of the group chose the Roast Beef in a Yorkshire pudding bowl which was delicious. Each visiting couple was presented with our new OECC shopping bag as a memento of their visit with us. Though one of the men was heard to say, "Don't give our wives shopping bags!"

It was good to see new members Michael and Sandra Baldwin in their Lotus and Robert and Susan Patterson in their newly acquired 1978 MGB.



Above: The Holtz's Morgan



Left: The Parker's MG

Below: MG V8 of Azim Battia and Helen Monroe



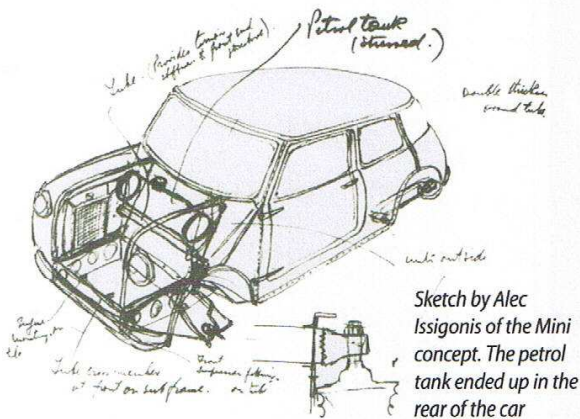
Above:
Seen along the way

May Mystery Car



Well, not such a mystery really. Pictured above is one of the two prototype ADO* 15's, or as it came to be better known, the Mini. In October 1957 the two cars took to the road only eight months after the first sketches by designer Alec Issigonis were completed.

What has become commonplace now (transverse engine, front-wheel drive) was quite revolutionary in its day, particularly when combined with the car's four-wheel independent rubber suspension, tiny 10 inch wheels and remarkable degree of space utilization.



The production version of the Mini differed in some respects from the two prototypes. The initially fitted 948cc engine was deemed to powerful for the car, with a top speed of some 90mph. An 848cc A-series engine was to be found in the first production models. Additionally, at first the engine was oriented with the carburetor/exhaust side facing forward. This led to incurable carburetor icing, so the power unit was turned 180 degrees. This of course placed the distributor side to the front, with better access to it and the spark plugs.

Another revolutionary aspect of the design was the gearbox and its location. Rather than placing the gearbox in a conventional position behind the engine (not possible because of the narrowness of the car itself), Issigonis fitted the gearbox beneath the engine's crankshaft, driven through an intermediate gearing system.

The rubber cone suspension was another example of Issigonis's creative mind. Utilizing units that weighed only eight pounds per vehicle, the fully independent system featured a variable rate. This was a necessity in a car which varied in weight so much between its empty and fully laden conditions.

Many more features of the ADO 15 design were revolutionary for their time, the body construction being one. So next time you have the opportunity to examine one of the early Mini's, have a close look at the ingenuity of Alec Issigonis.

*ADO: Austin Drawing Office

Source: *The Mini Story* by Laurence Pomeroy. The OECC library contains copies of *The Mini* by Graham Scott and *Motoring for the Millions* by Ian Ward (contains a history of the Mini and other contemporary small cars)

Some words from our nearly retired Presentation Coordinator

The members of the South Island Branch will know by now that my 2 years as presentation co-ordinator is over, and for personal reasons I will not continue in this office. I will however, carry on until someone comes forward to take over. I would like to thank all members who have helped me in the last two years; it is important to have support from the members.

There is a large amount of knowledge and experience in the club, and it would be nice to share this with our members. So would you all think about doing a presentation? Or maybe you have an interesting video or DVD to show.

Think about helping and let me know your ideas.

Brian Bishop

Club Library

Thanks to all who have contributed books and magazines (last month Ken Adsett) recently.

To encourage more use of the collection, the contents are now listed on the OECC website (<http://www.oecc.ca/sib/Memberzone/index.htm>, click on Library Books). Contact Philip (philcb@hotmail.com or 250-380-2648) if you would like to borrow an item and he will bring it to the next meeting.




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VSCCC AT THE OPERA!

Saturday May 1st marked a first – Club members' cars being driven inside the Jubilee Auditorium. The event was a Calgary Opera Society fund raising event - Dinner on the set of Don Giovanni and black tie to boot. The members and cars participating were Rob Maitland and his superb 1955 Mercedes Benz 300SL and Craig Talbot and his stately 1990 Daimler 420S Limousine – affectionately known in England as “the Queen Mum’s car”. Four svelte opera singers were chauffeured into the main lobby and emerged in full voice while paying guests had photos taken with the cars. By all accounts organizers and guests were impressed both with our members and cars. The Club as well as Rob & Craig were duly recognized in the program and information on the car show was also made available. Better yet the event was a success, raising \$139,000.

Perhaps we'll have to add a little Mozart to our car shows? You can play the fiddle and wear the wig.

Bob Algar



Woman Driver Over 50

A mature (over 50) woman gets pulled over for speeding...

Older Woman: Is there a problem, Officer?

Officer: Ma'am, you were speeding.

Older Woman: Oh, I see.

Officer: Can I see your license please?

Older Woman: I'd give it to you but I don't have one.

Officer: Don't have one?

Older Woman: Lost it, 4 years ago for drunk driving.

Officer: I see...Can I see your vehicle registration papers please.

Older Woman: I can't do that.

Officer: Why not?

Older Woman: I stole this car.

Officer: Stole it?

Older Woman: Yes, and I killed and hacked up the owner.

Officer: You what?

Older Woman: His body parts are in plastic bags in the trunk if you want to see

The Officer looks at the woman and slowly backs away to his car and calls for back up.

Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, claspings his half drawn gun.

Officer 2: Ma'am, could you step out of your vehicle please! The woman steps out of her vehicle.

Older woman: Is there a problem sir?

Officer 2: One of my officers told me that you have stolen this car and murdered the owner.

Older Woman: Murdered the owner?

Officer 2: Yes, could you please open the trunk of your car, please.

The woman opens the trunk, revealing nothing but an empty trunk.

Officer 2: Is this your car, ma'am?

Older Woman: Yes, here are the registration papers.

The officer is quite stunned.

Officer 2: One of my officers claims that you do not have a driving license.

The woman digs into her handbag and pulls out a clutch purse and hands it to the officer.

The officer examines the license. He looks quite puzzled.

Officer 2: Thank you ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.

Older Woman: Bet the liar told you I was speeding, too.

A gem from Steve Jeffery

A Real Man

A real man is a woman's best friend. He will never stand her up and never let her down. He will reassure her when she feels insecure and comfort her after a bad day. He will inspire her to do things she never thought she could do; to live without fear and forget regret. He will enable her to express her deepest emotions and give in to her most intimate desires. He will make sure she always feels as though she's the most beautiful woman in the room and will enable her to be the most confident, sexy, seductive, and invincible.....

No wait... sorry... I'm thinking of wine.

Never mind

Submitted by Aruna Marathé who has helped me to put a fair quantity of wine into temporary storage over the years!

A note on the importance of maintaining ones gudgeon pins.

It pays to maintain your gudgeon pins in tip top condition, for otherwise your gudgeon pins may fail to operate smoothly or could become "un-pinned". This could lead to "flasking". The pins are easily located beside the wet-pinioned flange's journal-piece and should be inspected at regular intervals. Apply a few drops of proprietary lustralising agent or anti-coagulant flux, ensuring that it is well bedded in between the splines. Do not over-tighten the crux bolt. Check periodically for signs of seepage where the gaiters rub against the main rostrum on the "up" stroke. Wipe both ends with a swatch of lint-free scrim, then use a strobe and calipered pargeting tool to check the inner tension. If either the bezel or variable arm is thwarted or "tram-lining", switch off and replace the grommets without delay.

Well I never

Submitted by Steve Crosby – who should probably be getting a little more rest!

Classic Car Adventures



Trevor Beatson

Back in early January a friend sent me an email and asked if I was interested in participating in an upcoming car rally/tour. An attachment led me to a website describing the event and it looked like the sort of thing that I like to participate in so I accepted by return e-mail. It was to be the second annual Spring Thaw Classic (see <http://www.classiccaradventures.com/category/1-events/spring-thaw-classic-car-adventure/>) and was restricted to pre 1979 cars. The field was limited to 50 cars so as soon as the entries were open we sent off our entry and just squeaked in at #47. We were entered in a 1976 Porsche 911 and if the previous event was anything to go by we would be in for a very enjoyable time. The route was kept secret until the start but we did know that we had to be in Hope BC by 10am on Friday April 30th and that we would be finishing in Squamish BC on the following Sunday with about 1200km on the clock. Needless to say the four months past rather slowly until finally, it was time to go.

Those of you with good memories will recall that a spring storm blew into Calgary at the end of April which coincided nicely with when we were due to leave. We were both checking the highway cameras, particularly over the Coquihalla and it did not look good. My friend was due to pick me up about noon on Thursday but due to work commitments didn't make it until 3.30pm. As the weather was poor we had decided to take his 1970 something Mercedes instead. By 3.30pm the weather was looking a little better so an executive decision was made to switch to the Porsche. As it was currently residing east of town we headed out to get it. While swapping all the gear the Mercedes decided to lock itself (an impossibility I am told) and of course the keys and most of the gear were still inside. By 4.30pm even with all the professional break-in tools available we could not get inside the car. A decision had to be made (as in which window is the cheapest to replace) and since the windshield had a crack and was due for replacement a large ball peen hammer was sought. For anyone interested, a 1 inch hole in the windshield and a coat hanger will get you into a Merc. So now, finally, the gear was stowed and we were ready for the off. Unfortunately when we fired up the car the ignition light refused to go out so out came the tools and after some time we decided that the generator was indeed charging. Being unable to find the cause my friend managed to fix the problem with a piece of electrical tape by cutting a short piece and sticking it over the offending red light. Now once again we were ready to go. As we drove down the 22x the car was not performing well and misfiring so we pulled over at Spruce Meadows to take a look. It seemed like one of the plug leads was loose so we tightened all of them up and got back in the car. By now you will probably already have guessed that all we heard was the dreaded "click" of the starter solenoid. After contemplating the situation for a while we managed to bump start the car and headed for home deciding to drown our sorrows at the pub since our other vehicle had a bad windscreen.

On the way my friend had a eureka moment and said “I have one other old car left we could take that”. It was a 1990 Mercedes, not really eligible but we thought the organizers might bend the rules once they heard our story. Since we had been looking forward to this day for the better part of four months we decided to go for it and duly transferred all the gear into the “modern” Merc and finally left Calgary sometime after 7.00pm .

We duly arrived at the starting location in Hope with plenty of time to look around at the assembled cars. There was a goodly assortment of 60’s and 70’s British cars (the oldest Brit car was a 1953 Aston Martin DB2) with a smattering of Italian, Swedish, German and French and only a single North American offering. The organizers were very lenient with us and saw no reason why we couldn’t complete the rally so after registering and collecting our paraphernalia we were ready to go. The rally was officially started by the Lord Mayor of Hope and at 10.00am the first cars pulled out. As this narrative is a tale of our exploits along the way, suffice to say that the organizers did a great job of choosing some excellent motoring roads.

Day one took us to Osoyoos where we stayed overnight and then on to Sun Peaks ski resort for the second night. For more information and photos take a look at the web site. With a clear blue sky on Sunday morning we set off on our last leg in the direction of Whistler then a last blast down to Squamish. At least that was the plan. On leaving the Nancy Green Hotel the “low coolant” light came on so when we stopped to refuel we bought some antifreeze and topped it up. About 70km into the journey the light came on again so we stopped to take a look and added about the same amount as before. The whole cooling system on a Mercedes is pressurized (to 20psi) unlike most cars, which only pressurize the block and radiator. This meant that with the pressure cap fitted on the overflow tank we had to be very careful when removing it. After stopping again about 70km north west of Cache Creek we took stock of where we were and where we were heading and made the decision to turn around and head for civilization. Our rally was over but the adventure was just beginning. We headed back to Cache Creek stopping about every 50km for a top up until we got to Kamloops where we eventually found a Canadian Tire store and bought a new rad cap. The rubber on the original cap was split and we thought that it was possibly the source of the problem. After buying yet more antifreeze we set off back to Calgary. About 50km outside Kamloops the coolant light came on again so we pulled over and let the car cool down while we considered our options. It was apparent by now that the head gasket was the problem and this was added to the equation. On reflection we decided to rent a car and get the Merc shipped back to Calgary. However the best rate for a one-way one-day rental car was \$450.00 and we still had to ship the Merc back. Not wanting to be ripped off we took a look at flying back. As there were no more flights that day our options had dwindled down to just one – keep going and see what happens. After all we were on an “adventure”. We now had three 4-litre containers so we topped off with water and set off. The average distance that we were able to travel before needing to top up was about 40 km so we made decent progress getting very efficient at topping up the hot rad. When we arrived in Revelstoke it was dark and raining and we knew that the Rogers Pass would be a challenge so we stopped for nourishment and to let the car cool down. With all our canisters full we set off once more. I have traversed the Rogers Pass many times but never in the dark and because the road is so far away from civilization, at night it is very dark indeed. The headlights illuminated

the road well enough but it was not easy to see where we could safely pull off. The snow sheds were a welcome sight and timely too as we needed a top up and there was plenty of room to pull off. As for the rest of the journey it was a bit hairy at times but we made it over and it all seemed downhill after that. After a brief stop in Canmore for coffee (and more water) we headed for home arriving in Calgary at 2.30am on Monday using almost as much water as gas. While on the way home I reflected that maybe it was the car gods telling us that “you can’t take a modern to a vintage event”.

All things considered we agreed that despite not finishing the rally and in spite of the car troubles we had had a great weekend. I guess that means we’re car guys. Next year I think I might try it in an English car.

My photos <http://picasaweb.google.ca/MGTDboy/SpringThaw2010?authkey=Gv1sRgCP3F2M33ms-lbg&feat=directlink>

Someone else’s photos [http://picasaweb.google.com/diskbrake4/ ... feat=email](http://picasaweb.google.com/diskbrake4/...feat=email)

<http://www.classiccaradventures.com/spring-thaw-classic-car-adventure/what-is-the-spring-thaw/>

25TH ANNIVERSARY OF THE VAN DUSEN ABFM

With over 686 registered classic cars and motorbikes on display, the 2010 edition of the Vancouver All British Field Meet was one of the best yet. This edition celebrated British-built Fords, plus the Jaguar E-type which celebrates its 50th birthday this year. E-types showed up in force – apparently there were 35 registered. Over 5000 attendees enjoyed the garden setting with brass band music, a piper, concessions, swap meet, artists’ gallery and vendor booths which all complement the overwhelming display of vintage cars and bikes.

One of the 25th anniversary features was an Anniversary Class, displaying major award winners over the past 25 years....and the Vintage Sports Car Club was well represented by Gerrit and Sylvia Heikamp’s 1970 Jaguar E-Type Coupe which was the Best Debuting Restoration and the Best First Time Entrant in 1999.

Also new this year - Hagerty Collector Car Insurance, was on site to present a series of seminars called Cars That Matter, focusing on the past 25 years of British classic car values, on the Great Lawn at Van Dusen Gardens.

Of the 686 entrants there were 160 plus first time registrants – the most ever.

The conditions were a bit unsettled with a light drizzle hitting around 4pm when the awards were being handed out. Otherwise perfect British auto viewing weather.



Triumph TR3's



Jaguar XK120



Triumph Mayflower

Nine VSCC members' cars were spotted at the show. Those included the Parkers, Holtz's, Hardies, Heikamps, Auchinlechs Azim Bhatia, Craig Talbot & James Dow, Todd Cathcart and Algars of which three took home Class awards:

- Craig Talbot's 1990 Daimler DS 420 took third place in Class 56 for Jaguar Mk V-X
- Andy Hardie's 1972 MG Midget took second place in Class 19
- Bob Algar's 1987 Morgan Plus 8 took first in Class 26

Steve, although in a Porsche, was allowed to tag along with the Calgary contingent. The group motored from Calgary to Sorrento, overnights at The Maples B&B and then on to Vancouver the next day. There was a tremendous wind storm overnight and thankfully no vehicles were damaged by falling branches and other debris. There was a short rest stop on the way west, in Kamloops, to adjust the steering on the TD. It was quite an accomplishment for Gord and Linda to drive their car to the show then over to Vancouver Island and back, rarely exceeding 55 mph.



Pit stop in Kamloops

The route over the Coquihalla was made more interesting with rain and sleet. Don't get me started on 36 year old German wipers. Some RainX and new wiper blades helped on the way back.

Steve Crosby and Bob Algar

Hagerty have posted an interesting video on the show at http://www.hagerty.com/lifestyle/hobby_article.aspx?id=70100

Photos of the show are available at <http://runningscared.ca/UrbanMontographer/?p=853>

This is another take on the Vancouver ABFM, this time by Peter Robinson



(Picture from the official poster and original artwork sold on the day)

The 25th Anniversary celebration of the Vancouver All British Field Meet (ABFM), dubbed *The Greatest Show on British Wheels*, took place **Saturday May 22, 2010** in Vancouver. This annual celebration of the British motorcar and motorbike is the largest of its kind in Western Canada, with more than 5,000 attendees and over 600 cars and motorbikes displayed in 61 classes at the beautiful Van Dusen Garden. The magnificent garden setting, brass band music and a crowd of friendly car nuts, all complement the wonderful display of British cars and bikes to make this is a very special event for enthusiasts and those merely looking for a walk down memory lane.

I had never been to Van Dusen but this year the bug really bit me. Some well respected members I knew were going so maybe I would. Then those respected members, who shall remain nameless, all backed out for varying reasons. The bug was still biting though so I checked my airmiles and found I had enough to book a flight so I had this crazy idea to go for the day. Left Red Deer at 5am back by 11.30pm. One of those priceless 'days out'.

This year ABFM were celebrating 50 Years of the E- and paying tribute to English Fords and BSA counted 31 E-Type Jags. That's no small change were so many other Jaguars too, a whole field of wonder they call it a 'field meet'. Among this group distinguished automobiles I found my 'personal day', a 1967 3.8 S-type Jaguar like the one I am restoring. It was great to see one all together and good. What an inspiration to the restorer.



Type Jaguar Motorbikes. I folks! There them. No of prize' for the presently looking so

There were many more 'fields' of British iron. I counted 40 Morgan of various type, 56 MGB, 14 MGA, 25 Austin Healey, 18 MG T's (various) 23 Mini, 12 TR3, 10 TR4, 30 TR6, 7 TR7, 14 Spitfires. There was a good showing of Ford Cars, 1 Mk1 Cortina, 5 MkII Cortina, 2 Zephyr, a 100E & 105E Anglia. Other Marques; Vauxhall, Morris, Austin, Hillman, Sunbeam, Mini, Rover, Land Rover, Daimler, Aston Martin, Jensen, Jensen Healey, Wolseley, Riley, Armstrong Siddley, Rolls Royce and Bentley, quite a spectacular assembly. Missing for me were the cars from the 40's. Oh Yes there were about 25 interesting motorcycles.

I did meet up with a number of club members. Anyone with an Alberta plate usually was one of ours. The weather cooperated and the blossom trees and bushes were spectacular. Overall it was well worth the visit. I've sent in a number of pictures for this article but more are posted at this link.

<http://picasaweb.google.com/peterarob/VanDusen2010?authkey=Gv1sRgCPiKq-LP8OnMrwE&feat=directlink>

Submitted by Peter Robinson, Red Deer. (Restoring a 1966 Jaguar 3.8S.)

Ice Cream Run to Langdon

Here is a report on the June 9 Monthly meeting if you are looking for Oily Rag content. It's brevity is entirely in keeping with the nature of this event. Feel free to use or ignore this as you prefer.

This event proved to be an affirmation of predictable human behaviour. Apparently no one is drawn to eating ice cream on a soggy and rainy evening. With attendance peaking at only two by fifteen minutes past the appointed time, participants dispersed.

Bill Roberts

Many thanks to Bill & Vi for their efforts arranging the potential non run last night. To which no one showed up at the meeting place.

Except Lorraine and I did attend. But straight to Langdon: as due another appointment 6 p.m. wasn't possible for us. So we did sample the ice cream at this great three month old Langdon business. Run by a very nice husband and wife team. If no one has been out there lately, the ice cream shop is housed in a line of period buildings of other commercial businesses opposite a ballpark. Certainly this location is deserving of another shot for a future drive.

Mike Coe



This is UMO 95, number 38, one of the 1960 MGA Twin Cam Sebring Cars. Photo taken at Van Dusen ABFM 2010.

From the beginning of the M.G. Car Company in the late 1920's through the early 1960's the MG factory was regularly in the habit of building and sponsoring production based cars for competition as a way of demonstrating the strength and durability of the cars. 1960 was the only year that the factory built Twin Cam MGA roadsters for the Sebring race in Florida. Five virtually identical Twin Cam competition cars were prepared at that time, four of which went to Sebring for the endurance race on March 26, 1960, and one to an importer in Canada (never to be raced at Sebring). One of the Florida cars was to be a practice car, being substantially flogged by all of the team drivers in the days prior to start of the Sebring endurance race. Only three of the cars were run in the official competition. All of these cars were to be painted green with black interior and were fitted with hardtop, 4.55:1 final drive ratio and close ratio gearbox. The engines were close to stock except for being fitted with 2 inch carburetors in place of otherwise standard 1-3/4 inch carbs.

This is one of the Twin Cam roadsters complete with its bolt on aluminum hardtop for lightness. Five of these cars were built. Four went to Sebring, three to race and one as a practice car. The fifth car when to Canada and never raced at Sebring. This a car that raced but unfortunately retired with a broken valve spring after 2-1/2 laps, the other two finished 3rd & 4th in class. The car resides in the Portland Oregon area and has been wonderfully restored.

It is rumored to be invited to Pebble Beach, to show at Amelia Island's Field Of Dreams.

Steve Crosby

Club Tools

The Club has the following list of tools; all are available for members only, for short-term loan. Some require some prior training in their correct use. All tools should be booked through Rene Blei 932-5801, who will keep track of them. They should not be transferred from person to person without notifying John. People who ignore this rule may be banned from borrowing club tools. For tools with ongoing expenses (most notably the welding units), users will be charged an amount to cover the cost of gas, wire, tips, etc. As of 1 January 2010 we are charging a \$50 deposit on all tools, refundable when the item is returned in good condition.

engine hoist (call Ken 403-547-8259)
inside and outside micrometer sets
engine scope and analyzer
dial gauge and mount
exhaust gas analyzer
3/4" drive socket set
assorted pullers (5)
spring compressors (inside and outside)
radiator pressure tester

colour tune kit
slide hammer puller
brake hose flaring kit
cylinder blow-down tester
valve spring compressor
cylinder hone
brake cylinder hones
serial number dies: letters and numbers
generator tester

torque wrenches: 0-10, 0-50, 0-150
ridge reamer
ring compressor
SU carb video
tubing bender
Whitworth wrenches and sockets
Torque wrenches: 0-50 foot lbs, 0-250 foot lbs

Welding equipment: - oxy-acetylene welding kit, 110 v MIG welder, MIG welding video **Prior instruction is required before borrowing welding equipment.** Call Ron Tebo at 253-0088.

Cooking shelter: Great for camping and barbecue parties, \$10.00 for the tent for a weekend. Call Rene Blei at 932-5801

VINTAGE SPORTS CAR CLUB OF CALGARY

Membership Application

Full Name: _____ Spouse name (optional) _____

Address: _____ City: _____ Postal Code: _____

Phone: _____ (home) _____ (bus.) e-mail: _____

Sports Car(s) Owned:

Year Make

Model

Colour

Condition

Car #1 _____

Car #2 _____

Car #3 _____

It is not necessary to own a vintage sports car to join the VINTAGE SPORTS CAR CLUB of CALGARY. All that is required is an interest in sports cars.

Membership Fees: \$40.00 for the first year (includes initiation) \$40.00 annual renewal

General Release: I hereby release the Vintage Sports Car Club of Calgary, and its officers from any and all forms of liability for all damages arising out of any action or accident caused by any club member.

Privacy statement: Information collected on our members is used only for club business and will not be released to other organizations or commercial enterprises. A list of name, car(s) owned and phone number only will appear in the May-June issue of *the Oily Rag* annually. If you have any concerns with this policy please contact an executive member, see page 2.

Signature: _____ Date: _____

When making membership fees payment, please make cheques payable to the Vintage Sports Car Club of Calgary and mail with this application form to: 411 Parkview Crescent SE, Calgary, AB, T2J 4N8

Letters and E-mail

Dear Colin

Thank you for your e-mail.

The MG TF is a UK only car and could not be imported into the US without substantive changes that our company would not be able to support. We are, of course, extremely interested in returning to the North American and Canadian markets where we know the brand retains a huge following despite not selling a vehicle into the US since 1980, 30 years ago.

The simple answer to the question is that we will return as soon as possible but that requires a combination of the right product development and the right infrastructure to be in place. Our UK launch has commenced following China as the second world market to witness the return of MG. Our focus for 2010/11 is likely to be mainland Europe but other markets, including your own, are firmly on our long term horizon - particularly in view of the number of interested parties who are expressing an interest in becoming partners in any proposed North American Re-entry.

For now, I have to say - 'watch this space'. I have every confidence that in the near future that message will turn into 'on X date'

Kind regards

Keith Harris
Customer Relationships Manager
Headquarters, Q Gate, Lowhill Lane, Longbridge, Birmingham, B31 2BQ
Email: keith.harris@mgmotor.co.uk

Porsche at Blackrock Resort

At the invitation of the Porsche Club - Vancouver Island Region, a convoy consisting of Rosemary and Tony Booth and Debbie and Jeff Gilmour departed Calgary in the rain on May 26th bound for Ucluelet on Vancouver Island. The Booths drove their reliable 1969 912 and the Gilmours their 2001, 911 Carrera 4.

The formation touched down for an overnight in Salmon Arm and dined on a feast of lamb at a local Greek restaurant.

Early the next morning, still under rainy conditions, the intrepid group roared down the Coquihalla highway taking pictures of each other underway. Reaching the ferry terminal on schedule that afternoon, the two German machines visited friends and relations in Victoria that evening.

On Friday morning we agreed to rendezvous in a quaint little spot called Coombs on the way to Port Alberni. The food store / restaurant is noted for a number of goats residing on the thatched roof of the premises. We then set off for the Black Rock Resort in Ucluelet where the meetings were to take place. We stopped at Cathedral Grove to admire the immense local flora and fauna and then drove the 75 k winding road from Port Alberni to the coast. It is a great test of machine and driver with the co-pilot on several occasions threatening to pull the emergency brake.

The Resort is truly amazing perched on an outcrop of rocks facing the Pacific. Every room in the one year old premises has a spectacular view. That evening we were treated to a salmon barbeque put on by the local volunteer fire department. After the fire on the beach, they put on a great fireworks display as the sun set over the ocean. All donations from the members went to the family of a fireman who had recently passed away.

The following Saturday morning some 70 Porsches of all models and years were on display at the "mini-concourse" event. Everyone from the town was invited to attend and pick their favourite machine. It should be noted that we were the only participants from Alberta.

That afternoon, Debbie and I won a whale watching cruise in the local waters. In a three hour plus voyage, we had the good fortune to spot a grey whale with calf, a sea otter and numerous sea lions and seals. We were lucky that afternoon as the rain had stopped.

On Saturday evening the club held their gala dinner which included a number of super prizes. It should be noted that all events and prizes were sponsored by local corporate merchants who were invited to the dinner as well.

The concluding ceremony took place at the Sunday brunch. It was here that Tony was awarded the only prize of the weekend for his 912 which was selected by all the townspeople who toured the show the previous day. A great result for the Calgary visitor. Following the brunch, all the Porsches took off together to run the twisty road back to Port Alberni. Nobody wanted to be left behind and the public got an earful. To my knowledge, no car was targeted by the local constabulary during the run.

In conclusion, the Vancouver Island Region PCA put on an excellent show at a first class venue. We would certainly recommend attending next year.

A few brief notes that we observed at this gathering:

- It seemed that a great many of their members pitched in to organize all events in great detail;
- All events seemed to be sponsored by local corporate bodies;
- The reception of visitors at the outset was terrific;
- The organizing committee at the outset obtained the support of the mayor and the local community. The mayor attended the gala banquet;
- The President of the Region has the support of three "advisor" members who assist and advise throughout the President's tenure. This works very well indeed for their club;
- It was evident that all members were there to have a good time and made us feel very comfortable.

So, Porsche owners and PCA members of VSCCC, keep an eye on The Vancouver Island Region PCA events and hope we get an invite next year. It was a blast!

JEFF GILMOUR



Classified Ads.

For more classified adverts see the website at vsccc.ca

CARS FOR SALE

1974 Jensen Interceptor Convertible (June10) The car is RHD and was exported from the U.K. in 2005 The interior is in rough shape and there is also quite a bit of body rust the engine started and ran well before the car was stored in 2005 The car was brought to Canada by a family member who purchased it in the UK in 1997 42,433 miles intended to turn it into a weekend driver, but the work required was more than expected Asking \$12,000.00 Contact Andrew at (403) 679-9545

1979 Triumph Bonneville T140E (June10) great bike in great condition, starts and runs great easy to ride and a blast as she scoots Never seen a winter -She sat last year in my office on display! I am told by a few vintage guys that the sissy bar is worth a fortune 10948 Kms on it and shows better in real life I am not looking for trades Asking \$5950.00 Contact David Purdy davidp@equipmentsearch.com

1977 Triumph TR7 (June10) 4 Tires are new a few chrome parts in the engine extra parts and glass from other car. Asking "a case of beer" when you come out to Canmore to pick it up! Contact Kent (403) 678-8152 anytime

1959 MGA (May10) Car has been dismantled and partially restored The engine has been rebuilt along with the carbs Most of the rust work has been fixed Many new parts Unfortunately I no longer have the time to work on it and I need the space in the garage open to offers Contact Brian Linley 403 256-1740

2007 Pontiac Solstice (April10) A/C, CD Player, Excellent tires! Grey with Black Leather and convertible top 5 speed, 170HP, Posi-Traction Beautiful car ready for summer top down driving - and this summer is suppose to be a hot one! 14,500 Kilometers (Lady car) asking \$19,495 Contact Mike Coe at 403-281-0363

1981 Triumph TR8 (April10) the car has been well cared for and is in great shape Poseidon Green Metallic all original parts stored indoors, only summer driven 72,000 Kilometers (all on smooth black top) asking \$15,000 Contact Bob Ellis 403-938-6055 to arrange a viewing

1961 MGA Mk. I (Feb10) Car has been in just two families since new. The original owner (a neighbour of my father's) owned the car until 1983 (?), at which time my brother acquired it from the original owner's estate. I have owned the car since 1988. I have all records since new, including the original Bill of Sale. It is difficult to say accurately how many miles the car has been driven as there were a number of speedometer heads in the garage. Current odometer reading is 56,628 miles. The car received a frame off restoration in the early 1970s and has not seen the rain in at least 22 years. I had the car painted in 2000. I had all of the rust removed by Vintage Coachworks in the fall of 2009 and the car is now completely rust free. Vintage also replaced all door seals, installed two new battery trays (although the car has been converted to 12 volt and therefore only has one battery) and adjusted the door fit. This fall I had Ray McGowen replace the clutch and reseal the engine and transmission. The car runs beautifully. The motor has great compression, emits no smoke and is as leak free as an MGA will ever be. The transmission works flawlessly. All electrics work as Darth Lucas intended. The paint is still very presentable and all chrome is excellent. The heater core needs to be repaired or replaced. All lines in are working properly but no heat. Blower works fine. Convertible top needs to be replaced. I will include a new Haartz Colonial vinyl three window top with the car or, if you would prefer a different top, will deduct the price of that top from the purchase price. Here is a link to some photos of the car that show the work done on the rocker panel and some relatively current shots of the car overall (although these photos were taken before the work was done by Vintage). <http://s71.photobucket.com/albums/i152/grbbenny/MGA/> Price is \$17,900 obo. Please contact Graham Bennett grbennett@shaw.ca 403 243-4076

1963 Austin Healey 3000 BJ7 Mechanicals done right, body is a good 20 footer. No rush, just time to pass the torch. Arthritis takes away the fun. Ken Porter, 403 281 1530

1977 MGB excellent all round. No rush, just time to pass the torch. Arthritis takes away the fun. Ken Porter, 403 281 1530

1979 MG Midget (Jan10) year in question? Car is in A-1 shape and ready to drive 64,000 Kilometers asking \$18,000 obo Contact Rose Vas 403-229-3211

1978 Triumph Spitfire (Oct 09) Rubber Bumper Good soft top All original and no rust 100,000 Kilometers Asking \$5300 Contact Rene 403-932-5801

1965 Triumph TR4A (July09) Electronic overdrive Completely new interior including leather seats and a handmade mahogany burl dash Motor was done last year New high end paint job - no rust at all! Chrome 72 spoke Dayton real knock off wheels. This is no 5 footer - it's the real deal! All work was done by a professional British shop in Calgary Price - \$29,900 (Appraised higher) Serious inquiries only Call Gord @ 403-560-0568

1986 Porsche 944 Turbo (June09) 102,000 KM's Great Condition Extensive maintenance records available Price - \$18,000 OBO Contact Al @ 403-284-0624

Two Triumph Heralds 1959 or 60 convertible - a true soft-top convertible, not a roadster. With extra hood framework. Motor is seized, but is the wrong motor anyway. Spare motor available. 1960 or 61 roadster complete with hardtop. Motor missing. No commission number, so probably good for parts. Other extra Herald parts, and possibly a few Spitfire bits thrown in. \$800 for the pair For further info on both the above, please email Fred

CARS WANTED

MGA Wanted Any condition, running or not. May need parts car or parts depending on car found Call Jim @ 306-949-1329

PARTS FOR SALE

4 Michelin Red Line tires (June10) tires and rims for Triumph TR6 excellent condition have approximately 1,000 KM's on them Asking \$350.00 Contact Gerry Drysdale @ 403-256-1484

1958 Morris Minor Parts (Mar10) Various Morris Minor parts for sale Call Mike @ 403-289-8886

TOOLS, MAGAZINES & MANUALS, STORAGE

1957 Austin-Healey 100Six Owners handbook (April10) I was rummaging around in a second hand store looking for old Harley parts, manuals etc. and found a hard cover owners hand book for a 57 100 six. The hard cover owners handbook is in very good condition and folded inside is " The Austin Warranty" dated April 3 1957 chassis and engine # BNLO32558 (is this car still around). For me it would make a great conversation piece but would be best in the glove box of the correct car or at least a similar one. Located in Calgary, Alberta Contact: Dennis at danico@telusplanet.net

English Wheel - Plenishing Hammer - Shrinker/Stretcher (Feb10) Contact Jim Vis 403-601-2220 or jim@snowyowltransport.com

The Back Page



Steve Crosby sent this photo with the following comments: This is what happens to Morgans if left out in the rain. Twigs begin to sprout. The car belongs to Mike (Mike is driving, the passenger is his brother). The photo was taken west of Sorento BC on our trip to Van Dusen.

Pease return undeliverable Canadian addresses to:
Vintage Sports Car Club of Calgary
90 Canova Road SW
Calgary T2W 2A7