

the OILY RAG

July - August 2011

The Newsletter of the Vintage Sports Car Club of Calgary



Enzo Ferrari called the E-Type “The most beautiful car ever made”

Was he right? There will be no lack of Ferraris at our European Class Car Meet and several E-types as well we hope. If you don't have either a Ferrari or an E-type bring your car(s) to the show. There is room for everything European on the field and it doesn't have to be concurs to enter.

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Introducing the Club

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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 20th of the month prior to publication (i.e. June 20 for July/August). Articles, letters, classifieds are welcome and may be edited subject to space. Opinions expressed do not necessarily reflect Club policy. Send submissions to 90 Canova Road S.W., Calgary, Alberta, T2W 2A7 or e-mail to colin.gerry@shaw.ca.

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

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

Editorial

So far this summer has had a notable lack of one of the main ingredients needed to enjoy our sports cars – sunshine! Of course June is our wettest month so you would have to be an eternal optimist, or a bit of a loony, to expect anything different. But it is disheartening to be working in the garage when in all probability the heavens will open again at the weekend. A truly prepared vintage sports car owner would have their car ready to go at the drop of a hat and any dry weekend or evening would time for quick rip down the black-top. However, the grass grows like a weed (all this bloody rain) and the weeds grow like weeds too; not to mention all the other chores of homeowner-ship.

The Big Healey was found wanting a new battery so after a trip to Sears revealed that they sold the automotive business to Kaltire “years ago” I dropped into Canadian Tire. A quick test showed the battery was toast, well if it only takes 2 amps when you put it on charge you kind of guess that. I was offered a replacement with 3 years replacement and 9 years prorated warranty; with an offer to triple the warranty for an extra \$9.99. Our batteries live hard lives but if someone is going to offer outright replacement for nine years and prorated for 27 why not take ‘em up on it? If you plan to keep your car it sounds like good deal.

Reports on the first few events are coming in, longer with more pictures would be even better, but it is well know that I publish anything you send. This has got me in trouble in the

past and a glance at the letters page will see a voice raised in annoyance if not anger.

Take a look at the events listing on the next page, or on our website, and you’ll see we have a busy time over the next couple of months. I’m hoping to attend as many of the events as possible and hope to see you there.

Sir Stirling Moss turns up page 21 with an item from his web pages announcing that he is hanging-up his driving gloves. He retired from formula one in 1962 after a near fatal accident at Goodwood but has been active in historic racing for many years. His decision to give it up during practice for the Le Mans historic race is typical of the man, he realized he just couldn’t do it any more so it was time to quit. How many of us will be racing sports cars at over 80? Many he enjoy many more years, he’ll never retire – he’s not that sort of bloke!

Thanks to Rene Blei, Daryl Shaw, Bob Algar, Mike Coe, Fritz Peyerl and Terry Beck 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

August 20th

Events Calendar

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

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

DATE EVENT, DETAILS and CONTACT

2011

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	Priddis Stampede Breakfast
Aug 10	Big Hill Springs Barbeque (replaces General Meeting)
Sep 14	General Meeting
Sept 23-25	"Surprise" get away - 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

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

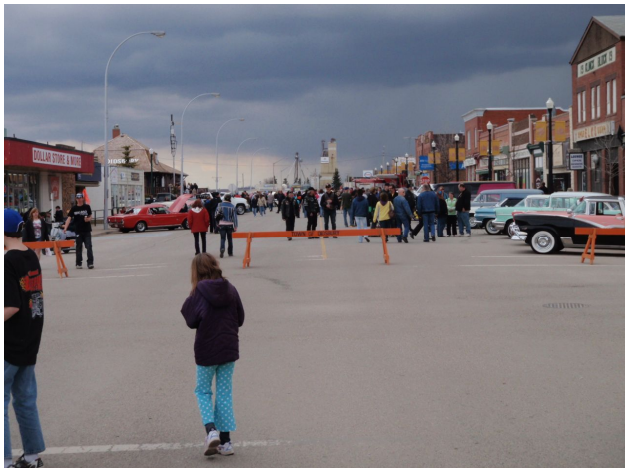
Sept 10-11 - Race #4, Race City Speedway, hosted by the [Calgary Vintage Racing Club](#)

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...

Tony Lamb	1975 Triumph, TR6
Terry Bastable	Daimler SP 250
Terrance Kutryk	MGB (welcome back – I remember that name from the past)
Matt Walls	Austin-Healey Sprite & Triumph TR6

Here and on page 6 are some photos from Mike Coe of the Didsbury Show and Shine. Mikes reports on various events can be found starting on page 9





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

The Prez Sez

Finally our "driving season" has arrived, and let's make the most of it. The calendar for our hobby gets more crowded every year and many events coincide on the same day, which is too bad, but still better than none at all.

The people of Canada have spoken and a new Canadian government has taken over the reigns and hopefully it will not effect our car-hobby in a negative way, by bringing in a carbon tax, which will be a disaster and not just for those driving cars. A Carbon tax is only a new form of taxation, as most governments don't have the guts to increase taxes, but scaring people with a doomsday scenario if we don't tax the big oil companies, is maybe one way to get some new money in. Of course the Big Oil companies just pass on the extra costs to their customers. That's what many don't seem to get, that any tax on any company, it's customers will pay, hence the fact that companies don't really pay any tax, but the final consumer.

Everything the world governments and institutions and private individuals have done to "clean" our environment, was wiped-out by the latest volcanic eruptions within 4 days, according to a number of experts in the field. True or not, I think it is obvious that all the forest fires on this planet, together with volcanic eruptions and other natural disasters, will negate everything we as a society try to do to "clean-up" the environment. The present government has been cool to adopting extreme measures, as some foreign government have legislated, but it is up to all of us to live reasonable "clean" with a minimum of waste and try to recycle where ever possible, that's why we drive vintage cars. Compared to new cars, they do pollute more, but then we drive these Oldies relative few kilometers. Remember one of the most polluting car is not an old car, but the one caught in a traffic jam.

July 1, Canada Day, is on our doorstep. Let's celebrate this day, as we all are residents of the most blessed country on this planet. Blessed not just with many commodities, but also with the most precious commodity, and that is drinking water.

Just over 30 years ago, I went out to buy a Canadian flag for my newly made flagpole, but as a new DP, couldn't find one, so instead got some material and made my own 3ft x 6ft maple leaf and still hoist it in my newly build 50ft.flag-pole as an earlier one came down in a fierce storm. Good to see that they are now available in many store.

Oh Canada as an old colleague ones said, " Ask not what your country can do.....!!
Our Club now has its own 4 new banners to help advertise our favorite Club.

Kit cars.

We all know or feel that these cars come with a bit of inferiority complex. I know first hand, as I bought one recently. It is a replica of a 1939 Jaguar SS100, and as a Jaguar collector, has been on my wish list for a longtime. Until a few years ago, when one came on the market, but had been modified with the newer 6 cyl. double overhead cam engine. These cars are not cheap, but seriously thought about it, until a friend talked me out of it and got one of those faster German Peoples Cars instead.

Then I noticed this replica for sale on the web, and it was a beauty, at least in my eyes. Had seen quite a few replicas, but this one appealed to me. In the meantime it has become one of my favorite driving "vintage" cars. The box frame chassis was specially made for it's drive train and very stiff. It has a 2.3 ltr engine, and despite being 26 years old, has only covered 5000 miles of road surface. Of course it is much safer to drive than the original and much lighter on your wallet too, not to forget the insurance premiums.

One other very important feature, it's the easiest car for Akkie to push! Compare it to an original painting or a print. You enjoy the looks of it, if you don't then don't buy one. Many models have come on the market, from a Ferrari 250 GET , Bentleys all the way down too whatever. They are being

European Classic Car Meet

Vintage Sports Car Club of Calgary (VSCCC)



big Rock

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Celebrating 50 years of Jaguar E-Type
All European Classic Cars welcome



Enzo Ferrari called the E-Type "The most beautiful car ever

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Stanley Park

Access via Park Ave. SW, Calgary, AB
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\$10 Entry fee to participants (\$15 after June 30.)

Participants are encouraged to dress in the period of their entry.

A portion of the proceeds will go to Calgary Food Bank

Special guest display by the Canadian Vintage Motorcycle Group
Rocky Mountain Section



FULL EVENT INFORMATION and REGISTRATION @ WWW.VSCCC.CA

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

Is Traveling A Long Weekend Traffic Crazy?

Really, it seems not if one attempts planning it either side, or in the middle of, a long weekend. At least that's what I discovered over this past May long weekend while traveling to, and returning from Van Duesen; although my trip began the previous Monday {so read on}. When on my way to Vernon I stayed overnight with long time great pals. On Tuesday then driving to Nanoose Bay to visit with also long time pals, Sylvia & Peter Sparke. There assisting Peter - one of our past VSCCC Presidents - prepare his beautiful all original Triumph TR 250 for the Van Duesen Show. At which he obtained a well placed third placing in his category, as the 250 fairly glowed with sharpness.

We finished the final prep of the 250 at 9.30 p.m. the Friday night before the show. The next morning we caught the 6.30 a.m. Saturday ferry from Nanaimo (yawn). But the early start was fun: as for breakfast on the ferry we'd arranged to meet a bunch of members from the Nanaimo Chapter of OESCC [Old English Sports Car Club]. With whom we jovially enjoyed breakfast while the ferry chuffed across the Strait to Vancouver's North Shore. Rain falling part way over {note, not though on the Island!}. Then of course the heavens opened even more upon arrival at North Vancouver's ferry terminal, necessitating a quick paced drive through the Vancouver streets to a wet Van Duesen Gardens without tops down (too many ladies on board a few of the cars !!!). But the Show itself was very good with quite good participation. The States entries in particular with good numbers; at which I met chaps I'd been corresponding with over the internet. So that was great also.

Though I'll admit I didn't stay the entire Van Duesen Show, as I left early after thinking why am I standing under an umbrella in shorts when I didn't have an entered car. So I snuck away with the intent of staying overnight with the long standing Vernon friends I'd stayed with on the way down again. But as on this Saturday I was making such good time due to extremely light Trans Canada traffic (at one stage in the mountains for half an hour not being passed by, nor catching up to, another car), I decided to drive right through to Calgary. Arriving home at 11 p.m. the same day {to Lorraine's surprise - a good one though !}.

Why didn't I drive my Triumph TR8 I hear you comment ? Because I took my winter ski car, a Dodge Stratus. As from a friend on the Island I'd purchased four seats from a Jaguar XK8 involved in a roll over. Seats that will go into an M.G. currently under restoration for yet another pal of mine (aren't I lucky!). Seats that wouldn't fit into the TR8 of course, nor my Volvo Convertible. But the Dodge handsomely coped with accommodating all the seats with the Dodge seats folded down.

Now I know all the wonderful comments out there about North American cars; but let me volunteer that in my experience North American manufactured cars can be pretty awesome. As the Dodge with regular maintenance has faithfully served all through the summer of 2010, then the winter of 2010 / 2011 as my ski car to and fro a heck of a lot of mountain skiing {except a ski trip to Breckenridge, Colorado with awesome Australian friends!}; and a 2010 summer trip to a wedding in the Northwest Territories; plus trips to the coast. All this since purchasing the Dodge before the summer of 2010. But now, as a 1995 car, it has over the covered miles resulted in required need of mechanical attention in excess of its value. So its been now donated on to the Kidney Foundation for a tax write off...But the Dodge been an excellent winter car, and well served Lorraine and I.

What's coming up now ? It's onward to a great 2011 summer car season !!

And by the time you read this, VSCCC will at their kind invitation at no cost have attended the M.G. Club barbecue in Bowness Park; which was much fun. And some of us will have been to the Three Hills Car Show of June 4th, at which we're also all invited to a barbecue.

Plus some of us will have attended BritsBest, the Edmonton Car Show [ECSCC] of June 11th, that's held every second year, and the June 19th, Canmore Car Show. Don't also forget the June 25th, invitation to the ECSCC's barbecue at Sylvan Lake that you should contact me on.

So. the sport car season will be very busy into June / July / August / September. My, it's a pity the summer is so darned short !

As it's then back into the ski season ! Hopefully an excellent one following the awesome ski season of 2010 / 2011!...Yikes I hear you say ! Too soon !...Yes...So lets get with supporting VSCCC !

Cheers
Mike Coe
InterClub Chair Person. VSCCC

Hello trail blazers.

We're just back from a very successful Brit Best weekend.

The weather was even pretty good, considering reading my rain gauge here at home, with approx 1 3/4 inch of rain since Friday.

The Radium base ball field housed close to 50 cars and was a very good location for this group of cars.

The banquet dinner Saturday evening was a lot of fun and great food.

Don McKay got the Mayors award with his Morgan.

Precisely at the BC-AB border we were greeted by a rain shower on the way home.

My compliments to Azim and Jim Hebert and their team of volunteers for organizing this event.

Of course I had to show-off our new Club Banners.

Rene

The All British Car Meet - Edmonton June 11th;

This was a great success with 143 car entries. All British !!! In attendance from our Club were...Howard with his beautiful black TR3A,...John & Olga MacKinnon with their very nice red TR6...David Webb with his very neat light green Morris Minor...John & Joanne Baker with their superb black Sunbeam Tiger...and myself with the cashmere TR8. ECSCC were 'delighted' with VSCCC Members attendance; and many ECSCC chaps show serious interest towards July 17th.

On the way up to Edmonton this Saturday morning I pre-arranged meeting up with David Webb and John & Olga MacKinnon in Red Deer, in order we could arrive at the Show together. Which all day long had very, very nice hot, hot sunny weather. So top down all day at the Show. Where my TR8 was one of 5 on show.

I have photographs.

Thanks muchly to our VSCCC members who took the time to attend.

At the Show I was again quizzed by ECSCC as to how many of us will attend Sylvan Lake in two weeks.

Wetaskiwin History Road June 12th;

I attended this Show with ECSCC members after staying overnight with my Edmonton relative Rolly {of ECSCC - thanks muchly Rolly & Donna}. Again ECSCC were delighted VSCCC showed their colours. So apart from myself, with this time the only TR8...John Baker again also showed up with his superb Sunbeam Tiger.

The days weather was not at pristine as yesterday however. In fact the rain descended as we left Rolly's house.

So he and I drove tops down to meet up with the ECSCC folks at Leduc, McDonalds. Then tops up for some {me included} from there to History road. Then tops down at the Show; with overcast sun throughout the day. Then top up again for me for rain at Red Deer during my journey home. With top down at Innisfail to home. My, the top up and down twice in one day. A record !

No photographs though as the battery died (forgot the spare!).

Cheers

Mike

Prez Sez Column continued

marketed as Continuation Models, Replicas and Nostalgic Recreations and are here to stay, never to replace the "real stuff".

In a few weeks time we again hope to have our ECCM Show in Stanley Park. The weather so far has been pretty wet and cold this year, and in Europe it has been one of the driest and warmest Springs ever.....go and figure. Last year's show we were blessed with perfect weather, let's hope and pray history repeats itself. Registrations are coming in slowly, during this rainy season. No competition this year, meaning no trophies, so just relax and have fun. Gold Sponsors: Big Rock Breweries and British Auto Specialists, Silver : Auto Mann and for Bronze : Jaguar Calgary

But remember, and this is a first,..... try to dress up in the time period of your car entered.

Drive safe and Happy Trails!

Rene

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Monthly General Meeting Minutes

May 11, 2011

- Monthly Meeting came to order at 19:30 in the Austrian Canadian Club dining room, approximately 27 people in attendance (chaired by Rene Blei)
- Rene welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary.
- Guests / new members
- new member Doug Campbell
- Rene showed a book of MG car club (Holland) 1955 – 2005
- In the last Oily Rag, Steve Ross gave an extensive list for maintenance on bringing cars out of their winter hibernation.
- Rene asked if anybody had taken part in the Stampede parade (July 8, 2011).
- Contact Rene if you're interested in participating (open cars only). Tammy of (Cosmos Collision) is organising the entrants.
- The posters are ready for this year's European Classic Car Show. Steve and Karen Jeffrey have created this year's poster.
- 50th year of the Jaguar E type
- 50th year of the TR4
- 50th year of the modern MG Midget
- 50th year of the Volvo P1800
- as in previous years you can register for the show on the web page (www.vsgccc.ca) or manually (give to Rene)
- our sponsors this year are Big Rock Brewery and British Auto Specialists (gold level) and autoMann (silver level)
- Jeff Hill now owns the Okotoks classic car auction, and is looking for volunteers to help out at the show. All information is available on the e-mail which was sent to call club members.
- The club is working on putting together a photo contests.
- Steve Crosby (vice president)
- last weekend was the opening show at downtown Didsbury. His TR6 finally won a prize after 11 years of ownership.
- Craig Talbot (membership)
- up to 146 members this year
- Mark Stonehocker (webmaster)
- name tags are here and he is taking orders for more.
- Steve Crosby handed out the 'introductory' business cards for the club.
- Sylvia Heikamp (events)
- May is the all British Field meet in Vancouver. Several groups from the club are planning on driving out. If anybody wants to come, call or e-mail Sylvia to hook up with one of the groups.
- Azim Bhatia asked Sylvia to do a few things for the MG club
- inviting the VSGCCC to the British Car week to a BBQ in Bowness Park. Please RSVP Sylvia by May 24 so that she can let Azim know how many will plan on attending.
- June 10-12 is Brit's Best in Radium.
- June 10 is also the same weekend as Edmonton show
- June 19 (Fathers day) is the Canmore "Rolling Sculpture" show.
- June 25 is the picnic in Sylvan Lake
- details for some of these events are on the portable white board at the meeting tonight.
- Sylvia would also like to know who is going to the 3 Hills show and BBQ. Unfortunately we will not have the arena there this year.
- Big event in September 23 - 25 is a run to Kamloops and there will be lots of other activities for the weekend.
- Sylvia would like a volunteer to help her organise some of the events (i.e. car show on the weekend) – please help if you can!
- Mike Coe
- June 25 picnic at Sylvan Lake, hosted by the Edmonton Classic Sports Car Club
- please let Mike know if you plan to attend (space will be limited!)
- Dave Stevens (friend of Dave Webb) will probably join the VSGCCC and has volunteered to host the BBQ after the 3 Hills show.
- Rene asked who was going to the Van Deusen show in Vancouver to which several people raised their hand.
- Peter McFarland (SVAA)
- annual general meeting was held last weekend in Red Deer.
- All the information (and more) is available on the SVAA web site.
- Some of the issues which are / may come up from a legislative impact are on the web site.
- Ran a survey which got 'reasonable' response of the member clubs.
- Relationship with the national association needs work.
- SVAA plans to set up a booth at the major swap meets throughout Alberta.
- Many events both in Alberta and elsewhere are listed on the web site.
- Historic vehicle association is an association (historicvehicle.org) of various clubs throughout North America that are trying to make sure that legislation doesn't come into place without some input from interested people.
- There will be an opportunity to lobby for things that we want to have happen rather than try to keep things away that we don't want.
- Clubs are strongly encouraged to run annual safety checks.
- Elections left most of the executives in place.
- Bylaws are going to be changed to allow a 'past president' position.
- Next meeting will be October 8, 2011 in Red Deer.
- Member clubs are insured (events and executives) through the SVAA.
- There was a long discussion about the SVAA's web site which has been steadily improved over the last couple of years and much more is planned to come.
- Looking to see what they can do to provide 'quick notice' to all club members through the web site.
- The representative is to read the news letter to member clubs.

- Ethanol component of gasoline (read more in the hard-copy of the magazine or on the SVAA web site). Percentage of ethanol is variable and not necessarily reflected in the numbers posted on the pumps.
- The SVAA runs at a profit and is doing well currently.
- Safety check
- the club will try to organise this at the next executive meeting.
- This evening's guest is Trevor Beatson who is a member of our club. He has an MG TD and Triumph TR6. Trevor has just returned from New Zealand. He is presenting two videos tonight- a short video from the 2004 Bentley tour and a longer photo show of pictures that he's taken during the international rally in 2006. In 2006 he attend the vintage car club of New Zealand's diamond jubilee rally amongst many, many other trips to New Zealand.
- Meeting was adjourned at 20:55
- Next meeting is June 8, 2011 at the Austrian Canadian Club
- Daryl Shaw
- Secretary

Monthly General Meeting Minutes

June 8, 2011

- Monthly Meeting came to order at 19:43 in the Austrian Canadian Club dining room, approximately 15 people in attendance (chaired by Rene Blei)
- Rene welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary.
- Guests / new members
- none this time
-
- Rene asked who is going to Brit's Best. Several people indicated that they may be going.
- Okotoks car auction had a good turnout. Some nice older cars.
- Weather was very nice
- Steve Crosby read a note from Mark Stonehocker saying that the next order for name tags has been placed and they will be ready 'soon'.
- More club 'intro' cards will be ordered.
- Craig Talbot (membership). One new member (Matt Walls).
- Colin Martindale (Oily Rag) deadline is June 20 for the next publication.
- Currently printing about 50 copies, which is significantly reduced from 150.
- Sylvia Heikamp (events)
- looking for some help for the classic car gathering in September at Sun Peaks in B.C.
- Registration form will be going out shortly.
- Looking for 25 cars (50 people) hopefully.
- Stampede Breakfast club July 17th.
- European Classic Car Show
- Jag's on the Island July 29-31
- The Rosebud theatre run will be changed to Saturday, August 6 from July 2. An e-mail will be sent out. Sylvia needs to know who will be coming in order to plan ticket ordering. Require 20 tickets to get the group rate. Mike Coe moved that August 6.
- Big Hills Springs BBQ is August 10th.
- Mike Coe (inter club relations)
- Edmonton show is on this Saturday.
- June 25 the Edmonton club is putting on the BBQ at Sylvan Lake.
- July 1 MG Club run?
- No report from SVAA until fall
- discussion about noise limit bylaws that are being discussed and implemented in Calgary and Rockyview.
- Rene showed the club banners.
- MG Club BBQ in Bowness Park went off very well last week. About 50/50 MG / VSCCC members attended.
- Fritz talked about the Targa Canada West rally that he attended. 25 cars attended. 200Km rally start Saturday morning at 11:45.
- Organising safety checks with the MG club and we will try to do it at any time where we get several vehicles together.
- Meeting was adjourned at 20:15
- Next meeting is July 13, 2011. Meet at the Austrian Canadian Club for a planned drive since the club will be closed that day.

Daryl Shaw
Secretary

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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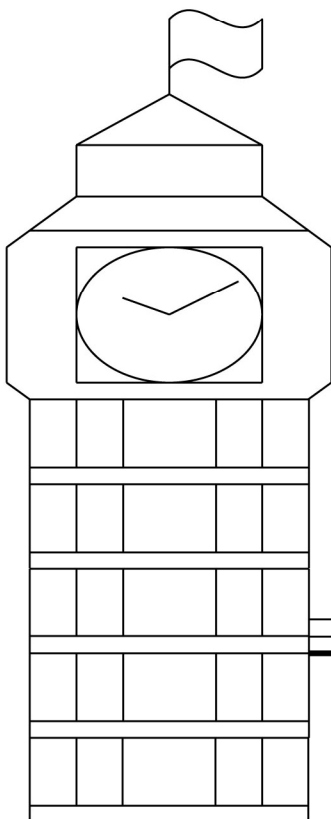
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TTR Rally Recap & Photos

Great Setting

The West Coast Rally Association and Targa Canada West brought a unique type of adventure rally to the beautiful mountain town of Nakusp, BC this past Saturday. Twenty cars and approximately 50 volunteers came to Nakusp to enjoy touring the local roads and attractions.

Every component of the great promise of a BC Interior event came together for TTR. Endless blue skies, warm temperatures (24 C / 75 F), snow-capped mountains surrounding every vista, achingly twisty roads and enthusiastic fans. You could not script anything superior to what we were spoiled with.

Photo Galleries...

Great Cars

The odds-on favourite for victory was a Porsche. Just in sheer numbers, the rear-engine 911s - and one mid-engine Porsche 914 - spanned almost 40 years of vintage and would provide close competition for the leader board. Kudos to the Porsche owners who made up a third of the TTR competitors (and thanks too for event partner [BC Interior Region Porsche club](#) members who came out to show support and see friends). But there were many other [sporting cars: see the entry list...](#)

Great Drivers & Navigators

Of course, success in rally is more about the driving team than the car under them. As the rally school at Targa HQ in the Nakusp Arena drilled home, the three priorities in order of importance are... *stay on the road... stay on route.... stay on time.* **Navigators rule!** While most teams were from BC, AB and WA, a special thanks to those who came from further afield: Newfoundland and Oregon.

Great Community

Targa Tabula Rasa kicked off with a well attended car show and charity breakfast by the Rotary Club and Kal Tire at the Nakusp Arena - which ended up serving 180 people! After socializing with the host community, the teams set out at one minute intervals to compete on almost 200km of scored regularity road sections.

Great Rally Roads

The area residents lined the roads to watch the cars as they travelled through the Brouse Loop area on their way to their first run up and down the Hot Springs Road in Nakusp, the feature road for the event. With outstanding scenery throughout the region, organizers then sent the cars to the neighboring community of Kaslo, BC for a late lunch.

On the route to the finish, and one last kick at the Hot Springs Road in Nakusp, the teams had another short stop the Nikkei Internment Camp Memorial in New Denver. Right at the finish line - competitors and volunteers relaxed with a soak at the Naksup Hot Springs.

With such an awesome day experienced, festivities returned to the Nakusp Arena Auditorium for a banquet and prize-giving. A large round of applause was deservedly delivered to lead TTR organizers Jennifer Daly and Keith Morrison. Likewise, special thanks to Targa volunteers Brad Reibin, Craig Ross and Simon Oakley.

A big thanks to the community of Nakusp for hosting the TTR event. Mayor Karen Hamling was in attendance at the Start, and again in the evening for dinner and to receive a thank-you from Targa - a West-coast cedar Targa Plate. The Nakusp Council and citizens are as supportive of Targa Canada West as we are appreciative of their great town.

Targa TTR Rally Pictures...

Great Sponsors

Thanks to sponsors: many attended and some even competed!

- Lakeshore Vein & Aesthetics Clinic
- Motor Werke
- Genex Mining
- Citrus Pie Marketing Group
- Village of Nakusp
- Nakusp Music Festival
- Xross Motor Sports
- International Exhibitions Services
- Royal Volkswagen
- Porsche Club: BCIR PCA

Together, we work towards the Holy Grail of the West's first closed public road tarmac Targa event this fall - we'll keep you posted... but first the results.

Results

The inaugural TTR rally offered a unique blend of hot springs, historical landmarks, outstanding roads and a chance to bring new tourists to the small towns in the interior of British Columbia.

The 2011 Targa Tabula Rasa Rally was won by the Squadra Classica rally team (car #3) of Larry LeFebvre and Reid Trummel who drove their yellow 1976 Porsche 914 2.0 past fifty checkpoints, accumulating only 37 points throughout the day. Keith Morison, the routemaster, planned these hidden checkpoints to be very challenging to even such veteran competitors as LeFebvre and Reid. He notes that Targa Tabula Rasa is bringing something quite new to both rally and touring sports car enthusiasts. "The events we want to bring to the area need to balance the sporting aspect of navigational rally with scenery and tourism of local landmarks mixed into the route. Targa Tabula Rasa was a shining success in both areas with competitors raving about the roads, the checkpoints and the communities they visited."

Second overall went to the complete novice team of Ted Hlokoff and Trevor Cameron in a Dodge

Viper (car #13), from British Columbia. Alberta's Jason Mizzoni and Shane Ewert, who are skilled TSD rallyists, drove their Subaru STi (car #4) to third overall.

Team Max&Moritz finished first in class, driven by Albertans Fritz Peverl and co-driver Blair Hennes, with their classic 1972 Porsche 911T (car #12). Ted Wenner and Cliff Ungar (2005 Chrysler Crossfire, car #11), a British Columbia team who had not rallied since the 1970's, were thrilled with the event and their second in the novice class result.

Jennifer Daly, Director of Operations for Targa Canada West believes that this first event, Targa Tabula Rasa, is indicative of what these events can become.

"It's very encouraging to see such solid support from the motorsport and local communities. Based on the success of this small test event, and the enthusiasm of the competitors and volunteers we will be moving forward with this concept."

The West Coast Rally Association and Targa Canada West expect to return to Nakusp BC with a fall Targa event. An expected October date will be determined after consulting with the communities involved.

Hard Luck

A few hard luck stories of the event: the two local DeSandoli teams couldn't compete due to a family emergency (and Don DeSandoli is the catalyst for TTR being in Nakusp) - we are sorry you couldn't be with us Don running the two Datsuns (240z and 260z). Another was the Alberta team with a 1990 Audi Coupe who drove out to the event to have a fuel line failure the morning of the event and be forced to DNS. Finally, Eric Grochowski who had an engine failure in his daily driver between Revelstoke and Rodgers Pass on the way home. Luckily, the Brauns - who were car 0, ensuring the checkpoints were in place and ready - had trailered their opening car out and were only a few minutes behind him on the road.

Photo Galleries...

Great Future

Anyone who drove the route now understands what has been driving the team behind Targa Canada West... the combination of this region's roads, scenery and communities are unparalleled in what they have to offer tarmac motor sport enthusiasts worldwide. We will keep you posted as we work towards the next event... mountains of motorsports adventure.

And stay tuned for **the event video: coming soon...**

Sincerely,

Duane Bentley and the Targa Canada West team.

Targa Canada West: Mountains of motorsport adventure.

tel +1.250.980.3577 / tfree +1.877.980.3577

info@targacanadawest.com

This report was forwarded by Fritz Peyerl who took part in this rally.




Mackay MacNicol Sadler LLP
Chartered Accountants

Don Mackay, CA

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2011 Le Mans Legends Race

Sir Stirling Moss Hangs up the Gloves

As 10 o'clock approached on the Saturday morning of the 2011 Le Mans 24 Hours, any spectator who merely expected to see a gentle parade of fabulous old cars in the Le Mans Legend event was in for a big surprise. A full grid of 61 cars lined up for the 45-minute race put on by Motor Racing Legends: a historic race that perfectly recalled the 1949-65 era of the French endurance classic.

With the Lister Knobbles of poleman Alex Buncombe and Jon Minshaw taking their places on the front row for the rolling start, it seemed that the Lister Le Mans jinx was about to be broken. However, the first two rows of the grid were covered by just 1.2 seconds and a cracking race lay ahead.

Buncombe led from the start, closely challenged by Minshaw, with a crowd of cars jockeying right behind them. At the first chicane, Buncombe braked too late and ran off line, letting Minshaw through. Then, at the second chicane, Minshaw overcooked it slightly and the Bizzarrini 5300GT of Joe Twyman went ahead but, as they reached Indianapolis, the Lister of Minshaw was poised to slip back in front.

At the end of a frantic first lap, Minshaw was just ahead of a recovering Alex Buncombe, Oliver Bryant's AC Cobra and Carlos Monteverde's Ferrari 250LM. Twyman's Bizzarrini was still very much in the hunt, soon forging back into the lead and looking comfortably secure until Bryant broke away from the Listers and Monteverde's Ferrari, which was trailing a faint line of blue smoke after a trip across a chicane.

As Bryant's Cobra closed relentlessly on Twyman's Bizzarrini, both the Listers appeared to be gradually fading. Soon the round of compulsory pit stops began, Bryant waiting later than most of his rivals. The D-types of Gavin Pickering and Neil Cunningham waited longer than anybody else, briefly assuming the lead, but as Bryant rejoined the fray he emerged from the pit road just in front of Monteverde's Ferrari and Twyman's Bizzarrini.

Despite his trail of smoke and many exciting moments under braking for the chicanes, Monteverde passed the Bryant Cobra to take the lead. The furious pace was telling, however: the Bizzarrini, sounding rough, slowed down, Gregor Fisker retired his Aston Martin DBR1 and the Bryant Cobra - coming closer than ever before to the Le Mans Legend win the Bryants have wanted for so long - stopped on the Mulsanne Straight just two laps from the end.

Monteverde, the winner two years ago, took the fastest lap at an average speed of 108.7mph and claimed another fine victory, by just 2.4 seconds from Buncombe's recovering Lister and the similar Lister of Minshaw. But the hot contest at the head of this incredibly gripping race was reflected all down the high-quality field.

"Many of my personal highlights from the race involved cars further down the grid," says race organiser Duncan Wiltshire of Motor Racing Legends. "There was multiple Le Mans winner Emanuele Pirro, given permission by Audi to share Roger Wills' Lotus 15 in the Le Mans Legend; or Patrick Watts' 19th place overall (and class win) in the 1951 Allard J2 - a remarkable result for one of the oldest cars in the race. And congratulations must go to the 40th place overall achieved by Bob Birrell and John Hitch in their MGB - a car that was comprehensively stuffed at Monza the week before and which took a full week of panel-bashing to prepare for the Le Mans Legend."

One driver missing was of course Stirling, who had taken the decision to retire from racing during qualifying for the Legends race. He may not have raced but his car did, with Ian Nuthall bringing the Porsche RS 61 home for a well deserved class win. Duncan Wiltshire commented further on Stirling's retirement from competitive racing.

"Finally, we must of course pay tribute to Sir Stirling Moss, who brought his own RS 61 to race it for the very first time, and then decided during qualifying that this would, instead, be his own, very last competitive event. It can be no easy thing to make such a decision, and we applaud the wisdom and strength of mind he showed in leaving the race itself to co-driver Ian Nuthall, thus ending - on his own terms - an incredibly long and illustrious career. In the years to come, we look forward to seeing plenty more of Stirling, who is as much a part of the motorsport world when he's off the track as he is when behind the wheel of a car in flat-out racing action."

Many thanks to Terry Beck for forwarding me the link to this article. See the original at

<http://www.stirlingmoss.com/articles/news/2011-le-mans-legend-race>

Photos from the race and practice session can be seen on the next page.



2011 Le Mans Legend Race



2011 Le Mans Legend Race



2011 Le Mans Legend Race

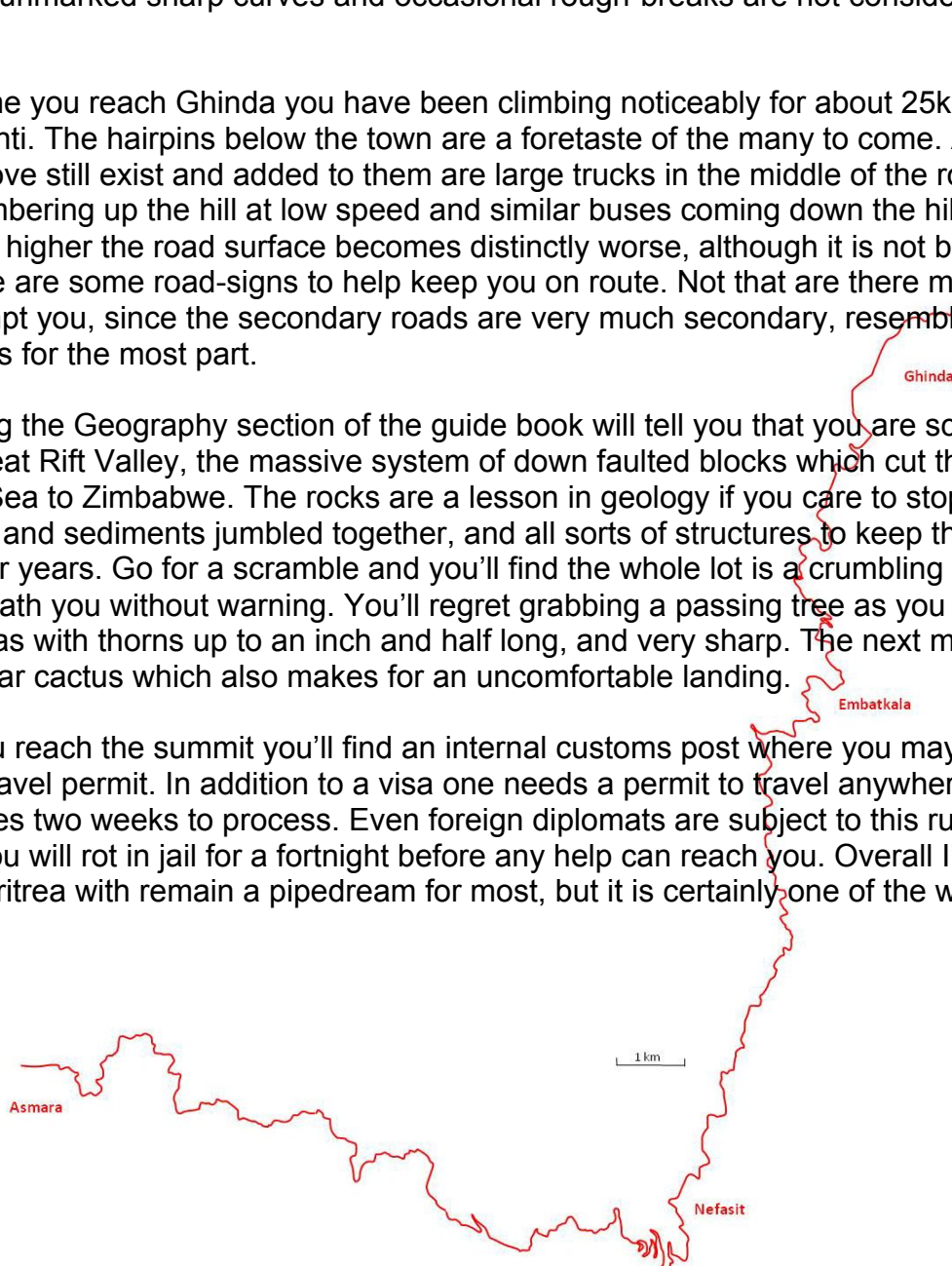
Bent Roads to Delight You

In the belief that reading about curvy roads is almost as much fun as driving them here is another in the bent road series! The less than straight line shown behind the text is Eritrea's road P-1, the main road from the capital, Asmara, to the port at Masawa on the Red Sea. The most interesting 35 kilometres is shown, from a bit below Ghinda (890m) to the summit just east of Asmara at about 2500m. Assuming you shipped your car to Masawa (you have little choice since Eritrea's land borders are iffy at best and the only one that you could reasonably expect to cross is that with Sudan) the first 70 or so kilometres have no major challenges. Wandering livestock and children, stray camels, donkeys, unmarked sharp curves and occasional rough-breaks are not considered a challenge in Africa.

By the time you reach Ghinda you have been climbing noticeably for about 25km; now the landscape ups the anti. The hairpins below the town are a foretaste of the many to come. All the road hazards noted above still exist and added to them are large trucks in the middle of the road on the bends, buses lumbering up the hill at low speed and similar buses coming down the hill at high speed! As you climb higher the road surface becomes distinctly worse, although it is not bad by local standards. Also there are some road-signs to help keep you on route. Not that there are many side roads that might tempt you, since the secondary roads are very much secondary, resembling sandy tracks more than roads for the most part.

Consulting the Geography section of the guide book will tell you that you are scaling the western half of the Great Rift Valley, the massive system of down faulted blocks which cut through east Africa from the Red Sea to Zimbabwe. The rocks are a lesson in geology if you care to stop and look, with volcanics and sediments jumbled together, and all sorts of structures to keep the geologically minded playing for years. Go for a scramble and you'll find the whole lot is a crumbling mass which will give-way beneath you without warning. You'll regret grabbing a passing tree as you fall, for most of them are acacias with thorns up to an inch and half long, and very sharp. The next most common plant is prickly pear cactus which also makes for an uncomfortable landing.

When you reach the summit you'll find an internal customs post where you may have to show your internal travel permit. In addition to a visa one needs a permit to travel anywhere outside the capital and it takes two weeks to process. Even foreign diplomats are subject to this rule so if you get into trouble you will rot in jail for a fortnight before any help can reach you. Overall I'm guessing that a drive in Eritrea will remain a pipedream for most, but it is certainly one of the world's fun driving roads.



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
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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) _____

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Membership Fees: \$40.00 for the first year (includes initiation) \$40.00 annual renewal (\$35.00 before December 31st)

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

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

Signature: _____ Date: _____

When making membership fees payment, please make cheques payable to the Vintage Sports Car Club of Calgary and mail with this application form to: 120 BAKER CRESCENT NW , Calgary, AB, T2L 1R4

Letters to the Editor

Dear Mr. President,

I had to cringe a little when I read your recent Prez Sez commentary [May-June issue]. While I'm not sure what your commentary on reduced reproductive rates have to do with classic car ownership, I'll overlook that and bring you to task over your comments about religion and immigration.

I highly doubt that government programs to ensure the comfort and security of our aging populace had little to do with any perceived decrease in belief in God. The only impact that such programs may have had with relation to God is that it may have delayed many senior's appearance at the Pearly Gates due to improved health care and standards of living.

Your comments on immigration however were completely over the line. Your comments on the "well known results" of bringing families from all over the world is a slap in the face to many of the members of our own automobile club, many of whom have obviously un-English names and very non-British or Canadian accents. Oh, but perhaps you weren't referring to "these" immigrants.

While, gratefully, I did not live in Europe during the 30's and the 40's, there was a fellow there who felt the same way that you did about immigration. We all know well where his xenophobic tendencies led Europe and the rest of the world for about 6 years.

Canada is a nation built by immigrants (initially called colonizers). They come in all colors and from all economic backgrounds. Some integrate seamlessly (maybe the British). Some barely integrate (the Hutterites). Most are somewhere in between and that's what I believe makes Canada interesting and a great place to live. Canada doesn't have the European "problems" you refer to but that has more to do with our accepting and less xenophobic society than with the immigrants themselves.

I look forward to more Pres Sez articles dealing with automobile issues.

Michael Leboldus

Hi Colin.

Thanks for bringing the March copy of the Oily Rag on Wednesday. Please can you put me on your list too receive future hard posted copies. Can not remember if I ticked the box.

Enclose attachment of pictures of my Triumph Spitfire Mark 2 taken in Ireland during the late 60's It is up to you if you can use them.....

Typical service which was usually done in the Parents driveway. Once looked after it would never let you down. This spitfire could reach over 100 MPH which was not bad for Irish roads.



Driving around the west coast of Ireland. Note the Speedwell anti compensator attached to the rear axel. A must for the Triumph's to stop the wheels tucking in.

Irish Motor Racing Club Membership Badge.



Must let the girl friend have a drive....."A short one!"

Thanks.....Alan



31 May 2011, Hey Azim & Helen !!!

Thanks soooo much for all the effort you put into the barbecue this evening.

Lorraine and I thoroughly enjoyed the evening; meeting everybody again. Great, great fun.

As Inter-Club person for VSCCC I would also on behalf of the Club thank you very, very much indeed. A wonderful evening in the Park ! Here's to the next time.

Also: during this coming M.G. Tuesdays Meeting I'd on behalf of VSCCC like to make a proposition toward another Inter-Club Event that Rene and I these past few days discussed.

Cheers
Mike (Coe)
c.c. VSCCC Executive

More photos
from Mike Coe,
this page and
next, from the
All British Field
Meet in
Edmonton in
June.





Classified Ads.

Only the latest adverts are shown here, for more classified adverts see the website at vsgcc.ca

CARS FOR SALE

VEHICLES FOR SALE

1987 Jaguar XJSC(June11) rare Cabriolet, just one of 422 imported to Canada. Well maintained, all paperwork from last three owners along with original manual and documentation from Cooke Motors, Calgary. New: brakes, rear end seal, battery, fuel pump, starter, spark plugs and wires plus comes with soft top and new hard top (installed June 20/11). Price is \$ 14,400 Contact Terry at 250-600-1116

1976 Triumph TR6(June11) 35k miles runs very good All original paint and interior. Price is \$ 17,995 Contact Mike at 760 536 9691

1977 MGB(June11) Car is in good condition with a good top and a hardtop that comes with it. Documentation since 1977 . I bought it in Feb 2010 and drove it all last summer with no issues. It has the SU conversion and all the original parts come with the car. Body is very good I checked for major rust since I am originally from eastern Canada. The left wheel well at the very top needs attention, at the moment the paint is peeling but there is no major rust. Price is \$ 3750.00 Please contact Richard Paquin at 403-828-5222 or 713-775-5028

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 Schlemer 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

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 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

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

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 e-mail djwebb@telus.net

Various new parts for sale for a late model TR6, interior trim kit, door seals, hoses, mechanical components etc, many new parts will send XL spreadsheet file to anyone interested. please contact, Malcolm Lawrey on 403-547-1085"



The Back Page

On our first night in Cairo we practically tripped over this 1949 Riley which was parked on a side street near our hotel. As the inset shows the car is for sale. But no asking price is mentioned. I assume the number above the For Sale sign is the phone number of the vendor (010-128.348 for those who don't read Arabic numbers). Just down the street was a ratty, mid 1960s Opel Rekord and round the corner a Fiat 500 being used as a shelter for homeless cats, complete with a notice in English asking for donations. A little further on a Series 2 Land Rover was sitting on flat tires and covered with dust. I hasten to add that this was one of the smarter areas of downtown.

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