

the OILY RAG

November - December 2010

The Newsletter of the Vintage Sports Car Club of Calgary



There is always one! In every crowd, on every car club run, somebody has to try and lead the pack. Whether they have a faster car or an over active (well we won't go there!) they are determined to arrive first – even if they were amongst the last to leave the start. A well known 300SL demonstrates these tendencies on the Fall Colours Run in October.

Photo by Gerry Burger-Martindale

Jump to:-

| | |
|----------------------------------|-----|
| Back Page | p37 |
| Classified Ads | p31 |
| Club Tools | p28 |
| Cyclists are Advised | p 9 |
| Double Entendres | p12 |
| Editorial | p 4 |
| Electronic Rag | p 6 |
| Events | p 5 |
| Exotic Babes in the Snow | p36 |
| Fall Colours Run | p10 |
| Lancaster Engine Start-up | p26 |
| Letters | p29 |
| Lucas Tech | p25 |
| Membership Form | p28 |
| Minutes | p34 |
| One up for England | p 5 |
| Pebble Beach Reports | p16 |
| Prez Sez | p 7 |
| Rally/Picnic Report | p12 |
| Road Clean-up & Museum of Making | p26 |
| Summer Fest | p32 |
| TR3 Progress | p 8 |
| Wed Night Drives | p12 |

Dues are Due
Elections Elections
November 10 AGM

Find us on the web at www.vsccl.ca



British Auto Specialists

CALGARY'S LARGEST ALL INCLUSIVE BRITISH AUTO
SPECIALIST NOW HANDLING THE NEEDS OF **JAGUAR**,
LAND ROVER AND **MIATA** OWNERS!

- **SALES**
- **PARTS**
- **TUNE-UPS**
- **BRAKES**
- **SUSPENSION**
- **ENGINE REBUILDS**
- **TRANSMISSION**
- **CARBURATION**
- **VEHICLE STORAGE**

Whether you drive an MG, Triumph,
Jaguar, **Land Rover** or **Miata** we will
provide your vehicle with the service and
care it deserves.

While driving these fine cars remember
that British Auto is driven by customer
satisfaction.

See us for a full line of original, rare and
aftermarket parts and accessories.

FULL BODY AND PAINT SHOP FOR ALL MAKES AND MODELS

Body Panel Replacement—Custom Painting—Interiors—Restorations

INSURANCE CLAIMS



423A – 38TH Avenue N.E. Calgary, Alberta

Tel: 403-230-3373 Toll Free 1-877-530-3373 Fax: 403-230-3405

E-Mail:britishauto@telus.net ---- www.britishauto.ca

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

Introducing the Club



2009-2010 Executive

| | | | |
|------------------------|------------------|--------------|--|
| President | Rene Blei | 403-932-5801 | blei@xplornet.com |
| Vice President | Chris Durnall | 403-255-4511 | ChrisDurnall@shaw.ca |
| Finances | Howard Phillips | 403-225 1987 | howardphillips@shaw.ca |
| Membership | Bob Algar | 403-278-7482 | balgar@ahiconsult.com |
| Secretary | Daryl Shaw | 403-239-9118 | daryl.shaw@telvent.abengoa.com |
| Events Coordinator | Mike Coe | 403-281-0363 | coefront@shaw.ca |
| Newsletter | Colin Martindale | 403-251-4070 | colin.gerry@shaw.ca |
| Web Master | Mark Stonehocker | 403-210-0588 | stonehocker@shaw.ca |
| Tools | Rene Blei | 403-932-5801 | blei@xplornet.com |
| Inter Club Coordinator | Mike Coe | 403-281-0363 | coefront@shaw.ca |
| Public Relations | Mike Coe | 403-281-0363 | coefront@shaw.ca |
| Club Regalia | Rene Blei | 403-932-5801 | blei@xplornet.com |

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 you name to appear on this list please contact the membership secretary at the above phone number or e-mail address.

The Vintage Sports Car Club of Calgary is a member of the Specialty Vehicle Association of Alberta

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

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Elections Elections Elections Elections Elections Elections November 10 AGM
 Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Elections Elections Elections Elections Elections Elections November 10 AGM

Editorial

So that is it then! The Fall Colours Run has taken place and the Calgary driving season is officially over for 2010. No doubt there will be the odd day when we can get a sports car out, even go topless maybe. The weather at the tail end of October is becoming distinctly wintry; time to think about those winter projects to make our cars go faster and corner better next year.

There are still several car club events to look forward to, however. November sees our Annual General Meeting with the election of new members to the executive. If you haven't considered being on the board you should do so. To paraphrase JFK, ask not what your club can do for you but rather what you can do for your club. Without people to organize events, etc., they won't happen and what will you do with your car then?

December sees our annual Christmas Party. The format is being worked on as I type these words but expect it to be similar to previous years. Since we haven't had a model car display for a year or two it is time to revive that tradition so blow the dust of your favorite miniatures and bring them with you.

It's not too early to start thinking about the Awards night dinner. March 5 is the date selected and Fort Calgary will be the venue again. All the time honored activities will take place. We are looking for silent auction items and we need your ideas for awards to present and people who should receive them. Remember awards can be either humorous or serious, we need to recognize both those who have served the club and those who have, in some-way, disgraced themselves! Please contact an executive member about an award you think should be presented; don't rely on us remembering everything which happened over the past year!

Earlier this month there was a bit of an uproar in the media when it was revealed that Alberta has the highest failure rate in the written test to get a learner's permit. There was much naval gazing but the fact that this is one the few provinces where a learner's permit can be had at 14 was scarcely mentioned. Alan Burg was even heard to chime-in that he thought it was a good thing that so many fail on their first try; but why he thought this was a sound bite that failed to reach my ears. By coincidence the September issue of Practical Classics had a short history on driving tests in the UK. In 1934, the last year before driver testing was introduced, 7343 people were killed on Britain's roads at a time when

there were 2.4 million vehicles registered (1.5 million cars). By 2008 car registrations had reached 34 million but the number of people killed had fallen to 2538. In the same period the population grew from about 47 to 61 million. Maybe driver testing does some good.

While we are still attempting to avoid government testing/inspection of our vehicles, in the UK they are clamoring to maintain the level of testing that they have. British regulations see vehicles tested for safety at three years of age and then annually after that. EU regs have the first test at four years and subsequent inspections every second year. A move to bring the British regulations into line with the EU is meeting opposition from both the motoring organizations and classic car clubs on the grounds that safety will be adversely impacted. In recent years the failure rate in the tests has been 37% with 8.5 million vehicles failing annually. The current cost for the test is £54.85.

Finally, there is an important notice on page 6 (at the bottom) please read it and act on it! The electronic version of the Rag is in full colour and the hyperlinks work – you can try tapping the links on the paper version but all you will get is a funny look from the person sitting across from you!

Thanks to Rene Blei, Steve Ross, Steve Crosby, Fred Griffiths, Trevor Beatson, Bill Roberts, Daryl Shaw, Craig Talbot, Bob Algar, Mike Coe Dave More 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
December 20th**

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

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

Nov 10 Annual General Meeting, Austrian-Canadian Cultural Centre
Dec 8 Christmas Social, Austrian-Canadian Cultural Centre

2011

Jan 12 General Meeting, Austrian-Canadian Cultural Centre
Feb 9 General Meeting, Austrian-Canadian Cultural Centre
Mar 5 Awards Night, Fort Calgary, Great food, good company, auction, awards, details TBA
Mar 9 General Meeting, Austrian-Canadian Cultural Centre
Apr 13 General 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

2011

Feb 12 Early Bird Swap Meet, Lethbridge Exhibition Park 8am-4pm 403-381-6971, myakubowski@shaw.ca
Jul 16 European Classic car Meet, Stanley Park, Calgary – this is our show – be there!

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

"One-up For England"

Dutch exotic car maker Spyker NV, recently announced that they are moving full manufacturing and assembly to....wait for it.....yes England! Spyker cars will be made at CPP Manufacturing in Coventry.

So there Mr. President.

Bob Algar

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due



Lunch in a hanger with the Porsche Club! See the full story on page 17.

ALL CLASSIC AUTO APPRAISALS

(we also do motorcycles)

Our Appraisal includes (approx 12 pages):

- 1. One page type written summary describing your car and comparing it to like cars for sale or current book values (NADA Guides etc....)**
- 2. Comprehensive 3 page inspection form**
- 3. 8 colour photos**
- 4. Documentation on comparable cars currently for sale**
- 5. Condition Guidelines**

***Accepted by all major insurance companies**

***25 years experience appraising collector cars**

***Member of the Specialty Vehicle Appraisal Institute of Alberta**

***Cost for VSCCC members: \$100. at my place or \$125. at your place within the City of Calgary**

**Call Jim Masleck (403) 606-6433
allclassicauto@yahoo.com**

New Members: Please welcome...

Our Thanks to...
The Austrian-Canadian Cultural Centre
For hosting our meetings

The Oily Rag Goes Electronic

Yer, yer, you all know the Rag has been available to down load from the website all this year. But did you know that starting with the next issue this will be the default method for delivering all the club news that is fit to print. If you don't have internet (a handful of members haven't given us an e-mail address) or you prefer to receive a paper copy of the Rag you must let us know. I encourage you all to fill in a new application form (page 19 or on-line) and let us know how you would like to receive this valuable publication in future!

The Prez Sez

Before all the new navigational aids were invented, when a pilot or sailor was approaching an airport or port in the dark, he was guided by lights. That is, when all the lights were lining up in a certain way, he knew he was on course to reach his destination. Wouldn't life be a lot easier, if, where ever we went, we could follow a set of lights. Many dare not make a move, until all the lights in front of them are lining up perfectly, with the result they will not go far in life. A steering wheel or a rudder on a ship, will only be effective if they are on the move. Live each day as if it is your last one, or as another saying goes; it is better to try and fail, than to succeed without having tried.

Club elections are soon upon us, and many in the exec have given much of their time for many years, and a few will hand over their portfolios to someone else. I have had the honor of serving our great Club for 2 years as president and also heading the show committee. In the past we usually had a separate show committee, but I decided to do both with the help of the Exec. They all have been good sports and a tremendous help, without which I could not have done it. It is time for me to hand over the reigns to another member. It has taken many hours to do both jobs, but it was also a lot of fun, especially when this year's show proved to be such a great success. At first many were very apprehensive about the new field lay-out of the show, but I am happy to see it worked out very well and it is relatively easy to set up.

The present Exec has decided to make next year's Show a less formal one and hopefully less time to organize, without ballots and trophies. We will have to work out the details, and as you know that's where the devil usually is hiding.

Our last event the Fall Color Run also had a great turnout, organized by Colin, after Terry, unexpectedly, had a death in the "family". Bill and Vi Roberts' Old Style Picnic Rally apparently was great fun too, but here the weather did not cooperate unfortunately. The Big Hill Springs Park BBQ, this year organized by Sylvia and Gerrit Heikamp, due to a iffy weather forecast, had a lower turn-out, but everyone enjoyed the food and a rain shower at the close, brought everyone close together under Dave Gard's canopy.

One of the Club's longtime supporters, Mick Burke, had a sudden setback regarding his health, problems with heart and kidneys. On advice from his doctor, he will stop with the mechanical side of the business, but hopes to continue selling parts. We wish Mick a speedy recovery. A few other members, who prefer no publicity, have health problems too. Please give them a call or take them for lunch, to let them know they are not forgotten.

This is the last Oily Rag before this year's Christmas. Some of you may ask, what ever happened to our summer. Well we had a lot better summer than millions of other people on this earth. I wish you all a Merry Christmas and hope you can find some time to reflect on why we celebrate Christ's birthday.

Finally, I urge many of you to attend our AGM in November, and vote in the new Executive. Why not give something back to the Club, by volunteering your time and make it a better one. The Pareto rule applies here too, where 80% of the work is done by 20% of the members. Why not be part of the 20% the coming year? We all are very busy people. I would like to see a few more ladies involved too as they make up a large part of the Club.

Happy Trails and Merry Christmas, Rene

Elections Elections Elections Elections Elections Elections November 10 AGM

TR 3 Progress By Steve Crosby

So when you ask "Hey Steve how's the TR3 coming along?" Well the following will bring you up to date. You know it takes a while to rebuild a car. So many pieces ...



This image is a few weeks after the car arrived at my home in 2006. It seems pretty solid. Maybe a fresh coat of paint. Just a little touch up here and there.



A few days in the shop revealed numerous coats of paint, lots of filler and a rear fender that was actually fiberglass.



With the body removed the seemingly empty motor continues to leak oil!



Further examination revealed rust, rust and more rust. The fiberglass filler was peeling off because there was no more metal to bond to.



Work continued on the chassis. Lovely new parts everywhere plus a sand blasted frame with a fresh coat of paint. All rubber bushings have been replaced with poly.



The rolling chassis. First set of wire wheels powder colored OEM light grey – complete with the old Sears tires. Stabilizer bars installed front and rear. All new hydraulic lines.



Work continues on the body.

New sheet includes:

- Inner front fenders
- Battery box
- Floor panels
- Inner and outer sills
- Inner rear fenders
- Trunk floor
- Rear Panels



View from the rear.



Repairs on the lower front fenders.

There is a rebuilt OD transmission ready to go (still leaks a bit) and a re-cored radiator sans crank hole. The project carries on. I hope to have the car ready to motor to Van Dusen next spring.

Steve Crosby

Hi Colin,
I received this photo from John Macartney, with the following:

Hi, All

I recently came across the attached picture called "Cyclists should dismount." I remember this particular location well as it's only about 5 miles from my home and the sign was in that place for years. Note Mk 3 Spitfire in background.

This particular hill was one of many used by the factory in pre and just post-war years for long distance road-testing.

Pass these pix on to your newsletter editor if you think they might be interested / amused / whatever by them.

Cheers, John Macartney

May be of interest for the Oily Rag. Sorry no other contributions.
Fred



The Fall Colours Run

October 5th dawned with a high overcast and cool. Since a high overcast beats a low overcast we decided to take the Big Healey out for the run. Having checked her over a couple of weeks before for the picnic Rally and then taken the Landie due to threatening weather I know there would be no problems. Open the garage, jump in, turn the key and Wurr, urrr, thunk! Flat battery! No time to worry about it Land Rover to the rescue, at least it is special interest and British and running.

On arrival at Starbucks in Shawnessy there was a good crowd of people and some handsome cars, with more arriving by the minute. In all about 60 people and 30 cars took part in the run. A quick drivers' meeting was held to distribute route maps and dining car "tickets" to the first 36 people to register for the run. Our route took us southwest into the foothills with only one minor snag due to a road being under construction. Fortunately the leaders sorted things out and got round on black-top. By common consent a pit (toilet) stop was called in Turner Valley for the benefit of those who were sitting out in the cold and drinking too much coffee!

From there most people read ahead and elected to shorten the route by a few hundred metres by turning left on Highway 7 instead of taking the route via the golf course which is much more scenic. Since the leaders were taking things at a fairly moderate pace we soon caught up to arrive just on time at Aspen Crossing near the hamlet of Mossleigh.

The lucky 36 were able to take their places in the antique railway dining car while the others collected their buffet brunch and were ushered to the upper floor of the gift-shop. I hope they were comfortable there; I didn't hear any complaints! Although described and set-up as a dining car the consensus among the knowledgeable is that this car started life as a business car and was later converted. Business cars were built for the senior staff on the railways and acted as traveling office and hotel combined. They were attached to passenger trains where the large windows and open platform at the rear gave a commanding view of the tracks. The interior would have been divided into sleeping and living rooms with a meeting room and small offices and folding bunks (sections) for the lesser staff. Most of this has been swept away and replaced by a period styled interior with seating for 2 or 4 per table.

After lunch the group gradually dispersed after a fair amount of chat in the parking lot. Gerry and I found some ornamental grasses for the front yard that we are landscaping which prompted some wag to ask if we got a good price for the dead grass?



360 Degree panorama from the top of the Landie during the pit stop in Turner Valley



Talking Cars in Turner Valley



Digesting after an excellent brunch in the Dining Car
Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

SPORTS CAR PARTS

Calgary's BEST Stop For ALL Your British Car Needs.



Professional Parts and Service

***Parts Tune Ups Suspension
Engine Rebuilds Brakes Restorations***

Be sure to see our latest projects at the World of Wheels

***With 15 Years In The British Car Industry,
Todd Has The Knowledge And Experience You Want
When Repairing Or Restoring Your Car.***

***With Numerous Award-Winning
Restorations On The Streets Of Calgary,
You Can Be Confident **SPORTS CAR PARTS** Knows
What It Takes To Do It Right The First Time.***

***We Are Dedicated To Ensuring You A Driving
Experience You Deserve, Whether You Use Your
Car Everyday Or Just For Show.***

***And With Our Rolling Road (Chassis Dyno)
We Are Able To Tune Your Car Even If
The Roads Aren't Fit For A Test Drive,
You Can Be Sure Your Ride Is Ready For Spring.***

Call us NOW to get your car ready for **SPRING**

5508 - 4 St. SE, Calgary, Alberta

Toll Free: 1 866 728 2227

Parts Hotline: 403 640 4411 Fax: 403 640 4358

www.sportscarparts.ca

Quality Parts backed by our Satisfaction Guarantee.

Wednesday Night Drives - An Excuse to Get On the Road

As a fairly new VSCCC member I found that I hadn't really had the opportunity to meet many of the members. Unfortunately vacation plans always seem to get in the way of the annual car show, and I just haven't been able to get to many club meetings or other events. In thinking on how to rectify the situation I came up with the idea of Wednesday Night Drives because a) I like to drive my car, not just wash it, and b) if there's a drive there's generally more than one car so you're bound to meet someone!

With the help of Mike Coe to get the message out the first drive was held in May, and then on alternate Wednesdays throughout June and July. We took several routes around the Northwest part of Calgary, some shorter and some longer, and ended up a couple of runs at McKay's in Cochrane for ice cream. Generally the weather cooperated and we were able to skirt around some ominous looking thunderheads on one occasion!

I was pleased with the turnout we had, usually between 5 and 7 cars. It's great to see our cars out on the road as they're intended to be, particularly in a group. While we're done for this year I'm already looking forward to next year, and new routes with more cars, maybe even on the weekend too!

Thanks,
Dave **More**



Rally / Picnic September 12, 2010

It was 9:30 on a chilly autumn morning when 14 hardy souls met at Starbucks, Quarry Park, to find a good portion of the parking lot occupied by several pieces of apparatus from the Calgary Fire Department. Firefighters had just extinguished a fire in the electrical room of the new Baton Rouge Bar & Grill.

The forecast was for some sun and a high of 15 degrees, a promising day for this time of year. Everyone arrived in good spirits, Azim looking a bit scruffy, Helen dressed to kill and finding the top down drive more than a little chilly.

We prepared for this rally by compiling four different routes through the rolling countryside to the southwest to our secret picnic destination with quiz questions unique to each one. With drivers and navigators in their cars and ready to roll out, each navigator was handed a navigation/quiz sheet and away they went with no opportunity to compare routes or know which route others were on. There would be no following the leader on this outing!

Unfortunately, Grace and Trevor were delayed in getting to the start and missed the send off. They were disappointed but the picnic basket was packed so they quickly decided they would go on their own drive to their favourite picnic spot.

We drove straight to the Bragg Creek Provincial Park picnic destination to prepare for the arrivals. The participants were all following wandering routes of about 100 km so we knew we would have a little lead time to shuffle picnic tables and get organized

but we were barely out of the car when the first roadster pulled in. How could this be? Well, fortunately, Bragg Creek was the favourite picnic destination for Grace and Trevor and they were first on the scene to greet the rallyers.

Not too long later the rallying cars began arriving and within the span of about 20 minutes everybody was accounted for and sharing stories about their journeys.

It was time to judge the “best picnic” and we were to learn why Helen had chosen a very lovely but seemingly inappropriate ensemble for a casual day in the park. Azim and Helen won the prize for their presentation of Lady and the Tramp.

The prize for precise kilometers driven went to Dwayne and Donna. The rally winners were Colin and Gerry who had the most correct answers to the navigational quiz winning a certificate for dinner for two at the Baton Rouge Bar & Grill. Yes, the same establishment that suffered the fire damage. Repairs are underway and they will soon be able to book their dinner date.

Bill and Vi Roberts



That is a pretty handsome picnic basket



Azim Bhatia and Helen, AKA The Lady and the Tramp, Best picnic display



Your editor can't make out the proud owners of this MGB



When Mark read the word RALLY he thought it meant special sections so he and his buddy dressed for the part!

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

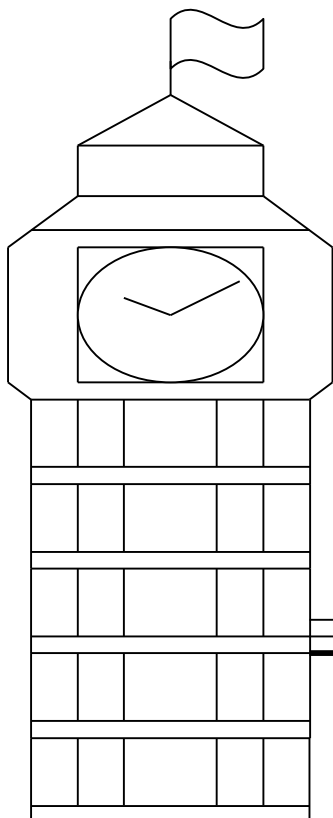
British Cars International

As you have probably read in Rene's Presidential Column Mick is giving up the mechanical side of his business for health reasons.

As far as we know he plans to continue selling parts for British cars but from a new location.

As soon as we have more information we will let you know through the pages of the Oily Rag.

For now we wish Mick a speedy recovery and all the best to both Mick and Phyllis for Christmas and the New Year.



**405 – 38 Ave. NE, Calgary, AB, T2E 6R9
ph: 403-230 -3923 fax 403-230 -3921
www.britishcarsinternational.org**



Mackay MacNicol Sadler LLP
Chartered Accountants

Don Mackay, CA

Phone: (403) 256-8118 Fax: (403) 256-8103
Email: don.mackay@mmsllp.ca www.mmsllp.ca
Suite 203, 20 Sunpark Plaza S.E., Calgary, AB T2X 3T2

**Your business card could be here for only
\$30.00 per year (six issues).
It will be seen by nearly two hundred
classic sports car enthusiasts each time
they read *the Oily Rag*.
Call Colin Martindale 251-4070 to place
your advert.**



**CIBC
Wood Gundy**

Stephen H. Ross
First Vice President
Investment Advisor

*CIBC Wood Gundy is a division of
CIBC World Markets Inc.*

CIBC World Markets Inc.
#600, 607 - 8th Avenue S.W.
Calgary, AB T2P 0A7

Tel: (403) 231-3356
Fax: (403) 231-7321
Toll Free: 1-800-290-6643
stephen.ross@cibc.ca



Sylvia Heikamp, RN

Community Care Supervisor

Focus on Caring (2000) Inc.
2467 - 23 Street N.W., Calgary, Alberta T2M 3Y3
Office: (403) 264-3839 • Fax: (403) 237-7666
info@focusoncaring.com
24 Hr Emergency: (403) 651-4557



Legends is a division of Thomson Schindle
Green Insurance & Financial Services Ltd

Exclusively underwritten by
AXA Pacific Insurance

Insurance for your Antique, Vintage, Custom or Modern Collector Vehicle

Legends is proud to welcome **Mary Heibeln** to the Calgary office

www.legendsinsurance.com
1.800.830.9423

| | | | |
|----------------------------|----------------|--------------------------------------|-------------------------------|
| Medicine Hat Office | P 403.526.3283 | #100 Chinook Place, 623 - 4th St. SE | csawyer@legendsinsurance.com |
| Calgary Office | P 403.723.9416 | #231, 11979-40th St. SE | mheibeln@legendsinsurance.com |

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
Elections Elections Elections Elections Elections Elections November 10 AGM
Dues are Due Pay now save \$5 Dues are Due Dues are Due Dues are Due Dues are Due

Pebble Beach Concours

Some time ago I received two extensively illustrated reports on the Pebble Beach Concours. Both have excellent shots of some stunning cars but we can only afford to print and mail so many pages in each issue; and priority must go to club business and events. Having held the reports over from last time and run out of space in the paper version of the November-December Rag I'm going to place them in the on-line version. First is John MacDonald's Report.

Last Sunday (15 August) I was at the Pebble Beach Concours and saw many cars that may be of interest to many members. This was the first time there for me and was the 60th anniversary and had several 50th anniversary and other celebrations of makes. I got there about an hour before it officially opened and well before the crowds made pictures difficult. Usually I was able to talk my way past ropes and plastic chains. The weather was cloudy and while I met several people I knew from Calgary, I didn't see any members I recognized there.

Terry Beck I saw at Concorso Italiano and at Laguna Seca Historic races, and we will send you pictures and comments from those events as well.

First is the one and only XJ13, front, engine, and cockpit.



Alfa Romeo: First is a blue 1938 8C 2900B, like the black one at the Concorso Italiano. Next is a white concept car front, side and back; lots of none too practical bits but quite striking anyway with the swing up almost full length doors.



Then a red 1952 disco volante touring spider.

And last is a silver 1954 BAT 9 Bertone, off on a special stand by itself; near front, near back, and door with sign; cut out people where you can, and blow up the sign for a good note on the BAT.



A maroon Facel Vega, near front and with the doors open. At Laguna Seca we saw one of these that looked to be a regular use car in the campground beside a monster motorhome; ah the joys of traveling in luxury.

Also saw a silver Ghia V8 supersonic, near front and near back, like the black one in the Springbank collection some of the members have seen or will see on the tour.

Last one for this batch is a 1935 Jaguar SS 90 prototype. If you enlarge the sign you can read: This SS 90 prototype was built by William Lyons at the soon to be renamed Jaguar factory as an experimental short wheelbase model with a standard inline 2.6 liter 6 cylinder producing around 90 bhp. The shortened chassis is based on a modified SS1 design. Production of the SS 90 started in 1935 and around 25 cars were built before the appearance of the much more successful SS100 Jaguar. This prototype is easily distinguished by its sweeping rear bodywork which was shortened for production. This car made its first appearance in the hands of Brian Lewis at the RAC Rally in 1935. It later appeared at the 1935 Sheldey Walsh Hill Climb. In 1938 it was owned by Hugh Kennard, a serving RAF Spitfire pilot stationed at Dunford, north of London during the second world war. After several owners the car was bought by Jaguar collector Christian Jenny and restored by marque expert Terry Larsen. Current owner Christian J. Jenny, Switzerland



Rolls Royce: While we all know there is only one Silver Ghost - AX 201, model 40/50 owners like to call theirs Silver Ghosts. First off is a lovely 1921 model Pall Mall tourer with 1921 California plates.

My personal favorite of the show was this 1935 Phantom II drophead coupe. I watched the judges go over the car and as far as I know they only found a missing coiled wire under the right front of the 'bonnet' and that the hubcaps should be mostly black with the raised rings clear. At these shows there are so many knowledgeable people always around, and the owner's disappointment was offset

by a man who overheard the judges, verified their comments, and offered the owner service records as he had worked on the car many years ago!

While not 'vintage' the swing-out dinner ware cabinet in the 'boot' and special luggage show the fancy way to travel. No doubt the chef travels along behind in a lesser car - probably a Bentley.



Ferraris: First is a red 1956 410 Superamerica. Remember wings were very much in fashion then; but still a rare and beautiful car

I think there were 10 of the 250 GT, they had their own special section. This red one is from 1957, a LWB model with a Scaglietti body.

Next with a picture of the engine bay as well is a Lusso. These cars are all so clean and in such great condition they could have just come from the factory.



Monterey 2010

By Peter MacFarlane

Since over a week's worth of activities now make up this extravaganza, only a brief overview is presented here. There are new car introductions – this year including Jaguar, Porsche (918), Ford (Boss 302 Mustang and a smaller manufacturer's conversions), Rolls-Royce (Pebble Beach Concours edition of Phantom DHC), and Ferrari with a super-secret intro of the 599 spyder. There are auctions – five – with multi-night presentations, high to higher valued offerings and multi-million dollar totals. (Reportedly money was in plentiful supply this year.) There are automobilia and automotive art display/sales. There are private and club events galore, including much Alfa activity, and a big BMW event and the Ferrari Club of America concours. There are shows like the Carmel and Pacific Grove displays of concours and non-concours cars. There is vintage racing at Laguna Seca, this year expanded to 4 days and with SCRAMP operating, expanded classes and over 550 entrants, including the 30+ Bugattis for the US Bugatti Grand Prix, celebrating 50 years of the American Bugatti Club. Finally, there are concours events, for many the highlight(s) of the show. (I exclude the 24 Hours of Lemons race and attendant concours for purposes of sanity.) Most Alberta attendees take in the Concorso Italiano on Friday, Laguna Seca on Saturday and Pebble Beach Concours on Sunday, exhausting themselves at auctions in the evenings.

Concorso Italiano featured Alfa in honour of its centennial and the emphasis was on sports models from Giulietta, Giulia, and following ranges. Three red Montreals were on display as well, along with more 1750 and 2000 spiders than one would imagine. Lamborghini provided a large contingent including a raft of people who came up in a high-speed group from Los Angeles and featuring a special police-equipped model capable of travelling in stealth mode at night. Maserati had a good turnout, including a couple of "survivor" or preservation cars (3500 and Mistral respectively). The Bizzarini-Iso Rivolta 45th anniversary display really was a little short of numbers but the Manta showcar was there. Lancia was represented by Lambda and Aurelia models. DeTomaso Panteras in some numbers, including unmodified examples (unlike in the past) and a Mangusta were to be seen. The new Fiat 500 was presented and previous examples were welcomed. An Innocenti sports was brought by the unofficial president of the Innocenti Club. There were

more Ferraris than necessary, but a wide range of models from 250 to 599GTB, along with the one-off SP1. The F40 was celebrated with a group of examples, fewer than originally expected for some reason. Other special cars included Apollo, Indra, Pegaso, Arnolt MG and Perana, all with Italian coachwork connections. The display is presented at a golf course and the event also includes music, food and a fashion show along with a commentary and awards presentation.

Laguna Seca is always fun with vintage racing, an automobilia (and food) section, open pits, (usually) friendly folks willing to talk about their cars and/or what had to be done to make them race worthy or successful, depending on the motivation of the owners. As well, suppliers and a few manufacturers also provide displays. Porsche had their new RS3 hybrid, Bugatti had the latest 1200hp Veyron 16.4 Super Sport and used it to pace the Bugatti races. I found the pits less crowded than in the past, possibly due to a revised layout but more walking seems needed. The opinion was expressed that there was more tension among the participants due to a heightened desire to win/beat someone else relative to earlier events. More last-minute work was reportedly being carried out (though I actually thought there was less.) A few people did try too hard and some crunched cars resulted, pretty much a no-no at this event. The range of cars is great, from Morgan trikes and modified Ford Model Ts, through pre-WW2 sports and race cars to NASCAR and Trans-Am cars of the 70s, plus FIA and IMSA cars up to 1989 and Formula 1 to 1983. Specials show up, and sports cars like the Aston-Martin DB2 and 2/4 and a DeTomaso Mangusta (!) plus Jaguars 120-150 and E-type, not to mention Alfas, Porsches, BMWs and others all appear in modified race form, some more modified than others. Dan Gurney and the cars he raced and those he built were featured this year, with a special display including the Cannonball run Ferrari Daytona, an Eagle GP car from 1967, when he became the only American to win a GP in a car of his own design/build., along with examples of Indy and prototype racers built by Gurney enterprises.

Pebble Beach Concours has grown over time with the addition of the Automotive Fine Arts Society exhibit, Retromobile (automobilia) display, and the Mercedes lounge and display, which this year traced the history of Mercedes sports cars, sort of, with 300Sc, 300SLR, 300 SL, McLaren Mercedes Roadster plus the new SLS and a couple of others on display. Jaguar had special presence, in honour of its 75th anniversary, with the XJ13, an XJ75 Platinum Concept, and among others, three-quarters of the XKSS output, 12 cars in all, on display at one end of the green. Alfa had special representation with cars from their museum, ranging from a 1910 A.L.F.A. 24hp torpedo to the Bertone Pandion concept car of 2010, and including RL Targa Florio, various pre-war sports models, a trio of 6C 2500s, the 1952 Disco Volante Spider by Touring and others. A special class of 8-cylinder sports cars from the 30s showcased 3 2900s and 7 2300s. Best of Show went to a white 1933 Delage D8S de Villars Roadster, narrowly beating out a black 1929 Bentley Speed Six Park Ward roadster. Pre- and post-war preservation classes have become more popular and offerings range from scary – a 1938 Packard 1601 Graber cabriolet “barn find” complete with accumulated dirt and dust and wartime blackout headlight covers – to the practically unblemished – a ’66 Lamborghini 400 GT Interim Coupe by Touring and ’67 Ferrari 330 GTS, not to mention the ’64 Cobra 289 with 1300? miles on it. Special classes abound at Pebble, this year including racers celebrating the Indy 500 centennial, lakesters and Bonneville racers, Ghia styling (including many Chrysler corp. “idea” cars of the mid-50s), the Alfa and Jaguar classes. Cars on display run from 1902 (Mercedes Simplex 28 HP Tourer) on up through antique and classic open and closed divisions, through postwar sports and touring plus Ferrari road and race models. Prewar American motorcycles were also featured this year.

A lesser-known event is the Pacific Grove Auto Rally, held on Friday with the cars lining up in the afternoon and doing their run in early evening. Here is where one finds great roadworthy variety, from Pebble contenders, some of which will have already run the Pebble Beach Tour on Thursday, to new sports cars, to prewar sedans, to groups of, among others, Mustangs, Miatas (some modified), Corvettes mod and stock, Porsches recent and older, Morgans, Jaguars, Cobras, genuine and replica, American station wagons, rods, modern sports (Aston, Ferrari), cars, one-offs, and a few oddballs. Most of the (British) sports cars like Jag 120-150 models are original and many of the cars are locally owned or from southern California. Being a relatively laid-back event, it attracts (relatively) normal people both viewing and participating, but all are enthusiasts and all are knowledgeable.

Alfa Montreals at Concorso



MG at Pacific Grove Rally



Jaguars at Pacific Grove Rally



Aston-Martin at Laguna Seca track



Sunbeam Tiger at track



Bugatti at track



XKSS Jaguars at Pebble Beach Concours



1933 Delage D8S De Villars roadster; winner Best in show PB Concours



Saab Sonnet sports car, Saab display, PB



Morgan EvaGT concept car at PB; planned production run of 100 units.



Azim and Helen at the Picnic Rally, photo by Bill Roberts

12 of the finest (unintentional) double-entendres ever aired on British TV and radio

1. Ted Walsh - Horse Racing Commentator - 'This is really a lovely horse. I once rode her mother.'
2. New Zealand Rugby Commentator - 'Andrew Mehrtens loves it when Daryl Gibson comes inside of him.'
3. Pat Glenn, weightlifting commentator - 'And this is Gregoriava from Bulgaria . I saw her snatch this morning and it was amazing!'
4. Harry Carpenter at the Oxford-Cambridge boat race 1977 - 'Ah, isn't that nice. The wife of the Cambridge President is kissing the Cox of the Oxford crew.'
5. US PGA Commentator - 'One of the reasons Arnie (Arnold Palmer) is playing so well is that, before each tee shot, his wife takes out his balls and kisses them Oh my god !! What have I just said??'
6. Carenza Lewis about finding food in the Middle Ages on 'Time Team Live' said: 'You'd eat beaver if you could get it.'
7. A female news anchor who, the day after it was supposed to have snowed and didn't, turned to the weatherman and asked, 'So Bob, where's that eight inches you promised me last night?' Not only did HE have to leave the set, but half the crew did too, because they were laughing so hard!
8. Steve Ryder covering the US Masters: 'Ballesteros felt much better today after a 69 yesterday.'
9. Clair Frisby talking about a jumbo hot dog on 'Look North' said: 'There's nothing like a big hot sausage inside you on a cold night like this. '
- 10 Mike Hallett discussing missed snooker shots on 'Sky Sports': 'Stephen Hendry jumps on Steve Davis's misses every chance he gets.'
11. Michael Buerk on watching Philippa Forrester cuddle up to a male astronomer for warmth during BBC1's UK eclipse coverage remarked: 'They seem cold out there. They're rubbing each other and he's only come in his shorts.'
12. Ken Brown commentating on golfer Nick Faldo and his caddie Fanny Sunneson lining-up shots at the Scottish Open: 'Some weeks Nick likes to use Fanny; other weeks he prefers to do it by himself'

While searching for some information on a distributor I am rebuilding I came across the following web page

<http://mgaguru.com/mgtech/books/books.htm> It contains a great deal of information about Lucas products so I thought it might be of interest to some members of the club. The web page contains downloadable pdf files that together make up the following book

. Some other books, which may prove useful, are also available.

ucas Fault Diagnosis

<http://mgaguru.com/mgtech/books/pdf/LucasFaultDiagnosis.pdf>

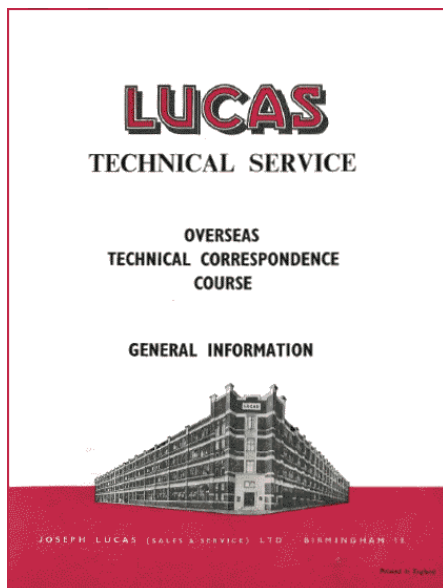
Generator and control box tests

<http://mgaguru.com/mgtech/books/pdf/Lucas Generator and Control Box Tests.pdf>

Generator and control box test supplement.

<http://mgaguru.com/mgtech/books/pdf/Lucas Generator and Control Box Tests supl.pdf>

Trevor Beatson



Road Clean Up & Museum of Making

Saturday October 2nd was a busy day for me. Firstly, I met at the Second Cup, Shawnessy at 9 a.m. to help CMGC with their road clean up. Secondly, in the afternoon I met certain VSCCC Members at Cochrane as guide to the Museum of Making for 1 p.m. Basically my last event as coordinator. Therefore:

Firstly: as VSCCC Interclub Chair I joined the Calgary M.G. Club for their first "keep clean a section of highway west of Millarville". The Highways Department even already erecting a sign to this effect [naming the M.G. Club]. So I challenge members of VSCCC to locate this sign. And at the VSCCC meeting I next attend, I'll buy a beer or glass of wine for the first person e-mailing me the spotted location!

As to this picked morning of October 2nd, the weather was superb! And apart from good fellowship, it was surprisingly good fun picking up stuff discarded along both sides of the road. Despairingly though, recording the number of beer cans ! My, even despite warnings, do stupid people still drink and drive! I guess so. Yuk.

Anyway, driving out to Millarville amongst the still present evidence of Fall Colours was also a real joy. Though I would have loved to have seen the drivers faces of following cars as all of our sports cars were able to speed up very, very well {if you get my point} following released from trailing traffic dawdling along before turning off Hwy 22 from which we accessed Millarville.

Also. Would this be a good idea for VSCCC Membership. To take on a stretch of road as the CMGC?

Secondly: I thank the VSCCC folks who e-mailed their attendance to; and actually turned up to attend the event of Museum of Making. The Museum personnel very pleased that we'd done so. Even though they'd already had a ton of people through their museum prior to us attending our 1 p.m. appointment. As usual the staff were very informative, and fended many questions. Though the working foundry seemed to draw almost as much interest as the Museum. I wonder why! Was it the chap actually making things! Mmmm. Anyway, thanks to Dave Webb, Bill Pollock & Son, Craig Frew and Daughter, Steve Ross and Ms. Ross, Craig Talbot, Ernie Taube, Chris Durtnall and Any Hardy.

Cheers
Mike Coe

Lancaster Engine Start-up

Several members attended the "Nanton Lancaster Engine Start Up Day" of September 25th. The last for this year that I quickly tossed together two weeks beforehand; also inviting the M.G. Club. And which I initially planned as a drive to and from Nanton: but given this year superb leaf colouring it turned into a mini fall colours drive through the back country roads south of us here before we joined Hwy 2 at the Okotoks turnoff. The fall colours being truly magnificent this fall. Probably due to all this years moisture the trees have been subject to, in retaining their leaves a little longer. Anyway, it sure added to a great day. Particularly as the Porsche Club had long beforehand planned their fall colours run to conclude at the Lancaster Museum for lunch. With them also the day beforehand inviting us to join their mid-day lunch in part of the Lancaster Hanger at a very reasonable \$ 12.00 per head, food and drink. Many thanks to Rick of the Porsche Club for the invitation. And although our numbers were certainly well below the Porsche Club attending

with at least 40 Porsche's (there membership is over 400 cars says Rick!) we managed 12 cars! But I suppose this could be increased to 14 as Tony Booth and Fritz drove their Porsche's in the Porsche Drive!

As always, the height of the Lancaster visit on one of these days is the start up of the engines. Two on the right wing. The fourth on the leading edge of the left wing presently dormant awaiting funding for restoration. But the third engine is currently under restoration. Which we were allowed to see as it sits on the Museums work bench for a hopeful 2011 start up. The internals of the marvelous Merlin engine very, very interesting. The pots alone 6" in width with four valves per cylinder. About which it would be interesting if someone within our Club - or out - is so knowledgeable on the Merlin engine, that an article could be written for the Oily Rag?

The balance of the Lancaster Museum is also so fascinating that one can literally lose time wandering about the premises learning about the Lancaster and affiliate WW11 information. In fact most of our members said exactly that; and echoed my comment it was difficult to find any member in the vastness of the place - even though it's not a huge space!

I was also very delighted to learn from one of the Museum staff that the donation of a Manchester aircraft is expected next year; to the ongoing expansion of the Museum. Along with the possibility of the Mosquito here in Calgary about which there's so much current fuss. But the Museum does need cash donations; as their staff are all volunteers. As to the Coe family I was impressed to see the name of one of my relatives on the Memorial Wall outside the Museum. He one of three Coe's I researched as being lost whilst flying for the RCAF.

So again making the day, thanks go out to David Webb, Jeff Gilmour, Rene & Akki, Hugh & Sheila Woolner, Ernie Green {one of my pals, and a prospect member with his BMW}, John & Dad Warga, Jack & Elsie Ramsden, Trevor & Bro Derek Beatson: Tom, Cam & Jill of the M.G. Club. In addition Tony & Fritz. And my apologies if I've missed names.

Cheers

Mike Coe



The lads gather around
ready to get an earful!
Photo by Rene Blei

Dues are Due Dues
are Due Dues are Due
Dues are Due Dues
are Due Dues are Due

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
dial gauge and mount
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

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: _____

The normal method of delivering the club newsletter is by posting it on the website with a notice to you that it is available for download. If you would like to receive a paper copy please check this box ☐

Sports Car(s) Owned:

| | Year | Make | Model | Colour |
|--------|-------|------|-------|--------|
| 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 (\$35.00 before December 31st)

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 to the Editor

To all you car folks,

Well it's been a little over 2 months since moving to the Okanagan. There is a smaller British car scene out here than Calgary, but the amount of other (mostly American) cars that I see here far out surpasses what I see driving in Calgary. I've seen cars here driving around that I haven't seen in years, and some maybe you wouldn't want to (see attached photo's).

On the positive side for me, I was having a pint with 4 TR8 owners last night. The guy that owns the British car shop here also has a Fuel injected one like mine and he seems to know quite a bit about the EFI (bonus for me). He's a factory trained Jag mechanic originally and has had the British shop for several years.

A couple of you have already made it out this way and hopefully the rest of you will make it out and come by for a visit. Hope to see you all soon.

Gary Stoutenburg

stouteng@gmail.com



....still driving fast cars. Hope you, Gerry and Anna are well. See attached picture from my trip last September to pick up a new ride in Denver. 1995 C4 Cab.

Regards,

Bruce Alger



Letters Continued

Hi, and thanks for organizing and running such a great event [The Fall Colours Run]. We had a great time, know others did as well, and we really appreciate all your efforts. Thanks again.

Ruth & Peter MacFarlane

The Times They Are A Changing

Soon your executive will be asking for people to renew their membership for another year. Many will, some won't. As a long time member, unfortunately, I will be among the non renewals.

Over the past few years I have grown increasingly disenchanted with the seemingly singular focus of a club that seems to exist for the primary purpose of handing out awards for its members cars. Gone are the days when the members worked on their cars themselves and brought out their handiwork as perhaps "a restoration in progress."

Now it's all about the car you bought on ebay. I have to question where is the pride in hanging a plaque or a trophy in your garage for a car you had nothing to do with creating.

What is the fun of entering a car show that has judged awards only to see the same few cars get another award?

Many clubs have eliminated the judged awards and gone in favour of draw prizes where every entrant has the same chance of winning.

Even more clubs have dedicated themselves to using their hobby to help the less fortunate by raising money for charity. As an example, for those of you who are familiar with the wildly popular High River Car Show put on by the River City Classics Car Club, this event raises thousands and thousands of dollars every year for local charities and sponsors stand in line to donate draw prizes. This year's show saw over 1200 cars entered!!

The club was recently scheduled to visit the Phillips car collection. The entry fee, a charitable donation.

On the other hand, the Vintage Club cannot even be bothered to collect food bank donations at the annual Xmas party.

Perhaps there are others in the club who have similar feelings and the subject could be discussed prior the next elections. Who knows, maybe there are some members who would volunteer to serve if the club took a charitable direction.

Take a moment and look to yourself, then speak up.

Respectfully submitted

Brian Saltman

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

Classified Ads.

For more classified adverts see the website at vsccc.ca

CARS FOR SALE

Lotus Twin Cam 1600 Elan +2S 1969(Oct 10) One project too many. It has to go as I need the garage space (or face a winter of nagging and ice scraping). The car is stripped-out and will make a great road car or vintage racer. This is a rare car and a rare opportunity at a really rare low price. Lots of spares - but it has to go! Too many details for here, so e-mail me at awbooth@shaw.ca for complete specs etc.,

1974 Triumph TR6(Sept10), Original magenta car re-sprayed by a previous owner in Triumph racing green, Excellent 10 footer. Excellent long distance cruiser. Numerous upgrades include: SU HS6 carburetors, Solid rack mount, Replaced all rubber with poly bushings, Replaced tie rod ends, Rebuilt alternator, SS luggage rack, Interior paneling refreshed, seats restuffed, Leather steering wheel cover, Rebuilt transmission with overdrive, K&N filters, High output headlights wired through relays, Period Bosch fog lights, Spin On oil filter conversion, Unique period Blaupunkt Calgary AM/FM Cassette Radio, Very well documented. Comes with binders of receipts from current and previous owners,

Can be seen at: British Auto Specialists 423A-38 Ave NE, Calgary Price: \$15,000 OBO Steve Crosby at 403 238-1075 or Jay Chapman at 403 230-3373

1992 Alfa Romeo Spider Veloce(Aug10), A beautiful example of the work of pinnafarina, Less than 70,000 original Kilometers, Upgrades since I have owned it, Anza exhaust, sounds better increases HP. (Original still available), Driver's seat re-upholstered with stock product from IAP, Stereo & speakers. Kenwood stereo with ipod and Sirius ready, IPA chassis stiffener. Older Unibody cars have a tendency to sag over time. This upgrade prevents sag and improves handling ability, Clutch slave cylinder, Fitted outdoor cover, Original paint, well looked after, This is the higher end of the two models offered. Extras are: Recaro Seats leather and suede black interior, A/C, Aluminum Rims, Body mouldings, power steering, Electric windows, Maintained at Sandros Motors. In Alexandro's words "This is a keeper", Even though Alfa Romeo pulled out of North America in 1996 they are still a major contender in the European Automobile Scene. Alfa has a brilliant race history winning the Trans Am 5 years. So why sell it? Simple, too many toys. Take the jump you only live once. \$13,500.00 Contact 403-249-9136

1979 Triumph Spitfire(Aug10) 88,900 KM Runs well but has sat stored 1.5 L, Bolt-On Hard-top, Rack, All weather cover Battery. Ball Joints, Trunnion, Brakes Clutch Cylinders, Soft-top & Rear Suspension More pictures available. Asking \$3000.00 CDN, OBO Priced to move Contact Paul by pdcrumack@shaw.ca

1966 Triumph TR4A IRS(Aug10) I found this car in 2004 where it had been stored in a British car shop for some years. The body had been stripped of paint and the car was rust free. The exciting thing was this 1966 Triumph is a TR4A IRS car with a Factory Overdrive, very rare indeed. The body was then addressed and completely painted a Jaguar blue, inside and out. There are also many new parts and pieces, not limited to the following: new convertible top and tauneau cover (still in box). rechromed bumpers and bumperettes. all new seat covers, carpets, Momo woodgrain steering wheel, wood shift knob, pedal rubbers, dash knobs, straps etc. new electric cooling fan, air horns, electronic ignition module, hidden kill switch, spin-on oil filter adaptor and fitting, wires, iridium plugs etc. new Michelin tires along with brand new Minilite type 5 1/2" wheels I ordered from England last year. Since the frame on restoration in 04, there has been less than 1800 miles put on the car. Each spring I put the top down until the fall, then the top goes back up. The car is always garaged and only driven on nice days. The winter sees the car on blocks with approximately 80 - 85% of the weight off the suspension. This is a very nice car.... and I would be happy to discuss this car with any Serious Buyers Car is located in Gimli, Mb. Asking \$16,750.00 US dollars Contact Ty Patrick at 204-642-7616

2006 MASERATI GRANSPORT LE(Aug10) Always garaged, Fully loaded 2006 Maserati GranSport LE Looks & runs great, Low mileage, Maintenance records available Never seen snow, No accidents, Non-smoker Power everything, Runs great & drives even better Becker head unit and 6-disc changer with Auditorium sound system, Very clean interior, Well maintained adaptable skyhook suspension, leather headliner, 19" birdcage ball polished wheels This GranSport LE is very rare in Calgary Anniversary Blue exterior with Black/black interior color combo 4.2L v8, 400 HP approximately 18,000 km Calibre K-40 wireless stealth radar/laser detector/jammer integrated She's a real Head Turner! Must see Asking \$57,000.00 OBO Contact Sean Seupersad at 403-589-9377

1990 Jaguar XJS V-12(Aug10) Factory Ground Effects package & Spoiler Very rare car with Less than 80,000 Km The 1990 Jaguar XJS is one of the fastest, smoothest, most precise, luxurious, and best looking Grand Touring cars ever built ever. I love this car and I planned to keep it for the rest of my life. But since I lost my job, I have no choice but to sell this beautiful car. The car has been very reliable in my time of ownership, and the gas mileage has been relatively good for a V-12, ranging between 20 and 26 miles per gallon. Asking \$16000.00 OBO Contact Ron at 403-289-3074

1969 Ford Cortina GT (2 Door)(July10) 1500 SCCA spec engine 0 hours on rebuild, Complete rotisserie rebuild, Left in primer and interior needs completion, Lowered spax suspension. Stitch welded frame, The vehicle is rust free and a great project, I have a 1969 Ford Cortina GT in resto and need the room, more pictures available upon request Asking \$3250.00 Contact Alan Wade at 403-872-9233

Triumph TR7(July10) It's in great condition brand new tires, ignition, and battery. Asking \$2500 Contact Kate Howard at 403-283-6237

1951 MG-TD(July10), right-hand drive, originally assembled in South Africa, Mainly mechanically restored, just installed new carbs, new master cylinder, new water pump, Needs paint touch-up and cosmetics, Includes spare parts & shop manuals Asking \$22,000.00 Contact Bob White at 403-243-4512 or 403-660-8044

1972 MGB GT V8(July10), Sebring body kit, Rover 3.5 V8 modified to 200 BHP, Toyota Supra 5 spd trans, special rear suspension, uprated brakes, pwr windows, pwr door locks, carbon fibre dash inlays, Auto Meter gauges, 16X7 Panasport wheels, 215-50-16 Hankook tires, exhaust, 4BBL Edelbrock carb, K&N filter, too much to list - ONE OF A KIND MGB, Personal car of owner of MG specialist, Asking \$19,995.00 obo. Contact Mike at 403-281-0363

1958 MGA Roadster(July10) Upgraded to the 1600cc engine disc brake conversion up front 12 volt system Asking \$14,000.00 Contact Betty at 403-201-6013

PARTS FOR SALE

S.U. carburettors - HS6 model (Aug10) They will fit an A/H or perhaps a Volvo I bought them on Ebay thinking they would fit my TR6 but not so, so if you own a Triumph they will not work Both have been bead blasted and appear to be in good condition, I have no actual knowledge of their operation though This whole set up was used for only one season.....I have gone back to "originality" Asking \$150.00 for the pair Contact Peter at 403-342-0211

Triple Weber Carbs and Cannon Manifold (Aug10) DCOE40 X 3 Cannon intake manifold for webers, K&N filters for carbs and linkage for a 1976 TR6 This is a high end set up....for well massaged motors This whole set up was used for only one season.....I have gone back to "originality" reasonable offers please Contact Peter at 403-342-0211

Following parts located in Bragg Creek. Can Deliver if necessary. (July10) Triumph TR6 Original Steel Wheels from my 1973 car 75,000 miles - in excellent condition. \$250. Contact John Parfitt at 403-471-5117

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

Parts Wanted

Windshield washer bottle and supporting frame from an Austin Healey 100/6 or 3000. Doug James, (403) 890-7143

EVER HEARD OF THE PARKLAND SUMMER FEST?

Not one of the long distance driving treks that we usually attend but without any doubt at all, the best for fun, games and even a car parade! Also right on our Calgary doorstep. We have attended the Parkland Summer Fest for the last 4 years and enjoyed every single moment.

So, to explain more - The community of Parkland, in the south of Calgary, holds an annual two day Summer Fest for its residents and guests. During this period the gated recreational area in the community comes alive with dozens of activities for children and adults alike. These range from climbing walls, artisan's and art shows to jazz bands and top performing rock groups and local talent.

The Parkland Community has benefited by the largess of a major International and Calgary based oil Company who hold their Company staff events in Calgary on the Friday preceding the weekend events. The 'big time' featured performers sometimes stay on for the Saturday night show.

A massive big top is erected each year to ensure a weather proof area for the concert area and cover for the Artisans and food vendors. In the past we have rocked to Randy Bachmann, Jim Cuddy with "Blue Rodeo" and The Johnny Cash band. This year we enjoyed "Boy & Gurl", "Luft Unlimited", "Lord Beaverbrook High School Jazz Band", Ron Burke and "A Little Voodoo" . "Big Mouth Mason" and "Urban Divide" took the stage on the Saturday evening. Wow. Festivities continued on Sunday where "Lindsay Ell", "Trina Nesbitt" and "Tim Williams" took centre stage. Now that's entertainment! And I did say "big time"!

Ok so down to earth - The Saturday car show is preceded by a noisy car procession through the community on the way to the hockey rink. Now there are not many places in Calgary where you can rev your engines and honk your horns and get a happy wave and smile in return. During this year's Parade, Niel Scott's Jaguar XKE broke down on its first run of the year, in clouds of steam, near the Fire Hall. Coincidentally, also across the street from a car guy who had the necessary tools and parts to fix his car. A bad luck - good luck story. The hockey rink becomes the venue for the car show and this year the range and type of historic vehicles was the best yet.

The 'Participant's Choice Award' went to our 1969 Porsche - thank you Canyon Creek Toyota for the goodie-bag.

"Popular Choice award" with more than 350 votes cast, went to the 1969 Camaro RS/SS of Tim Lamoureux. So, 1969 was a very good year for classic and vintage cars then. The "Sponsors Choice Award" went to Bob and Joyce Algar for their beautiful 1987 Morgan Plus 8.

On the second day, Sunday, many cars and drivers remained for the Sunday entertainment. Two whole days of great fun.

For the last eight years Bob and Joyce Algar have organised the car show for vintage and classic cars as part of the festival and in 2011 Tim Lamoureux will be taking on the role. Thank you Joyce and Bob for arranging so many fun events. And thank you for inviting us to what is the 'fun-est' local event of the year on our calendar.

A hello to Tim - don't forget VSCCC in 2011. VSCCC would love to participate again.

Tony & Rosemary Booth

Photos of the Parkland Summer Fest by Tony



Vintage Sports Car Club end of the ice rink.



Cars arriving for display

Dues are Due Pay now only \$35 Dues are Due Dues are Due Dues are Due Dues are Due
 Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Elections Elections Elections Elections Erections Elections November 10 AGM
 Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Turn out that bunch of duffers on the exec and vote in a new committee – AGM November 10
 Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
 Dues are Due Dues are Due Dues are Due Save \$5 pay before Dec 31 Dues are Due

Monthly General Meeting Minutes

September 8, 2010

Minutes

Monthly Meeting came to order at 19:30 in the Austrian Canadian Club dining room, approximately 30 people in attendance (chaired by Steve Crosby)
Steve welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary, with both Rene and Chris away, Steve is standing in for both!
Rene is down in Portland at the ABFM and classic wooden car show.
Tony Booth asked if anybody from this club is interested in going to Portland next year. Tony wouldn't mind leading a small group if anybody is interested over the labor day weekend next year.

Membership (Bob Algar)

executive approved a few changes to the membership fee structure including a half year membership for those joining after July 1.

157 members at the close of 2010, down slightly from prior years.

Events

Rally this weekend (Bill Roberts)

on for this Sunday (Sept 12).

2 part event

car rally followed by a picnic

prizes for both the rally and the best picnic, etc.

a navigator will be absolutely necessary

departure from the Starbucks in Quarry Park will be at 10:00.

Fall fair at the Forest Grove Care Center this weekend

MG experience bulletin board on a private acreage?

Fall Colours run

Colin and Terry Beck are organising this run for October 3

Museum of Making run October 2

Website (Mark Stonehocker)

events are all posted

working on a new membership process to eliminate the two stage enrollment process and make it a single step.

Oily Rag (Colin Martindale)

mailed out a week or so back, everybody should have received it by this time.

There is a piece in the Oily Rag about going electronic. About 60% of the respondents indicated that they would prefer to receive a 'pdf' file that they can pull down from the web site.

Colin is requesting that everybody fill out a membership form this year and indicate your preference for receiving hard or electronic copy of the Oily Rag.

Possibility of a presentation from a friend of Colin's who are bikers and do frequent runs down through the states.

Executive elections are coming up at the general meeting in November

Rene will not be running again.

Bob Algar is stepping down as membership coordinator

Mike Coe will step down as event coordinator but will remain on as inter-club coordinator.

Steve Crosby will run again as VP

Daryl Shaw will stand again as Secretary

Mark Stonehocker will stay on as webmaster

Howard Phillips will stay as Treasurer (?)

Terry Beck agreed with Bob Algar that it is a lot of fun being on the executive.

Tony Booth mentioned 'anarchy', just to see if I could spell it!

Specialty vehicle newsletters are available from Ernie.

Neil Patrick and Denise Routeledge are going to give a quick presentation on his new product Z-ALT.

Made for flat tappet cars. Around 1988 most manufacturers went to a roller cam instead of having a flat tappet that runs against the cam without a bearing.

engines run quieter and cooler

zddp is being removed from conventional oils. Z-Alt contains approximately 1600 units.

does not contain chlorine

not a synthetic oil

10W30 or 20W50 are available

Bumper to Bumper is carrying this product.

Also available directly from Neil Patrick and Denise Routledge

Bob Algar asked how long the product has been in production. Neil indicated that it is brand new – it started production in January 2010.

Neil has been in the car industry since age 14. Worked with BER engines in Red Deer.

Dave Routely has a storage business in Strathmore

opened June of this year.

Special 6 months for \$975

five buildings, with one designated for cars.

On site supervision 12 hours per day.

Everything is alarmed, monitored by video camera, etc.

about 40 units are available.

New club grill medallions are available this evening from the Secretary. Cost is \$15 each.

Guests / new members

none tonight

Meeting ended at 20:10

Next meeting is October 13, 2010 at the Austrian Canadian Club

Daryl Shaw
Secretary

Monthly General Meeting Minutes

October 13, 2010

Minutes

Monthly Meeting came to order at 19:35 in the Austrian Canadian Club dining room, approximately 28 people in attendance (chaired by Rene Blei)

Rene welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary.

Guests / new members

Gary Winchester from Madison, Wisconsin (Jaguar E-type and XJ6)

Rene Ganier (prospective member, 1968 Fiat Spyder convertible and more!)

Membership (Bob Algar)

membership dues are now available for the next year

Oily Rag (Colin Martindale)

next deadline is Oct 20, 2010

if people would like to continue receiving a printed copy, please let Colin know.

The online .pdf version will be the default from now on.

Events (Mike Coe)

next March, Trevor Beatson is going to present a film on the New Zealand rally.

Several people are considering going to Reno next June for a large MG meet. Apparently close to 5000 participants.

Van Deusen next May?

Tony Booth asked for a show of hands for anybody interested in going to Portland, Oregon. Tony is willing to lead a group heading down the Columbia valley to the event. The first day is an all British meet (marque for next year is unknown at this time).

SVAA (Peter MacFarlane)

meeting was held last weekend

64 clubs representing 2300 members.

Bank balance of approximately \$23K

looking for a part time administrative support person.

SVAAAlberta.com is the web site.

Survey is being prepared on club and member requirements to make it more relevant and beneficial.

Lot of discussion around government advocacy matters.

SVAA has been lobbying the government to improve its' classification scheme.

SVAA insurance details provided to member clubs.

Liability coverage is probably going to double from \$5 million to \$10 million.

Colin Martindale talked about the Fall Colours run this year

60 people turned out

Colin brought some pictures from the run

next month is the Annual General Meeting and election for executive

Bob Algar is stepping down as membership coordinator. Bob is taking offers, bids and bribes to replace him.

Anybody who may be interested, please consider running for executive position.

Next year's Stanley Park show.

This event will continue to be an annual event, however, next year's show is being considered as a less formal show (i.e. no awards, etc.)

Window display cards will still be used

field layout will be pretty much the same as it has been in the past.

Registration process will be more streamlined.

It will be scheduled for the third Saturday of July.

Bill and Vi Roberts didn't have great luck weather-wise for their rally / picnic event. Approximately 6 cars showed up for that.

Tonight's presentation is a video by Duane Boyce. Duane is a motorcycle touring enthusiast who likes to take video's of his trips.

Meeting ended at 20:45

Next meeting is November 9, 2010 at the Austrian Canadian Club

Daryl Shaw
Secretary

It's nice to see that even exotic babies don't get babied! Steve Ross sent this photo of a Ferrari Club run over Highwood Pass on September 5th. He comments that even the mountain goats were heading for lower pastures. At an elevation of 7200 feet Highwood Pass is the highest drivable pass in the Canadian Rockies.



The Back Page



Craig Talbot enjoys scouring the Japanese car auction websites and asks, "Any idea what this car is? The year is listed as 85, but Japan uses the year of import, not model year, so it can be meaningless." The list of makes that it looks a bit like is long but your editor can't identify it either – any ideas?

Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due
So pay up!!!

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