

# the OILY RAG

## March - April 2011

### The Newsletter of the Vintage Sports Car Club of Calgary



The Jaguar E-type is the featured model for the European Classic Car Meet this year. It is not the only model to have its 50<sup>th</sup> anniversary in 2011 but few would debate that it is the most significant. Your Editor put forward a rather weak argument in favour of the Mark 2 Sprite/MG Midget, and lost. The Triumph TR4 also has a similar claim to fame and the show committee decided against that one too! So one of the most beautiful, and instantly recognizable, cars in the world gets the nod for pride of place in the show. Even if you don't own an E-type mark July 16 on your calendar and plan to be in the park.

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## Introducing the Club



### 2010-2011 Executive

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***The Oily Rag is the 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. You requested not to distribute the membership list to those not in the club of to use it for mass e-mail which has not been sanctioned by the executive.**

**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 20<sup>th</sup> 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](mailto: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

Notwithstanding that February is a short month which always ends sooner than expected; you will be getting this issue of the Rag on time! One of the main reasons for this timely delivery is that the President's Night bash is coming up soon and this is one of the last chances to remind you about it. See the substantial advert on page 5 where it is known by its alternative name of Awards Night. One of these days we'll decide what it should be called. "Awards Night" only tells a small part of the tale but "President's Night" makes it sound like the Prez is going to treat us, and so far that has never happened, although we live in hope!

By whatever name the event smells as sweet; and at \$40 per person including wine and gratuity it is not an expensive night-out. Add in the fun of the silent auction, meeting old friends and new and the awards themselves and you can't get a better night out!

Rene has quite a bit to say about the World of Wheels where the club display generated quite a bit of interest and, we hope a few new members for the club. Photos of the display are scattered through the pages of this issue.

Other delights for the brain in this issue include an article on superchargers, we delve into the sexiness of TR6s, listen to air-horns and see the light (brake light that is). On the second to last page you'll see that the club's video

collection has been rescued from obscurity and converted to digital format so that you can enjoy it on your fancy new blu-ray machines. Not that the videos are blu-ray but now they will work on the latest equipment.

On the subject of videos I have quite a collection of video of club events but they are on 8mm video tape. If anyone has a camcorder or player which can play back this old, analogue, format I would very much like to borrow it so the material can be added to the club's archive.

Thanks to Rene Blei, Garry Stoutenburg, Peter Robinson, Steve Ross, Sylvia Heikamp, Jim Briggs, Rod Ker, Dave Varga, Peter Cheney, Mike Coe, Doug James, Steve Jeffery 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**

**April 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

2011

Mar 5	Awards Night, Fort Calgary, Great food, good company, auction, awards, details see page 7
Mar 9	General Meeting, Austrian-Canadian Cultural Centre
Apr 13	General Meeting, Austrian-Canadian Cultural Centre
Apr 16	Spring Break-out Party, details TBA by e-mail
Jun 10-12	Brits Best Radium
Jul 2	Rosebud, drive and theatre.
Jul 9	Stampede Breakfast (more details to Follow)
Jul 16	European Classic car Meet, Stanley Park, Calgary – this is our show – be there!
Aug TBA	Possible three day drive with the M.G. Club. Date being set.
Aug 10	Big Hills Springs Barbeque
Sep 23-25	"Surprise" get away - Run and overnight to Sun Peaks in Kamloops
Oct 2	Fall Colours Run

### OTHER EVENTS

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

2011

Mar 8	Vehicles & Violins Gala, BMO Centre, Stampede Park, <a href="http://www.autoshowcalgary.com">www.autoshowcalgary.com</a>
Apr 17	Spring Thaw Car Show, Deerfoot Mall
May 8	Didsbury Car Show. Those wishing to attend, please contact <a href="mailto:coefront@shaw.ca">coefront@shaw.ca</a> .
May 21	Vancouver ABFM, Van Duesen Gardens. Would anyone going like to arrange a convoy?
May 27-28	Coastal Swap Meet, Vancouver, <a href="http://www.coastalswapmeet.com">www.coastalswapmeet.com</a>
Jun 11-12	History Road, Reynolds Museum, Wetaskiwin, <a href="http://www.reynoldsalbertmuseum.com">www.reynoldsalbertmuseum.com</a>
Jun 19	Rolling Sculpture Show Canmore Alberta
Jun 25	The Edmonton Club have invited us to their barbacue at Sylvan Lake. Those wishing to attend, please contact <a href="mailto:coefront@shaw.ca">coefront@shaw.ca</a> .
Jul 15-17	<b>Brits Best</b> by the M.G. Club. Entry forms available shortly.
Jun/Jul	sometime. <b>Edmonton Car Show</b> . Date to be advised.
Aug 31-Sep 7	Portland ABFM run with Tony Booth. All interested should contact Tony direct at <a href="mailto:awbooth@shaw.ca">awbooth@shaw.ca</a>

Additional events to be advised as learned.

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

### New Members: Please welcome...

Helge Kirmse	1969 Mercedes 280SL	Joerg Kuenzel	no car listed – might be
Richard de Boer	1987 Toyota Supra	looking?	
Barry & Belinda Giles	no car listed – might be	Terrance & Megan Walters	1974 MGB
looking?			

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

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Here is the first of several photos by Peter Robinson of the club's display at the World of Wheels held over the Family Day Week End this February. More of Peter's photos can be found on pages 7, and 21. In this shot can be seen Tom Scully's TR3A, Howard Phillips TR4A and Chris Durnall's Porsche 930.

# Awards Night

Also known as the President's Night

## 5 MARCH 2011

At the Officers Mess, Fort Calgary, 9 Avenue S.E.

Our Gala event, which to be a success, needs your help.

An excellent dinner, with wine, in a grand location have been arranged by your executive.

👉👉 **Now we need your input** 👉👉

We need your nominations for awards; have you seen or heard of deeds, notorious or meritorious, over the last year? Let any member of the exec know so that the person or persons involved can be appropriately rewarded. Awards can be light-hearted or serious.

As in previous years we will be having a silent auction so dig out those old items you no longer need and blow the dust off to raise a little cash for the club. If you can let me know what you are bringing ahead of time it cuts down the rush on the night

[colin.gerry@shaw.ca](mailto:colin.gerry@shaw.ca)

And, of course, the whole event is a bit pointless if you are not there. Watch your e-mail for more details...



Tom Scully had two cars at the show, the TR4A and this delightfully prepared Bug-eye Sprite.



## **The Prez Sez**

Trouble. We usually go out of our way to avoid trouble. We see it as a negative, whether it is the "check engine " light coming on, a radar speed trap, locking the doors with the keys inside or finding yourself on a icy road with bad tires. However, on the golf course, we find trouble in the form of sand traps, but we now call it challenging. Let's face it, trouble is a form of character building and life would be dull without it, that's why we drive Lucas powered cars.

We all heard the comments and talked about the summer of 2010 that wasn't. However, everything is relative. If you compare last years summer with the Australian weather of late, then that summer wasn't so bad after all. To have a waterfront property is a wonderful experience and people are willing to pay big bucks to buy it, until the water level rises and instead of walking you find yourself swimming. As someone born below "sea-level", and in a largely self made country, I love the water, but at the same time have a great respect and/or fear for it. Holland rarely has floods, because of all the pumps that have been installed over the centuries. We also know that nature has the upper hand, and that we can only do so much. The unusual weather the Ausies experienced, can happen here too, with The Rockies on our doorstep, that beautiful Bow River can change overnight into a pretty frightening experience.

By the time you read this, our first World of Wheels Show, after a number of years being absent, will be history. We had Chris Woodward's Jaguar Mk 2, Tom Scully's TR4A and Austin-Healey Sprite, Chris Durtnall's Porsche Turbo, Howard Phillips' TR3A and my Jaguar SS100, replica. Steve Crosby, your VP, thought it was time again that the Club was present, in order to book a few new members. It is a great show, however, that time of year is not so great to move vintage cars. If the roads are clean, then you can drive the car. More than likely we have to trailer the cars in. Hopefully, I have time to report on it more before the next Rag's deadline.

Saturday evening; Just returned home from the World of Wheels Show. Out of the six cars entered we got 5 prizes. Tom Scully got 1st and 2nd place in his class. We did sign up a few new members and the Ferrari Club intends to show up in force again at the Stanley Park Show. Also talked with the Club Vee-Dub president and they would like to take part in our Show this year. The Mini Club has the same intentions. Have asked the exec of the Rolls Royce Club too to come out with their cars.

Before the next General Meeting, we also will have our Presidents/Awards Dinner, again at Fort Calgary. This time we have upgraded the menu, as such we had to increase the entree fee by \$5, to \$40, still a good deal considering wine is included and the Club is subsidizing the event. You can phone or email Steve Jeffrey to register and can pay at the door or mail your payment to his address, as stated in the mass emails sent out. We will have the popular silent auction again and you can let Colin Martindale know if you intend to donate your merchandise. Thank you for supporting your Club.

Sylvia Heikamp, our new Events Planner, has been busy planning, with a number of new events on the slate. Let's hope this years summer gives us more sunshine, so that we can burn up last year's carbon built up in the engines.

This year's Break-Out Party will take place at Colin's house as he had a good "dry-run" late last year, when many of you were present to celebrate his sixties birthday. Parking is no problem, with a swimming-pool parking lot across the street. It is planned for around the middle of April. More details later.

Many of you like taking photos with in-expensive or the more expensive cameras. But it is the eye behind the camera that determines the quality of the shot. You all have heard of photo contests, many Clubs have organized one. So its maybe time our Club finds out what camera talents we have among our members. With digital cameras and computers make it easy to set up a contest. Let your exec know how you feel about it.

We've had a lot of snow this winter, with no doubt more to come. We already have a few more hours of daylight.....another few weeks and winter is gone.....summer is coming and we'll be back on the road!!

Happy trails.

Rene

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## Annual Trivia Quiz Night

Chris Durnall having been detained (not at her majesty's pleasure but by a period of gainful employment in Fort McMurray) this year's quiz was organized by Sylvia Heikamp. Her report follows and after that some comments by President Blei.

The first question: What VIP has a birthday was answered out loud ..... the first lady - Akkie. Candles were then blown out and cake distributed to all members present to get everyone in the mood for thinking.

The teams were varied as were the questions for some reason one member kept thinking the answer was Viagra no matter what the question! [I believe it is the answer to at least one important question! Ed.] Two new members were welcomed onto teams and I am sure their contributions were appreciated. The laughter was frequent and everyone seemed to enjoy. The smallest team were the winners of the Quiz Night ( Bob Algar, Steve and Karen Jeffery and Gary?) The winning team was presented with certificates of Merit.

Short and sweet.... I did find out that Gord Parker has the trophy from last year, I printed the certificates on the computer and they were in a little folder. They seemed to work and we do not need to chase down a trophy next year. I will try and find out Gary's last name and the team name, Maria helped as did Alex with the scoring and distribution of the sheets for the rounds as I was doing the questions.

Regards  
Sylvia

The trivia was won with a score of 33 points, by the Glove Dept. table occupied by Peter MacFarlane (A.K.A. Garry?), Steve and Karen Jeffrey and last but not least Bob Algar. Squito Savers table were #2 with 31 points, with Azim and spouse?? Bhatia, Mike and Loraine Coe and Richard de Boer

Sylvia had 3 lists with 8 questions each and a tie breaker list with 6 questions.

The questions were all over the spectrum and nobody got bored.

It was a fun evening.

If I have some facts wrong, somebody will correct me.

Rene

# EUROPEAN CLASSIC CAR MEET

Vintage Sports Car Club of Calgary (VSCCC)



DISTINCTIVE COLLECTION



Sponsor Information and forms  
available @ [www.VSCCC.CA](http://www.VSCCC.CA)



*Celebrating 50 years of Jaguar XKE*

*All European Classic Cars welcome*



**FREE TO SPECTATORS**

## Stanley Park

Access via Park Ave. SW, Calgary, AB

July 16, 2011 11:00-4:00

**\$15 entry fee to participants**

**FULL EVENT INFORMATION and REGISTRATION @ [WWW.VSCCC.CA](http://WWW.VSCCC.CA)**

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



Working copy of the European Classic Car Meet Poster by Steve Jeffrey. It's not too early to volunteer to at the show! Call Rene Blei at 403-932-5801



Springtime is almost here...

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## Historic Vehicle Association

Is everyone aware of the Historic Vehicle Association? Here in an except from today bulletin about a study done on the economic impact of the hobby.

For more information, visit <http://www.historicvehicle.org/>

***In 2010, the Historic Vehicle Association commissioned a landmark study into the behaviors and economic impacts of the historic vehicle community in the United States and Canada.***

***Everybody involved in the hobby knows that historic vehicle enthusiasts contribute greatly to the economy. But until now, no one could accurately tell you just how much.***

***Here's a quick look at some of the key findings.***



The ability to measure the economic impact associated with buying, restoring, and maintaining historic and collector vehicles provides a powerfully tool for persuading regulators and policy makers.

HVA's economic impact study the first comprehensive economic study of the U.S. and Canadian historic vehicle communities was completed by [Avenue ISR](#), a Michigan based research consulting firm with extensive experience in the historic-vehicle movement.

Research findings are based on survey data collected from more than 13,000 historic vehicle owners, enthusiasts, and

representatives of businesses who serve this vast community.

### Key findings are as follows:

- There are estimated 2.75 million historic vehicle owners in the United States and Canada (2.5 million in the U.S. and 250,000 in Canada), each who own an average of 2.0 vehicles. The number of historic vehicles in Canada and the U.S. is estimated to be 5.5 million.
- The average value of a historic vehicle is \$25,000.
- Average annual spending (repairs, maintenance, storage, etc.) of each historic vehicle enthusiast is \$12,500. Applying this figure to the 2.75 million historic vehicle owners in Canada and the United States reveals total spending of nearly \$35 billion in 2009.
- More than 80 percent of participants indicated that they attended one or more historic vehicle events in 2009.
- Enthusiasts spent an average of 18 hours per month in 2009 watching TV, reading books and magazines, and reading online content related to historic vehicles.
- The average historic vehicle was driven just 484 miles in 2009 and the majority are driven 300 miles or less.

Click [here](#) to view a complete and detailed version of HVA's landmark economic study.

Submitted by Steve Ross

Hi Colin:

The president of the SVAA is wintering in Arizona and sends this report on contacts he's made down there. Could you please print this in the next "Oily Rag"?

Cheers!

Jim

**From:** Harry Bullock

Sunday, January 30, 2011 **Subject:** Update

Re: Lunch meeting with HVA

I enjoyed the lunch meeting hosted by Greg Strobe from the Historical Vehicle Association and Nigel Mathews from Hagerty Insurance (Canada Rep). Their goal is much like ours, which is to keep our cars on the road. Hagerty has more at stake than most because if we can't be on the roads we won't buy as much insurance. This is the basic reason they are funding the HVA for the time being. Please go to the Canadian web site at <http://www.historicvehicle.org/canada-legislation.php> to check out more information and to join if you so choose. They accept individual members at no cost.

The other guests at the lunch were all from Arizona so I didn't get a lot of info from other states but I did determine that Alberta is quite liberal with rules of the road for specialty vehicles compared to a lot of the states.

I was told that environment laws tend to develop in California, get adopted by Europe then move back to the remainder of the US and Canada. Also of all the historic vehicles in the world, approximately one half are in the USA and Canada. This is one reason that FIVA (The World historic vehicle organization) is interested in having representation from North America and the HVA is now providing this representation.

I feel this will be a good alliance for our association.

Regards from Arizona ( We had a cool day, high only +18 c)

Harry

7

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## Supercharger Musings.

By Rod Ker

A bolt-on gadget that can multiply the power of an engine sounds too good to be true, but that's essentially the attraction of supercharging. At least, it was in the early days, before vehicles had to be designed to satisfy the needs of law makers and legislators rather than speed-crazy lunatics!

Superchargers are basically air pumps, so they pre-date internal combustion engines of the sort found under car bonnets by hundreds of years. In the 16th century an Italian gent called Agostino Ramelli made such things, and it wouldn't be a surprise if he'd been inspired by the slightly earlier works of his fellow countryman, Leonardo from Vinci. Well, if you can sketch a helicopter, a pump must be easy.

Ramelli's device was a bit like the Wankel rotary that emerged much later. It follows that engines and pumps are really the same thing, depending on what you want to do with them. As an internal combustion engine, air is sucked into the cylinder and mixed with fuel, where it is squeezed and burnt, creating power. Minus the fuel, it just pumps air, but without the 'bang' part of the cycle, the power has to be added to make it function.



In supercharging, the pump is attached to the internal combustion engine in such a way that more air is forced into the cylinders. That extra air is then mixed with an appropriate amount of extra fuel, which is ignited in the normal fashion to create more torque, which translates into more power. Exactly how much power depends on many factors. While the basic rule is that the higher the pressure, the more gee-gees, there are limitations – eventually something will give! At the other end of the scale, a supercharger is of little use if it always takes more power to drive than it adds. Ramelli was long gone by the time people started bolting superchargers onto engines in the 20th century. The air pump of choice in the early days was the Roots type, invented about 50 years earlier as a water turbine, although it was adapted to feed blast furnaces and ventilate mines. Incidentally, Roots, with no 'e', comes from the surname of the two inventive American brothers who ran a textile mill, not to be confused with Lord Rootes of Hillman fame.

Various other types of pump were used, the main competition after 1908 being the centrifugal variety, which, for once, was purpose-designed as a supercharger for diesel engines. What we refer to as a turbocharger was an offshoot of the centrifugal compressor, using exhaust gases turning a turbine to drive the pump instead of direct mechanical means.

The first supercharged car was launched in America a century ago, but the main thrust of development was in the aviation field. Air density decreases as altitude increases, which is handy in one way because it means less drag and more speed, but less useful in another way because the higher planes fly, the less oxygen there is for the engine, giving a drastic drop in power. The problems are compounded because propellers also lose efficiency as air thins. Jet engines were the eventual solution, but until those came along pumping more air in was the only answer.

In the automotive world, supercharging was used to good effect by many manufacturers between the wars. Mercedes, Alfa Romeo, Fiat, Sunbeam, MG, and Bentley were some of the chief proponents, the latter only under protest – apparently, old W.O. somehow believed it was cheating !! In the late 1930s the Grand Prix scene was dominated by the state-sponsored Mercedes and Auto Union cars, which sent over 500 bhp through skinny tyres while somehow managing to stay on the track. WW2 put an end to racing, but supercharger technology leapt forward in the skies. When it first appeared in 1936 the Spitfire (and what a great name that would be for a car!) could muster about 1000hp from its 27-litre Rolls Royce Merlin. By 1945, the same basic engine had been uprated to produce twice as much power.

When the dust settled and racing resumed, the rules allowed for a choice between 4.5-litre normally aspirated engines or 1.5-litre force fed ones. The new British Racing Motors concern, set up by Raymond Mays, who'd been the force behind ERA (English Racing Automobiles), elected to go the supercharger route. A spectacularly complicated V16 with two-stage centrifugal compressors duly appeared, designed by an all-star cast who had the advantage of access to Mercedes and Auto Union secrets. The superchargers were made by Rolls Royce, naturally. Technical tour de force though it was, the engine's on-or-off power delivery (when it actually worked...) proved difficult to tame. The sudden arrival of about 600bhp half way round a corner tended to be a liability.

More rule changes in 1952 brought an end to supercharged GP cars, and force-fed engines were pushed into the sidelines until the 1960s. The first production supercharged (turbo) model on sale was the Oldsmobile Jetfire of 1962, which interestingly enough used the Buick V8 that subsequently emigrated to the UK, where it became known as the Rover V8. As we know, this fine engine was eventually shoehorned under the bonnet to become a TR8, so anyone who was wondering when Triumphs would be mentioned in this column can finally breathe a sigh of relief!

Another Triumph link is the 1977 Saab 99 Turbo, which featured a much-developed version of the ohc four designed by our heroes in Canley. Although it was far from being the first production turbo model, the 99 was certainly one of the most influential, spawning a host of imitators. Mechanically-driven superchargers also re-entered the picture in 1982, when Lancia launched the Beta Volumex. VW followed with the Polo G40 and Corrado G60, using a novel G-Lader supercharger rather than the Roots type favoured by almost everyone else.

None of these cars lasted long, but in recent years a multitude of manufacturers have developed turbo and supercharged engines. Mercedes, Volvo and Jaguar have been at it, and even BMW eventually embraced force-feeding again, having been one of the first to offer a turbo in the 1970s, then spending a couple of decades insisting that normally-aspirated gas engines were better. As ever, the idea is to get a motoring quart out of a pint pot. In the old days designers would have been satisfied with just the extra power, but electronically controlled ignition and fuelling means you can also have increased economy and lower emissions. Isn't technology marvelous?

This article submitted by Mike Coe who found it in the November 2010 issue of Triumph World

Hi Colin,

This is a shot that I got from James Tworow in 2009

As it's the last year at Race City I thought it might have some RAG worthiness?



It is of lesser quality than usual - is it good enough for publication? (should you so wish) [Certainly good enough for the Oily Rag, James usually takes good'uns! Ed.]

Credits to James Tworow.

Tony Booth

### **MS Bike Ride**

The roads may not be ice free, and our cars remain parked, but Dianne and Dave Varga have started their annual fundraising for the MS Bike tour. Each year Dianne and Dave cycle from Airdrie to Olds to help in the fight against MS. This year the ride is scheduled for June 11 & 12 covering 180 km. Over 800 riders take part and raise almost a million dollars. Last year their team of 37 riders raised \$43,000, much of it due to generous support from VSCCC members.

Dianne and Dave again ask for your support in fighting this terrible disease. You can donate by following the MS Society web site:

<https://msofs.mssociety.ca/2011bike/lookup.aspx?L=2>

Enter "varga", press the search button, and you can select either Dianne or David to pledge support.

Thanks again for your support  
Dave & Dianne Varga



2010 Team Photo, can you find Dianne and me?

# British Cars International

*Mick would like to thank everyone  
who sent good wishes to him on his recent health issues  
particularly our friends in the Vintage Sportscar Club*

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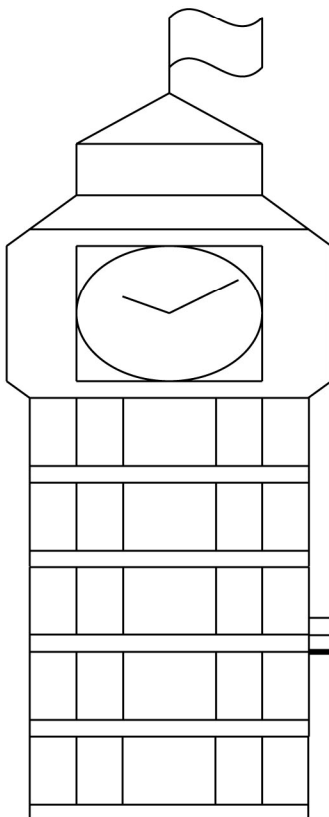
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# Driver's Logbook: Triumph TR6 was a sexy disappointment

PETER CHENEY

Globe and Mail Update Published on Monday, Feb. 14, 2011

For a young bachelor looking for female accompaniment back in the mid to late 1970s, the path was eased by certain well-proven accessories: English Leather cologne, Angels Flight disco pants and, ideally, a Triumph TR6 convertible. The TR6 was the power tool of love – when a friend rolled up to a Vancouver club in his Triumph on a hot summer night with the top down, he might as well have been John Travolta himself.

All eyes were upon him, drawn by the siren call of the TR6's exhaust and the raw appeal of its blocky shape. This was the automotive equivalent of the dance scene in *Saturday Night Fever*, with my friend playing the Tony Manero role and the TR6 serving as his double-knit white suit.

So of course I wanted one. But the TR6 and I weren't meant to be. I was saving up money to go back to university, so I stuck with my VW Beetle and gnashed my teeth. A few years later, I finally got to drive a TR6 for the first time, only to realize that God had an automotive plan for me.

Within a few minutes on a twisting road, I came to the conclusion that the TR6 wasn't my car. I hated it, in fact. The TR6 reminded me of an Austin Healey (another sexy English disappointment that I had once longed for.) The steering wheel was too close to my chest, the brakes were weak, and the rear suspension crashed over bumps, throwing the car off line.

Like so many other British sports cars of that era, the TR6 was long on style and short on engineering. The rear suspension used short-travel lever shocks that made it ride like an oxcart and killed its handling on anything but the smoothest roads. It had a Lucas electrical system (frustrated enthusiasts referred to the company as "Lucas, Prince of Darkness.")

Then there was the antiquated frame design, which made the TR6 twist over bumps like an 18th century square rigger ship caught in heavy seas. Passing over a railroad track, you could actually watch the dash and windshield move before your very eyes (a phenomenon known as cowl shake.)

Despite its countless flaws, the TR6 had legions of fans. (Two of my friends still own TR6s to this day.) Its success was based on its English charm – the TR6 leveraged the stylistic capital created by a long line of cool British sports cars. Although their lineage can be traced back to the early MG T-series cars, the British sports car's invasion of North America began in the 1960s, when cars like the Austin Healey and the iconic MGB provided an exciting, wind-in-the-hair alternative to Detroit's offerings.

But by the late 1960s, the seeds of the English sports car's destruction were being sown. Triumph was one of ten historic brands that were eventually amalgamated under an umbrella corporation called British Leyland, a company that became a symbol for everything that was wrong with the English car industry: recalcitrant unions, poor build quality, and the cynical presentation of classic designs to mask outdated engineering.

The TR6 embodied the best and the worst of the British car industry. The design was beautiful for its time, and the cockpit had a Battle of Britain ambience, with a wooden dash and rows of toggle switches. But the engineering was twenty years out of date, and the quality was brutal.

I will admit that the TR6 has an undeniable charm. When I see one, I am inevitably reminded of long-lost nights in Vancouver back in the late 1970s, when the TR6 was one of the most coveted cars on the road. But if I were to choose a theme song for the TR6, it would be one from that era, by Trooper: *You're Just a Three Dressed Up as a Nine*.



[With a bit of luck this should generate a lot of comment from the TR6 owning classes in the club. Ed.]



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## Labor (note American spelling) Day Run to Portland

Tony Booth, Jeff Gilmour and spouses are going on their semi- annual 'pilgrimage' to the Labor Day weekend vintage meet and racing at Portland OR.

The run follows the Columbia River, a visit to the "Spruce Goose" aeronautical museum at Mc Minville and The Oregon coast. The return trip skirts Mount St. Helens.

The Portland All-British Meet on Saturday 3rd September features the Jaguar XK 150, this being the 50th year anniversary of its introduction

Departure will be on Wednesday 31st August and return is estimated for Wednesday 7th September.

This is not a VSCC sanctioned function however anyone interested in joining us for all or part of this trip please contact Tony (403-202-3985) or Jeff (403-239-0763).

### Wedge Air Horns-Mike Coe

Two of the photos below show where I last year installed a triple horn system at the front left hand side of the engine bay just behind the headlight.



As a Bosch dual horn sound system controlled by the usual steering wheel button. But connected to a controlling switch on the dash that can be switched back and forth to activate the sound of all three horns. Or an alternating musical sound of each horn [the kids like to hear at a show for example]. The control switch as outlined in the photograph is third right from the left. And a switch I purchased from Rimmer Bros. when I was last in the U.K. That's actually a headlight switch I adapted for dual horn control. The only change I'd make to this arrangement is to swap the driving light switch with this horn switch; as I occasionally forget to turn off the driving light by confusing my hands! So that'll be done this winter! Oh yes, and the wiring is obviously back and forth through the firewall through an existing access hole. Plus I wired the horns to the existing wiring at the cars front. And added a further switch at the cars front so as if one wishes, one can still use the horns the car came with (but it's a bit redundant doing this).

For another version of the electric radiator fan switch, I thought members would be interested in how I've installed an override switch on my 1982 TR8. Just an ordinary parts store purchased switch: albeit one handling correct amperage and wiring. With an incorporated light denoting the switch is on or off. The double wiring threaded from under the dash and through an existing firewall hole running to and fro the radiator fan [an excellent fan purchased from Woody]. And noticeable: the correct switch panel in which the switch it's installed, is a panel I purchased from Rimmers when back visiting U.K. relatives. I simply made a large enough hole to accommodate the switch. The original panel that came with the car I still have if anyone is in need of such an item. Mike Coe [coe-front@shaw.ca](mailto:coe-front@shaw.ca)





### More Third Brake Light Option– Mike Coe

Here's another idea for a third light. One I purchased from Moss, California. A really nice chrome version that's supplied with an equally nice chrome pedestal you'll though note I here didn't use. Only because I installed it on the luggage carrier. An installation to which I gave considerable thought and placement. Not as you'll see on the lower rung of the carrier to avoid compromising its strength; but under the top bar against which not too much pressure is experienced when in use. In installation I turned the third light upside down. Drilling two holes through the top bar through which I used longer bolts to attach the third light. The longer separately purchased sourced male bolt excellently accommodating the female portion of the third light: so not requiring holding nuts. As to wiring; it requires a third hole through the top bar. With the wiring running to the left leg of the top bars support, down through the trunk lid to the cars brake light wiring. With all the installed wiring hidden within the luggage carriers top bar and support leg: except if one looks really close to the inside of the luggage carriers left support it is just noticeable. But look really close! As I chose black wiring: itself of excellent hiding quality. The most difficult portion of installation was actually forming a not too large a hole through the left leg through which to pass the wiring down into the trunk. But as it turned out, there was more than adequate metal not to worry about that aspect.

No luggage carrier! The very nice Moss third light could be mounted on its pedestal to the rear of the convertible top when up; or the rear of the tonneau cover. Then in full view of following traffic I'll forward a second photo that's a close up of the installation



## Tool Review:

Canadian Tire Mastercraft Maximum Universal Socket Set, Part Number 058-9238-6  
Pricing: List Price is \$ 125; price on sale varies from \$ 30 to \$ 68.21 (early Feb. 2011)

Internet:

<http://www.canadiantire.ca/AST/browse/6/Tools/SocketSets/PRD~0589238P/Mastercraft%252BMaximum%252BUniversal%252BSocket%252BSet%25252C%252B50-Pc.jsp?locale=en>

This is a relatively new (2010?) and fairly unique socket set available from Canadian Tire.

It is distinctive in that:

- the socket, extension, and ratchet design allows studs etc. to 'pass through' the socket and the ratchet, such that you use them on sparkplugs and lengthy protruding studs
- the contact points on the nut are not six or twelve sided flats, but are vertical bars that potentially allow a better grip as well as allowing a single socket to handle both a metric and imperial equivalent.
- The sockets insert into the ratchet and provide a very low profile combination

The sockets are labeled as to their metric size and include: 4, 4.5, 5, 5.5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, and 22 mm. The equivalent Imperial sizes are 5/32", 3/16", (note – no 1/4"), 9/32", 5/16", 11/32", 3/8", 7/16", 15/32", 1/2", 9/16", 5/8", 3/4" and 13/16". Ratchet handles are equivalent to 1/4" and 3/8" drives.



The set has a lifetime warranty.

However, there are a few disadvantages:

- individual sockets etc. are not sold separately: lose a socket, and you get to live with an incomplete set or buy a new set
- the sockets are not as tough as the traditional sets – I broke a 7 mm (putting a LOT of load on it)
- if you need a longer extension etc, you're out of luck: nothing is compatible with the traditional socket sets

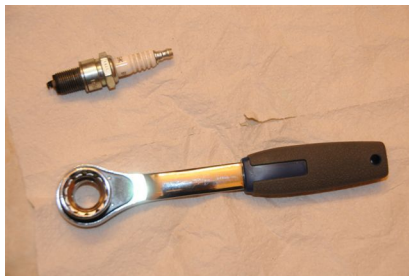
I've bought two of these sets now: one for around the house and one for leaving in a boat that we own, or for taking in one of the



VSCC type cars that we own, as it provides quite a complete set of options in a very small (3" x 9" x 13 1/2"), lightweight (4 1/4 pounds) package. Because of its compactness, it's also the set I carry if I'm helping out a neighbour (snow blower wouldn't start), trying to fix a dryer, etc. And it includes the usual 20 assorted screwdriver bits.

The second set I purchased had a manufacturing defect in that one socket was missing but there was no obvious gap in the set, as one of the other sockets had been duplicated. As mentioned earlier, I broke one of the 1/4" drive sockets – in both cases, there was no trouble exchanging the sets.

On the second try, I asked if I could keep the unbroken sockets as spares, since they are not sold individually. Fortunately, a manager type was also behind the customer service counter and he restocked my return and then I bought it back for \$ 20 – he commented that waste really bothered him and that the return would otherwise be thrown out. So I now have a relatively complete set of spares for the next one I lose.



I suggest that this would be an excellent set to have in the trunk of your VSCC car; or for someone living in an apartment for bicycle or other maintenance, or to be left with any vehicle (along with some other basic tools) such as an RV or a boat.

Review by Doug James



Rene Blei's SS100 replica shares a corner of the stand with Chris Woodward's Mark 2.

## 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 31<sup>st</sup>)**

**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: 120 BAKER CRESCENT NW , Calgary, AB, T2L 1R4

What is Celibacy?

Celibacy can be a choice in life, or a condition imposed by circumstances.

While attending a Marriage Guidance Weekend, Frank and his wife Ann listened to the instructor declare, It is essential that husbands and wives know the things that are important to each other.

He then addressed the men. Can you name and describe your wife's favourite flower?

Frank leaned over, touched Ann's arm gently, and whispered, Robin Hood-All-Purpose, isn't it?

And thus began Frank's life of celibacy.

Your Editor wishes to make it clear that the item was submitted by Gary Stoutenburg who, alone, is responsible for its content. The Editor further wishes to make it known that his wife's favourite flowers are roses with carnations as a close second!

**Another from Gary:**

**I went out with some friends last night and tied one on. I got really plastered. Knowing that I was wasted, I did something that I have never done before. I took the bus home.**

**I arrived safe and warm, which seemed really surprising as I have never driven a bus before.**

## Classified Ads.

For more classified adverts see the website at [vsccc.ca](http://vsccc.ca)

### CARS FOR SALE

**1960 Triumph Herald Coupe** very rare car. Blue / White. Odometer shows 33K Miles. Excellent overall condition (no rust!). 948 cc motor runs well. Rubber in good condition. Lovely wood dash. Interior upholstery in very good condition. Includes lots of spare parts! Asking \$5000.

**1978 Triumph Spitfire 1500** last of the chrome bumpers, 2<sup>nd</sup> owner!! excellent condition (no rust). Odometer shows 66 K (km). Rebuilt 1500 cc engine with lots of upgrades, including nicely dialled in Weber carburettor. New top with tinted windows. Roll bar. Electric overdrive transmission. Repainted. Excellent rubber. Lots of new and upgraded parts. Very nice Alpine stereo with amplifier included. Includes lots of spare parts. Asking \$10000

**1980 Triumph Spitfire** excellent condition survivor car. Odometer shows 12K (km). This car has not been hit or otherwise damaged in any way since it was new. Includes nicely dialled in Weber carburettor (have original manifold and carb if you're interested). Top in fair condition, includes tonneau cover. Asking \$8000

Also have a hardtop to go with either one of the Spitfires which is in excellent condition. Please call Daryl Shaw at (403) 239-9118 or e-mail [trherald60@hotmail.com](mailto:trherald60@hotmail.com) for further information.

Always garaged, our beauties are looking for a new home(s)

**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](mailto: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 Sandro's 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](mailto: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 Michilin 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 guages , 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



Some more shots of the World of Wheels, these ones by the Editor.

But remember this is what the World of Wheels is really all about – drop ‘em, chop ‘em and paint ‘em strange colours!↓





## Letters to the Editor

Many of you will remember Richard de Boer and his project and video he showed us a few years ago about the restoration of the Mosquito & Hurricane airplanes, owned by the City of Calgary. City Council had to make a choice, either to sell the planes to a British collector for a considerable amount of money, or to keep them here in Calgary and allow Richard and his Calgary Mosquito Society friends to restore these at no cost to the City.

A special committee formed by aldermen Carra, Farrell, Keating, MacLeod, Mar, Pincott and Stevenson, in it's wisdom, unanimously voted in favor of CMS to keep them here in Calgary, while, especially in a time of scarcity of funds and relative poor state of the economy, where it would have been so much easier, but also short-sighted, to sell the planes and collect the money. Not to forget Mayor Nenshi, who also was very much in favor to keep the planes here, even after spearheading council to slash spending to keep the Property rates down.

Council, as a whole, still has to vote on this issue, but it appears to be a forgone conclusion,..... we hope.

Last but not least, I like to remind you of something General MacArthur once said, to never pick a fight with a Dutchman, as they don't know the word "giving-up". A comment he made after fighting around Indonesia, which was still a Dutch colony at that time. That's why I'm very proud of this fellow Dutchman Richard de Boer, for his graceful and selfless display and input of an enormous amount of time, energy and enthusiasm, which appears to have had a very infectious effect on many like minded hobbyists, all for the benefit of the people of Calgary!

Rene Blei

[As you have probably heard City Council have indeed voted to keep the aircraft here and the plan is that the Mosquito Society will restore them. Unasked for the council voted a substantial sum of funds to bank-roll the restoration. – Editor]

I'm not really sure if this exchange belongs on the letters page or in the humor section – I'll give Doug the benefit of the doubt and assume he was completely serious with this one....

Colin: something short and simple that you may want to use.

I'm tidying the garage so as to be able to get at the Bugeye Sprite projects and the brain clicked in last night: I've always hung shovels etc from a nail high on the wall by drilling a hole in the handle and tying a loop of string through it, then groping around to get that limp piece of cordage to hook onto the nail; similar nuisance taking the tools down.

The midnight inspiration had me out in the garage this afternoon, drilling out the string holes a bit wider, and putting zip ties through them, with the real advantage being that the zip tie/cable tie is stiffer and there seems to be no problem hooking and unhooking. If a single tie meant the tool twisted instead of lying parallel to the wall (or was too short) then I daisy-chained a second one on.

Dunno if there might be any nuisance items when using them, as the string in the end of the handle is a lot more flexible for actually using the tool than the plastic will be.

Doug



Sounds like you've got a pretty tall garage. Why not use a hook or eye with the string through it and tie off at a low level. That way you can have the tool on a hook and no obstruction on the handle – except that you have now weakened the handle by drilling a larger hole through it! But maybe if you melt the zip tie to fill the hole and it will reinforce the handle... – this is getting a bit Red-Green?!

Cheers  
Colin

Naw, just an 8 ft ceiling; got a 2x4 horizontal just below the ceiling with some nails driven into along with various hook supports for D type handles; hanging the brooms etc. from near the ceiling keeps the floor a bit clearer (for more stuff) but the old string loop was always a bit of a pain in the patoot.

Bed time!

Doug

## Club Video Collection

Those of you who have been around the club for a few years will remember that we had a small collection of car videos available for loan. Some of you may even wonder what has happened to them? So here is the story up to date. The videos we had were in VHS format which, together with the lack of a notice in the Oily Rag, has led to a drop in usage in recent years. Recently Steve Crosby picked-up a couple of videos from the British Motor Industry Heritage Trust collection and that inspired me to hunt down the club's older material. Some experimentation proved that the tapes could be transferred to DVD and most of our old collection has now been transferred to the modern medium.

The videos that we currently have are tabulated below; a few notes are in order. All the old material can be borrowed in either VHS or DVD format. The new DVDs from the BMIHT are region 2 (European format) which means you need a region free player. Some players are region free when sold, others can be reprogrammed; do a web-search for "DVD hack" and you may find a way to convert your DVD or Blu-ray player to be region free. Most computer DVD drives are region free from new, which gives you an alternative option for play back. Note that the Austin-Healey Tech Sessions video hasn't been converted to DVD since it is pretty low quality and I don't consider it worth the effort.

Title	Date	Running time	Format
Best of the Alpine Rally, 1950/54/56	2006	74min	DVD Region 2
Best of the Monte Carlo Rally 1960s	??	90min	DVD Region 2
Ethyl Corporation training movies	1956	67min	VHS/DVD
Look Right Drive Left MGT Register in the UK	1992	120 min	VHS/DVD
The Morgan Experience	1990	60 min	VHS/DVD
SU Carburetors, covers type H, HS, HD & HIF	undated	120min	VHS/DVD
Best of British MG	1996	75 min	VHS/DVD
The MGB Experience	1989	55 min	VHS/DVD
Miata: Line Sketch to Love Affair	1992	30 min	VHS/DVD
Oregon West Coast Austin-Healey Meet: Tech Sessions	1993		VHS
The Jaguar E- type Archive	1993	46 min	VHS/DVD
Mini: the Legend	1993	40 min	VHS/DVD
Drive-by Shooting: The Mongol Rally 2009	2009	105 min	VHS/DVD

To borrow any of these videos please contact Colin Martindale at [colin.gerry@shaw.ca](mailto:colin.gerry@shaw.ca) or 403-251-4070. Videos are only available to members in good standing and the loan period is from one club meeting until the next; approximately one month. Please do not pass videos to another member, return them to Colin so he can keep track of them.

## The Back Page



Back in the mid 1970s, when I was studying geology, I met up with Dave whose major interest was vintage buses with a minor in cars and trains. Something must have rubbed off, since in early summer 1975, I took this photo of what even then were some old crocks. FVN557 is a Leyland Tiger PS2 which last worked for Royal Blue Coach Lines. Next to it, JG669, is a 1930 Tilling Stevens with bodywork by Brush, previously owned by the East Kent Road Car Company. Both have been preserved and searching the internet under the registration numbers will turn up more photos and information. Not so the double-decker which most likely has gone for scrap. Dave is now more interested in antique trains than old buses so you can't say I never did any good in this world! Colin.

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