

# ***the OILY RAG***

## **May - June 2011**

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



Notwithstanding two Austin-Healeys and a 300SL this was one of the more interesting cars in Malcolm Duncan's garage on April 16th. BMW Z1s are rare birds, with only about 8000 having been made. The door that retracts into the sill is probably the most famous feature of the car. This car was originally owned by the British fashion designer Mary Quant who kept it in South Africa to use on vacations there. Ironical that the inventor of the miniskirt should own a car so thoroughly impractical for someone so attired!

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## Introducing the Club

### 2010-2011 Executive



President	Rene Blei	403-932-5801	<a href="mailto:blei@xplornet.com">blei@xplornet.com</a>
Vice President	Steve Crosby	403-238-1075	<a href="mailto:swcrosby@shaw.ca">swcrosby@shaw.ca</a>
Finances	Howard Phillips	403-225 1987	<a href="mailto:howardphillips@shaw.ca">howardphillips@shaw.ca</a>
Membership	Craig Talbot	403-229-3773	<a href="mailto:talbotc@telus.net">talbotc@telus.net</a>
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Events Coordinator	Sylvia Heikamp	403-239-0785	<a href="mailto:heikamp@shaw.ca">heikamp@shaw.ca</a>
Newsletter	Colin Martindale	403-251-4070	<a href="mailto:colin.gerry@shaw.ca">colin.gerry@shaw.ca</a>
Web Master	Mark Stonehocker	403-210-0588	<a href="mailto:stonehocker@shaw.ca">stonehocker@shaw.ca</a>
Tools	Rene Blei	403-932-5801	<a href="mailto:blei@xplornet.com">blei@xplornet.com</a>
Inter Club Coordinator	Mike Coe	403-281-0363	<a href="mailto:coefront@shaw.ca">coefront@shaw.ca</a>
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Club Regalia	Rene Blei	403-932-5801	<a href="mailto:blei@xplornet.com">blei@xplornet.com</a>
Member without portfolio	Chris Durnall	403-255-4511	<a href="mailto:ChrisDurnall@shaw.ca">ChrisDurnall@shaw.ca</a>

***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 your 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/June; 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

Time for some investigative journalism! Two of our members sent me articles which had my spidy senses twitching. First was Rene's piece on panic alarms on ATMs which turned out to be a hoax that has been cruising the net for several years. Second was an article on new taxes on collector cars from no lesser paper than the New York Times. It turns out there are no plans to tax the value of historic or collector cars in the USA and the item was a hoax. The publication date of March 28 might have been a give away, April 1<sup>st</sup> would have been too obvious. "All the news that's fit to print" indeed!

Your editor spent a couple of weeks travelling in March. The prime objective was a 10 day tour in Eritrea to see the steam powered railway there. Eritrea fought a long and bitter war to gain its independence from Ethiopia. The war ended 20 years ago but the border disputes linger on and flare up in shooting every so often.

In the late 1990s the government decided to renovate the railway between the capital, Asmara, and the Red Sea port of Masawa. Estimates from contacting companies were completely beyond what could be afforded so the old railway workers were recruited (many came out of retirement) and they rebuild the line themselves. Several of the articulated steam locomotives dating from the 1930s have been refurbished as well as a 1935 Fiat railcar. Tourist trips operate at weekends if enough punters show up but for tour groups a much more ambitious show is put on.

Over a 7 day period we travelled the length of the line and back with stops to jump out and video/photograph the train at the many scenic locations along the line. In the 130km from the coast to the capital the line rises 2400m with 29 tunnels and over 60 bridges. The last few days were spent revisiting the most spectacular part of the line which runs on a narrow ledge on steep hillsides, with many tunnels and bridges.

Although Eritrea can be commended for rebuilding this remarkable line there are many things about the country which are less than wonderful. The currency is blocked, you declare your foreign banknotes on entry along with your

cameras and laptop. All the money you change is noted on the form and when you leave you have to empty out your wallet; to make sure everything tallies and you didn't leave any unaccounted hard currency behind to corrupt the locals. The country is ranked 157/157 in the world for press freedom and 156/157 for human rights abuses; it is sometimes called the North Korea of Africa.

I have heard, from several sources, that Eritreans can only get a passport when they are over 65, unless they are travelling on government business. I can confirm that to leave the capital you need an internal travel permit. We had to send the tour operator scans of our passport and visa details to arrange this ahead of time since it takes two weeks to process. Once we arrived we had to submit our passport for the details to be confirmed. One member of the group omitted to do this and when we arrived in Masawa he was detained by the police and finally released into our custody when we left town 36 hours later! Even foreign diplomats are subject to the need for a permit and the Foreign Affairs website warns that if you get into trouble it will be two weeks before someone from the embassy can come to help you. It maybe some consolation to realize that whoever wins the Canadian general election on May 2<sup>nd</sup> this will be a vastly better country to live in than Eritrea.

Thanks to Rene Blei, David Hood, Daryl Shaw, Bob Algar, Gary Backstead, Mike Coe, Joerg Kuenzel and Steve Ross for articles, photographs, etc.

200 copies of the Oily Rag will be printed or distributed via internet. Colin Martindale, Editor



*Dedicated to the preservation of vintage motoring*

### Please note

**The deadline for the next issue of the Oily Rag is**

**June 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
<b>2011</b>	
May 11	Monthly Meeting, Austrian Canadian Cultural Centre
June 8	General meeting (Evening Drive if the weather is good). Watch your e-mail
July 2	Rosebud, Drive and Theatre
July 13	General meeting (Evening Drive if the weather is good). Watch your e-mail
July 16	European Classic Car Meet, Stanley Park, Calgary
July 17	<a href="#">Priddis Stampede Breakfast</a>
Aug 10	Big Hill Springs Barbeque (replaces General Meeting)
Sep 14	General Meeting
Sept 23-25	<a href="#">"Surprise" get away</a> - Run and overnight to Sun Peaks in Kamloops
Oct 2	Fall Colors Run
Oct 12	General Meeting
Nov 9	Annual General Meeting
Dec 14	Annual Christmas Social

### OTHER EVENTS

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

**2011**

**April 30-May 1** - Drivers School, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

**May 7** - Didsbury Car Show. Those wishing to attend, please contact [Mike](#)

**May 21** - Vancouver ABFM, Van Duesen Gardens. Would anyone going like to arrange a convoy?

**May 27-28** - Coastal Swap Meet, Vancouver, [www.coastalswapmeet.com](http://www.coastalswapmeet.com)

**June 4-5** - Race #1, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

**June 11-12** - History Road, Reynolds Museum, Wetaskiwin, [www.reynoldsalbertmuseum.com](http://www.reynoldsalbertmuseum.com)

**June 10-12** - [BritsBest Classics](#), Radium Resort BC

**June 18-19** - [Parkland Summerfest and Car Show](#)

**June 19** - Rolling Sculpture Show Canmore Alberta

**June 25** - The Edmonton Club have invited us to their barbecue at Sylvan Lake. Those wishing to attend, please contact [Mike](#)

**July 2-3** - Race #2, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

**July 9-23** - [British Columbia & Alberta, Canada Expedition 2011](#), BMW Vintage & Classic Car Club of America

**August 6-7** - Vintage on the Prairies, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

**Aug 31-Sept 7** - Portland Meet with Tony Booth. All interested should contact Tony direct at [awbooth@shaw.ca](mailto:awbooth@shaw.ca)

**Sept 10-11** - Race #4, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

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... (It looks like quite a list but a few are old members being welcomed back)

Helge Kirmse	Mercedes 280SL, 1969
Richard de Boer	Toyota Supra, 1987
Barry Giles	looking for a car?!
Joerg Kuenzel	Mercedes 500SL, 2000
Terrance Walters	MGB, 1974
Chris Blackmore	looking for a car?!
Doug Campbell	Triumph Stag, 1974
Frank Raffin	Porsche 911, 1987; Austin-Healey Sprite, 1959; MGA, 1959
Stephanie Barnes	Triumph TR6, 1974
John O'Regan	Jaguar E Type, 1962
Malcom Lawrey	MGC, 1969; Triumph Stag, 1973
Hal Hamilton	MGA, 1960; Mercedes 450 SL, 1980
Malcom Duncan	Austin Healey, 1967; Mercedes 190SL, 1961; and just a few others
Bill Wertzler	looking for a car?!

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### **Our Thanks to**

## **The Austrian-Canadian Cultural Centre**

**For hosting our meetings**



Bob Algar, accompanied by Joyce, receiving the President's Award for service to the club in 2010 at the Awards Night Banquet in March this year. Photo by Joerg Kuenzel. For more on the Banquet see Rene's message on the next page, more of Joerg's photos appear on page 14.

## The Prez Sez

The number of kids per family in the West has been drastically reduced over the last 50 years. Many families don't want any kids, others have maybe 2, which is not even enough to keep the status quo. Not to mention the millions of babies lost due to abortions. In the old days, kids were seen as a form of old age security for the parents. Then many governments started to give its citizens different forms of social security. We now know this had enormous consequences. In the short term it looked like a god send, but after a few decades it had some shocking effects.

Parents didn't need as many kids anymore, after all the state would be their future provider. Religions were also negatively impacted, again who needs God if the State will take care of you. Years later the State discovered, there were not enough youngster to keep the country growing, so they started bringing in families from all over the world, with the now well known results, with the clash of foreign cultures, especially in Europe. Throughout history it was the younger generations who brought reform, read progress, in most western countries. The social security system in the meantime has bankrupted many countries. In 2015 Canada will have more Old Age Pensioners than young people and many are now living past 100 years. Hard to say what effect this will have on our vintage car hobby, but it will. Just think back of the reason why you bought the vintage car you drive. How all this will work out???? We'll all know in the fullness of time.

Early March we had our first official Club function, the President and/or Award Dinner. Close to 70 members and guests had registered and Fort Calgary again treated us with some great tasting food. The atmosphere was like one big family. Many items were donated to the always silent and live auction, all for the financial benefit of the Club. Bob Algar was our MC and also received the 2010 President's Award. The Scribe Award winner was our VP Steve. We had 6 door prizes and a 50/50 draw with winner, Azim, who graciously donated his part to charity. A big thank you to Maria, Sylvia, Rosemary Crosby, Karen Jeffrey, Akkie, V.P. Steve, Bob Algar, Steve Jeffrey, Colin and Howard.

Our next event, April 16 with our host Colin and Gerry, will be the Break-Out party preceded by Break-Out Breakfast and Garage Tour to the premises of our new member Malcolm Duncan, owner of Excalibur Truck Assessories in Okotoks. Malcolm has some beautiful cars. April over the last few years has given us better weather than May and lets hope it won't disappoint this time. Very often there will be days during winter were we can air-out our vintage cars, not so this one. However, good winters are often followed by good summers. Time will tell.

Sylvia is hard at work to give us a full calendar with all kind of events, but her pride and joy is the September 23-24-25 drive to Sun Peaks Resort, just north of Kamloops and she has arranged for some very low rates for hotel accommodation. Sign up now! Your exec is now organizing the European Classic Car Show, and it will be very similar as in previous years, with one exception.....no trophies! This year we like to put the emphasis on the social aspect as in visiting friends and be less competitive. We also plan to donate part of the proceeds to charity, however, a number of the Sponsors in previous years have declined to do so this year. That's why we are very grateful for Jay Chapman, British Auto Specialist and Malcolm Mann, Auto Mann who so far are the only Sponsors. We will, however, keep our long-term sponsors on the Show poster, to show our gratitude for their past support.

As I write this, we celebrated yesterday our "white" Break-Out Garage Tour and Party. A few brave members came with their sports cars, as we had quite a bit of snow. However, whatever the day lacked in sunshine, was sure made up for in spades with a tremendous atmosphere present at all three events we experienced, and that is way more important then anything else.



Thank you Mick and Phyllis for providing a great breakfast in your new premises. No BBQ flames, that would have been a fire hazard in an old farm building. All 25 cars or so were parked along a snow filled drive way, but nobody got stuck. Thank you Burke family for a great start of a snow filled day. Thank you Malcolm, Grant and Donald Duncan for you welcoming us to your new acreage and self build 12 car garage, housing some unbelievable cars. Malcolm also showed us his inventions, like the radar outfitted cane for the blind and his own idea put into an engine, that at first looks, made me think of the Wankel engine, yet totally different. Nice to see Dr. Grant Hill there too. Thank you Duncan family for hosting us and now, welcome as members! I just hope I caught all members at the first traffic lights, at Keith GMC, as the snow was falling and waited for you to arrive for about 20 minutes.

In the evening, Collin and Gerry and Anna, welcomed us to their house to continue a day we won't easily forget, with the Break-Out Party. A delicious smell of food and a warm atmosphere welcomed us as we entered their newly renovated house. We had a good time visiting friends, this time in much more civilized surroundings than in the last two years. Well done Collin, Gerry and Anna and thanks again.

Happy trails!

*Rene*

## Pincode

Rene also sent me this little piece about using a reverse PIN code in an ATM. You may have seen it elsewhere but there was something about that made me type "reverse pincode" into Google. I got a ton of hits including and long and reasoned explanation from [www.snopes.com/business/bank/pinalert.asp](http://www.snopes.com/business/bank/pinalert.asp) as to why this is a hoax. Apparently it has been around since about 2006 when several states in the USA proposed legislation to make such an idea happen. So far nothing has happened to make it law so the next time you are standing at the ATM with a gun at your head don't worry about trying to remember your PIN in reverse!

Rene writes:

I came across the following interesting message.

It hasn't happened too often, but there have been times, when people were forced, under threat of force, to withdraw money from an ATM.

Apparently, there is a "Hidden Help" method that calls the police automatically. All you have to do, is to enter your pincode in-reverse, i.e. if your number is 1234, enter 4321. The machine now knows you knowingly entered your pincode in reverse and will execute the transaction but will also call the police at the same time. However, I haven't been able to confirm this, but apparently this is how it works in the "Lowlands"(Holland), true or not, but I think even our Editor will be impressed, this coming from a bunch of Cheese heads.

[Rene is right the editor is impressed, but not favourably – damned "Cheese heads"!]

## General Meeting Minutes

### February 9, 2011

#### Minutes

6. Monthly Meeting came to order at 19:30 in the Austrian Canadian Club dining room, approximately 33 people in attendance (chaired by Rene Blei)
7. Rene welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary.
8. Guests / new members
  9. Terrence Walters (new member) – previously here in November. Drives a Subaru and a '74 MGB
  10. Bill McFadden
11. Steve Crosby (Vice President)
  12. introductory cards for the VSCCC are available
  13. pass them out, put them on windshields – promote our club
  14. World Of Wheels (Feb 17-20) planning is underway – come on out and support the club!
  15. 6 cars from the club will be there.
16. Craig Talbot (membership)
  17. will take your money for membership!
18. Colin Martindale (Oily Rag)
  19. deadline for articles, photographs, etc. is February 20.
20. Mark Stonehocker
  21. name tags are available. A new list will be created if anybody else wants one!
  22. Web site is still running.
  23. Lots of club events (ours and others) are available on the web site.
24. Azim Bhatia
  25. Brits Best show is June 10-12
  26. entry forms available from Azim or on the MG club web site.
  27. Everybody's invited
  28. same weekend as Radium Days – so lots of activity going on
29. Peter (SVAA)
  30. not much to report
  31. next meeting is this Saturday at the Lethbridge swap meet.
  32. This group will help keep you aware of legislation that may affect our hobby
  33. Jim Briggs will be attending the next meeting this Saturday
34. Rene asked if anyone had heard from Mick Burke. Colin indicated that he had a voice mail from Mick indicating that he will definitely be starting a business selling car parts.
35. Stanley Park show this year will have the Jaguar E-type as the marque of the year.
  36. July 16 is the date for the show this year.
  37. Steve Jeffrie is working hard on the poster
  38. club house is booked
39. The entertainment this evening is a choice of videos. Steve Crosby picked up the Alpine Rally and Monte Carlo Rally videos. A show of hands was asked for by Colin to vote on which one to watch. Monte Carlo Rally won the vote.
40. President's dinner on March 5, 2011 at Fort Calgary
  41. See Steve Jeffrie to register.
  42. Steve Crosby discussed the menu which will include gravlax, roast beef, etc.
43. Dave Varga talked about the MS bike tour that both he and Dianne participate in. Last year their team of 37 riders raised >\$40000!!!
44. Next meeting is March 9, 2011 at the Austrian Canadian Club

Daryl Shaw  
Secretary

March 9, 2011  
Austrian Canadian Club

Meeting came to order at 1930hrs chaired by Rene Blei.  
Members present 43

Guests Jim Crittenden and Hal Hamilton and Ziggy

Rene told us about the President Dinner that took place March 5, with 68 members present. Bob Algar was MC and was also the winner of the President Award and the Scribe Award went to Steve Crosby. Rene also received a gift in appreciation for his services from Mike Coe. It was a fun evening with great food and company.

VP.... not present.

Treasury..... not present

Membership.....Craig; we now have 120 members.

Editor.....Colin likes to have more submissions and photos.

Webmaster.....Mark still takes orders for name tags.

Events.....Sylvia not present, but next event will be the Break-Out Party to be held at Colins

The breakfast may start at one of the chain restaurants and then to Micks new venue.

Still have to find a few Garages to visit

SVAA.....Bob; SVAA in discussion to have rep. On committee to keep Race City a little longer on the map. SVAA also encourages Clubs to join the National, who are also in touch with HVA (Hagerty) USA. They are also looking for a part time admin assistant see [www.svaalberta.com](http://www.svaalberta.com)

Meeting adjourned at 1955 hrs.

Tony Booth gave a slideshow presentation re; Portland trip and also encourages members to come along next September to another drive to PIR and surroundings.

Jim Crittenden and Hal Hamilton showed us a video of PIR and Race City

## SPECIALTY VEHICLE ASSOCIATION OF ALBERTA

### SVAA Meeting Minutes, February 12, 2011

Meeting was called to order at 12:40 by President Harry Bullock. 22 Representatives present.

As to date the SVAA has 23 clubs represented

**Financial Report**-the 2010 audit has not been completed a yet but will be ready in May for the Red Deer Mtg.

Al Rise gave a submission on the benefits of the SVAA Insurance Program. For clubs running any sanctioned event coverage ranges from bodily injury and property damage to volunteer medical payments. It is essential for any club to have general liability coverage and this policy covers setup, takedown, swap meets, fundraisers and club meetings. The complete description of benefits is in the February SVAA Newsletter.

**Website**-Al Rise started that the SVAA website has poor usage by members and is looking to add more content to it to bring more attention and visitors to the site. Club members are strongly encouraged to visit the site [www.svaalberta.com](http://www.svaalberta.com)

**Newsletter**-All of last year's advertisers are booked and have a few new potential clients interested in purchasing advertising space.

New Business

Race City- has formed a committee of interested clubs to work with the City of Calgary to come up with some kind of a mutual agreement to maintain the track and facilities. We are applying to have a representative on the Task Force with Rick McIvor is the committee chairman, and Alderman Shane Keating chairing.

**NAACC Report** Warren Rogalsky gave a report on the NAACC, he attended in Montreal in February. The month of July has been nominated to be National Heritage Car Month. The NAACC is trying to expand to include ALL clubs in Canada from coast to coast and strongly encourage membership in the Association. Single memberships are available for \$20 [www.naacc.ca](http://www.naacc.ca)

**HVA Report**-Harry Bullock gave a report about the newly formed Historical Vehicle Association based in the United States. The HVA was formed to unite all the different car clubs in the USA together as there is no organization currently in place to offer a unified voice to the historical vehicle hobby. The HVA not only is a lobby organization in 2 countries but also provides representation to HVA which is the world organization for historical vehicles headquartered in Belgium. The HVA is offering free membership to any hobbyist by visiting their website at [www.historicalvehicle.org/canada-joinus.htm](http://www.historicalvehicle.org/canada-joinus.htm)

The hiring of a PTF administrative Assistant is ongoing and a decision will be made in Red Deer at the next meeting.

Out of Province Inspections- No meetings have been held lately and nothing new to report

The SVAA survey that was mailed out to every club needs to be completed and sent back by Feb 28<sup>th</sup>. Next meeting will be Mar 7-12:30 in Red Deer at the Pioneer Room, Westerner Park. No other business, meeting adjourned at 13:55



Springtime is almost here...

this year,

# Beat the Rush



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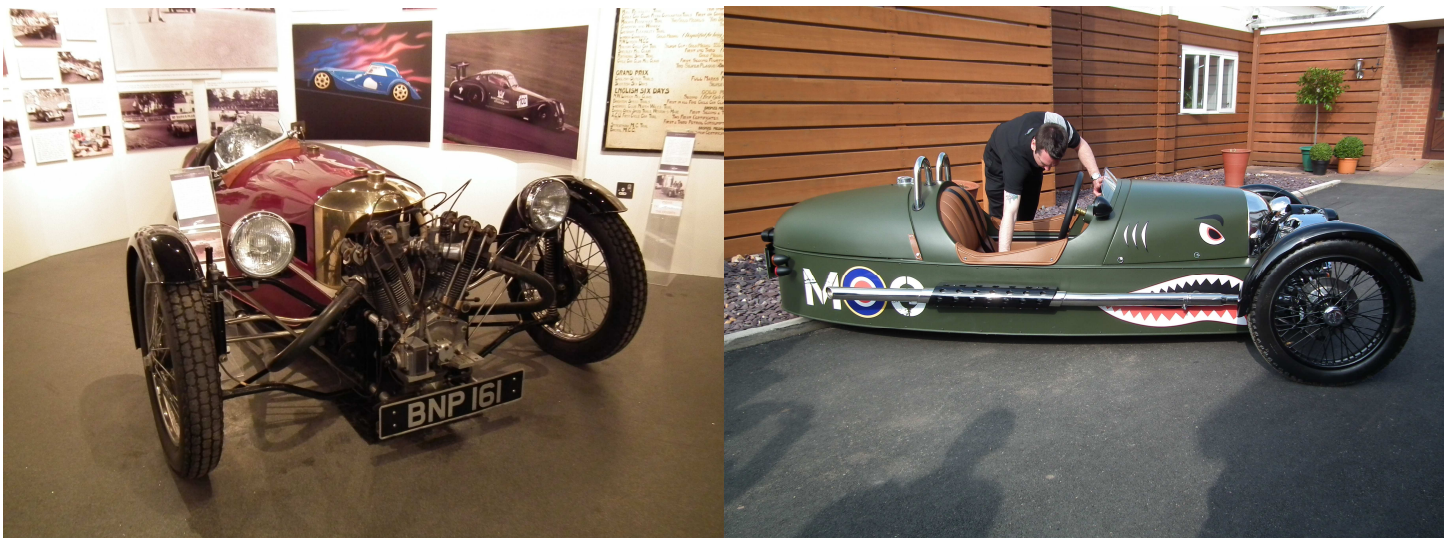
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## More on Morgans!

In the first issue this year we had a series of photos and a short write up on a visit to the Morgan factory in Malven Link. As well as news of the new Morgan Three Wheeler, Can there be anything more that needs to be said about Morgan?! Some members would say yes and I'm going to let them have there way for one more kick at the cat (wait isn't that Jaguar?).

Following my Eritrean adventure I had a few days in Blighty to see friends and rellies. There is only one university friend that I am still in touch with and, once we had established that there were no steam powered railways operating on the day we could get together we plumped for a visit to the Morgan Factory. Easy enough to arrange, all you do is follow a link from the company's website and drop them an e-mail. Try to give them some notice and have a fall-back date if possible. The cost is £10 per person which I think goes to charity. I won't go into details except to say that it is a lot of fun and well worth the couple of hours it takes. There are plenty of tea-shops in nearby Malven if your loved one isn't into car shops! Although this one is more interesting than most.

What we did see was the number 2 pre-production prototype of the new Morgan Three-Wheeler. What it most looked like to Dave and I was an old Morgan Trike on steroids. The body is bulked up and the whole thing looks beefier than the original, although the wheel base is probably similar. No matter how it looks they have taken deposits for 400 of the little beasts. So what are the chances of getting one in Canada? Slim to none according to the Morgan nuts in the club. As it stands it can't past North American safety tests as a car and can't be registered as a motorbike as the driver of a motorbike must sit astride their machine here. I'm slightly surprised that British/European car safety standards are so far behind those over here, and it used to be that three-wheel machines with a reverse gear couldn't be called motorbikes in the U.K. but that may have changed. So for your further education here is a side-by-side (almost) comparison of the old and new. On the left, a 1937 Aero Super Sport, in 1930 a similar vehicle driven by Gwenda Stewart managed 115 m.p.h. at Montlhary (women were brave in those days!). On the right the new kid on the block. The paint job has already received quite a bit of criticism. Although it is meant to be reminiscent of a WW2 fighter British pilots rarely went in for nose art like this and the roundel is the current RAF style, that used in the 1930s and 40s didn't have a white line between the red and blue. Paint job aside who wants one? At over £25,000 to include all the extras to make it more fun, and no luggage space?





## Importing an MG RV8 (Concluded)

David Hood

Last year, I wrote about how I planned to import an MG RV8. I had assumed that the natural place to search for these cars was the UK although I was aware that most of the original production had been exported to Japan and a large number of other cars were being imported from there to Canada each year. I had never considered such a step: I always assumed that importing cars from Japan was primarily for people who wanted Nissan GT-R's or something similar with big exhausts or strange little vehicles that held no appeal for me and I would never consider driving.

The first step in changing that mindset came when Colin Martindale contacted me and suggested that I look at importing a car directly from Japan. This got me thinking about this approach and subsequent input from other VSCC members including Craig Talbot and Doug James made it seem more feasible. Based on their recommendations and some further research I decided to give it a try and contacted Doug Bennett, who had been recommended to me by Doug James.

Within two weeks of contacting Doug, I owned an MG RV8 but, to ensure that expectations are set appropriately, I need to point out that I got lucky. It can take months to find the right quality car at the right price.

I purchased the car on 8 March 2010 and it arrived at New Westminster docks in Vancouver on 15 April. It's Woodcote Green with the standard Stone Beige interior. Due to some unexpected snafus it took longer than expected to get to Calgary but when my wife and I first saw the car we loved it. The interior needed to be cleaned up but the underside of the car looked like new and we couldn't wait to drive it.

Imported cars need an OOIP (Out Of Province Inspection) Report to be completed before they can be registered and before we could get this the fluids were all flushed and replaced, a new battery was installed, and new front brake pads were fitted as the originals were just under the 50% level required for the test.

It passed the test and on 29 May 2010, the car was registered as street legal in Alberta.





I've wanted to own one of these cars for seventeen years and the reality did not disappoint: the only problem now is working out an acceptable driving schedule with my wife, who wants to drive it as much as I do. Every time we drive the RV8, it brings a big smile to our faces: we're so glad we own one of these wonderful modern classics. Ours was the third RV8 in Canada: the others are in Montreal, Vancouver and there is now one in Newfoundland and one in Ontario. I'm sure there will be more soon.

I'd like to thank all the club members who contacted me with advice and help: as a 'newbie' member, it really showed me the depth of support that is available in the VSCCC. My plans ended up in a very different (and better) place than I had originally anticipated thanks to the advice that I received. Finally, I want to ensure that you all know about Mike Bennett, who helped me get the car from Japan. His knowledge of all aspects of the import process is first class and his input and support was fantastic. You can reach Mike at [michaelnormanbennett@shaw.ca](mailto:michaelnormanbennett@shaw.ca). If you don't think I've given you enough reasons to deal with him and you'd like me to expand on them, feel free to contact me at [davidh8376@gmail.com](mailto:davidh8376@gmail.com).

---

## Garage Tour 2011







Photos taken at Mick Burke's new parts shop and Malcolm's garage in Okotoks by new member Joerg Kuenzel. Joerg took a whole load more photos which have been added to the Club's photo archive. He also sent me pictures of the Break-out Party and as soon as I can sort out the file format I will share them with you!

# 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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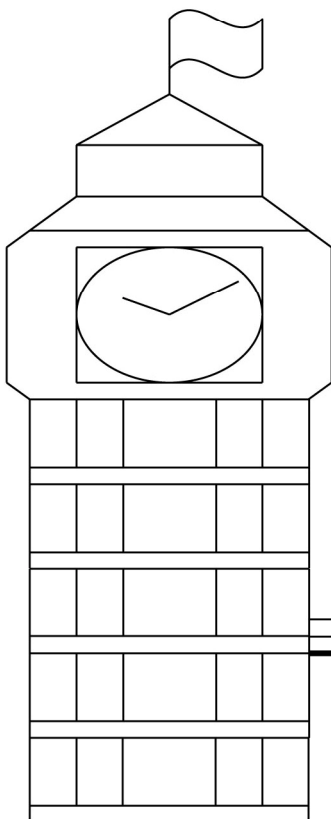
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## AMAZING NEW ENGINE

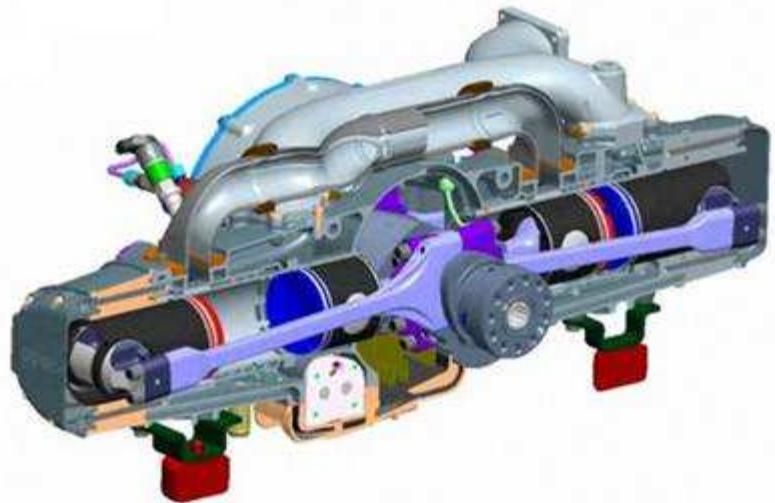


This is no wimp engine. It's a two cylinder with four pistons delivering 300+ Horse Power. It's extremely small and very efficient and is presently in use in test applications. The configuration below is equivalent to a extremely ballsy four cylinder engine. When doubled, it's an extremely ballsy 600+ H.P. engine

It's called OPOC (Opposed Piston Opposed Cylinder), and it's a **turbocharged two-stroke, two-cylinder, with four pistons, two in each cylinder, that will run on gasoline, diesel or ethanol.** The two pistons, inside a single

cylinder, pump toward and away from each other, thus allowing a cycle to be completed twice as quickly as a conventional engine while balancing its own loads.

The heavy lifting for this unconventional concept was performed Prof. Peter Hofbauer. During his 20 years at VW, Hofbauer headed up, among other things, development of VW's first diesel engine and the VR6. The OPOC has been in development for several years, and the company claims it's 30 percent lighter, one quarter the size and achieves 50 percent better fuel economy than a conventional turbo diesel engine.



**They're predicting 100 MPG in a conventional car.**

**For a good demo, See:** <http://www.engineeringtv.com/video/Opposed-Piston-Opposed-Cylinder>

Article from Mike Coe



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## Another Hoax!

Dave Guard sent me the article below with no indication that it was a hoax. A search of the Senator's website revealed that Charles Schumer is a real person but no mention of the proposed tax although I searched for "car tax", "collector tax", "antique car tax" and "antique car" so I switched to the New York Times and found that it is a real newspaper! A similar search of the NY Times soon found <http://www.nytimes.com/interactive/2011/04/07/nyregion/07-cityroom-times-spoof.html?scp=1&sq=collector%20car%20tax&st=cse> which told the truth, right along side an article claiming that Polka dancers have lower rates of colon cancer! So were the Morgan Club and Dave Guard taken in by this? You'll have to ask Dave yourselves!

### **Senator Eyes Collector Cars as Revenue Source** **New York Times article Mar.28, 2011**

*Auto Enthusiasts who dodge taxes are in Schumer's crosshairs*

Washington, D.C. - AP. Senator Charles Schumer (D-NY) held a press conference today in the Capitol's rotunda and stated that he is in the process of drafting a bill that will create a federal tax on all collector, antique, historic, special interest, hot rods and race cars. *"This country is operating at a huge budget deficit," said Senator Schumer, "thanks to the previous administration's failure to seek new sources of revenue. We can no longer continue to just raise the taxes we already have. We are reaching the point of diminishing returns. We must find new sources of revenue. "There are more than one million collector cars in this country," said Schumer, "and many of them are unregistered and untaxed. These vehicles represent sometimes sizeable assets which often appreciate from sale to sale. Much of these capital gains remain untaxed. It's about time these collectors—all of whom are rich—begin to pay their fair share. I've never heard of a poor person owning a Corvette, Ferrari, Deussenberg or Cobra."* Citing the results of this year's automobile auctions in Scottsdale, Arizona as an example, where reported sales were in the tens of millions of dollars, Schumer said, *"We're not talking about rusty old clunkers, here. Some of these cars represent the pinnacle of automotive history. Collectors who buy and sell them often do so privately. Some transactions are in cash and others include trades. All of these are under the Internal Revenue Service's radar. Well, that will soon end."* Each state has different laws and requirements for collector cars. Those which tax them as personal property often use outdated values. An owner can pay taxes on a car the state determines is worth \$5,000 and then turn around and sell it for \$100,000 or more. Until now, all of this has been the purview of each state. Schumer's law will sidestep all state laws by levying a federal tax in addition to anything the individual states do. This new federal tax will be similar to the present federal tax on gasoline, which is in addition to whatever a state assesses. **Part of the Schumer law includes the IRS opening up a special department to deal with collector cars. Values will be calculated annually and owners will be required to list all cars they own on their 1040 tax form.** Because not all vehicles are registered, and thus may not be known to the individual states' motor vehicles departments—especially race cars which are not driven on public roads—the IRS will make use of the existing network of individual collector car enthusiast organizations across the country. **Many of these car clubs maintain accurate registries which detail each car by its vehicle identification number and present or last known owner and their location. Assembling an all-inclusive federal database in conjunction with these registries will be one of the first steps in implementing the new law. Once the database of owners is cross-referenced with an annual index of current collector car values, every collector or race car in the country can be taxed at a fair rate.** Initially, Schumer says, it will be 10% but that would rise depending on the type of car, number produced and condition. *"Collectors are willing to pay more for certain cars," said Schumer, "because of their history or the small number that were produced. These factors increase a vehicle's worth to buyers, so why should these cars not be taxed at a higher rate? It's no different than our current progressive income tax rate."* It is estimated that an annual 10% tax on all collector cars presently owned by American taxpayers—at their prevailing market value—would be more than \$250,000,000. In four years the coffers of the federal government could be fattened by a billion dollars. ***"That's only a conservative estimate," said Schumer. "Nobody knows exactly how many collector cars are out there. But by this time next year, WE will know. Owners of these cars will finally have to pay up. Their free ride—on the backs of the poor—is over."***





## 2011 Field Meet



**Saturday,  
June 11**

10:00 A.M. to 4:00 P.M.

**Victoria Park**

River Valley Road  
west of the High Level Bridge  
Edmonton, Alberta

Information:

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## 25 Quick & Easy Alfa/Fiat Tasks:

Steve Ross sent this list of inspection items and notes that it applies to all cars not just Alfas and Fiats

### GENERAL SERVICE:

#### Do a "mini safety inspection" (< 5 minutes).

Check all turn signals, tail lights, brake lights (you may need a helper), side marker lights, headlights (bright & dim), license plate lights; make sure the brake, charging & oil pressure warning lights come on when you turn on the ignition; check that the horn & wipers work.

#### Lubricate door, hood & trunk hinges (< 5 minutes).

You can use a spray can of white lithium grease, available at any auto parts store. Wipe off any excess, so it doesn't get on clothing.

#### Check tire tread depth & wear pattern (<5 minutes).

You can use the old penny trick: insert a penny, Lincoln's head down, into the tire tread at various points. If at any point the top of his head isn't buried, you're down to 2/32" of tread, which is too low. Modern tires have wear bars that will become flush with the tread surface at about this depth, too. By the way, the top of Washington's head on a quarter is about 4/32", and the roof of the Lincoln Memorial is about 6/32", so coins can be a handy depth gauge.

#### Rotate your tires (20 - 30 minutes).

This is especially urgent if the treads are beginning to wear unevenly (see above), but you should tackle this chore on a regular schedule.

#### Check your wiper blades (< 5 minutes).

Inspect [wiper blades](#) for frayed edges, hardened rubber, or just replace them if they're more than a year old.

#### (Alfa Spiders) Check convertible top drain hoses (< 5 minutes).

Next time you wash your car, watch that water drains from opening in the rear of the rocker panels. See this [Tech Tip](#) for more information. If your car has a sunroof, check their drain hoses by pouring a small amount of water into each, and ensuring that the water disappears down the hoses.

### UNDERHOOD SERVICE:

#### Visually inspect all belts & hoses (< 5 minutes).

Look for cracking and bulging of water, fuel and vacuum [hoses](#). Our theory is: it's easier to replace them in your garage or driveway than on the side of the road. Since "our" cars are all over 10 years old, any original vacuum hose is probably getting brittle. [Belts](#) have a habit of flying off at bad times, too, so check them. If your car has a [timing belt](#) (Alfa V6 or Fiat/Lancia), you should make sure it's not oil soaked, and be sure it's changed at the correct interval.

#### Check brake & clutch master cylinder fluid levels (< 5 minutes).

You can see the level through the translucent reservoirs. If you need to add some, use fresh brake fluid (brake fluid absorbs moisture from the air, even if the bottle is sealed).

#### Visually inspect your spark plug & coil wires (< 5 minutes).

Any problem here can hurt power and mileage, and even damage your catalytic converter. (Hint: in total darkness, you can sometimes spot a damaged [plug wire](#) leaking sparks to ground.) If you want to investigate plug wires further, you can check the resistance with an ohm meter and compare against the specs in your workshop manual.

#### Check your [air filter](#) (5-15 minutes).

Remove it for inspection; if it's dirty, replace it or at least blow it out from the inside with compressed air. If you have a [K&N filter](#), clean and re-oil lightly.

#### Top up your windshield washer bottle (< 5 minutes).

You may wish to check the "aim" of the squirters; they can typically be re-aimed using a needle or straight pin.

#### Change your oil and [filter](#) (20 - 30 minutes).

How long has it been? Do it soon.

#### Clean oil/vapor separator (where applicable) (15 - 30 minutes).

Consult your service manual for details.

### UNDER THE CAR:

#### Do a visual inspection of the brake rotors, calipers & pads (15 - 30 minutes).

Combine this with rotating your tires, and the incremental time is near zero. If you're like me and can't see up close as well as you once could, you may need a mirror to peer into the brake [calipers](#) to check [pad](#) thickness. I like to be sure the friction material on each pad is (at least) thicker than its backing plate. Check the [rotors](#) for scoring and [minimum thickness](#). Look for signs of fluid leak from hoses and calipers. *On Fiats, check that the angled caliper sliders are not corroded. One sign of this is the pads on that wheel are not wearing evenly.* If you're in doubt about the age or condition of any brake component, it's wise to change it.

#### Check shock absorbers and/or struts (15 - 30 minutes).

While the car is jacked up, examine all [shock absorbers](#) for signs of leaking (be sure to secure it with jack stands). While you're at it, check each wheel for leaking grease seals, and, where applicable, check CV and steering rack [boots](#). Then, with the car back on the



ground, push down on each corner with all your weight; making sure the car rises back up on its suspension and settles down without multiple iterations.

### INSIDE THE CAR:

#### Condition leather and vinyl components (15 minutes).

We recommend [AutoSport](#) products to clean and condition leather and interior vinyl. Be sure you don't use a really shiny vinyl dressing on the top of your dashboard; the sun reflections will drive you nuts.

#### Re-dye black trim (30 minutes).

Use [Forever Black](#) on your rear spoiler (80's Alfa Spiders) or any other black plastic and vinyl. It may take 2 or 3 coats to achieve an even effect, but it makes a world of difference to your car's appearance. If you get it on paint, wipe it off immediately.

#### Lube your door & trunk gaskets (< 5 minutes).

Wipe [AutoSport Interior Vinyl Protection](#) on soft rubber seals to keep them flexible.

#### Lube seat tracks (< 5 minutes).

We just use white lithium grease, available at any auto parts house. Don't get it all over the carpets, and wipe off any excess.

#### Clean the inside of your windows (15 minutes).

What a difference it makes to get that film off the inside of all the glass. Don't forget the mirror. We recommend [AutoSport Haze Free Glass Cleaner](#).

---

## A bit of motoring trivia:

Beginning with Mary Anderson, who invented the first windscreen wiper in 1903, women have played a striking role in the evolution of the car. In fact, women inventors were responsible for developing the sparkplug, the clutch and the carburettor.

Source - Allon White Sports Cars Newsletter for March 2011 (Morgan & Lotus dealer)

Bob Algar

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While touring the World of Wearable Art and Collectible Cars Museum [www.wowcars.co.nz](http://www.wowcars.co.nz) in Nelson, New Zealand, Gary Beckstead found a car that was new to him and sent some photos. See if you know what it before you turn to page 23 for the answer.



# BritsBest Classics 11

FRIDAY, SATURDAY, SUNDAY  
JUNE 10, 11 & 12  
**Radium Resort**



Enjoying BritsBest 2010

Over 50  
Cars On Display!The perfect event  
to relax and catch up  
with friends!

This sets the scene for BritsBest Classics 2011 at Radium Resort, a fun filled event for owners of all makes and models of British vehicles. Register Now!

[www.calgarymgclub.org](http://www.calgarymgclub.org)

# BritsBest Classics 11

FRIDAY, SATURDAY, SUNDAY  
JUNE 10, 11 & 12  
**Radium Resort**

The Calgary MG Car Club is your host with the BritsBest Classics all-British car & bike show weekend at the Radium Resort in beautiful British Columbia, Canada.

Located in Radium Hot Springs, British Columbia, a classic mountain getaway village at the gates of Kootenay National Park, Radium Resort welcomes you with breathtaking scenery, relaxed comfort and uncompromising service.

Surrounded by the vast open spaces of the Columbia Valley, the grandeur of the surrounding mountains and the fresh air of alpine forests, Radium Resort is set in a special place. In this neck of the woods, natural beauty is everywhere you look.

For BritsBest Classics registrants, Radium Resort can accommodate over 500 guests in comfortably appointed Premier Rooms, Executive Suites, Loft Units and Condominium/Villa Units, all overlooking the beautiful Resort Course.

**Hotel Reservations** are \$99.00 plus taxes per night for a Premier Room. If you would like additional nights stay before or after the event, Radium is offering rooms at the same BritsBest Classics rate. Book prior to May 14/11 and please mention you are part of the BritsBest Classics Car Event! Call 1.800.667.6444 or visit [www.radiumresort.com](http://www.radiumresort.com).

BritsBest 2011 officially starts with a Friday Meet & Greet. After a short drive to the grounds, Saturday begins with the car & bike show at 10:00am, followed by The Lord Lucas Run through the valley with some friendly competition and ending with an Awards Banquet and Auction at the Radium Resort.

P.O. Box 310, 8100 Golf Course Road  
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Join the Calgary MG Car Club  
for an incredible...

# BRITISH CAR&BIKE SHOW WEEKEND

The tradition continues with all the fun and excitement of past events. Organized by the Calgary MG Car Club, this year we return to Radium Hot Springs where your favorite British cars and bikes will enjoy Qualified Judging along with the Traditional Participant Judging. The fun starts on Friday night with a "Meet & Greet" at the Radium Resort. The car/bike show will be on Saturday, followed by the Lord Lucas Run and ending with an Awards Banquet and Auction.

We are proud to announce that part of the profits from this event will be donated to the SAIT Automotive Program.



Register Now!!! Go to...

[www.calgarymgclub.org](http://www.calgarymgclub.org)  
for event information

We wish to thank all participating sponsors for their support



## Registration Form

Name (please print): \_\_\_\_\_

Guest Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Prov/State: \_\_\_\_\_ PC/Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_

**Release of liability, please read carefully & sign:**  
By registering for this event I agree to insure my vehicle & property against loss, damage and liability. I agree to assume the risk of any & all damages or injury to my vehicle, and to indemnify and hold harmless the Calgary MG Car Club, its executives, directors or agent for any acts of omission, which may result in the theft, damage or destruction of my property or injury to me and/or others, occurring as a consequence of my participation in the BritsBest Classics 2011.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

## Vehicle Information

**Classes:** A - MG Midget, B - MG T Series, C - MGB GT, D - MGB & MGC Chrome, E - MGB Rubber, F - MGA, G - TR3, H - TR4, I - TR6, J - TR7 & TR8, K - Spitfire, L - Mini Classic, M - Mini New, O - Morgan, P - Austin Healey, Q - Jag Sport, R - Jag Sedan, S - Modified, T - Other Sport, U - Other Sedan, V - Bike  
• Classes will be finalized by May 14, 2011.

### Car/Bike 1:

Year \_\_\_\_\_ Make & Model \_\_\_\_\_

Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Class \_\_\_\_\_ Modifications \_\_\_\_\_

### Car/Bike 2:

Year \_\_\_\_\_ Make & Model \_\_\_\_\_

Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Class \_\_\_\_\_ Modifications \_\_\_\_\_

## Entry Order Form

Car or Bike Entry - One .....@ \$45/ea. \$ \_\_\_\_\_

Additional Car/Bike .....( ) @ \$25/ea. \$ \_\_\_\_\_

Friday Meet & Greet .....( ) @ \$25/ea. \$ \_\_\_\_\_

Saturday Banquet .....( ) @ \$40/ea. \$ \_\_\_\_\_

Please advise of dietary concerns

## Regalia

**Form** (see website for item description & photo)

BBC Shirt .....( ) @ \$30/ea. \$ \_\_\_\_\_

Colours:

● Burgundy, ● Light Stone, ● Black, ● Mediterranean Blue

Sizes:

**Mens:** ● XS ● S ● M ● L ● 1XL ● 2XL ● 3XL ● 4XL

**Womens:** ● XS ● S ● M ● L ● XL ● 1X ● 2X

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Easy care short sleeves [Coal Harbour], Features 7.5 - oz, 55/45 cotton / polyester, Hemmed sleeves, Reinforced topstitching throughout.

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button down  
collar / left  
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/ centre back  
pleat,



Ladies only

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contoured  
side seams,  
for a  
feminine fit.



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Or register and pay on line at our website  
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Additional \$3.00 will apply when paying by Pay Pal.  
The first 60 registrants will receive a special gift!

## 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



## Letter to the Editor

My Dear Friends,

And there are so many of you who I remember with such fondness and gratitude from our too brief encounter on the TTACD in 2009. I apologise for sending you such a lengthy email but there are a few things I need to bring to your notice about the event - and so, here goes:

If you never did learn how much money was raised when "uncle jack" got me to California (just ONE hour late on the appointed day) it netted out at US\$45,000 - in round figures. This sum included the sale of "uncle jack" in January 2010 and only after direct costs backed up by invoices for parts used in his rebuild had been deducted.

This money was paid to The Sidran Institute in Baltimore, Maryland.

Esther Giller, the Founder and President of Sidran has earlier insisted the proceeds should be split into three equal parts between Sidran in the US, Anxiety Disorders Association of Canada in Montreal, Canada and Assist Trauma Care in Rugby in the UK. Of course, the British and Canadian charities had received monies directly during the course of the event and we made adjustments for these payments so that each non-profit would end up with the same amount. I understand further donations have come to the individual non-profits since the event and so it's impossible to finally nail down how much money has come to them as a collective total through the awareness the Drive was able to create about PTSD in civilians and the military.

Certainly rather more than the 45K I've just mentioned!

One point worthy of mention started rolling in October 2010. Since returning to the UK, I've given a large number of talks about the trip and why it was conceived to various Rotary and Lions clubs, together with one club that is called University of the Third Age. The thing is, when giving these talks, you never know who you're addressing and it was a gentleman from a Rotary Club near London who approached me after that October talk. He represented a grant-making non-profit and was most anxious to receive a grant application from Assist in the UK. I conveyed this to Phil Bosworth in Rugby, Phil sent off the application - and then there was silence.

Two weeks ago, I received an email from Phil informing me that Assist's application had resulted in them receiving a cheque/check for the Sterling equivalent of just over US\$16,000!!!! Therefore TTACD has directly/indirectly raised a rock bottom minimum of at least US\$60,000 - and probably a lot more that we'll never know about.

So how have these non-profits used the monies you so kindly and generously raised for them?

When I first approached them with the offer for The Drive to fundraise for them, I wanted to know how they would apply funds they might receive, recognising that no-one had any idea of how much would be coming to them at that stage. All three organisations responded with a raft of things they'd like to do and I was more than satisfied our contributions would be used for a specific purpose and not vanish into meeting office overheads.

And this is what happened.

**ADAC/ACTA (Anxiety Disorders Assoc of Canada)** were able to help a young lady called **Zoe Whittall** who has written a book about anxiety disorders. In fact, the non-profit was delighted to see Zoe win the "**Earl Dunbar Consumers Award**" for her book. Some of the money y'all helped raise, enabled Zoe to go to Vancouver to receive her prize in person, cover her hotel bill and other related travel expenses. Not all the money was spent that way and a sizeable chunk was retained for other important work undertaken by ADAC/ACTA. Below is the testimonial ADAC/ACTA wrote in thanks.

*Thanks to John Macartney, Uncle Jack and the Triumph Trans American Charity Drive, the Anxiety Disorders Association of Canada was able to honour a young writer who suffers with anxiety. Zoe Whittall has written a fictional book whose character is based on her own experiences with anxiety and the book is called "**Holding Still For As Long As Possible.**"*

*Zoe Whittall was presented with her award in Vancouver, British Columbia in April 2010 at a free conference open to all those who have lived with anxiety disorders and in particular, post traumatic stress disorder. Thanks to John and all his wonderful supporters, we were able to reach out to the public, educate and provide hope for the future. Every step we take is one step closer to putting an end to the stigma associated with mental illness. **THANK YOU ALL FOR MAKING THIS POSSIBLE!!!***

**SIDRAN INSTITUTE, Baltimore, Maryland**

Sidran operates a massive publication facility in providing literature - leaflets / guides / CD's about informing people on the many aspects of PTSD, how to treat it and a wide range of related information. Sidran's share of the event proceeds has enabled it to significantly expand this facility.

**ASSIST TRAUMA CARE, Rugby, England**

Assist's share of the proceeds certainly enabled it to keep the financial wolf from the door and it continued to work hard in providing vital therapy services for private individuals, employees of the UK's Fire and Rescue Services, abused children and even treating ex-servicemen referred to the non-profit by HELP FOR HEROES and COMBAT STRESS. I'm told these referrals came about because neither of the organisations mentioned had the therapy skills to help these people who had been so mentally shattered by Iraq and Afghanistan experiences.

But better was to come.

The donation that went to Assist also played its part in putting a convincing case to a national organisation in the UK called **VICTIM SUPPORT**. The bottom line here is that anyone who seeks help from the UK Emergency Services - i.e. Fire & Rescue, Paramedic and Police, for ANY incident likely to cause them later short or longer term emotional distress is automatically flagged up by the service involved to VICTIM SUPPORT. By your contribution to ASSIST, this means the non-profit has been awarded an exclusive **NATIONAL CONTRACT** to provide counseling and therapy services to anyone who requests them - and all the costs are met by Victim Support.

Assist is the only organisation responsible for providing this national coverage.

**WOW - didn't you do well ! Thank you so, SO much!**

Well, we're some way through what I have to tell you. Big grin! The next thing is the video of the drive itself.

When I eventually downloaded the memory stick from the camcorder that had perched on "uncle jack's" dashboard from Florida to California (via one or two other places in between) I wound up with 1,239 separate video files amounting to a tad under 43 gigabytes of video footage! Being a complete novice on video editing, I have today downloaded all those files to a separate hard drive and this will soon be in the mail to my great friend and TTACD Event Co-ordinator in Colorado, Glenn Merrell. Glenn has most generously undertaken to review every single file and turn the whole lot into a double DVD video with each DVD having a running time of about two hours. We'll let y'all know when its ready for shipment. Hopefully it'll make a useful winter activity for clubs to see, when its too cold / wet / hostile outside to play with boys (and girls) toys. Proceeds from video sales will once again be shared between the non-profits who took part.

Finally, THE BOOK! "**TURN LEFT AT THE PACIFIC**" is almost finished. The person who masterminded "uncle jack's" rebuild - my other dear friend, Joe Pawlak - also runs his own highly specialised printing and publishing business (VIDataPrint) in Illinois. While Joe and his lovely wife Kathy spent a week with Liz and I in England last year, he most generously offered to publish and distribute the book on a 'print on demand' basis.

And this is where YOU come in again.

An essential ingredient to the book (that I'm adamant it should include) is the **ROLL OF HONOUR**.

Yes, I know that those in the 'colonies' spell the last word of that title without a "U" but this time we're going to spell it the British way because YOU are the ones that collectively and individually 'made it happen' and the book has to recognise your contribution and participation.

There is an attachment to this email and it's a simple Excel spreadsheet that I'm asking each and every one of you to complete and return to me just as soon as you can - and by **30th APRIL 2011 at the latest** - please?

Ensure you use my current email address of [macartney.john@yahoo.co.uk](mailto:macartney.john@yahoo.co.uk) and not the one I was using up to mid 2009 which was [standardtriumph@btinternet.com](mailto:standardtriumph@btinternet.com). That earlier address is now defunct.

Simply, I want the name(s) of each and every person from your own club and any other club close to you who joined with you in taking part in TTACD in whatever way.

For clarification, this is the eligibility.

- The people who took part in road runs while "uncle jack" and I were with you. This means those who caravanned out to meet me from wherever, took me to where I was staying and later, took me on to the next handover, or just tagged along for a bit and then had to go elsewhere
- The people who couldn't take part in any caravan or road run because they were too busy doing their job but who still turned up at a function (wherever it was) to support the event.
- The people who came to parties at private homes or local venues with or without their cars - and if they came without them, it'll be because the cars were leaking too much oil, Joseph Lucas had put on his ohms before his amps, the car wouldn't start or the car was still in restoration. In other words, people who would have come in their car, but couldn't / didn't.
- The people who joined you from other clubs (near or far). That small party from Long Island, NY, who had an 8 hour return trip to join up for an evening with "Brits of the Hudson" is a classic example!
- The people who brought their cars to any and all events (regardless of make) to Show 'n Shine events like we had in Hampshire, Illinois (ISOA) or Vancouver or elsewhere.

For the record, by the time I was heading down the west coast from the Canada/US border, several clubs joined in together - and certainly from San Francisco onwards. Perhaps Joe Cain, Rich Gibbon, Tony Prock, Randy Bauder and others in the Bay area and up the west coast can co-ordinate notes to ensure we've got everyone included? So, I'm truly sorry if this request forces you to delve into past paperwork or get a packet of frozen peas from the icebox to help thought processes - but I DO need that information for full recognition of everyone who took part. Don't forget, according to our two corporate sponsors in the forms of Hemmings and Grassroots Motorsports magazines, the TTACD was the longest charity drive in North American motoring history and it wouldn't have happened at all but for you and all your friends. Because it was allegedly the longest in history, we need to show all those who didn't take part, just how long and how LARGE it was. Until I have that complete list, none of us can prove to those few who poured scorn on our attempt and hoped for its failure, that it really was the longest and largest charity drive probably anywhere, or even **ever!**



Be assured, once I have all your replies and the book goes to print - which will probably be in summer/fall 2011, I'll send each club a copy of the Master Roll of Honour so everyone everywhere can see how many cars and people actually took part. I'm sure one among you in each club has access to a specialist print shop and the computer skills to turn it into an impressive memento worthy of framing in your Clubhouse or usual venue. I can think of one club deep in Arkansas and surrounded by an Aladdin's Cave of ancient British cars where such a framed tribute would look handsome indeed!

There are just two more things - and then I'll wrap up.

Some of you may remember - if you followed the 'TTACD blog' - that when I was on the East Coast near Philadelphia, I announced the tragic and sudden death of one of our principal 'movers and shakers' who got the event so much sponsorship.

That person was Chuck Kittelson.

Chuck was a leading member of the Triumph Stag Club USA and owned a truly beautiful Stag. Although I've never seen it myself, I'm reliably informed it's every bit as good as "uncle jack." Chuck's widow, Ann, is now faced with the sad but necessary disposal of Chuck's beautiful car which I believe lives in Nevada. It'll obviously be an awful wrench for her when it goes to its new home - but a new one needs to be found during 2011. Glenn Merrell is working with Ann Kittelson in achieving this objective and is very anxious to ensure Chuck's car goes to a new and loving home where it will be used and cherished. Please notify your members of this car's availability.

Apart from the car itself, there is an E-Z lift and a custom made trailer that's included in the sale.

The asking price for this 'package' is US\$20,000.

Considering that many Stag's in ratty condition in the UK are selling for close to this price - and needing a lot of work to make them presentable, this makes Chuck's car with its 'accessories' truly outstanding value. Glenn Merrell is your contact at [controls@freelanceconsulting.net](mailto:controls@freelanceconsulting.net) if you need further details and you'll soon find pix of the car on the TTACD website which is still up and running at [www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk) Of course, the buyer must arrange his or her own transportation of Chuck's car.

Finally, if you want to reproduce this update in your newsletter/magazine, feel free to do so.

Cheers all, and thanks again for all you did.

John Macartney

Gary's mystery car on page 20 is a Daimler SP250, original planned to be sold as a the Dart, Dodge got there first and Daimler had come up with a new name. The SP250 is a bit obvious since the car has the 2.5 liter V-8 engine used in the 250 sedan and a fiber-glass sports body



Food time at the Awards Banquet and the Parkers are holding up the line while they compare the salads on either side of the table. Just as well the VSCCC are an amiable lot and nobody started hooting from the back of the line! Photo by Joerg Kuenzel

## Classified Ads.

Only the latest adverts are shown here, for more classified adverts see the website at [vsgcc.ca](http://vsgcc.ca)

### CARS FOR SALE

#### VEHICLES FOR SALE

**1969 MGB**(Apr11) Here is an outstanding 1969 MGB for your driving pleasure. This project has been fully documented with pictures since the start of its restoration. Completely new British wiring harness, rebuilt engine, new carpets, new top, new upholstery, new windshield, new brakes and lines, Jeff Schlemmer distributor chrome valve cover, monogrammed chrome carburetor filters and Mini Lite wheels There is so much more. Drive this car anywhere .I have other MG projects on the go so this one has to go to some lucky person. Appraised and insured for over \$18000 Asking \$15,500 Please call John Karwacki at 807-547-3666

**1963 Buick Wildcat**(Apr11) Everything Original!! including the parts, paint & miles!! 401 - 8 cylinder gas engine, cherry red leather interior, excellent condition inside and out, runs like a charm, chrome side moldings, 80,000 miles A real collectors item. I'm the 3rd owner, has been babied since the 60's. A real smooth ride. Asking \$10,000 Please contact Chris [huzzey@telus.net](mailto:huzzey@telus.net)

**1970 MGB**(Mar11) Unique split bumper model with rebuilt engine, suspension and brakes. New paint, seats and carpets. 3000 km on new tires. Comes with hard top and roll bar. More pictures available. Asking \$12,500 Please call Jim Herbert at 403-241-2218

**3 Triumphs!!**(Feb11)**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, 2nd 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. Always garaged, our beauties are looking for a new home(s).... Please call Daryl Shaw at (403) 239-9118

**1969 Triumph GT6**(Jan11) bare frame rebuild, powder coated chassis/suspension New bushings, shocks, brakes, ball joints, u-joints all new Grade 8 fasteners on chassis seats re-upholstered good glass 13"x6" restored evolution 4-spoke alloys new alloy 13 gal fuel cell Ford 2.3l turbo intercooled motor/t-5 gearbox installed with custom driveshaft. Needs: body work/paint, Have patch panels from victoria british (new) SCCA/FIA Roll Cage installed Have approx \$6000.00ish invested in parts and supplies Looking for offers around \$4000.00 but open to offers. My wife wants her garage back. I also have a set of stock TR6 wheels that I had for my 510. - 100.00? I'm in Saskatoon, but I'll deliver for the price of fuel. I have lots of other pics if needed. I will separate chassis/body/eng/trans if that's what you're after. Price: \$4,000 Contact Ron Lapointe by ph or txt 306-227-5623

**1979 MGB Limited Edition** (No. 168 of 250)(Nov10) This car was purchased brand new in Calgary by my wife. She is the one and only owner, having bought the car from Doug Lorraine of Sport Tune. We still have the original bill of sale. It has 62,110 km. New Weber carb and header installed. Apart from having had the smog equipment removed when it was new, for the most part, it's an unmolested car. The top is original, and it comes with two types of tonneau covers. Clutch and water pump were done about 10,000 km ago. For many, many years, all maintenance and regular service was done by Lou at Bert and Jacks. Plenty of tread left on Dunlop tires. All glass is good, with the exception of the windshield; it's chipped, but that bruise has been there for almost 25 years. It wouldn't take much for the car to be close to perfect. We can no longer use the car effectively, as it doesn't allow us to carry my wheelchair when we venture out. More photos are available upon request Price: \$11,000 Contact Greg Williams by [email](mailto:email) or 403-287-1067

**1969 Lotus Twin Cam 1600 Elan +2S**(Oct10) 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 for complete specs etc., Contact Tony by [email](mailto:email)

### CARS WANTED

**MGA Wanted**(Dec10) Any condition, running or not May need parts car or parts depending on car found Call Jim @ 306-949-1329 or [Email](mailto:Email)

### PARTS FOR SALE

**Early Triumph GT6 Parts** (Nov10) 2 Lucas generators Lucas starter motor Not sure of their internal condition, or whether they work or not These items are FREE to a good home I just ask the price of my gas used if I deliver the stuff to Calgary. Or they can be picked up in Red Deer. Contact David Webb by [Email](mailto:Email)



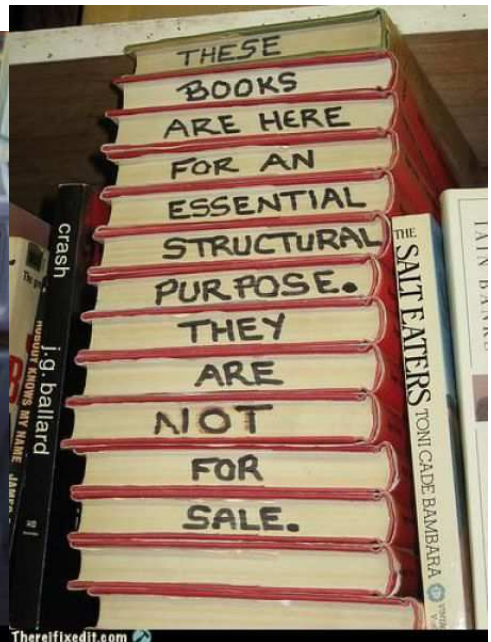
I'm not sure if this is even a classic car, it sure isn't a sports car! Lada station wagons are pretty uncommon, I don't recall seeing one before. This example, in remarkably good shape, was parked on a side street in Asmara this March.



## There I Fixed It!

Jim Briggs sent me this collection of fixes to everyday problems, some you probably didn't even know existed!









Some of these fall into the “This is very dangerous, don’t try it your self at home” category! Imitation may not only be a sincere from of flattery but may lead to a quick visit to the emergency room!

## The Back Page



Any one looking for driving lessons?! In Eritrea's capital, Asmara, at least one driving school has a small fleet of these Fiat 500s. Just outside our hotel was a favourite place to practice reversing round a corner. All the Fiats were in pretty good condition, I wonder if the students enjoyed driving these little classics as much as we would, if given a chance.

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