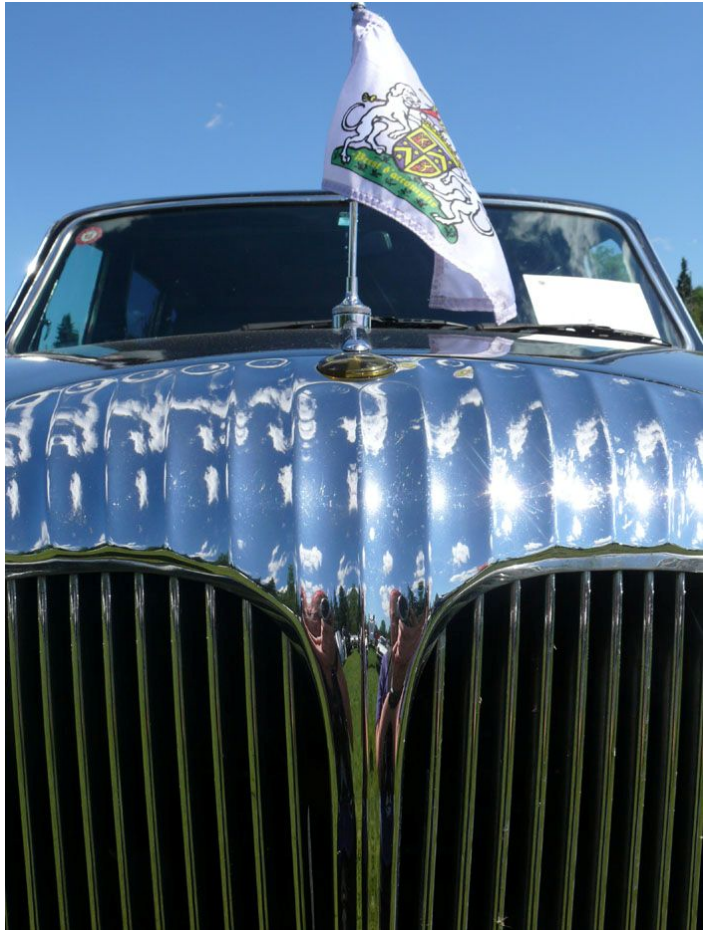


the OILY RAG

September - October 2010

The Newsletter of the Vintage Sports Car Club of Calgary



A contrast in front ends. Steve Ross' Fiat Abarth 750 GT, Double Bubble and Craig Talbot's Daimler limousine. Seen here in a couple of photos by Anna Burger Martindale. For show results and more photos see page 22.

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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

There is a saying that you should be careful what you wish for. About a week before I wrote this editorial I had two one page articles for the Rag, both written by myself. With the adverts and regular stuff that would make about an eight page issue, a bit puny! So I launched a plea for material by e-mail and you great guys came through. All those stories and reports that you were planning to send in sometime flowed down the wires and on to my hard drive. Not only enough for this issue but there are some leftover for next time as well. That shouldn't make you reluctant to keep the items coming. Apart from the president and myself we don't have any regular columnists so this newsletter is dependant on you guys telling us what you have been up to.

Articles can be long or short but two to four pages including photos is ideal. Microsoft Word is the preferred format, either 2003 or 2007 version. Plain text or an e-mail is also pretty easy for me to handle; other formats maybe a problem but I'm willing to try them. I read through the articles and fix up the occasional spelling or grammatical error, but I'm not so hot that department myself, so mostly I print 'em as I get 'em. Besides a hint of Dutch or Österreichisches Deutsch adds a flavor of the writer's own story telling!

I'll admit that our cars haven't had much exercise this year. Having been away for much of May it was later than usual getting things started, then the clutch in the Sprite was seized which is an engine-out job to replace. That got done just before the European Classic Car Meet. Prior to that we had a wedding at which I was driving the bride and groom to and from the ceremony. Not a rental I hasten to point out

but a ride for a friend. My efforts to get the overdrive working in the Healey began and ended with replacing the solenoid; no luck and I need to spend some time on the wiring I guess. Depressingly it sounded like the solenoid was working so it may be something complex, or expensive ,or both. Oh joy! At least the Land Rover is running and getting some exercise occasionally. It is certainly a great vehicle for taking a pile of kayaks to the river, the flat roof and loads of tie-down points are exactly what is needed.

As you will see on the next page the Annual General Meeting is coming up in November. Several executive members are retiring this year so we need some new blood. We would rather you gave it willingly but if we have to spill a little we will! Fritz coerced members on to the exec will free beer – would that work for any of you guys?

Thanks to Doug James, Robert Maitland, Terry Beck, John Bulmer, Craig Talbot, Fritz Peyerl, Rene Blei, Steve Crosby, Steve Jeffery, Anna Burger-Martindale, Mike Coe and Tony Booth for articles, photographs, etc.

200 copies of the Oily Rag will be printed. 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		
Sept 8	Monthly meeting	Austrian Canadian Cultural Centre. 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. 8 am departure.
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 - ttmhb1@calcna.ab.ca</u>
Oct 13	Monthly meeting	Austrian Canadian Cultural Centre. (but see next item)
Oct 13/14	Fred Phillips Museum Visit.	Number restrictive. Filling fast. Kindly contact coefront@shaw.ca
Nov 10	Annual General Meeting	Austrian Canadian Cultural Centre << We need some new bodies on the executive!
Dec 8	Annual Christmas Party	Austrian Canadian Cultural Centre
2011		
Jan 12	Monthly meeting	Austrian Canadian Cultural Centre.
Feb 9	Monthly meeting	Austrian Canadian Cultural Centre.
Mar 9	Monthly meeting	Austrian Canadian Cultural Centre.
Apr 13	Monthly meeting	Austrian Canadian Cultural Centre.
May 11	Monthly meeting	Austrian Canadian Cultural Centre.

OTHER EVENTS

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

2010	
Sep 4-5	Portland All British Field Meet, Oregon.
Sep 10-11	Frank Sisson's Classic Car Auction, Memorabilia sale starts 6:30 on Friday, Saturday Sale starts 10:00, details, call 403-243-7653.
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.

☞ TAKE NOTICE ☞

☞ The Vintage Sports Car Club of Calgary ANNUAL GENERAL MEETING ☞

Will take place on

NOVEMBER 10, 2010

At The Austrian Canadian Cultural Centre, 7:30 p.m., 3112 – 11 Street N.E.

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New Members: Please welcome...

Tracey Stock
Kevin Moorehouse

1971 280 SL Benz
1976 TR6

Dino Bruno
Ken Graham

1993 348 TS SS Ferrari
1982 Delorean.

Our Thanks to...

The Austrian-Canadian Cultural Centre

For hosting our meetings

The Prez Sez

Our main annual event, the 2010 European Classic Car Meet in Stanley Park is now history. After many hours put in by your executive it was a very successful event and the weather was pretty well perfect. Remarking on the beautiful weather we had during the Show, one board member asked, "Who's first born had been offered as a sacrifice?" First I was a little annoyed by that remark, but then soon realized how right on the mark he was. Stephen Ross' idea to have an Italian theme this year paid off big time, with what may have been the largest Ferrari collection of cars in Calgary ever, if not Canada. My brother over from Holland, having been to many shows on the Continent, had never seen that many in one show. With 176 cars this year and about 110 last year, resulting in a 60% increase in numbers. The turn out of English cars, however, was a little disappointing.

How about those rare and beautiful cars Fred Phillips drove to the Show. To me that was the icing on the cake! Sometime in the Fall, Mike Coe has arranged a visit to Fred's amazing collection of cars. He has a story for each car, all without a piece of paper to read from. The visit takes about 2 hours.

I tried to thank all those who were involved in organizing the Show at the Rev-Up party, with the danger that one or more are forgotten. True enough, and this year it was Jim Briggs, who for many years has handled the Big Rock Brewery location and arranged the "dinner" and free drinks. John and Janette Warga, who for many years have taken care of the Public Address system and of course arranging the photo shots of all cars entering. Steve Crosby designed and printed this years table sponsor signs at the Rev-Up party. Steve and Karen Jeffrey worked for many hours on this year's Show Poster. Bob Algar printed of many of the forms needed. Howard Phillips sent out the invoices to the Sponsors and kept the Club in the black financially. Mike Coe took care of the communications with media and other Clubs involved. Fritz Peyerl took care of mounting the Grill badges on the spinners after oiling them. Colin Martindale, our editor, made sure that all information on the Show was published in the Oily Rag. Daryl Shaw took care of the minutes of the countless meetings we had. Mark Stonehocker took care of the 2010 dash plaques.

Then there are the Ferrari Vice President, Glenn Yuan, Mark Willis, the President of the Alfa Romeo Club, and Eric Dumas, President of the Porsche Club. Many thanks to you all for getting your members to the Show. Also I have been talking with the President of the local Mini Club, who indicated to join in next year. The best is yet to come.

Of course I have to mention and thank our Sponsors, who have once again stepped forward and financially supported our Club, even though some have a rough economic year themselves. In alphabetical order, the Gold Sponsors were;

Big Rock Brewery,
British Auto Specialists,
British Cars International
Distinctive Collection,
Sports Car Parts

Silver sponsor this year was Auto Mann and Bronze was Western Financial in Cochrane, handling Hagerty Vintage Insurance.

GSL Chev City, Melinda Parker in Public Relations, donated the Window Cleaner Spray cans. Thank you, thank you all, without your help we could not have done it!! Of course these sponsors are not charities, so say thank you by giving them your business.

The above gives you a bit of an inside look of what goes on behind the scenes to get the Show on the road. It is a lot of work that has to be done every year. That's why some members have told me that it is maybe time to slow it down a bit. The Edmonton Club decided to do a formal Show every other year and a less or informal Show the next.

The following suggestion I like to put before you. In order to keep our Stanley Park time slot with the City, how would you, as members, feel if we have a more informal Show next year.

The field lay-out may be the same, but without trophies, balloting, registration, etc. If we do charge an entry fee, then we could donate the surplus to a charitable organization. In short, hopefully the same number of cars come out, but all in a more relaxed atmosphere and more time for all to visit and admire each other cars. During the Show, I had very little free time and if it wasn't for the photos my brother had taken of all the cars, I wouldn't have seen most of them. As for the Sponsors financial contributions, that is something they and the Board will have to discuss.

Your feed back on this topic will be much appreciated and could be the foundation to go forward. So let us know your opinion, please.

Rene

**Wanted: 10-15 of our cars on Saturday,
September 18 from 9:30-3:00 to add interest to
the Central Library's Antique Appraisal Day. The
right lane of Macleod Trail will be closed to
traffic for the cars to park outside the Central
Library – at 616 Macleod Trail SE. We will have
security personnel for the vehicles.**

**Don't want to miss out?
Call Gerry @ 403-260-2659
e-mail gerry.burger-martindale@calgarypubliclibrary.com
to reserve a spot!**

Oil-E Rag vs. Oily Rag

When the July-August issue of the Rag went on line we asked you if you preferred to receive the newsletter in electronic or paper format. Out of a membership of 155, 35 (23%) have so far made their opinions known. Not quite the turn-out for a general election but no worse than a civic vote! A clear majority, 21 votes (60%), preferred the idea of receiving the Rag as a computer file only and using the money saved to subsidize club events. 13 people want to stick with hard copy and most that do are quite adamant about it. Only one person wanted to have reduced dues as an incentive to switch to e-format.

At our July Executive meeting we decided to make taking the Oily Rag in electronic format the default option. For those that wish, the hard copy will be mailed as before; there will no discount for not taking the hard copy. All this will take effect from the first issue in 2011. Later next year we'll review with the club how this way of distributing the Rag is going and what you think.

There were a number of interesting comments submitted along with the votes...

"...the due's are low enough already."

"Really like email format - delete b/w hard copy - increase annual rates. Welcome to 21st century"

"Need an index of back numbers." [your editor offered to supply a set of back numbers on disk, so that an index could be compiled, but the suggestor has yet to respond!]

"please state how much money is saved and track it through to see that it is actually used for sanctioned club events."

"... fee reduction isn't important to me, use the money saved to buy us a beer from time to time. I think I may have been the one to suggest the fee reduction, but beer seems like a better idea!"

"Would it be possible to have archived versions available on the site?"

"As long as it's still economically viable I prefer to receive the hard copy. It's easier to read on a casual basis..."

"I would like to continue receiving the paper copy of the Oily Rag, please. ... The magazine is much appreciated and sits on our coffee table for one and all to read."

"The term 'vintage' applies to our cars, not to readily available media technology. Why indeed not use it to significantly reduce operating costs and allocate the savings to fund activities the club members collectively want?!"

"Love the colour pics and the electronic " 'Rag" Lets get rid of the paper one and I don't really care if you reduce my dues."

"I realize that the paper copy of the Oily Rag is a bit pricey....but I do enjoy reading it while relaxing with a golden throat charmer.....harder to do whilst reading the computer screen." [your editor, being a man of many talents, manages to drink beer while working on the computer; which may account for the occasional amber stain on the pages of the newsletter!]

"I do not believe any reduction in dues would serve a real purpose,... let me predict that should a decision to stop distributing paper copies be made, it will mark the beginning of the decline in interest in our club and its activities."

"When I get the newsletter in the mail, I take it to bed with me that night and read it from cover to cover" [Now that's gratifying! Ed]

"I prefer to receive a paper copy and pleased to have access to an on-line version as well."

"I am all for this new format."

"the club can use the savings for other events, etc."

"nice to have the pictures in colour"

New Membership Dues Structure

At our July Exec Meeting we also formalized our dues structure. A number of years ago, when our European Car Show was held in September it was customary for members joining at the show, or later, to have their dues good to the end of the following year. It was decided to change that cut-off to November 1st. Dues for 2011 will be held at \$40. We also decided to institutionalize the renewing member discounted price of \$35 for payment prior to December 31st. New memberships after July 1st will be \$20 for the balance of the year. Finally we decided to advertise our discount for our out of town members (defined as a 130 km radius from the Calgary Tower). Members living more than this distance from Calgary can claim a rate of \$25 per year.

For your interest other car club dues

Calgary MG Club	new \$50, renewal \$40	Jaguar Club (Prairies)	\$70 + \$39 (initiation)
Calgary Vintage Racing Club	\$60	Okanagan British Car Club	\$35
Calgary Sports Car Club	new \$75, renewal \$65	BC Triumph Registry	\$45, before Dec31 \$35, out of town \$25
Edmonton Classic Car Club	\$40		

The Big Hill Springs Barbecue in Pictures

By Doug James



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Fulfilling my dream

I have always enjoyed cars and ever since I started to drive, I have been constantly changing vehicles. Our family always had North American cars until my father was able to get a second car - a 1949 Austin A40. This was replaced with an Austin 1100 and that is the car I learned to drive. I just fell in love with European cars (initially, it was British cars). I worked four jobs one summer during my University years and purchased my first new car – a 1974 BMW 2002. The choices were an Alfa Romeo GTV, the 2002 or a Renault Gordini. The German car was well engineered and designed, well built and fun to drive. Then I started reading about and looking at Mercedes and Porsche as well as BMW. The ultimate car was the Mercedes 300SL Gullwing but that was just a dream. The more I read about them, the more interested I was but I had never actually seen one.

Fast forward many years and numerous BMW (2002s, 320i Sport, 535, M3) and Porsche (914s, 356s) and still dreaming of a 300SL Gullwing. The dream of a classic car was still alive and my collection started with a 1959 MGA. Beautiful lines but mechanical and engineering were pretty old fashioned. I started attending the Monterey weekends in August with friends and my eyes were opened very wide. I saw my first 300SL Gullwing. Was there anything so pretty and so advanced for its time? I read everything I could find and talked to numerous people and discovered a very interesting fact. One of the largest restorers of 300SLs was actually in Canada. So in early 2004, I called up Rudi Konieczek and made arrangements for a visit. What an experience.

Rudi showed me around his property and I counted 28 300SLs!! 16 Gullwings and 12 Roadsters. About 1/3 were customer cars for service, 1/3 were cars in the process of restoration and 1/3 were cars available for sale. He showed me a small garage with 6 Gullwings. The one in the left corner was sold but the other 5 were available. Had I died and gone to car heaven? I researched the cars and with the support of a very loving wife, I settled on a white car with red interior from Illinois and my car was put in the queue to be started. Interesting fact that I was the first Canadian he had ever sold a 300SL to. After getting over the shock that I had actually purchased a very expensive car and I was fulfilling my dream, the fun began. Picking the colour, interior, options etc.

Colours – the choices seem endless - 542 (dark red), 350 (medium blue), 904 (dark blue), 353 (light blue metallic), 226 (moss green), 172 (anthracite), 543 (strawberry metallic) or 274 (light green metallic). How about 274? Rudi indicated they had never painted a car that colour and the painter was thrilled to be doing something different. You close your eyes and hope it will look good, as once it is painted you can't change your mind! I wanted a car so unique that I was not going to drive by another one like it.

What about interior? I wanted dark green and Rudi was leaning toward light beige. We decided to figure this one out after painting. All the interior colours were placed on the freshly painted car and they all looked good but the red colour of the original interior made the exterior just pop. Plaid seats? Yes but I also have a set of red leather seats just in case – they have never been used as the plaid looks so period and so right. It is an original Rudge wheel car with sport suspension and sports cam from the factory. Fitted luggage – of course. When we got the car just about finished, Rudi asked if I wanted to go outside the box a little more with a special steering wheel. He has a friend in New York that used to work for the factory racing team and had the specifications for a racing wheel from 1952. It just finishes the car perfectly.

I am so happy with my car and I have to thank one person in particular. Rudi Konieczek has helped me to fulfill my dream. He is a very honest, genuine individual that is a blast to know and be associated with. The 300SL restoration was so much fun that he is presently restoring a 1961 Aston Martin DB4 that will be stunning.

Robert Maitland





Concorso Italiano 2010

Yes. I really was at Concorso Italiano 2010! These lovely "California Girls" were NOT my caddies at the Laguna Ranch Golf Course! But, yes that is a Lamborghini! One of about sixty examples on display! Everything from three 1960's 400 GT's to the latest and hottest!

This show started the Monterey mid-August weekend activities. I was able to attend with my son Galen who lives in San Francisco. There were a couple of other VSCC members in attendance including John Mac Donald who also attended the Pebble Beach Concourse d'elegance. Several other Calgary people were in the area and attended the Laguna Seca Rolex Reunion Historic races.

You can never have enough F-40's!



I saw more Ferraris this day than Chevs! Probably more than 200!

Concorso Italiano was celebrating the 100th anniversary of Alfa Romeo and did it in grand style!

Terry Beck (the one with the silly grin on his face!)



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,
Bottineau, N. Dak. C. R. GLEASON CO.

A postcard from Steve Crosby

British Cars International

**Would like to congratulate
the Calgary Vintage Sports Car Club
Executive and Volunteers
for the phenomenal organization and car display
at the European Classic Car Meet in Stanley Park this July**

**NOW IS THE TIME TO PLAN AND BOOK
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(last year we ran out of space for projects!)

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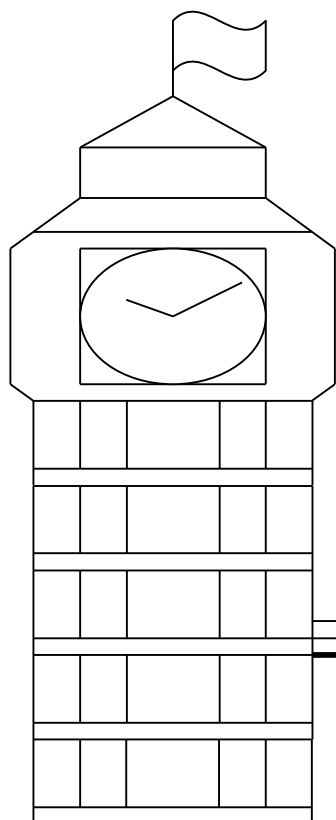
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Rally in the Valley 2010

A quick recap on Rally in the Valley hosted by the Okanagan British Car Club at Heritage Park in downtown Peachland, BC. On Thursday 19 August I made the trip from Medicine Hat to Peachland BC for the Okanagan British Car Club's 2010 version of the Rally in the Valley. My little GT6 performed admirably after covering the 600 miles in about 13 hours (including a stop for my parrot's veterinarian appointment and sundry beverage /pee breaks). The way out was via the TransCanada and except for fuel puking out of one carburetor and some dizzy wires coming loose there were no issues with the car - well, except for all the looks, photos and thumbs up I got!! Highway 1 was good, but very busy. Fortunately that made the idiots wait in line like the rest of us. Only 6 foolhardy folks on the way out. With a good dose of stereotyping - what is wrong with Calgary drivers?

Approximately 25 cars were on display in Peachland. Early on the Triumph crowd were the dominant make with about 2/3 of the entrants, but slowly the MG crowd made inroads. Once all cars were assembled, there was close to an even distribution between MG's and Triumph with a couple of Austin Healeys, as well as others coming from the Austin, Rover and Lotus marquees. There was even with a Mazda and a Honda thrown in for good measure to make the event more international. Although partial to my 1968 GT6, featured prominently in the attached photos, the Austin pickup on display was way cool - sorry no photos of that ride. It was a good day with pleasant weather and nice surroundings. Was really nice to have my dad, my brother and my nephew come down for the show. They seemed to enjoy being part of the spectacle.

For the drive home I took the southern highway (Highway 3 or the Crowsnest Highway for those unfamiliar with that route). It is way more fun for sportier cars and a lot less traffic. It is a tad bit longer - return trip was 700 miles as opposed to the 600 miles on the way out. But the extra difference and time is more than compensated for in the fun factor and scenery. For those that have never done it before I highly recommend it, especially if you take the detour at Creston and go up Highway 3A to the Kootenay Bay - Balfor ferry, then over to Nelson and on to Castlegar where you rejoin Highway 3. Actually there are a number of awesome routes that wind through the mountains between Creston and Kelowna and I love them all (anyone up for a weekend jaunt some time??). Best road for me is south on 3A from Kootenay Bay in to Creston, especially when you plan it right. If you're not the first one off the ferry then pull over and grab a coffee / tee / beer and enjoy it while all the others putz down the highway. Then you pretty much get an hour of windy twisty roads all to yourself - its fabulous and dang near impossible to not have a smile on your face.

Only 3 foolhardy drivers on the way home, and most were in the Kelowna area. For some reason there are a number of drivers who either do not see my little car or simply don't care that they are in the wrong lane facing oncoming traffic. I had to pull to the shoulder not once, but twice, in order to let someone go racing past me and going the wrong way in my lane. Only issue on the way home was when I was greeted by a friendly high 5 from a spitfire outside of Nelson. With the top down, his hand came flying above the windshield with a friendly wave. It was when I responded in kind that I remembered my GT6 is not an open top car and is small for as I attempted to wave back I immediately encountered hard glass with

my elbow still cocked and unfurling in a wave. Fortunately I didn't smack out the windshield or break any bones.

All and all the parrot and myself enjoyed our 1300 mile jaunt through the mountains and my little car ran like a charm - 33 MPG for most of the trip. Two stone chips in the windshield, but that's pretty good collateral damage in my books. Trying to figure out my next weekend trip as our summer slowly departs. Any ideas - please feel free to email me.

John Bulmer

Three of John's Photos from Rally in the Valley



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Fuel injecting a classic saloon

By Craig Talbot

For many, the small Jaguar saloons are the iconic Jaguar saloons of the 60's and still greatly desired today. During the boom in classic car prices in the 90's, the Mark 2 was the greatest riser, and many were modified to make them more useable in modern traffic. Even today, there are several specialists who basically build a modern car in the small saloon bodyshell, such that mechanically it only bears a passing resemblance to how the car would have left Browns Lane 45 years ago. I recently completed a restoration of a 1966 S Type back to original condition, and soon some of the shortcomings were obvious.

Unlike the E Types, the S Type has an automatic starting carburettor. This adds extra fuel when the engine is cold to help start the car, but unfortunately it is either on or off, and cannot be tapered-off like a manual choke can. This results in the car starting instantly, but loads up on fuel and giving black smoke as it runs progressively richer as the engine warms up. It's not too bad if you can get onto a traffic-free high speed road right away, such that the car is mostly running on the main carbs; but if you have to start your journey on city streets be prepared for stalling in traffic. Even a review in *The Motor* in December 1964 complained about the car repeatedly stalling as they were trying to get it out of a hotel parking lot. To bring the car up to date and to improve both the fuel economy and drivability, I decided to fuel-inject my S Type.

Several people have injected small saloons in the past, with different methods. A common one was to use the injected Series III XJ6 manifold, but that has a pronounced drop and will not fit in a saloon's engine bay without modifications to the body. Other solutions are a Webber-based throttle body and stack assemblies, but both these solutions are quite expensive. For me, the thing that made this a viable project was finding the carb adapters made by Patton Machine that allow the dome and piston of an SU carb to be replaced by a fuel injector. Using the adapters, the standard carb body can be used for its throttle plate and accelerator linkage, and a relatively simple and low cost route to throttle body fuel injection becomes possible. Patton offers a complete system based on a GM computer; I chose to use the Megasquirt ECU to have full control, and make it a DIY system.

My first step was to design the fuel system. This is more difficult on the S Type than it would be on a Mark 2, as the S uses dual fuel tanks. This necessitates the use of changeover and non-return valves so that fuel can be drawn and returned to the same tank. After examining and discarding several alternatives, I decided to copy the system used in the Series III XJ sedans, and used the same changeover and non-return valves. It wasn't quite that simple though, as the tanks for the S were never designed to be used with injection, and are mounted very low in the car.

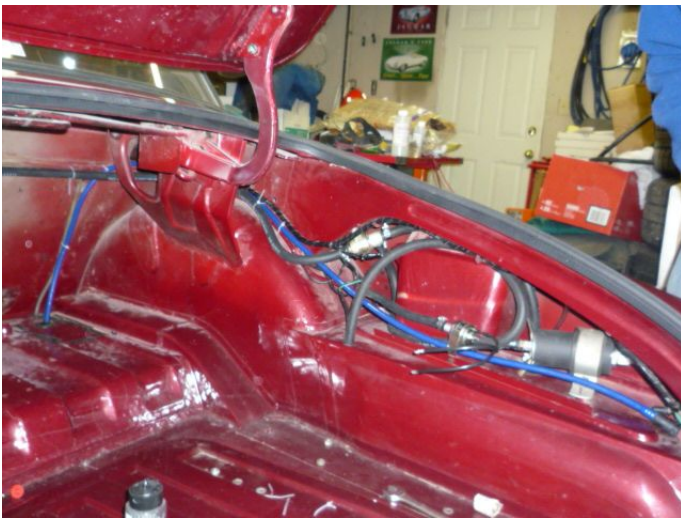


Figure 1: Fuel lines in the boot, showing the pump, changeover, and right side non-return valve.

For the suction side I removed the fitting that the original nylon fuel line was attached to and replaced it with a mating SAE tapered fitting that had a hose barb on the other end. This allowed me to attach a hose to the tank that could run to the changeover valve, and then to the pump. This was done to both tanks, with rubber hose rated for gasoline use running across the front of the boot parallel to the original steel fuel line. The suction hoses are attached to the appropriate side of the changeover valve, which is mounted in the wing cavity near the original pump location. From the changeover valve, a short length of hose attaches to the pump, which was mounted above the right tank in the original pump's location. The pump itself is a Walbro TBI pump, as it has the ability to lift fuel. Most EFI pumps rely on gravity to feed them, and with the tanks in the S Type being so low, there was no place low enough to mount a

pump that would not be vulnerable to road debris or damage. From the pump, appropriate fittings were used to adapt the outlet to nylon fuel lines used in late 1980's Ford F Series trucks. The objective was to use a large diameter line until the regulator to minimize pressure drop, and to use factory built parts whenever possible. I wanted this to be a combination of parts that were already proven in fuel service, and to minimize things that I manufactured. The Ford fuel line has quick couplers on it, so it makes connecting the lines quite simple. A happy discovery I made was that Ford, GM and Chrysler all use the same style fittings, so a Ford line and GM line can be connected together and be leak free. This came in very handy, as the main feed line has pieces from all three manufacturers! The nylon line runs forward next to the original steel fuel line, and terminates where the chassis rails start to sweep up to the engine compartment. This is where I placed the fuel filter, using a Ford bracket to attach it to the chassis rail, just like the Ford that I took the bracket from in the junkyard. Another nylon fuel line, this time shorter, ran up to the engine bay and to an adjustable pressure regulator that was mounted on the bracket where the original glass bowl fuel filter was mounted. The return line utilizes the original steel fuel line, running a short piece of rubber hose from the regulator outlet to the steel line, and then from the ends of the steel line in the boot through some hose, a non-return valve, and more hose into the tank. Due to the lack of fittings on the tanks, I ran the return lines to the drain plugs in the bottom of the tanks and tapped them for a combination 90 degree elbow and hose barb. The hose joins to

this fitting and keeps it close to the tank to protect it from road debris and damage. This also returns the fuel at the bottom of the tank to minimize aeration of the fuel. The regulator has 4 ports on it, one for fuel supply, one for a pressure gauge, and one each for the injectors. The injectors are GM mini TBI injectors, rated at 56 lbs/hr capacity and are low inductance. They were used on many GM cars and light trucks through the late 80's and early 90's and two of them are a perfect match for the 3.8 engine. They just slip into the adapter and are sealed by O rings and retained by a clamp plate. The adaptor piece itself just drops on to the carb body and is secured by the original dashpot screws.



Figure 2: The carb adapters in place with injectors installed. The adjustable fuel pressure regulator is on the original fuel filter bracket.

A number of sensors are required

on the engine for any EFI system to work. I used a mixture of GM and Jaguar parts from the junkyard; it was really a matter of whatever part fitted the engine best I used, regardless of where it came from. I used a Jaguar XJ40 coolant temperature sender, in the same place as the original Otter choke switch. I made up a small piece of aluminium to thread the sensor into, and drilled holes to match the screw pattern of the manifold. For the throttle position sensor I made a bracket and bolted that under the carb mounting nuts utilizing a TPS from a Buick that rotated the same direction as the SU's. I used the spring return lever off an E Type's carb throttle shafts to actuate the TPS; the lever attaching to the end of the shaft on the SU's as it usually would. The air temperature sender was from a small GM car, and was useful because it mounted in a rubber

Figure 3: The completed underhood installation of all sensors and fuel components.



grommet. I was able to drill a hole in the backside of the S Type air filter housing and mount the sender there, so it is completely out of sight. Lambda feedback is very useful, so I purchased a wideband O2 sensor and gauge; this gives a direct readout of the air-fuel ratio, as well as providing a signal to the ECU. Even if I had kept the carburetors, this gauge is a useful tool for tuning them.

I purchased the Megasquirt ECU as a prebuilt unit, although it is available as components for DIY assembly. With the ECU, I also purchased the relay board, cable between the relay board and the ECU, and the colour coded wiring harness. The harness is 12' of wire in the appropriate gauge and shielding to connect the sensors to the relay board; it also had the name of the sensor printed every 4", making trouble shooting very easy. I mounted the ECU under the passenger's seat, connected with the interface cable and I ran a plastic vacuum line from the manifold to the ECU to provide the signal to the MAP sensors, in a manner identical to what Jaguar used on the V12 HE ECU's.

With the hardware in the car, the next thing was developing the volumetric efficiency and AFR maps. Basic tables are relatively easy to generate with Megatune software; based on the engine size and other data. It's enough to get the engine started and running, but not necessarily at its optimum point. For further tuning, I used Tuner Studio software with the Autotune function, so I was able to refine the tables as I drove. It compares the actual AFR (air-fuel ratio) reading via the O2 sensor to what the table value is calling for and adjusts the parameters to bring it to the desired AFR. It was amazing the difference a 15 min drive made in bringing the car closer to what it should be, and smoothing it out.

On the road, the car runs smoothly, and is adjustable at any point in the load map with a laptop computer. So far I don't have enough miles on it to see what the fuel economy is like, but the warm-up is much more like a modern car than it ever was on carbs. It starts and is drivable right away without the hesitation of carbs, making city driving much more pleasant. It's an incredibly flexible system, so it's very nice to be able to lean out the points on the map that correspond to highway driving to maximize the cruising fuel economy. This combined with the 5 speed transmission I have installed should make for a relaxed and efficient highway driving. The ECU also supports distributorless ignition using the Ford EDIS system, that's next to truly bring total engine management to the classic XK engine. Sir William would be proud.



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European Classic Car Meet

Entrant's Choice Balloting and some random photos by Anna Burger-Martindale

Class 1	Bob Algar	MGB
Class 2	Gordon Parker	TD
Class 3	Tom Scully	TR3A
Class 4	Geoff Prince	Spitfire
Class 5	Paul Armstrong	TR6
Class 6	Mike Coe	TR8
Class 7	Ernest Dwayne	BN7
Class 8	Rene Blei	XK120
Class 9	Chris Woodward	Mark 2
Class 10	Jim Birch	Vauxhall Velox
Class 11	Bob Algar	Morgan Plus 8
Class 12	Harold Crittenden	BMW 2800CS
Class 14	Craig Frew	Porsche 356 C
Class 15	Steve Jeffrey	911
Class 16	Dave Bramwell	Montreal
Class 18	Stephen Ross	Abarth 750 GT
Class 19a	Stephen Ross	Dino 246 GTS
Class 19b	Jason Bednar	F430 Spider
Class 21	Gary Beckstead	Volvo 1800 ES



Movie Review – The Bank Job

The Italian Job it's not. It doesn't have the action and the cars only have a supporting role but for a movie with an authentic early seventies feel "The Bank Job" is worth watching. Released in 2008 I don't recall this one making much of a splash at the time and while the movie isn't the greatest most club members will in joy it for the cars alone; any movie which starts with as shot of an Austin-Healey 100-6 can't be all bad! The soundtrack, with songs from T.Rex, The Kinks, Wilson Pickett and The Hollies, helps to take you back as well.

This synopsis is condensed from Wikipedia: Petty-criminal-gone-straight Terry Leather (Jason Statham) owns a failing car-sales garage and is being harassed by two debt-collectors. His friend, the photographer Kevin Swain's (Stephen Campbell Moore) ex-girlfriend, Martine Love (Saffron Burrows) offers Terry a chance to earn enough money to never worry about debt again: a bank robbery in Baker Street, London. Leather gathers his petty-criminal friends, including Swain, a pornographic actor Dave Shilling (Daniel Mays), a Cypriot mechanic named Bambas (Alki David), and an elegant con-man "Major" Guy Singer (James Faulkner).

They lease a shop named Le Sac two doors away from the bank and dig a tunnel to reach the underground safety deposit vault. Terry employs Eddie Burton (Michael Jibson), one of his garage workers, as a "watchman" with a walkie-talkie to sit on a roof to keep look-out.

Martine, once caught smuggling heroin into Britain, set them up for this job on behalf of MI5, which desires the contents of a certain safe deposit box, This box contains compromising photos of a member of the British Royal Family. The photos and box belong to a black militant gangster who calls himself Michael X (Peter de Jersey).

Terry's crew breaks through and loot the vault, as Martine goes for the photo deposit-box a suspicious Terry opens it with her and, upon seeing the pictures, realizes Martine's hidden agenda. There are other boxes which contain photos of high-ranking government officials, including a senior MP, in compromising positions in a local S&M brothel and records of pay-offs to corrupt cops as well as an estimated £4 million in cash. When the robbery is discovered the various parties start trying to recover their missing documents.

The movie is partially based on historical facts, the robbery did take place much as depicted. A number of the sex and corruption scandals did surface at this time and heads rolled in Whitehall and the Metropolitan Police. How much of it was connected to the robbery is not clear but there is no need for accuracy to interfere with a story line! The movie makers claim to have an inside source who substantiates the details portrayed.

As a final aside; look for Mick Jagger in a cameo role as a bank employee!

Colin Martindale

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.

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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.

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Model

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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, phone number and e-mail only with 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

A trip back home and some excitement greater than the Autobahn.

By Fritz Peyerl

As usually Canadian Spring and driving season is not coming soon enough, so my travel partner and I decided to hop on a plane and get some early driving in. We, especially me, wanted to have a little bit of fun and speed on this trip. Most of the German Autobahn has a speed limit now. 130 km was the highest limit we saw. Some German drivers still think the same as I do, the speed limit is per person in the car, so since we where 2 persons we could go up to 260km. Lot's of drivers pushed their luck, I tried to drive a bit slower, that my travel partner can enjoy the country side.

In my younger years I drove small little cars (Steyre Puch 500cc) in rallies over the Austrian Alps. Those little cars where lot's of fun and I thought, I would like to do it again, but there was a stipulation, the car had to be bigger and have more power.

In my search for such a car and rally situation I came across the famous Nuernburgring Taxi. I would be able to rent a high powered car (Viper, Spiker, F1, and a few more). My budget and Insurance cost did not agree with this idea, the next best thing was renting a Taxi. (BMW M5 race equipped and a professional race car driver). I made the arrangement for the day after our arrival in Germany; we drove from Frankfurt to Nuerburg and checked in to a beautiful B&B. The B&B was a building from 1600s and was kept authentic, with a modern inside and great heat and even better breakfast.

Sunday morning we had a great German breakfast and the plan was not to have lunch, as our time slot was at 1:15pm. We had time to explore an old walled city and walk around and played tourist. We wanted to be early at the track to see where we should go and take in some of the atmosphere. We finally figured out the GPS in our rental Mercedes and got there faster than we expected. The drive through the Eifel mountain range was breathtaking. We saw quite a few cars with trailers which transported some exotic street racers. When we got to the track, we found the BMW race team office and checked in. I was informed that Sabine (legend around the German racing crowd) will be coming in and I can get my ride earlier. Suddenly that beautiful BMW M5 comes around the corner and stopped in front of the office. A whiff of hot tires passes my nose; I had to go and feel the tires. WOW if rubber could glow red, those would. Sabine get's out and sort of hurries us to get in and wants' to get going. She does not want the tires cool down to much. We get a quick update on what will be happening, we got to the gate and off we went.

The race track is 22km long and has an elevation change of 250ft, the track winds itself through the Eifel Mountains (77 curves), and the scenery is breathtaking. But who cares about the scenery, I went on the track to get the feeling of speed and proper road racing. Sabine Schmidt is a legend on the track and just seeing the spectators along the track cheering her on was a pleasure.

Right out of the gate we got up to 200km and cornered the first turn with around 185km, a bit of tire squealing and a short laugh from Sabine got the mood set for the next 10 minutes. One corner was taken with 250km and a quick slide sideways. I think we where twice airborne or at least it felt like it, first I felt the seatbelt tightening and then I got pushed into the seat and I felt each disc in my spine.

Half way down the track, we had a yellow caution flag, some body lost a transmission and oil was all over the track. A few corners farther down the track we saw a Subaru being loaded up on a flat bed. The driver thought his car was a lawnmower and he went into the bushes. 22 km and around 12minutes later the thrill was over. We got back to the pit stop and both of us where thrilled to be alive and to have had this experience. I again checked the tires and they where hot. A mechanic came by and picked up the car and replaced it with a new one. They change tires every 10 rounds. Now I understand why I had to pay \$197 euro for a 10+ minute drive. 220km on a set of tires, plus track rental and maintenance does not leave much for a profit.

I was planning to drive myself, but was talked out of it. You never drive to your full potential and never will have the same feeling as driving with somebody who drove the course 1000 plus times.

Our driver, Sabine, at one time wanted to break the 10minute record in a Ford Econo line; she stripped the van down to bare minimum and managed to do the track in 10minute and 8 seconds. The track trip was one of life's fastest and greatest experience. I would do it again. The rest of our Europe trip was done in a slower pace and more sight seeing.



Inquiring Minds

Do inquiring minds include Sports Car Sedans/Coupes as "Sports Cars"? Certainly for decades they've been entered in Rallies such as the Monte Carlo Rally, the Tulip Rally, and Touring Car Races - to name but a few. Three of many sports car sedans come to mind; the Mini, Sunbeam and M.G. Magnette (the Magnette in fact did quite well in all the rallies during the mid 1950's). And mentioning the Magnette raises a question. Was it named after the pre-war Musketeers Hill Climb/Trials Team can anyone comment?. And what war?...WW I..or..WW II?...The Magnette being a nimble handling tunable snappy performance sports car (which in fact it still is. Plus it was referred to as a working mans/ladies mini Rolls Royce in its time!). Check racing pedigree (it is after all still to this day a very tunable M.G.) Check, and double check in fact. Plus at a recent U.S. Show it's reported a lot of attending ladies walked right past convertible sports cars to inspect sports car sedans. Things to come !!!

Mike Coe

“Even Time” by the editor

In railway parlance “even time” meant a mile a minute (60 m.p.h.) average speed over a certain distance. Of course modern trains, in the countries that have them, make “even time” look pretty slow but in the days of steam power, when most of our cars were new, it was a pretty good average. I don’t think I’ve heard it applied to driving; but I don’t see why it shouldn’t be. On freeway type roads “even time” shouldn’t be any big deal for a few hours at least. More than that and well; you need to pee and buy gas, so even if your navigator is passing you fried-egg sandwiches and cups of tea on a regular basis your average will go down.

Where is this all leading you ask? I was recently visiting northeast Oregon and hunting for the shortest route home via Golden B.C. Looking at the map I spied Oregon highway 3 and Washington highway 129 which span a total of 85 miles between Enterprise and Clarkston. The map made the road look quite straight although the green dots of a scenic route should have been a warning.

Heading north from Enterprise I thought for a mad moment I could make Clarkston in an hour - then I remembered they are miles! Gentle rises and fast curves on the high prairie made me wonder if “even time” was possible. To help the average I let her rip on the down hills, triple digits showed up once, remember we are in the US so these are imperial units. After the first summit, at 4993 feet, I passed the Joseph Canyon Overlook, an impressively large hole. Now I was in the Wallowa-Whitman Nat. Forest and very pretty it was too. Somewhere around the turn off to Paradise (really) the bottom fell out of the world. Joseph Canyon had been impressive to look at, the canyon of the Grande Ronde River was more so because I was driving through it. The road surface was mostly excellent and there were an impressive array of guard rails in case things went seriously wrong. But getting it right is the fun part of this drive. Getting the curves right nearly every time made the decent a hoot. Once past the tea-shop and bridge at the river an equally exhilarating climb to Rattlesnake Pass (3965 feet) ensued. Plenty more places to get it right and best not think about what happens if you don’t! By now my navigator would be tossing out the fried-egg sandwiches and reaching for a puke bag – just as well she wasn’t there!

Over the pass and through the hamlet of Anatone it looked like a long down hill swoop across high prairie and in to the valley of the Snake River. Mostly it was, but this part of the route was built on road allowances and there were a fair number of right-angle bends to slow for. And then the bottom dropped out of the world again; the Snake may not have a canyon but it has a good-sized valley. Dropping into it involved plenty of bends and a few hair-pins. At last I reached civilization, or at least the town of Asotin, where there are speed limits and cops to enforce them. You guessed it 50 in a 35 limit, she let me off with warning but it put paid to any chance of “even-time”. In truth I was about 10 minutes off the pace. But with a quicker car than a 2002 Subaru a determined driver could probably do it; at least the Enterprise to Asotin section which is 79 of the 85 miles. Even if you are not in a hurry it is a wonderfully scenic drive and highly recommended.

The Twisty bits. Seen in map view (left) and on the ground (right). The photo is taken from the “t” of *fast curves* in the second last paragraph above.



Do you have an “even-time” story?

Share it with the club and I’ll buy you beer at the next meeting. The rules are: at least 60 miles at an average of 60 m.p.h. and no freeways. Alternatively can anyone claim 100 miles in an hour (freeways permitted)? When the day time limit in Montana was “reasonable and prudent” I thought of taking the Healey down and giving it a try, too late now!

LETTER to the Editor

Hi Colin,

Sorry that this isn't much of a space filler, nor very entertaining/educational/informing.

I sent this email to Mark Stonehocker in the hopes of getting fast results to help Gary Beaton out. As of this moment, he is still missing his tow dolly and Dodge van. Perhaps an article, or photo (if you happen to have one) would help.

I wonder if you can help an ex member of the club. The story is:

The club used to own a vehicle tow dolly. When they decided to sell it about 5 years ago, club member Gary Beaton bought it. Since then Gary has dropped out of the club, but several members (myself included) have used the dolly to move project cars.

Some time before this past Sunday, the tow dolly, plus a Dodge van that was chained to it was stolen from a trucking yard in north east Calgary.

It is a home made dolly, rather rusty with white fenders. Has a newer plastic light fixture on one fender, and a metal light fixture on the other fender. The new tie-down straps and extra magnetic base light fixtures were also stolen. They were in a black plastic case which had been a tool case with the inner dividers cut out and the original outside markings painted over with black spray paint.

Can we help put out a bulletin to club members asking anyone who has a photo of that tow dolly to send it to Gary? He needs it to help the police investigate it, as well as for insurance. Also, ask club members to keep an eye out for the very distinctive home made tow dolly and accessory case. Older club members will remember it, I am sure.

Gary can be reached at grybeaton@gmail.com.

Trip to Black Rock on Vancouver Island

By Tony Booth

"Black Rock" - sounds almost ominous when you first hear the words. Definitely not so when you arrive there and get a warm welcome from the Vancouver Island Region PCA members.

In fact the resort of Black Rock at Ucluelet is a new one year old luxury hotel perched high over the crashing waves of the BC Pacific Ocean front. It was the destination for VIR PCA's weekend event. For we land-locked Calgarians, the Resort and surroundings are stunning.

Early this year PCA Wild Rose members received an invitation to join the Vancouver Island Region members for their annual 'get-a-way' weekend on May 28-30th. Having had such a good time with VIR in 2008, and last year having limited our long trips to the Porsche Parade at Keystone instead of another visit to The Island, we jumped at the offer to go to Black Rock for 2010. Can't get to them all unfortunately. This might be just as well as driving a 42 year old 912 on all these long trips takes a toll - mostly on the driver, not the car.

This year Debbie and Jeff Gilmour with their 2001 996 Carrera travelled with us. I am sure Jeff never got out of third gear all the way behind me. Interestingly, my GPS got a reading of 195 kph at one point. "I can only explain this by my surface speed being 110kph and the coincidental relocation of the satellites in space adding another 85 kph making 195 in total.....Officer".

We broke the journey out at Salmon Arm sampling the fine fare of the local Greek restaurant. In order to time the ride through the inner island forests correctly a second night was spent with relatives in Sooke and friends in Victoria.

It rained all the time. Warm snow? Actually we heard that Calgary was experiencing the cold type. Anyway, rain in the rain forests was not exactly unexpected. Stops at a neat store in Coombs with goats on the grass roof, and a short hike in The Cathedral Groves broke the journey nicely. The road across the island to the Pacific coast was completed in 1959 from a logging road and as such provided a delightful 75 km blast. Ideal for the 912.

After registration and a warm welcome, a BBQ was held on a nearby beach. The Ucluelet Volunteer Fire Brigade had spent the day clearing and cutting driftwood for a bonfire and hosted us to some excellent barbequed salmon. As the evening darkened, we sat back and watched a spectacular show of fireworks. These folk sure know how to put on a show! The Vancouver Island Region Club have a fantastic record for raising money for charities. Last year for example, they raised over \$100,000 for the Queen Alexandra Foundation for Children at their annual European and Classic Car Picnic. At Black Rock the Ucluelet Volunteer Fire Department were to be beneficiaries. However, as one of their members sadly passed-away in the previous week, a donation was presented to the widow and family.

Saturday started bright and early for some. Well, early and wet in reality especially for those preparing cars for that day's Mini Concourse. Approximately 70 Porsches lined up in formation, except for Jeff and Debbie's 996. They had won the draw for a Whale Watching trip and spent most of the day enjoying the whales, seals, sea otters and the wonderful scenery off-shore.

The Saturday night Banquet was a good opportunity to make new friends and meet some already-friends again too. Kurt Gibson who is President of PCA, Bill and Linda Bein our previous Wild Rose Zone representatives - just to drop a name or three!

Some very enjoyable and interesting speeches were made during the evening including one on the newly constructed Wild Pacific Trail. This trail will eventually run 14 kms along the magnificent coast line and will eventually join with Long Beach and the National Park to the north. Interestingly, it runs right through the centre of one of the Black Rock restaurants combining excellent food with a walking experience. My kind of hiking.

Sunday Breakfast like the Banquet was generously provided by the event sponsors. The "People's of Ucluelet Choice Award" was announced and surprisingly it went to my 42 year old 912. What taste the 1700 citizens of Ucluelet have! With a fine plaque presented by VIR went a stunning Haida artwork by April white, presented by Tourism Ucluelet.

All too quickly it was time for thanks and goodbyes and a dash for position in the 75 km sprint to Port Alberni and home. I lead a group of 4 modern Porsches (also yellow) most of the way. This skill is attributable to watching Michael Schumacher preventing F1 cars from overtaking him on the track rather than the raw power of my 912 (anyone see The Canadian GP at Montreal - he's still driving that way!)

After another few days on The Island it was back to Calgary. Total distance recorded was 2677kms.

Each year someone from the Calgary group gets a ticket. These are mostly debatable interpretations of BC traffic laws. This time a quiz question - who got nailed with a ticket at Chain Lakes on the way home? A clue - it wasn't a Bahama Yellow coloured Porsche.

Check out The Vancouver Island Club and the event sponsors too, at www.virpca.org and Tourism Ucluelet.

Thanks again everyone at VIR

Rosemary & Tony Booth, Wild Rose PCA, Calgary

Previously published in the summer 2010 edition of "The Rambling Rose" Newsletter of The Wild Rose Region of the Porsche Club of America.



How long have you owned a car???

Mr. Allen Swift (Springfield, MA.) received this 1928 Rolls-Royce Picadilly P1 Roadster from his father, brand new as a graduation gift in 1928.

He drove it up until his death last year.....**at the age of 102 !!!**

He was the oldest living owner of a car from new. He donated it to a Springfield museum after his death. It has 170,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years) ...That's approximately 2000 miles per year.



Above and
below -
submitted by
Steve Jeffery

G20 - Lessons in Culture



A picture is worth a thousand words....

The American: businesslike, unwilling to be distracted.

The Canadian: self-absorbed and disconnected from reality.

The Italian and the French: “**LOOK AT THAT ASS!**”

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



They used to say “the camera can not lie.” We haven’t heard that one for a while and since the advent of digital photography we can all be consummate liars! The two smaller photos were taken by James Tworow after the European Classic Car Meet; yes that is Anna who some of you remember as a babe in arms. As James pointed out the shot on the left is a good one of the Landie but none too great of Anna. Conversely the one on the right is a nice shot of Anna but the business end of the Land Rover is missing. A bit of tinkering with Photoshop had Anna (right) chopped off at the ankles and grafted on to her All Stars in the shot on the left. Repair the trees in the background a little and Bob’s your uncle! By now you’ll be thinking that you can’t trust anything you see in Oily Rag!!

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