

the OILY RAG

September - October 2011

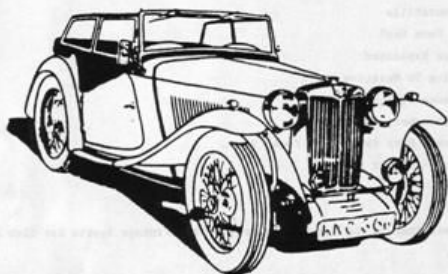
The Newsletter of the Vintage Sports Car Club of Calgary

The Oily Rag 1985 – 2011?

A new editor is urgently needed for the Oily Rag, see page 4.

If no one steps forward this will be the last issue!

VINTAGE
Sports Car Club of Calgary



NEWSLETTER

SUMMER 1985

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

Oily Rag Editor to retire.

You may have heard rumors; here is the full story. Back in May of this year we took a family holiday to Egypt and Jordan. My darling daughter passed on a cold which ran its normal course but when we returned I still had a wimpy cough, tightness in the chest and shortness of breath. None of it very serious but I wondered if I was importing a middle-eastern microbe and went to see the doctor. He wasn't too sure and sent me for a chest x-ray which showed a mass. Next was a CT scan which also showed a mass. After a failed attempt at a biopsy two other scans and a successful biopsy the result is mesothelioma. It is a rare cancer which affects, almost exclusively, people who have had exposure to asbestos. Generally the minimum amount of exposure required is one to three months with an "incubation" period of 30 to 50+ years from exposure to the cancer being detected. During the first 30 years of my life I had much the same exposure as everyone else, asbestos was everywhere and used in everything, but I never worked with the stuff. The only thing which I did which was out of the ordinary was to visit a large dump of old steam locomotives in south Wales a couple of times. Some were falling apart and the boiler lagging was blowing in the wind. Possibly scary stuff but two half day visits hardly constitutes one to three months exposure even though the timing is right. There are to be more meetings with specialists and then the decision on whether to cut it out or attack it with drugs, radiation or both. Not a happy prospect but I hope that by the time for the next issue of the Rag rolls round I'll be in no state to work on it. So THE OILY RAG NEEDS A NEW EDITOR, and fast.

All you need to do is phone or e-mail myself, or one of the other executive members and this coveted position can be yours! By the time you have put

together the November – December issue you'll have a shoe in the door to win election to this semi-permanent position as editor at the AGM on November 9th!

Between the crappy weather early in the summer and acute back pain caused by the cancer I haven't been too active with the sports cars but they are both running and made it to the show in July. We sure got the weather right for this one with some thin cloud in the afternoon just as things were starting to get a bit too hot. I'm pleased to say that my appeal for articles has born fruit and there will be some things to read on the next few pages. As you read on reflect that I'm not the only exec member retiring. Rene has decided to hang up the gavel after three terms as president and Daryl is preparing himself for a move to Houston in the near future and is stepping down as Secretary. Having wriggled out of his job as Events Coordinator last year Mike Coe is stepping aside from his roles as Inter-Club and Public Relations coordinator for next year.

Thanks to Rene Blei, Daryl Shaw, Gary Backstead, Mike Coe, Jeff Gilmore, Henri Lefebvre, and Gary Stoutenburg 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
October 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

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

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...

Carl Thimm	1999 BMW Z3
Terry Volcano	1987 Jaguar XJ-SC, 1965 Chevrolet Impala
Jim McDougall	1977 Triumph Spitfire
Steve Morck	1981 Triumph TR8

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

Alleged B.C. street race with \$2M in luxury cars

13 young drivers fined, cars may be seized permanently

From [CBC News](#) Posted: Sep 1, 2011 8:18 AM PT Last Updated: Sep 1, 2011 3:01 PM PT



A high-end vehicle is impounded after an alleged street race in Metro Vancouver on Wednesday. (CBC)

B.C. Mounties say 13 high-end luxury cars were impounded and 13 people fined after an alleged street race in Metro Vancouver on Wednesday afternoon — and police are looking at permanently seizing the vehicles.

At about 3:30 p.m. local time, police received several complaints of high-end cars speeding southbound along Highway 99 in the area of the George Massey tunnel.

Witnesses reported the cars were travelling at speeds up to 200 km/h, and on several occasions two cars would travel side by side and slow down to allow vehicles in front of them to take off in a race.

The impounded cars

- 2007 Ferrari 599
- 2010 Lamborghini Gallardo
- 2010 Lamborghini Gallardo
- 2009 Lamborghini Gallardo

- 2009 Audi R8
- 2012 Nissan GT-R
- 2010 Nissan GT-R
- 2010 Nissan GT-R
- 2010 Maserati Turismo
- 2010 Maserati Turismo
- 2011 Mercedes SL63
- 2011 Mercedes SLS
- 2005 Aston Martin DB9

The cars exited the highway into Surrey, where six of the 13 vehicles were stopped by Surrey RCMP. The other seven cars were located and stopped by White Rock RCMP a short distance away.

Thirteen drivers were pulled over and their cars — worth a total of more than \$2 million — were impounded.

"The vehicles that we're dealing with here were Lamborghinis, high-end Mercedes, Maseratis, Aston Martins, high-end Nissan sports cars," said RCMP Insp. Bryon Massie.

"The majority of them had personalized plates as well and were souped-up, so they're fairly distinguished and the witnesses had no problem in providing us with the descriptors that were tracked back to the vehicles."

The drivers have each been fined \$196 and will have to pay for the cost of impounding and storing their vehicles for seven days.

However, RCMP Supt. Norm Gaumont said police are looking at tougher measures.

"So we've asked our team to be looking at the possibility of criminal charges and ... if we have enough evidence to lay a charge of dangerous driving. We're also going to be looking at seizing the vehicles for good," Gaumont said.

The names of the drivers have not been released, and Massie said it's not clear where they are from.

"The drivers of the vehicles are all in around the age of 20 years old. They're all new drivers. The majority of them do not have their full driver's licence status — they're still in the 'N' new category," Massie said, referring to B.C.'s graduated licensing program, which puts restrictions on new drivers and requires them to put an 'L' or 'N' decal on their car to alert other drivers of their novice status.

The registered owner of the Lamborghini, Massie said, is only 18 years old.

He said it appears the group was getting together to celebrate one of their colleagues leaving the area.

Massie said the incident highlights an important message to drivers: "Speed is fairly unforgiving. Whenever you're involved in a motor vehicle accident where there's any speed at all, it's unforgiving ... Slow down, be responsible and understand that speed limits are there for a reason."

Comments on the CBC website cover the predictable range from "young punks deserve to lose their cars" to "200 km/h is not really all that fast, speed limits in Canada are unreasonably low". One suggested a horsepower limit on new drivers, what do you guys think?

The Prez Sez

2011 European Classic Car Meet, July 15 and 16, two dates on our calendar that form the main events for our Car Club, are history again. One of the most important factors to make this event a success, or failure, is the weather and like last year, we couldn't have wished for a better day. The car numbers, 176, a few less than last year, was more than I had expected and so was the quality and variety of cars. The motorbikes too, organized by Fred Johansen, president of the Canadian Vintage Motorcycle Group-Rocky Mountain Section, played a major role again to make it a success. So were our Sponsors, British Auto Specialists, Big Rock Brewery, Auto Mann, Jaguar Calgary and Cochrane Western Financial. Also the two mementos all participants like to receive, the photos provided by John and Janette Warga, and the Window Display Cards, by Henry Lefebvre: Once again, thank you! Unfortunately the plan, to open the Show by playing "Oh Canada", could not be realized, due to a technical problem. Thank you all volunteers and exec members for again a great Show to look back on.

Now something on the other side of the spectrum, we became aware of just a few days ago. Colin, our editor of the Oily Rag for as long as I can remember, due to health reasons, may have to hand over the editing job, to another volunteer. This news all struck us, the exec, like a bombshell, but Colin will tell you more on this. For the praying members, you know what to do, and all others you do what you think works to get this Landy-Lover well again.

By the time you read this, the Big Hill Springs BBQ, organized by Sylvia, Gerrit and Alex, with help from other volunteers, will be behind us too and hopefully the weather will cooperate. Thank you Heikamp Family. [Since the weather didn't cooperate there is a second chance at the barbecue on 14 September, Ed.]

Now my response to a "Letter to the Editor", in the last Rag, brought on by apparently a comment I made in the previous Rag. I say apparently, because the member brings up the issue of hatred as was the case in Germany 70-80 years ago. But that issue is not unique to Europe, look at the Middle East or tribal warfare in Africa. As an immigrant to Canada myself more than 30 years ago, coming from Western Europe, it was still a bit of a culture shock for me. How much more the culture clash would be, for someone from a third world country, where their children now born in Canada, no longer accept the stricter rules of their parents? Most immigrants adapt to the Canadian way of life. In Europe the situation is not as pretty. There are parts in large European cities, completely taken over by foreign gangs, where even police will not go. Hopefully we won't see that becoming a Canadian problem. So far Europe has bought many of our vintage cars where prices are still higher than here. As countries now try to compete by lowering the value of their currencies, Canada may become too expensive, with the higher Dollar. The massive national debts we see now world wide, may prevent Governments to inflate their way out of financial problems as they have done in the past, by giving you back a depreciated dollar in the case of say a 30 year Bond offering. All this does have an influence on our vintage car hobby, just ask someone how long it takes to sell a vintage car? The market has dried up considerably. Nowadays nothing happens in a vacuum, the consequences are not just local but global. What we see now in our society, that people are scared to speak out, for fear of being labeled as a racist, accusations usually made by the very intolerant themselves.

In another few months we will have our annual Club elections. A number of the present Exec members, will not run anymore, including myself after 3 years in the Presidents chair and organizing the ECCM Show on top of that, it is time for new blood at the helm. The new president doesn't necessarily have to run the Show too. It may be better to set up a Show committee, as we have done in the past. So please give it some serious thought. It is a lot of fun and yes, it does take-up some time.

One of our next and new events is a drive to the Sun Peaks resort, north of Kamloops, that Sylvia has organized for us. This too promises to be great fun, so please put it in your day-timer and climb onboard.

Happy trails,
Rene

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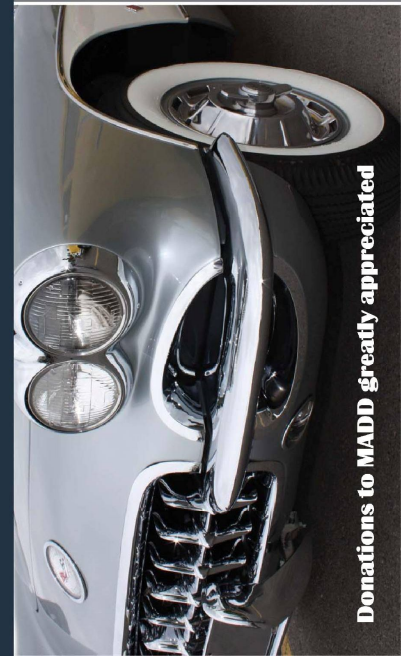
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BLACKROCK REVISITED – PCA VANCOUVER ISLAND

Another successful mission was achieved by a group from “Wildrose” to the Blackrock Resort at Ucluelet on Vancouver Island hosted by the Vancouver Island PCA Region.

The following intrepid Porsche enthusiasts from Calgary participated in the scheduled events on May 27th – 29th, 2011:

Tony and Rosemary Booth – 1997 – 911 Carrera
Steve and Rosemary Crosby – 1974 - 911
Don and Marlene Driscoll – 2011 - Cayenne
Jeff and Debbie Gilmour – 2001 - 911 Carrera 4 Cabriolet

After an overnight in Salmon Arm and devouring Greek cuisine at a local restaurant, the four vehicles set off over the Coquihalla Highway where we encountered snow and slushy conditions. This type of weather seems to be traditional now for Wild Rose participants.

Led by Steve and his trusty 1974 red machine we made it across to the Tsawwassen Ferry and over to Victoria.

On Friday our group rendezvoused at an eclectic spot in Coombs where we had a great breakfast and observed goats feeding on grass on the roof of the building, hence the name “Goats on the Roof”.

From Coombs we travelled approximately 75K from Port Alberni to the coast. It was an ideal twisty road for the German automobiles to strut their stuff.

After checking in at the marvelous Blackrock Resort in Ucluelet, all participants were treated to a salmon barbeque hosted again this year by the Ucluelet Fire Department. A super sunset took place as we surrounded the bonfire overlooking the Pacific, followed by a fireworks display.

On Saturday morning everyone present washed their vehicles in anticipation of the judge's selection committee carrying out their inspection. Tony, unabashed in his effort to win a trophy at all costs, obtained a surf board from "Long Beach Surf Shop" to attach to a rack on his car in an effort to sway the judges.

In the afternoon cars headed for Tofino Airport to participate in an autocross. Tony, during a straight run down the runway, noted that he broke the sound barrier before rapidly coming to the end of the runway. Quote "Did Peter say the marker was 600 meters or 600 feet from the runway end?"

Saturday evening a banquet was held with all participants, sponsors and local dignitaries in attendance. Super prizes were awarded during the meal and John Reynolds of the Irish Rovers entertained the crowd for over an hour. He was a real character and had some great stories about his youth in Ireland.

On Sunday morning at breakfast it was announced that Steve Crosby had won the trophy for the "Member's Choice Award" which was a very rare award to go to an outside member. Congratulations Steve! (you can stop polishing it now)... Last year Tony won the trophy for "The People's Choice". The "Wildrose" contingent has done very well in collecting awards for their cars on the Island.

Once again the Vancouver Island PCA Committee did a terrific job in organizing the weekend events. Needless to say, the venue at Blackrock Resort is superb. Everyone in the group agreed that the trip was a huge success and hopefully we will be able to return again next year.

JEFF GILMOUR



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MG International 2011, Reno, Nevada

Nicole and I drove our 1971 MGB GT, referred to below as MGBGTee, to the MG International 2011, an MG show and events organized by the North American Council of MG Registers, in Reno, Nevada. The following are travel notes of our trip.

Friday, June 10, 2011, Day 1, 312 miles:

After packing the luggage space of the MGB GT with a bit of clothing, tools and spare parts, we left Calgary on a nice sunny morning. After a stop at a local Starbucks our next stop was the Dewinton Weigh Scale station: 1,290 kg all in with 2 passengers, just shy of the maximum suggested gross weight.

After several hours of driving we crossed the border into Montana at Carway and shortly after we chatted with the sheriff at the St Mary's gate, enquiring about the Going to the Sun pass: "...we received 200% of the average snow fall and they can't even see the buildings at the top of the pass, let alone the road..." she said. We all chuckle and we headed further south through Browning; we reach Kalispell, MT, our first overnight stop, in late afternoon.

The MGB GT is performing very well but for one 'almost expected' annoyance. As we drove past the city limits of Calgary I tested the overdrive ... and nothing happened, then a few seconds later the O/D electric circuit lost its smoke at the switch, within the steering cowl cover; O/D switch immediately turned OFF!

Two weeks before the trip, when I took the MGBGTee for its spring lube service and check-up, we noticed that the wire at the O/D solenoid was very frail. The wire was pampered but we all agreed that the solenoid should be replaced. As I left the shop the O/D still worked perfectly, no worries! The usual suppliers back-ordered the solenoid, therefore we left Calgary with the solenoid and the frail wire. No worries, we plan to drive secondary twisty roads and not having any smoke in the O/D electrical circuit won't be too critical. Tomorrow the goal is to cross from Montana to Idaho through the Lolo Pass and proceed west through Idaho.

June 11, 2011, Day 2, 460 miles today, 762 miles to date:

We left Kalispell heading south along Flathead Lake. The road offered fantastic vistas of the lake and surrounding hills, a beautiful sight and drive.

At Lolo, MT we headed west through the Lolo Pass to Idaho, 130 miles of pure sports car driving entertainment, to Kooskia, Idaho. Pure Joy!

From Kooskia we drove to Ontario, Oregon, a combination of rolling hills, mountain passes, and ranching country, all offering beautiful scenery.

The MGB GT performed very well, and I did not need the O/D.

June 12, 2011, Day 3, 276 miles today, to date 1,072 miles.

We left Ontario, OR and the weather was sunny, warm and windy. Generally the drive was less entertaining but pleasant scenery along the rolling hills through Idaho, a corner of Oregon then the northern part of Nevada.

Tonight, in Winnemucca, NV, one block away, there are an MGC, MGB, MGB GT plus a TD on a trailer, from Washington. Apparently they were about half an hour ahead of us down Hwy 95 earlier today.

June 13, 2011, Day 4, 166 miles today, 1,072 miles to date.

After driving 166 miles on Interstate 80 we arrived in Reno around noon. The drive, under a sunny sky, through the desert, was fine but less than exciting.

After checking-in to the hotel we proceeded to the MG2011 registration and vendors display area. A very well organized process and plenty of products and trinkets available from vendors. At the registration we meet George Raham of Canmore; George traveled to Reno in his TD with fellow member Rod Murray.

Afterwards, time to wash off the grime and bugs from 4 days on the road and then proceed to the designated parking area where many MG enthusiasts were cleaning, detailing, servicing their pride and joy. Plenty of great MG's to look at, and it's only a small sample.

The evening Welcome Reception and dinner was at the National Automobile Museum. There, we had the opportunity to enjoy a collection of over 200 cars that is part of The Harrah's Collection.

Time for some rest because Tuesday will be a full day of various activities.

June 14, 2011, Day 5, 0 mile today. Weather: Sunny and about 84F in the afternoon.

We stayed in the hotel/casino complex where most of the activities were happening.

In the morning the NEMGTR and GOF West clubs were holding a Funkhana in the open parking lot next to the hotel. There was an impressive selection of MG's from this group. If that is a sample of the MG's that we can expect to see at Thursday's show, it is going to be awesome.

Next was a visit to the 'rolling tech session' presented by John Twist, of University Motors fame. John presented an all-day session in the parking structure where MG owners would drive through and John would answer their questions or assist on specific mechanical issues or concerns. John was sharing very pertinent and valuable information for all to soak in.

We caught up to Calgary MG Club members George Raham and Rod Murray for lunch and shared a whole lot of information before

going each our own way for the afternoon.

In the afternoon I attended a technical session on MGB suspensions, presented by Bill Guzman, of Classic Conversions Eng. (www.classicconversionseng.com); a very informative session.

The evening dinner was organized by the NAMGBR for its members. We joined a table of members from the Spokane & Coeur d'Alene area, the owners of the MG's we saw in Winnemucca, and had a very enjoyable evening.

June 15, 2011, Day 6, 0 mile today. Another beautiful sunny day in Reno.

This morning was dedicated to detailing the MGB GT in preparation for the big Show tomorrow.

After a nice lunch we spent some time watching and listening to John Twist, again, who diagnosed and tweaked the various MG's lined-up.

June 16, 2011, Day 7, 4 miles today, to & from the show venue. It's Show time!

Early rise this morning to leave the hotel parking facility by 8:00am and arrive at the show venue, Rancho San Rafael Park, before 9:00. We are marshalled onto the field by 9:00, under a sunny sky and a steady cool breeze. The forecast for midday is sunny, breezy and about 75F, a perfect day for a car show.

After all the MG's were in their designated areas there were about 700 MG's from a 1929 MG Midget to 1980 MGB's.

The variety and quality of MG's was simply staggering. There were 2 very early MG M type, a 1929 and 1930. The comments were that the 1930 was the second MG imported to North America. Both had a wooden body structure covered with canvas.

A few selected statistics:

- 40 MG TD's, including our Calgary MG member George Raham's;
- 41 MGB GT chrome bumpers, including my '71 MGBGTee;
- 2 factory MGB GT V8's RHD, both for sale;
- 6 MG PA's & PB's, 2 with superchargers;

and dozens of MGA's and MGB's and other models.

In the 'Premier' class of the MG T and GOF group there were some amazing T's and sedans.

For those who wanted to see something other than a field of MG's, in the Other British class, there was 1 Jaguar E-Type, 1 superb Triumph TR6 modified with a Corvette LS1 engine, 1 Morgan, 1 MG RV8 from British Columbia and a 1995 MG F RHD from Newfoundland.

The quality of some of the vehicles was simply astounding especially the MG T series Premier class.

The show ended at 2:00pm and was followed by awards ceremonies in the early evening followed by a banquet.

For those who may be wondering, we did not come back with an award. Although I was very proud to show our MGBGTee as it is, there were superb samples in our class of 41 GT's. My Dark Blue GT was parked between 2 Primrose Yellow GT's, one of which took 2nd place. That GT was simply fantastic, especially considering that the owner restored it from a 'basket case' wreck.

A few highlights of the Car Show:

- 1929 MG M type: wood body covered with canvas.
- 1939 MG TB Tickford: a specialty version of the TB. Few were built because of the war.
- 1954 MG Arnolt by Bertone: a very stylish custom built bodies on MG TD frames, built in the early to mid 50's, most with the 1,250cc engine.
- 1934 MG PA supercharged: the supercharger is mounted directly in front of, and is directly powered by, the crankshaft. The carburetor is mounted on the side of the supercharger where normally a bumper would be. Any hit on the front of that MG would be disastrous.
- MG EX 186: an experimental 'one-off' MG racer based on the MGA, built to race a Le Mans. Completed in 1959 and never raced. It was imported to the US and restored.
- 2 MGB GT factory V8's, RHD: these are the first factory V8's that I see, and 2 very nice examples.
- SU DU6 carbs: SU carburetors with dual throat or chokes; two of these SU carbs, model DU6, were mounted on an MGA twin cam engine vintage racer. Each SU carb features twin throats, therefore providing essentially one carb per cylinder.
- 1995 MGF: These are just starting to be imported to Canada and this one bears Newfoundland plates. It looks great, too bad they were not designed for the North American market.

The overall experience and organization of the 4 days of activities was totally wonderful.

June 17, 2011, Day 8, 200 miles today, 1,432 to date.

When we looked at our timetable and mapped our itinerary this morning, we decided to head west across California to reach the west coast highway and then drive north along the coast.

After a casual morning packing our bags and the MGBGTee, we left Reno and headed south to Lake Tahoe. We had a choice between I-395 and secondary hwy 431. We chose hwy 431, a windy road up over the Mount Rose Pass which is at 8,800 feet. We drove by several ski resorts which seemed to still have plenty of snow left on the runs. We reached Tahoe City, a small town on the west side of Lake Tahoe, in time for lunch. After a light lunch on the terrace, overlooking Lake Tahoe we headed north and west, again across another pass by the Squaw Valley ski resort. Once on the west side of the mountains the temperature began to rise constantly. An information sign on a building in a small town showed 89F and we agreed it was warm, especially waiting for traffic lights in a small dark MGB GT. At this point we were in a fruit and vegetable agricultural area. For the last 10 miles into Williams, CA there was numerous large rice paddy fields.

We stopped in Williams, CA, south west of Reno, at the junction of Hwy 20 and Interstate 5.

June 18, 2011, Day 9, 233 miles today, 1,675 to date.

Today we initially headed south and west to drive through the northern part of the Napa Valley, where we stopped for lunch in Calistoga, CA. From there we headed west to the Pacific, at Bodega Bay, then north on hwy 1 along the coast.

We drove mostly very twisty road, up and down hills and mountain ranges, and overall averaged less than 45 miles per hour, but the driving and scenery experience was well worth it. We are further from home than initially planned and somehow we will have to make-up time and mileage over the next few days.

We stop in Fort Bragg, CA, Hwy 1, on the Pacific.

June 19, 2011, Day 10, 330 miles today, 2,005 to date.

We drove north from Fort Bragg, CA, to Bandon, OR on Hwy 1 and 101 along the Pacific coast.

The weather was sunny and cool in the mid sixties range, perfect for spirited driving and twisty roads along the coast. The scenery was great, especially the roads through forests of large trees that created the illusion of a tunnel through the forest.

We stop in Bandon, Oregon.

June 20, 2011, Day 11, 314 miles today, 2,319 to date.

We continue north from Bandon, OR, very foggy weather but it cleared soon enough so we could enjoy the beautiful scenery of the Oregon sandy beaches. We also were very surprised to see so many sand dunes on the coast of the Pacific. We also saw a large group of sea lions, sunning on the rocky shore. After Lincoln City, OR, we left the coast to drive inland heading east and around Portland. We stopped at a winery for a wine tasting in McMinnville, in the Willamette Valley, then settled for the night in Hood River, on Interstate 84, along the Columbia River.

June 21, 2011, Day 12, 315 miles today, 2,634 to date.

After a good breakfast in Hood River, before the drive towards Chelan, WA, we drove the 'Fruit Loop'. The Fruit Loop is a 40 mile loop south of Hood River through orchards and vineyards. A short side trip took us to Panorama Point which provides a magnificent view of the valley of orchards with the snow covered Mount Hood (over 11,000 feet) in the far background; the contrast is wonderful! We completed this loop with a wine tasting at a local winery.

From Hood River we followed the Columbia River for a while to Biggs Junction then headed north on Hwy 97 through Washington State. From that point on, we drove through a series of fruit growing valleys and barren mountain passes, one after another. The roads were of excellent quality and great variety of driving for a vintage MGB GT. The weather was warm but very pleasant. We stopped in Chelan, WA for our last night in the USA.

June 21, 2011, Day 12, 196 miles today, 2,830 miles to date.

Today was a short driving day to the Osoyoos border crossing and then to Penticton for lunch at Salty's Beachhouse, a wonderful local restaurant across from the beach at the south end of Lake Okanagan. After lunch we drove to Kelowna to stay with friends for a few days.

The weather was sunny and a pleasantly warm 90F.

June 23, 2011, Day 14, 0 mile today, 2,830 miles to date.

Today we took a break from driving, and let our friends drive us around the area, then to Penticton for lunch and then a visit to other friends' vineyard in Naramata.

It was a beautiful sunny and not too warm day to drive around the Okanagan, and a very welcomed rest from driving.

June 24, 2011, Day 15, 375 miles today, 3,205 miles to date.

Back on the road today for the drive home. It is overcast when we leave Kelowna turning to rain in the Rockies through Revelstoke and Golden, and dry from Banff to Calgary.

We arrived in Calgary after 3,205 trouble-free miles in our 1971 MGB GT and after driving through a great variety of scenery around western North America; it's been a wonderful trip.

While we un-pack the luggage and dozens of tools and spare parts, Nicole and I agree that we must return to the west coast highway but plan more time for stops and visits, and of course in a sports car again.

Please visit the Calgary MG Club website's photo gallery to see a sample of photos of fine MG's and some scenery. The gallery is at: <https://picasaweb.google.com/Calgary.MG.Photos/MG2011RenoJune2011#>

Henri Lefebvre

Volvo P1800 by Gary Backstead

Not only is 2011 time to celebrate the 50th anniversary of the Jaguar XKE, but it is also the 50th anniversary of the Volvo 1800. Here is a press release from Volvo [with a few editorial comments]:

<https://www.media.volvocars.com/us/enhanced/en-us/Media/Preview.aspx?mediaid=37900>

A true cosmopolitan turns 50

Volvo P1800 1961 - 2011

Planned in Sweden, designed in Italy, unveiled at the car show in Brussels, built in Britain and a huge success in the USA. The Volvo P1800 is perhaps Volvo's most internationally renowned model ever and the one that arouses most emotions. In 2011 this remarkable people's favourite turns 50. It was in 1961 that it entered production and reached showrooms after four years of careful planning and development, remaining in production for the next twelve years. From the sales perspective it played perhaps a marginal role for the company, but from the image viewpoint it played a far bigger role than any previous Volvo model – and few if any subsequent models have matched it image-wise.

Design coupe

The Volvo P1800 was born for that very reason – to attract the attention of passersby to Volvo's display windows and to increase what today is known as 'floor traffic' so that people who entered the showroom left it in a new Volvo.

Volvo had tried its hand at a sports car back in the early 1950s – the open two-seater plastic-bodied Volvo Sport which was built from 1955 to 1957 with a total production run of just 67 cars. "Not a bad car, but a bad Volvo" was the way Volvo President Gunnar Engellau put it when he retired the model.

Design proposals were ordered from Italy, where Volvo consultant Helmer Petterson – who was deeply involved in the planning of the new car – had got his son Pelle a job at Pietro Frua thanks to Pelle's fresh degree in industrial design from the Pratt Institute in New York. When the time came to unveil the four proposals to Volvo's board in 1957, Helmer sneaked in his son Pelle's fifth design – and that was the one that everyone picked. Engellau in particular liked it since he had very definite views about wanting an Italian-designed car. That of course is precisely what he did get, but it was penned by a 25 year old native of Göteborg who would later make his mark as a boat designer and win Olympic medals in yacht racing. Eventually, however, the truth behind the winning design proposal emerged. The choleric Engellau blew his top, felt he had been hoodwinked and promised that Pelle would never be acknowledged as the car's designer. And indeed many years went by before the truth was made known and Pelle Petterson received the credit he was due for penning one of the world's most attractive sports coupes.

The new sports car – which is how Volvo presented the model – had a fixed roof, a steel body, a lot of the mechanical components lifted straight from the Amazon and the newly developed B18 engine in its 100 hp sports version when it eventually arrived in the showrooms.

Three prototypes were built by Frua in Turin in 1957-1958 on Amazon underpinnings and these cars were used for a variety of purposes, for instances as templates for the production of press tools, in a range of tests, at shows, for press work and advertising photo-shoots and much else. All three have survived and are still on the road.

Production overseas

At this time, Volvo found itself in a hugely expansive phase and the company realized from the outset that it did not have sufficient in-house capacity to manufacture the new model – not for pressing of body panels, nor for painting or assembly, not even on a small scale. The hunt for a suitable partner got under way, led by Helmer Petterson, and after much deliberation a decision was taken to use two British companies to build the car: Pressed Steel would build the bodies and Jensen Motors would paint and assemble the cars. Production got under way but this was a far from friction-free method. Constant problems with personnel, working methods, quality, suppliers and logistics along with an unwillingness to deal with these issues meant that as soon as it was possible, Volvo transferred production home to Sweden.

As of spring 1963 – after 6000 Jensen-built cars – production of the 1800 started up in Volvo's Lundby factory but it was not until 1969 that body pressings were transferred from Pressed Steel in Scotland to Volvo's press shop in Olofström. The move home also coincided with a change of name for the P1800. First it was badged the P1800 S, later in 1963 it was known simply as the 1800 S, S standing for Sweden.

During the coupe's long life, no radical changes were made to the successful exterior lines. Only details such as the grille, trim mouldings, wheels and colours differentiate the various model years. From the technical viewpoint the 1800 shadowed the development of Volvo's other models and was continuously upgraded. Disc brakes all round, more powerful engines and electronic fuel injection [in 1970 the fuel-injected version was called the 1800E] were the most noticeable changes.

Cult car for The Saint and a world record-holder

In 1971, however, a new body variant was presented, the 1800 ES. A sporting hatchback with an extended roofline and an estate car rear featuring a large glass tailgate. A GT and estate car combined. [The ES designates "estate" according to Jan Wilsgaard.] The ES was designed in Göteborg by Jan Wilsgaard [but according to David Styles in "Volvo 1800, The Complete Story", the ES was designed by Sergio Coggiola at Carrozzeria Coggiola] and attracted considerable attention. It has achieved cult status along with its coupe sister and many have survived to this day. Volvo's 1800 models are very sought-after by enthusiasts – there are several clubs serving the model – and they were for many years relatively inexpensive to buy, although in recent years their prices have started to rise on the classic-car market. Renovating an 1800 is neither easy nor cheap. Many parts are no longer available, particularly for the Jensen-built cars, but owners who have taken the trouble can expect many miles behind the wheel of an exceptionally pleasant, agile and robust car whose value to Volvo in terms of image can never really be fully quantified.

Just ask Roger Moore, who was fortunate enough to drive a P1800 in his role as debonair crime-fighter Simon Templar, a sort of modern-day Robin Hood, in the British TV drama series based on Leslie Charteris's "The Saint". The TV production company was looking for an attractive sports car that would suit a gentleman of independent means, and after being turned down by Jaguar approached Volvo to ask for the P1800. Volvo was quick to oblige. It was a brilliant PR move for the new Volvo model and the car became etched firmly in the minds of everyone at the time. To this day the P1800 is still often referred to as The Saint's car.

Another person who can testify to the car's excellence is New Yorker Irv Gordon, who has covered more than 4,500,000 kilometres (2.8 million miles) in the 1800 S he purchased in 1966, making him the holder of a Guinness world record that will probably never be able to be beaten. Irv Gordon has spent a total of almost 12 years behind the wheel of his car and he is now aiming for 3 million miles, that is to say about 4,800,000 kilometres. On the same engine!

Timeless 50 year old

The Volvo P1800, this alert 50 year old, was never intended to be a mass-produced car. It was and still is a niche product, the top of the model range, yet at the same time viable enough to be within the reach of ordinary people who wanted a car that looked like a Ferrari but cost and functioned like a Volvo: pleasant, reliable and economical. It appealed to people even before it arrived in the showrooms in 1961 and its design has been shown to stand the test of time: it is timeless, classic and sporty in a well-balanced way. Congratulations to Gunnar Engellau and Helmer Petterson who pushed for Volvo to build the car, to Pelle Petterson who designed it, to Volvo who kept the model going in good times and bad over a period of twelve years, and to all those people who today own and value an 1800 – a truly living piece of Volvo history.

Total Volvo 1800 Production Numbers

from: <http://www.saint.org/volprod.htm>

P1800 Jensen models 6,000; 1800S models 23,993; 1800E series 9,421; All 1800 coupes 39,414; 1800ES wagons 8,078
All 1800 series cars 47,492



The Saint photo from: <http://www.saint.org/volvo.htm> and the next three photos from: <http://volvo1800pictures.com/press/press.htm>



VOLVO 1800 ES



Photo below left from:

http://volvo1800pictures.com/0_car_photos/ES/1973/107/Volvo_1800ES_73_107_3638_bildsida.php and right Terry beck and Garry Backstead's P1800s at last years show.



A lesson to learn from

Whether you care for "Detroit Iron" or not we can all learn a lesson from these three pictures and the short explanation that goes with it.



1938 Plymouth Coupe Here & Gone...!!!

Some Dude in Massachusetts just finished this 1938 Plymouth on Friday April 29th 2011. Saturday April 30th, 2011 was to be a shakedown drive of about 50 miles just to see

how it would run...

While driving along and the left rear wheel came off...the car dropped and the gas tank was punctured...the rest, as they say, is



history. He said all 5 lug nuts had come off and the studs were stripped on the updated 1990 Explorer rear end.

All 3 of the following pictures were taken on Saturday April 30 2011, "within an hour

Links forwarded by Gary Beckstead.

European Classic Car Meet

A small sampling of the over 170 cars on display in Stanley Park

Photos by Colin Martindale



European Classic Car Meet

Same camera, same day – now the artist's view. Anna Burger-Martindale gets in close on some of the curves



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Go NORTH on Poplar Hill Drive to 262035

262035 Poplar Hill Drive is the third access on the LEFT

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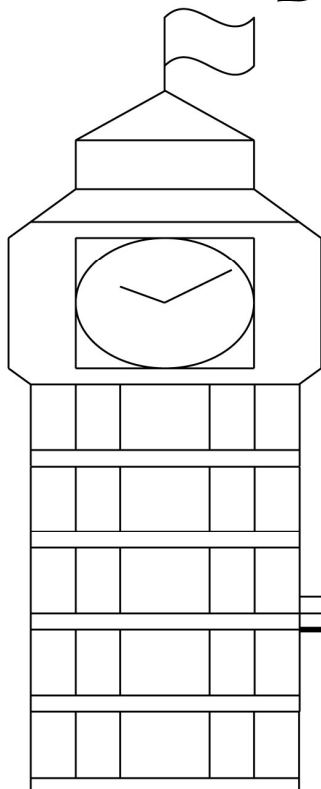
Kent cam shafts, valve springs and lifters, and vernier timing gears;

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Exotic visitors to Fred Phillips "Museum" at Springbank Airport

Rene didn't supply captions for these photos so if you can't identify these vehicles you'll have to ask him what they are!



Gary Stoutenburg sent me the link below to what might be the ultimate TR6. from the spec it is difficult to tell where Triumph ends and BMW begins!

Body-Off / Nut & Bolt Resto

- Rhino Lined Tub
- Significant Frame Strengthening
- 6-Point Roll Cage
- BMW M3 S50 (OBD1 Computer) Engine w/Mods
- Custom Chip from Jim Conforti
- BMW M3 5spd Trans
- UUC Motorwerks 8.5lb Aluminum Flywheel
- Sachs HD Clutch
- UUC Motorwerks Trans Mts
- UUC Motorwerks Short Shifter
- Nissan R200 LSD Dif
- Custom CV-Joint Rear
- Richard Good Lowered Springs F & R
- Richard Good Sway Bars F & R
- Richard Good Adj Trailing Arm Mts
- Spax Adj Shocks
- Toyota 4-Piston / Vented Disc Front Brakes
- Wilwood Rear Disc Brake Conv
- Stainless Steel Brake Lines
- New Master Cyl and O/H'd Booster
- Quick Ratio Steering Rack
- Richard Good Alum Rack Mts
- BMW/BBS 17" 5 3pc Wheels
- Falken RT-615 225/45/17 Tires
- BMW M3 Radiator
- Advance Auto Wire Custom Wiring Harness
- 16 Gal Aluminum Fuel Cell
- Stainless Exhaust (w/ Oxygen Sensor)
- Custom Powder Coated Bumper Bars (original bumpers included)
- Koa Wood Dash and Switch Plinth Plate
- New Crash Pads
- Miata Seats w/ Heaters
- Custom Full Leather Interior w/ Wilton Wool Carpets
- TR4 Soft Top Assembly

<http://kansascity.craigslist.org/cto/2559110082.html>





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Brits Best in Radium – Photos by Rene Blei



VSCC Stampede Breakfast 2011 – Photos by Rene Blei



This Jaguar SS100 replica took a first place at Jaguars on the Island this year. Was this a class for replica vehicles? If not it raises the question should replicas compete against originals in the same class? Over the years we have had some terrible looking replicas at our show and some that only an expert could tell from the real thing. Lets hear your comments on replicas at car shows and where we should draw the line, or if a line needs to be drawn.



Club Tools

The Club has the following list of tools; all are available for members only, for short-term loan. Some require some prior training in their correct use. All tools should be booked through Rene Blei 932-5801, who will keep track of them. They should not be transferred from person to person without notifying John. People who ignore this rule may be banned from borrowing club tools. For tools with ongoing expenses (most notably the welding units), users will be charged an amount to cover the cost of gas, wire, tips, etc. As of 1 January 2010 we are charging a \$50 deposit on all tools, refundable when the item is returned in good condition.

engine hoist (call Ken 403-547-8259)
inside and outside micrometer sets
dial gauge and mount
3/4" drive socket set
assorted pullers (5)
spring compressors (inside and outside)
radiator pressure tester
colour tune kit

slide hammer puller
brake hose flaring kit
cylinder blow-down tester
valve spring compressor
cylinder hone
brake cylinder hones
serial number dies: letters and numbers

torque wrenches: 0-10, 0-50, 0-150
ridge reamer
ring compressor
SU carb video
tubing bender
Whitworth wrenches and sockets
Torque wrenches: 0-50 foot lbs, 0-250 foot lbs

Welding equipment: - oxy-acetylene welding kit, 110 v MIG welder, MIG welding video **Prior instruction is required before borrowing welding equipment.** Call Ron Tebo at 253-0088.

Cooking shelter: Great for camping and barbecue parties, \$10.00 for the tent for a weekend. Call Rene Blei at 932-5801

VINTAGE SPORTS CAR CLUB OF CALGARY Membership Application

Full Name: _____ Spouse name (optional) _____

Address: _____ City: _____ Postal Code: _____

Phone: _____ (home) _____ (bus.) e-mail: _____

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

Sports Car(s) Owned:

	Year	Make	Model	Colour
Car #1	_____			
Car #2	_____			
Car #3	_____			

It is not necessary to own a vintage sports car to join the VINTAGE SPORTS CAR CLUB of CALGARY. All that is required is an interest in sports cars.

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

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

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

Signature: _____ Date: _____

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

Letters to the Editor

Hi Again,

Please publish this letter of thanks to Fritz Peyerl for instigating the 1/10 gold coins for the VSCCC show award plaques, several years ago.

My 5 plaques are now worth almost \$1000. Thanks VSCCC and Fritz!

Cheers Tony Booth

[Wow, if Tony's math is correct I should have put a bit more "elbow grease" into preparing the cars for the shows in past years! Editor]

Hi Colin,

Take a look at this video of a 101 year old woman and her Packard. Maybe the link could be published in the Oily Rag.

Jo-Ann

<http://video.nytimes.com/video/2011/07/08/automobiles/collectibles/100000000895665/two-classics-one-car.html>

Greetings Sylvia,

Thank you VSCCC for their part and your part in organizing the July 16 event at Stanley Park. I thought it was well organized with a great turnout. I appreciated the organizational effort that went into it and receiving a souvenir photo from the event.\

Best regards,

terry vulcano

Thank you Greg for the excellent E-Type article in Friday's paper. [Calgary Herald the day before the show] The Saturday Show again was very well received and of course the weather played a major role in this. The number of cars was very close the last year, 176 cars, and the Ferrari was again the largest in class.

Was surprised by the number of people dropping of supplies for the Foodbank, thanks to your mentioning it in your column.

The publicity you gave the Show in your columns, greatly contributed to the many visitors entering the park.

Thank you again on behalf of all members, and much appreciated.

Rene--VSCCC

Classified Ads.

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

VEHICLES FOR SALE

TR4 project cars (1964 and 1966) (Aug11) I am looking to sell both cars together as a whole lot. Best offer. Both have no interiors but have full drivetrains and body panels. Between both cars there are most of the other body parts except, again the interiors. has seat frames but all the fabric, rugs etc. have been stripped Best Offer Contact Bill Miller at 403-931-1760

1971 MGB (July11) Yellow Gold - Chrome Split Bumper - 86,293 Miles Restored in 2003 / \$25,000 Appraisal New Paint - original color Complete New Interior/Leather Bucket Seats/Ultimate Carpet Kit Extra's include/ Walnut & Chrome Moto-Lita Steering Wheel Burl Walnut Door Caps/Leather Door Panels Black Mohair Top & Mohair Padded Tonneau Cover JVC - 200 Watt Stereo with Remote Asking \$12,500 OBO Please CALL Elaine Wolfe at (403)851-9192 Or (403)932-8883

1983 Porsche 944(July11) Very good condition Very reliable Regularly maintained All service records available Price: \$6500.00 firm Contact David Webb at 403-886-5707

1980 Porsche 924(July11) No rust Properly maintained All service records available Price: \$5000.00 firm Contact David Webb at 403-886-5707

1964 Austin Healey BJ8 Phase 1(June11) Completely restored. Recently appraised (June 2011) at \$60,000.00. All receipts for work done. Serious offers only. Contact David Watley at Bus 403-264-3490, Cell 403-519-7370, Home 403-251-6565

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

1951 MG TD(May11)I have owned this car for the past 12 years but lack of space forces me to part with it. The car is mostly original but is now fitted with a 5 speed gearbox which makes it much more pleasant to drive on the highway (the original 4 speed will be sold with the car). Excellent mechanical condition. New water pump, rebuilt generator (last year). Very good upholstery. Good top and new side curtains. Paint is chipped but this is a driver not a trailer queen. Asking \$16,000 ono Please contact Trevor at 403-252-6438

1958 Austin Healey Sprite MK I - Bugeye(May11) Early car, S/N AN5L3057. Upgraded 1275 engine, ribbed gearbox but I have the original. The car was restored about 16 years ago just before I bought it. I have done nothing but general maintenance since. Selling because it's my second "toy" car and I just don't use it - only about 100 miles/year. Latest insurance appraisal was \$17,000. Rather than try to describe the car, give me (Chris) a call if you are interested. Please contact Chris Rasmussen at 403-246-2285

1972 MGB(May11) Desirable Chrome bumper MGB with dual SU Carbs Car has been restored and includes rebuilt engine with street cam K&N filters (originals are also included) stainless steel exhaust with header new upholstery (seats, carpets and dash) new roof rubber seals on doors, trunk & hood Shock conversion to rear tube shocks king pins Stored inside and well maintained. Second Owner - I have owned this car since 1980. Asking \$9,800 Please contact George Georgeu@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

2 Triumphs and a Porsche!!(July11) 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. 1974 Porsche 914. Excellent condition, lots of upgrades and modifications - fantastic driving car! This is one of a very limited number of 'Bumblebee' special edition Can-Am vehicles that Porsche made in 1974 - very rare and getting harder to find. 2 litre engine with big-bore upgrade, dual Weber carbs. Custom seat covers. Too many things to mention here - call me and let's talk! Asking \$10000 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 Revolution 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 pics if needed. I will separate chassis/body/eng/trans if that's what you're after. Price: \$4,000 Contact Ron Lapointe ph or txt 306-227-5623

PARTS FOR SALE

TR3 Steel Rims (Aug11) They are in good condition but require recoating. I am taking offers for these Please contact Greg Murray at 403-249-7761

TR8 / TR7 mag wheels (July11) Really nice shape. \$ 1,200.00. please contact, Mike Coe coefront@shaw.ca

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

TOOLS, MAGAZINES & MANUALS, STORAGE

BOOKS FOR SALE (July11) 1) Clymer Publications 1977 - "TRIUMPH TR2 - TR6 @ GT6 SERVICE- REPAIR HANDBOOK" Old classic, rebound \$10 2) 'HOW TO RESTORE TRIUMPH TR5/250 & TR6" Rodger Williams New \$10 3) "GOING FASTER - Mastering the Art of Race Driving" Carl Lopez New \$10 4) "Illustrated M.G. Buyer's Guide" Richard Knudson New \$10 5) "From the Ground Up " So you want to be a pilot - the flight training bible \$10 6) " Aviation Weather" an oldie but also for non-pilots \$5. awbooth@shaw.ca, Tony Booth

PARTS WANTED

TR4A or TR250 seats(Aug11) Looking for TR4A or TR250 complete seats or seat frames. Please contact Dave, yycr6@shaw.ca

Getting a Vintage Lamborghini to the Pebble Beach Weekend, and Then Getting It Running

This article, forwarded by Daryl Shaw shows that you don't need to own an MG, Triumph or Healey to endure problems on a road trip, a fancy Italian job will do just as well!

August 22, 2011 at 4:16pm by Aaron Robinson

What do you mean you're not taking the Espada to the show? That was the whole point!"



It was 7:00 a.m. on the Friday morning of the annual Pebble Beach car extravaganza weekend in Monterey, California. While my wife Tina scolded me over the phone, cars were already lining up on the fog-shrouded greens at the Laguna Seca Golf Ranch next to the track of the same name for the big [Concorso Italiano](#) show. Guilt swelled, but at this moment, my pale-green 1970 Lamborghini Espada with its 3.9-liter V-12, a hairy-chested Italian if ever there was one, was misfiring so badly on its 10 remaining live cylinders that it couldn't even make it up a hill, much less from my rented house in Pacific Grove to the show field a few miles away.

I told her that the show was a wash, that the car was washed up, and to mentally prepare for possibly a big flatbed bill to bring it home to Los Angeles. Then I got up, went outside in my pajamas, made a piecemeal fix that at least brought the engine

up to 12 cylinders running badly, got dressed, and drove it to the show backfiring like a Winchester .30-30. I hid below the steering wheel in shame, but I had a plan.

This is my second Espada, which is like saying this is my second trip to the electric chair. People generally don't sign up for another go with such a temperamental and expensive machine, but I have had a thing since childhood for these giant, four-seat Italian pseudo-station wagons. With its 46.6-inch-high Marcello Gandini-designed, Bertone-built body, it looks like it's been rolled through a towel ring. Just 1217 Espadas were built between 1968 and 1978, so you don't often see another one coming at you. And an Espada has about 16 bazillion moving parts, which makes it ridiculously inefficient but the closest thing to going down the road on the back of a Wurlitzer pipe organ.

I sold my first car to an Alabama gentleman six years ago, and soon after started missing it. Just six months ago, back in February, I found this green Espada, the 263rd car built, hiding in Reno, Nevada, with the same owner for 36 years, who had imported it himself from the original owner in Milan, Italy. Almost everything on this Euro-delivery car with 60,000 km on the metric odo was original, which makes it quite rare among Espadas. Over the years, they tend to pass from owner to owner bleeding them dry of money, shedding rare and irreplaceable bits, and getting modified in all sorts of horrific ways by meathead mechanics.



Upon bringing the car home, I discovered that the engine had to come out for major repairs, but luckily I knew where there was a spare engine in a parts car (a sad tale of a beautifully restored Series III Espada T-boned at an intersection), and spent the next few months preparing and installing that engine for a temporary stay, with the intention of using it to drive to Pebble Beach and entering it into the huge Concorso Italiano car show on that Friday.

The final days before departure were a mad dash. The twin Girling power-brake boosters had to be rebuilt, then rebuilt a second time when the wrong seals were installed. Leaks and squeaks and smoke from faulty electrical thingamabobs were attended to. All the while, the six Weber 40 DCOE carburetors, which had come with the parts engine, were ticking away like six little grenades waiting to go off. I had almost no time to road-test the car and tune the engine, and I was about to face the consequences.



A short historical footnote: According to the factory record, this Espada left Sant'Agata on April 20, 1970, three days after the ill-fated Apollo 13 mission splashed down, meaning that the car was being built while Jim Lovell, Fred Haise, and Jack Swigert were actually fighting for their lives. Being a student of space history, I affixed a small Apollo 13 sticker to the glass hatch.

The morning of my 6:00 a.m. departure dawned gray and chilly in Los Angeles. The carbs were spitting and fussy on the putter to the 405 freeway, but I knew that they weren't perfectly in tune and accepted it. Once the car was on the flowing freeway, it'd run well and be sucking down the copious quantities of STP cleaner I had dumped into the tank. Over the 350-mile drive, the carbs would magically heal themselves, I was certain. I was giving the car a classic Italian tune-up by burning out its gunk in a high-speed dash.

Los Angeles fell away as did Santa Barbara's morning rush-hour traffic, and then I was in the open. The Espada ran spectacularly with my foot down, bursting up to 100 mph with a glorious ripping shriek from the V-12. When I lifted, the pop-pop of misfiring cylinders returned. Hmm.

At the first stop to fill the twin 10.5-gallon tanks, I dumped in more cleaner. All would be well. After all, a noisy speedometer had mysteriously cured itself, the dead tachometer had woken up, the low-fuel alert light reported for duty, and even the right window motor worked briefly before falling back asleep. It was as if the car's systems, long dormant from lack of regular use, were rousing themselves one by one now that actual miles were being driven.

Coastal California, with its green and brown hills and canyons, passed by at a serene 80 mph. The long wheelbase gives the Espada a relaxed ride, and the wide track plants it on the road with a defensive lineman's stance. Four decades later, it swallows the road as competently as any modern car.



There were groans of age. The front suspension is saggy and occasionally the front tires bottomed out against the fender wells causing a momentary but nauseating tire squeal. The two hand-clapping windshield wipers crashed into each other and then refused to budge, as if they were waiting for the cops to show up and report the accident. A list was forming of items to fix later.

For a while I chased a Porsche Boxster with a radar detector and we sat on 100 for about 20 minutes up the nearly empty U.S. 101. He seemed to like the snot-green Italian oddball on his tail and sometimes waited for me to clear traffic. Reluctantly, I had to pull off to fuel a second time and bid a regretful *ciao!* to the Boxster. An Espada in full Mohawk cry sucks down the juice at

around 10 mpg, and the tanks, which fill from separate caps on either side under the black vents behind the quarter windows, are virtually impossible to fill completely.

I reached Monterey in a bit over five hours, an excellent time. But as I rolled into town, the backfiring was worse than ever, so I decided to stop at the hotel where for years the vintage Lamborghini club has stayed during Pebble Beach weekend. I knew that if anyone would have good suggestions, it would be them. I pulled in, and immediately my friends in the club were on the car. But it was soon obvious that the carbs needed more than a few turns of a screwdriver, which had actually made the car run much worse.

It was now idling rough and banging out the tailpipe like heavy ordnance. I drove it to my rented house and spent another two hours taking the tops off the carbs and checking for dirt and non-functioning parts. Conclusion: the carbs were shot—terminally gummed up, damaged in the crash, or something else, but the solution wasn't obvious. They would have to be overhauled. I put one carb back together wrong and the engine immediately dropped two cylinders. Frustrated, I had a sudden inspiration.



I had six nearly brand-new Webers sitting on my shelf at home from the other engine, and my pal Mitch was leaving L.A. for Monterey the following morning. I called, and he agreed to swing by my house in L.A. and bring up the spare Webers. I would swap the carbs at the curb in front of the rental at some point over the weekend, then hopefully drive home.

That is, until Tina guilted me into getting the car to the show. Now, I would have to change the carbs at the show, on the greens, with a crowd of "experts" and wiseacres standing around who had paid \$130 to see fabulously over-waxed and perfectly running Italian machines, not some poor schlub overhauling his broken engine on the fairway. Well, at least they would see what Italian car ownership is *really* like. Never quit until the rods are sticking out of the block! Failure is not an option!



on the evil Webers.

The drive over to the show was the worst. The owners of the Ferraris and Alfas and Lancias I waited in line with looked at me with pity as the Espada sputtered and banged. I coasted to my spot, put down the wheel chock I had brought along to make up for the non-functioning parking brake, and waited. Mitch was leaving early; I expected him just after lunch, which would give us a comfortable four hours to get the old Webers off, the new ones on, and a basic tune done before the show closed at 5:00 p.m.

Instead, Mitch pulled in at 3:30. Racing back to the car with the heavy box of carbs in a borrowed golf cart, I worried that the greenskeeper would be screaming at me to move my dead car as darkness descended on the empty golf course. I would have to sleep in the car, and then in the morning dodge flying golf balls while I wrenched away

But when I got back to the car with and everybody pounced. I had off the six dead Webers, and with carbs on in about 20 minutes. It must around the car. One guy said to his "See, with a Lambo, you have to do owner who had wandered over from love the Lamborghini guys: they all become a Concorso side-show, drove his new Lamborghini Gallardo look of mortification and had to be

Eventually the Espada coughed and life. Now the hard part began: tuning.



the box, the Lambo club was waiting, already used the waiting time to pull wrenches flying we had the new have been a record. A crowd formed friend while I was removing a Weber, this every day." Another one, an Alfa his area, exclaimed, "This is why I work on their own cars!" We had topped only by the young kid who into a sand trap with an unforgettable hauled out by a wrecker.

hiccupped and finally roared back to



An old, falling-apart Weber can often run at high rpm beautifully but make an engine shake itself to pieces at idle. Tuning a Weber is about balancing the twin angels of air and fuel on the pinhead of a smooth, 900-rpm idle. So we had to get a basic tune on the engine or the car would never be able to drive home. Carefully, slowly, with minute adjustments to the throttle linkages and idle-mixture screws, and using an air-flow measuring device called a Syncrometer, and with a hearty "Good luck!" from former Lamborghini chief test driver [Valentino Balboni](#), who rolled up in a new

Gallardo with the cliché hot girl in the right seat, we got an even, steady 1100-rpm idle. Close enough.

At 5:30, as the fairways were emptying of cars and people, I did a quick lap around the grounds to see if all was well, and miraculously it was! Credit here goes especially to fellow Espada lovers Bob Huber, Mike Trivich, and Laust Pedersen, without whom the green monster would still be at wheels-stop on the fairway.

I used the Espada to get around Monterey for the next two days. The idle had crept up to a breathless 1300 rpm, and it was still sneezing a bit from the Webers, but overall it was running much better. At one point, I rolled past Balboni in his Gallardo in a line of typical Pebble Beach traffic and got a big thumbs-up from one of the few men around who knew Ferruccio Lamborghini personally.



At the Sunday Concours, I ran into Huber, Trivich, and Pedersen, and we decided to convoy together home in a three-Espada train. With stops, slow-moving RVs to contend with, and miles-long backups caused by construction, it took ten hours. We hit L.A.'s deserted freeways at 1:30 a.m. Monday morning and, like the Apollo 13 crew, had a fast, fiery return home, with Huber, Trivich, and I blasting down the normally traffic-choked 405 at ridiculously illegal speed.

Well, that's what these cars are for. With all the headaches and backaches and wallet-thinning bills they cause, it's necessary to occasionally remind yourself why it's worth it.

Sylvan Lake BBQ Photos relayed via Mike Coe

Frank passed me your message requesting pictures from the BBQ at Evan's on Sunday. I did not take very many pictures but I'm happy to send you a few which you are welcome to use as you wish.

Alec





Triumph Gearboxes

I wonder how many folks know that the TR2 gearbox is a direct descendant of the Standard Vanguard three speed gearbox?

George Jones (a good Welshman), superbly added the fourth gears to the box. He was a masterful gearbox and differential designer under Triumph employment; and the organizer of all gearboxes for competition TRs. In addition he introduced the Laycock overdrives. Though that on top gear lasted only until 1955; thereafter George designed all Triumph gearboxes.

Regarding early TR competition engine development, Triumph's engine department encountered problems with cylinder liner and camshaft failures during endurance tests on test brakes, resulting in a quick change in suppliers to all metal.

The TR2's first race was the 1954 *Mille Miglia* in Italy. The engine used matched sets of pistons, liners, con rods, and valve springs etc, and fully balanced the crank, flywheel and clutch, with gearbox and rear axle build up by Triumph's special experimental build shop. A Triumph shop that eventually built the twin cam Le Mans engines. This led to very successful race results and public sales.

Cheers
Mike Coe

Acquirement. VSCCC Repair Assistance Against Ones Own Restricted Abilities.

The distributor gave up the ghost on the TR8, so I right away ordered a replacement from Woody the TR8 expert I use in the States [he the all around TR8 guru on repair and upgrades]. And the new distributor arrived in a week. But having never before tackled such a repair set me in learning mode again {I do enjoy}. So at least able to successfully install the new unit after pulling out the old, came engine timing and all that fun and games! Along with wiring sort out as the old unit had several more wires snaking out of its body as opposed to two from the Pertronics unit! The functioning bits of the new distributor I learned being of considerable advancement, as all bits are tidily installed not only in a smaller cylinder but with less wires and stuff. Impressive I thought! But to what existing car wiring do I connect the wires you say? Ah, via yet another telephone call, Woody again to the rescue. And after much explanation he finally penetrated my logical brain, and got through the message why one wire goes to a hot white terminal (I always thought the red wire was the hot wire), and black to another part of the existing TR8 wiring. Which totally circumnavigated the original TR8 wiring. Then came top dead centre, 7 degrees, timing to number one cylinder, and all that! Yikes! What the hell do you do to accomplish this? Reading the manual helps I know, but I figured two people were required for this, so Trevor Beatson came to my rescue along with Derek his brother. And if you've never got to know these two fellows, I urge you to do so. Not only are they excellent pals, but they know their stuff. So very quickly Friday July 30th, we turned the cars rear wheels [that I had suspended by a jack] and got top dead centre. Then aided with my timing light these two fellow Brits had the unit on time (so to speak!), and I was so pleased to hear the car burst into life.

Consequently, I was the following day able to join the M.G. Club at the Inglewood Sunfest Day, and the M.G. Club's July 31st, drive out to Canmore and the Rockies. Both days under gorgeous weather skies. But leaving Calgary July 31st, there was a bit of confusion as to direction by some cars. So at one point some of us sat waiting to see where some had gone. Myself deciding to see how the TR would fair idling / ticking over during this period of time - with the radiators electric fan running courtesy of the overriding fan switch. Which turned out that we sat for at least ten minutes in 29 degrees. Yes, I could have turned off the engine, but I was curious to see if the temperature gauge changed during that time, ready to switch off if the temperature rose to a dangerous level. But low and behold that temperature gauge needle sat just dead centre of the dial whilst the V8 burbled away. Very impressive me thinks! So I think installing that new Pertronix distributor - along with a new Pertronix coil I also decided to accompany its distributor mate - did aid something; and owes the V8 something. Top notch gas I think! Or perhaps not the V8 drink !!

Thanks again to my three pals, Trevor, Derek and Woody. No one can get along in life without excellent pals.

Cheers

Mike Coe

The Back Page

On the outskirts of Eritrea's capital, Asmara, there is a quite incredible scrap yard of mostly military vehicles.



If you are up on Soviet battle tanks you'll recognize this beast, myself, I've no idea what it is!



This one had me stumped for a while even though it says Volvo on the side. It is a model C202, Laplander. They could be had in both 4x4 and 6x6 versions.



One of several series two Land Rovers. There were also about a dozen Defender and series three models that had me wondering how to get them home for parts!



A mainstay of Soviet trucking and many are still use today in Siberia. This is a ЗИЛ (ZIL) model 157.

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