



the OILY RAG



November - December 2011

The Newsletter of the Vintage Sports Car Club of Calgary



Sun Peaks Weekend

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Introducing the Club

2010-2011 Executive



President	Rene Blei	403-932-5801	rjblei@gmail.com
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Member without portfolio	Chris Durnall	403-255-4511	ChrisDurnall@shaw.ca

The Oily Rag is the newsletter 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 NE, Calgary

Personal information is gathered from club members solely for the purposes of distributing club related information to the membership. Our membership list will not be sold or exchanged with other clubs or commercial interests. From time to time a membership list will be distributed to members listing name, phone number, e-mail and cars owned. This list is intended so that members with similar vehicles can contact each other for help and advice. If you do not wish your name to appear on this list please contact the membership secretary at the above phone number or e-mail address. You requested not to distribute the membership list to those not in the club or 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 503 Brookmere Crescent SW, Calgary, Alberta, T2W 2R2 or e-mail to swcrosby@telus.net

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

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

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

Editorial

Oily Rag Transition Editor

So here I am attempting to do something that Colin (and Gerry) has perfected over 26 or more years. A tough job indeed. I have done my best to fill the pages with interesting stories and articles. Copy/paste my most useful tool. I hope you will be entertained. Welcome our new editor John Bulmer who will take up the reins in the new year.

A few Oily Rags back I did a short blurb on my mystery 1960 TR3A that is secretly being assembled at British Auto Specialists. Well, the phantom has been all sprayed in dark grey primer, and is pretty much ready for paint. I thank Jay and the guys for their ongoing patience as they were caught off guard when I suggested a colour change last week, switching from dark blue to bright red. No. 32, Glorious Signal Red. Now the problem will be to find the correct colour mix in modern water based paint. I hope to have the car out in the spring sun next year. Maybe ready for Van Dusen. Watch for a wee red car tilting slightly to the left - if I can't lose a pound or two before spring.

The TR6 continues to provide excellent transportation. You know I just love those cars. I like the style, the low seating position, the location of the gearshift - your hand just falls on it, the baritone report of the exhaust and the pull of the inline six. It is truly the last "hairy chested British sports car". It has taken me as far as Belleview in Oregon. It has been to Vancouver for the Van Dusen show a few times. One memorable trip was from Portland to Snohomish in Washington State, to Vancouver for lunch and then on to Calgary. Eighteen hours of Triumph joy. I could not stand up when I rolled out of the car at 2 am. The car fared far better than the driver. On another trip to the coast I vowed to remain top down no matter what. It was really hot. I ended up with a checkered

sunburn pattern on the back of my hands where the sun got through my fancy string-back driving gloves.

This past driving season has also proved the worth of the 911. It does like to travel. The trip to Black Rock Resort on Vancouver Island near Ucluelet was perhaps a bit too early in the season with rain snow mix over the Coquihalla. My thanks to my patient spouse Rosemary for sticking it out for all these trips.

The elections are coming up again. I can't tell you how much fun it is to be a part of our club's executive. Adventure trips abroad, open bar, low rent, decent cell phone charges, complimentary moist towellets and free parking just to name a few of the perks. Please get involved. Get out and vote, and if you or someone you know would like to help out, just stick up your hand and nominate someone!

Winter is on its way again. I've included the mandatory vintage auto storage tips.

Thanks again to Sylvia and her team for putting together those great events.

I can't think of anything more so enjoy the Rag and I'll see you at the meetings or on the road.

Cheers,
Steve Crosby

Thanks to Colin Martindale, Rene Blei, Daryl Shaw, Chris Durnall, Tony Fisher, and The Interweb, for articles, photographs, etc.

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



Please note...

The deadline for submissions for the next issue of the Oily Rag is January 20th, 2012

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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

Nov 9	Annual General Meeting – Elections Night - Austrian Canadian Club
Dec 14	Annual Christmas Social - Details to be announced - Austrian Canadian Club

OTHER EVENTS

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

2011

Oct 29	Awards and End of Season Banquet – MG Club of Calgary – check the website http://calgarymgclub.org/events.html
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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...

Edward Lee from Red Deer – Car not listed

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Our Thanks to...

The Austrian-Canadian Cultural Centre

For hosting our meetings

November 9th is election night.



November 9th Is the Annual General Election

This is the time of the annual election of club executive. Please plan to attend. It's your Club. Participate and have a say in how it is run. It has become more important this year as several of the executive members are retiring from office. If you or someone you know is interested in taking on any one of these roles please be prepared to nominate that person at the AGM.

All Positions are open for nomination, these include:

- ☐ President
- ☐ Vice President
- ☐ Treasurer
- ☐ Secretary
- ☐ Event Coordinator
- ☐ 2nd Event Coordinator
- ☐ Membership
- ☐ Oily Rag Editor
- ☐ Web Master
- ☐ Club Regalia/Tool coordinator
- ☐ Public relations/ Inter-Club Coordinator

Remember that several of the present executive members are retiring from office and will not be available for re-election. Some of the current executives are willing to stand for re-election. As in the past, if you do not attend you may just be elected!

In whole the situation is summarized below:

President - Rene Blei is retiring
Vice President - Steve Crosby will stand
Treasurer - Howard Phillips will stand
Secretary - Daryl Shaw is retiring
Event Coordinator - Sylvia Heikamp will stand
2nd Event Coordinator - open
Membership - Craig Talbot will stand
Oily Rag Editor - Colin Martindale is retiring
Web Master - Mark Stonehocker will stand
Club Regalia/Tool Coordinator - Rene Blei is retiring
Public Relations/ Inter-Club Coordinator - Mike Coe is retiring

We would like to whole heartedly thank those retiring from the executive for their contribution to the welfare and promotion of our club.



I Repeat: If you or someone you know is interested in taking on any one of these roles please be prepared to nominate that person at the AGM.



BTY - Dues are Due Dues are Due Dues are Due Dues are Due Dues are Due

The Prez Sez

For 3 years I have had the honor to serve you as President of the VSCCC, and this will be my last message as president. You know by now that car talk was not a major ingredient in these, and I won't make up for it now.

Roseto effect, is not well known. Roseto is a small, kind of isolated, town in Pennsylvania that showed some strange statistics. Heart attacks and other illnesses were about half of the national averages. Researchers naturally thought it had to do with food. Not so. Work environment? No. It simply came down to the relationship this community had developed with one another. Neighbors looking after each other - people are nourished by other people. Now, a number of decades later, Roseto became another town of suburban commuters, and losing its remarkable statistics. So, being a car club member may not only be helpful for your car, but also for your health?? Good news, especially for those with English cars.

Bob Algar had a lot of problems with his knee and finally, because of our efficient health care system, he got a knee replacement and is now exercising hard to get that knee back to normal. Bob, we all wish you a speedy recovery. And Joyce: be nice to your hubbie! And Bob: be nice to your new nurse!

Two other members, Tony and Rosemary Booth and Steve and Karen Jeffrey, have left sunny Alberta and now live on Vancouver Island. You will be missed and we wish all the best.

Since our last Oil-E-Rag, Colin, our editor, has undergone Chemo treatments with the well known side effects. Please keep him in your prayers. John Bulmer has stepped up to take over as editor. Thank you John. VP Steve has been busy with this edition. We are still looking for a publisher as well.

November 9 will be our AGM and all the Club's executives positions are open to be filled by an election. A number of the present exec will not run again, ie; president, secretary, inter-club relations, and publisher. Some time ago, the exec voted to form the post of Past president. Many Clubs have this position and I was surprised to note we didn't. This position helps to provide a smoother transfer between elections. Please, give it some serious thought and allow your name to stand for election. It requires some time, but it is also a lot of fun. "It is not what the Club can do for you, but what you can do for the Club". Many of you are not old enough to remember this quote, but it still applies to this day and age.

Your event coordinator(s), Sylvia and Gerrit, have given us a few events to remember. Big Hill BBQ, Sun Peaks get-away, and the Fall Color Run. If you did not take part in these, you sure missed a lot of fun. Sun Peaks may become an annual event, but Sylvia will let you know more about that.

Early October, I drove down to Portland, to pick up my latest addition, a 1961 Jaguar Mk2, 3.8. I was a bit nervous about the procedure to import a car, although I kept hearing "It is relative easy", and it was. The hardest part, when the Custom officer saw the price I had paid, was to convince him, that is was the actual payment and no "cash under the table" took place. This department, Canada Border Agency, has a lot of power and my advice is not to mess with them.

Last but not least: A sincere THANK YOU to VP Steve, Howard, Daryl, Sylvia, Colin, Mike, Craig, Mark and Steve J. for making it so much easier for me to do my job this year and it was great fun working with you.

For those of you who sent me an email: sorry, but the address in the Oily Rag was the wrong one (now corrected- Editor).

Thank you,
Rene Blei

October 12, 2011 Monthly General Meeting Minutes

1. Monthly Meeting came to order at 19:30 in the Austrian Canadian Club dining room, approximately 29 people in attendance (chaired by Rene Blei)
2. Rene welcomed everybody to the meeting of the Vintage Sports Car Club of Calgary.
Guests / new members - none this month
3. Rene welcomed Colin Martindale who will show a video of Eritrea.
4. Steve Crosby presented a gift certificate to Tony Roma's from the club and a get well card.
5. Chris Durnall is arranging a yard cleanup 9:00 AM Saturday morning (along with any other club members who want to help!)
6. It is already October and our driving season is already pretty much over. The last two events that Sylvia and Garrett organized (Sun Peaks and the Fall Colors Run) were magnificent.
7. Sun Peaks was discussed at the last executive meeting. It is a long drive for three days so the next one may be made into a four day event.
8. Rene noted that in May the three day trip to Van Dusen goes quite easily, but for some reason at the end of the season it seems to be much harder.
9. Rene just came back from Portland bring back his latest toy – a 1961 Jaguar MK II.
10. Steve Crosby reported that the next news letter may be an e-letter or print – that remains to be seen.
11. John Bulmer has offered to be editor. He is based in Medicine Hat, so he will be looking for a local publisher. Rene asked about the difference between editor and publisher. The editor is responsible for content and format. The publisher is responsible for final layout and publishing into e-format and paper copy.
12. Steve noted that there are some cars in the advertisements that will be weeded down to a 6 month time limit.
13. Classified advertisements can be sent to Mark Stonehocker who is the web-master.
14. Howard Phillips (Finance).
15. Nothing significant to report at this time. Plans to report at the next general meeting on the fiscal year to date. The club has a reasonable amount of money in the bank at this time. September 30 is the club fiscal year end.
16. Craig Talbot (membership) reported 154 members.
17. Secretary (Daryl Shaw) is still with us. He is planning to move to Houston probably early next year and hence will not be standing for the executive again this year.
18. Colin Martindale (Oily Rag Editor). We may have a volunteer to take over as the Oily Rag editor. Colin noted that we have to file our return with the provincial government and would like somebody to take over being the mailing address for the club. Howard Phillips agreed to take on this responsibility.
19. Mark Stonehocker (webmaster). We've covered the classified. The cars listing is taken from the membership list. Mark suggested that the classifieds should have a year cutoff because they don't sell that fast.
20. Sylvia Heikamp (events). The next event will be a wine and cheese and Don and Brenda McKay's. The details will be announced when the time is announced (it will be in November). December is the Christmas party.
21. Steve Crosby noted that our events are also posted on the Northwest cruise calendar.
22. Sylvia also officially invited the club to join the Porsche club at Heritage Park for their upcoming event. Cost is \$75 per person for non-members.
23. Mike Coe (public relations). The Edmonton club would like to see more activity with us next year. We do a fair amount with the Calgary MG club, so we should stay in touch with them. Mike was on a couple of the MG club runs this year and enjoyed them immensely. The attempt to get more involved with the BC or Saskatchewan clubs seems to be difficult because of the distances involved.
24. SVAA (Peter McFarlane). Meeting was held October 8 in Red Deer. Representatives of about 20 of the 55 clubs in attendance. Finances are healthy. They provide insurance for member clubs – no rate changes are anticipated. Web site is going to be updated and streamlined. Trying to make this hobby more appealing to younger members. Membership in this club seems to be stable, but we still need to attract younger members. Logo is going to be changed and the news letter is going to be revised. One of the goals of the SVAA is to increase the number of member clubs. Safety inspections / checks are encouraged by the SVAA. The National association has a couple of representatives from the Alberta SVAA. There is a coast to coast tour being planned in 2017 by the National association. SVAA will be advertising in the Northwest Cruise Calendar.
25. Dave Gard asked about any distinct advantage for the SVAA to do additional safety checks on our vehicles. Peter noted that there is no specific advantage and that, in the end, these numbers get sent to the government to show that we are paying attention to safety.
26. Rene asked about the insurance. Peter does not have the details on the insurance but that is available through the SVAA directly. The insurance is liability insurance for the events run by the club. Jim Briggs talked about several aspects of the insurance including coverage for volunteers, transportation of non-owned cars, etc.
27. Mike Coe noted that the majority of time when a claim materializes against the insurance, the defense of the claim can far exceed the actual claim.
28. Steve Crosby has more of the club introductory cards available.
29. Dave Gard noted that Bob Algar just had a knee replacement and is doing well and back at home.
30. Dave Gard also noted that he has a set of 15 inch mini-lite wheels available.
31. Business portion of the meeting was adjourned at 20:20
32. Colin Martindale presented his trip through Eritrea.
33. Next meeting is November 9, 2011 at the Austrian Canadian Club

Car Based Weird World Records

1. Fastest car window opened by a dog
On 1st September 2004 in Québec City, Canada, a Border Collie called Striker unwound a non-electric car window in exactly 11.34 seconds. Impressive n'est pas?
2. Heaviest vehicle pulled by the eyelids
On 26th September 2006 Dong Changsheng of China successfully pulled a car weighing 1,500 kg 10 meters via ropes hooked to his lower eyelids.
3. Heaviest vehicle pulled using earrings
The heaviest ever vehicle pulled using just earrings was 1,562 kg, in a record set by Gao Lin from Beijing, China. The total distance achieved was measured at 33-feet on 19 December 2006.
4. Longest time to kiss a car
On September 20th 2009, Artur Sattelmaier and nine fellow Germans spent 32 hours kissing a car in an event organized by Chevrolet.
5. Fastest time pushing a car over 50m with one finger
The fastest time pushing a car over 50m with just one finger (were not sure which one) is a not shy 47.7 seconds. The record was set Xie Guizhong in Shenzhen City, China, on 11th December 2010.
6. Most surfboards stacked on a car
In 1998, surfers in California, USA, successfully loaded a total of 282 surfboards on top of a car and then drove it 100ft.
7. Fastest time to push a car one mile
Mario Mlinarić or Croatia successfully pushed a car weighing 1,880kg one mile in 15 mins 21 secs whilst taking part in The Strongest Farmer TV show on 12th June 2009.
8. Hairiest car
The hairiest car ever recorded is the Fiat 500 of Maria Lucia Mugno. The car, covered in over 100kg of natural hair took the record in Rome, Italy, on 4th March 2010.
9. Largest collection of number plates
Péter and Tamás Kenyeres, both of Hungary, boast a collection of 11,345 different number plates collected from a total of 133 countries. They took the record in June 2011.
10. Most people crammed in a Fiat 500
Students for the ESSCA School of Business, Paris, France, successfully fitted 14 people into an original FIAT 500 on 2nd April 2011. No students were hurt in the breaking of this record.



Overload?



Distracted Driver?

Classic Car Winter Storage

For a car, inactivity can be as deteriorating as it is for human beings. Damage of nearly every kind can occur from just sitting. Rubber can rot, upholstery can mildew, metal can rust, precision-fit internal engine parts can seize, wiring can short circuit, paint can blister, fiberglass can crack, chrome can pit, brakes can lock up, and batteries can go dead. Many car owners patiently wait for spring in the anticipation of touring the countryside again, only to be dismayed by the car's deteriorated condition over what seemed to be such a short period of time. Here's how to prevent this from happening to you.

1. Give your classic a good detailing. Wash all road grime and salts from the undercarriage as well as body parts. Give the entire car a good wax and don't buff off chromed surfaces until you're ready to remove the car from storage. Lubricate all rubber and vacuum and clean the upholstery; you don't want any hidden food crumbs that might entice critters.
2. Once you have your classic parked for the winter, change or drain fluids. Try to drain the fluids while the car is still warm. Oil, in particular, when it is heated and circulating, picks up and emulsifies chemical contaminants and particles. Just be careful and wear gloves; hot engine oil can cause painful burns.
3. Carefully fill the universal joints with fresh grease, if your car has lube fittings. Pack the front wheel bearings and apply clean grease on all of the steering and suspension fittings.
4. Bleed the brake system. The best insurance against brake deterioration is to drain your system of old fluid and refill with fresh.
5. Drain the fuel tank if you are going to store your car for more than six months. Once you have drained the tank, start the engine and run the rest of the gas out of the lines. Old gas will clog carburetors and cause valves to hang up. If you are only going to be storing your car for a few months you can add a can of gasoline stabilizer to delay fuel deterioration.
6. Drain the cooling system completely and leave the petcock open and the radiator cap off so air can circulate. Disconnect the heater hoses and drain the heater too. With all of the car's fluids drained at this point you should contact your local household and hazardous waste service for proper disposal.
7. Remove the battery and store it carefully if you want it to survive. Wash it down with a solution of water and baking soda, then top it off with distilled water. Store it on a shelf in a dry place, not on concrete.
8. Raise the car and place jack stands under the suspension points. Remove the tires and stack them in a corner placing cardboard between each one and cover.
9. Depress the clutch and lock it in position with a 2 x 4 pressed against the clutch and the front of the seat cushion or seat frame. Clutch plates often stick together in storage.
10. Before you encase your classic in its winter cocoon, the last things to do are;
 - Roll down your windows to allow for circulation
 - Place opened boxes of baking soda in various places to absorb moisture
 - Put a plastic bag over the carburetor to keep moisture out
 - Stuff an old rag up the tailpipe to keep vermin out.
11. Now you can cover up your classic car. The most important consideration when choosing a cover for your car's winter nap is selecting the right kind of fabric for your specific storage application. Cotton flannel fabrics breathe and allow air to circulate through them as well as being soft and easy on your cars paint and wax. Cotton/polyester fabrics have poor fluid resistance and trap heat and moisture. Plastic films should be avoided because they don't breathe.

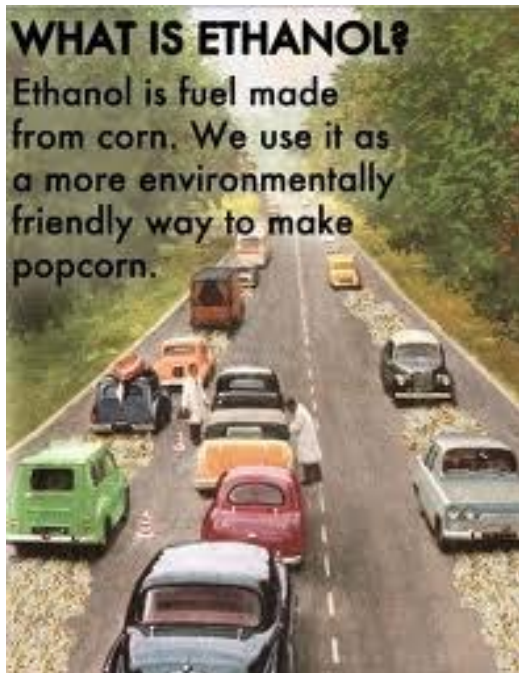
Ethanol and Classic Cars

The next time you take your classic out for a cruise night or car show, do an impromptu poll with those in attendance and see how many folks feel that the ethanol now used in modern fuels is detrimental for their older vehicles. We wouldn't be surprised if the majority said yes and had a story about how they thought ethanol was the culprit in a mechanical malady.

Insurance companies specializing in classic car policies may even contain an ethanol clause and will not pay out claims if it has been found to destroy your engine. Hagerty Insurance, a leader in insuring vintage vehicles, was so concerned that they, in conjunction with the Kettering University Advanced Engine Research Laboratory, conducted a study to determine how much danger ethanol really poses to vintage cars.

Preliminary results have recently been reported on Hagerty's website and they conclude:

"The results from the tests with the SU carburetors and fuel pumps suggest that E10 can be used in older vehicles, although the owner is likely to be faced with the additional costs associated with sealing fuel tanks and cleaning and rebuilding fuel systems more frequently than in the past. However, it's best to be cautious about reading into these preliminary results until the tests of the five other fuel systems are complete. Until then, it's safe to assume that you can continue to drive your collector vehicle using E10; it may just cost you more in the long run."



The real use for ethanol.



Its been around a while!

[2 Years Ago Indy Racing Tested Ethanol](#)

Indy racing successfully tested ethanol as an alternative fuel source. In unrelated news, President Bush announced that week that he'll be invading Indiana.

Did you know that - Dues are Due Dues are Due Dues are Due Dues are Due

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Sun Peaks Weekend

Submitted by Steve Crosby

Rosemary and I made the run to Sun Peaks on Friday, Sept the 23rd in the company of two top down TR3A's driven by Howard Phillips and Chris Durtnall. It was cool when we met early for coffee at the Braeside Good Earth. We toured south to Hwy 22, through Bragg Creek to Hwy 1. A quick wave to the Sylvia, Garret and Dave at the weigh scale, then off to Canmore Timmies for more coffee and breakfast. We stopped a couple of more times for treats and those behind us were soon in front. The weather was clear and soon warmed up.

The drive out in the 911 was ok until the Kamloops area. It was bright and sunny then it got hot! Wee German cars and large Canadian people don't like heat. The temp gauge was showing near boiling oil. The oil is supposed to cool the car, that and circulating air. I will have to check out the oil flow in the near future. I may also have to get the AC running for next year. I'm happy to say that they - the cars - behaved just fine. We topped up in Kamloops and hooked north to Sun Peaks arriving around 4:00pm. The top down TR3A drivers, Howard and Chris were looking a little pink by the end of the run.



They have really big chairs at Sun Peaks.



Admiring Chris's new purchase.



Parked on the esplanade between the shops and condos.

Up early on Saturday morning in search of Breakfast. We found a nice restaurant in the building owned, dedicated or named after Nancy Green. Saturday was a show and shine that included a couple of local car clubs along with VSCC members attending from Calgary. It was an eclectic mix of cars from hot rods, to classic American iron and our British/German sports cars.

Later there was wine tasting on the deck of the Bella Italia Ristorante on what would be a glorious afternoon - warm and sunny. A bear was spotted foraging for berries on the ski run opposite the restaurant. Our group then ventured out to the Powderhounds Restaurant for dinner. We stayed for the evening to enjoy the band and each other's company. Sunday morning came all too soon.



Nurses throw good parties – thanks Sylvia!

The drive home started cool and overcast which suited the 911 just fine. Around Salmon Arm a few drops of rain appeared. It got steadily wetter until Revelstoke where we made a pit stop for fuel and where Howard and Chris put the tops up on the TR3As. Weather gear is a bit primitive on the TR3A. There are a number of gaps included to allow the occupants to experience the weather. They leak a bit. We drove on and it really started to pour. I'm talking monsoon conditions. It was dark enough for headlights.

Howard's side curtains and top fit pretty well but a few snaps along the top of the windshield kept popping off. Howard of course faced the issue as high adventure and Irene was a good sport and soldiered on.

Chris was having problems with his side curtains. It appears that they were not properly fitted by the previous owner. His top and driver's side, side curtain fit ok, but the passenger curtain was a poor fit. The wee door wouldn't close with it attached. So now he had rain pouring in the passenger side and had to continually wipe the windscreen in the faint hope of seeing where he was going. He did eventually set the offending side curtain in place and force the door closed. Did I mention that the TR3A has single speed wipers that can only be described as leisurely?

I'm told that the Porsche 911 (not ours, but other ones!) has won more rally and race events than any other make - ever. Ours, true to its heritage, performed like a champ. Apparently it likes wet and cold conditions. The newly repaired heater cables worked like a charm and allowed lots of warm moist air to blow on the windscreen. It hit the cold glass and misted over the entire window. I had to drive and wipe until the glass heated up. It continued to rain for 250km.

The rain quit around Canmore. Once entering the "Canmore to Calgary Speedway", the wind picked up and that helped to dry out the fleet.

It was quite the journey. I will have to make some changes to my '60 TR3A when it rises from the rubble. Perhaps a hard top, Coleman heater and full rain gear as standard equipment.

Great trip, though a little long for three days, and terrific companions. I will go again in a heartbeat.
Steve C.

Five Weird Car Laws

1. In Alabama, it's illegal for a driver to be blindfolded while operating a vehicle. However, it is legal to drive the wrong way on a one way street if you have a lantern on the front of your car.
2. In Denver, Colorado, it is illegal to drive a black car on Sunday.
3. In Ohio, riding on the roof of a taxi cab is not allowed. Also, the Ohio driver's education manual states that you must honk the horn whenever you pass another car.
4. In Tennessee, a man must walk in front of any car driven by a woman while waving a red flag as a warning.
5. In Washington, it is mandatory for a motorist with criminal intentions to stop at the city limits and telephone the Chief of Police as he is entering the town

The Fall Colors Run 2011



Photo at Ghost Lake from Rene.

The Fall Colors Run was great. Cool and overcast to start and ending with bright sun and warmth. We toured the acreages to the north west of town and then headed out the 1A to Canmore. The pace was about perfect for touring, around 50 mph. Some areas near Ghost Lake were fogged in. Great visuals at the boat launch. Boats at anchor, calm waters, rising sun and background fog. I hope someone recorded an image. Not enough fog for aliens or zombies. The lunch at the Iron Goat was just about right. The drive back was uneventful except for the first go-faster. He was at the side of the road making a new friend. One of the Sheriff's Departments finest members!



More Overloads!



Nelson Car Show September 2011

Submitted by Tony Fisher

My step-son and his wife live in Slocan Park B.C. He telephones his mother ever Sunday. A few weeks ago he asked if I would be interested in putting my MG in the Nelson Car Show, I replied "Sure". My car is a 1952 MG TD which I purchased five years ago. The engine and chassis numbers do not match, the engine being older than the body. At the time of the engine rebuild I had a five speed gearbox installed. The car itself doesn't look too bad but I like to think of it as a "driver"!



So on a gorgeous, fine but chilly morning in September my wife and I set off from Kelowna along Highway 33 for Slocan Park. Most of Highway 33 has been repaved so most of the ride along 33 was fairly smooth. I try to travel along between 3000 and 3500 rpm, no idea of actual speed but somewhere over 50 mph. The climb up to Big White (skiing) was uneventful (as said earlier it was quite chilly) and having got to the top we buzzed merrily along the Kettle Valley: lots of trees and not much else; well the odd big truck going the other way!

We stopped at Beaverdell to shed some layers and carried on to Rock Creek for coffee and shed a few more clothes. From Rock Creek, following the Kettle Valley River along Highway 3, the scenery opens up, quite pretty! Passed by Midway and then on through Greenwood before you could say Jack Robinson and so on to Grand Forks, a nice enjoyable drive!



At Grand Forks we topped up with gas and ourselves to, at a restaurant that advertises genuine borscht! Delicious and scrumptious bread! Then on again, now just in shirt sleeves and trousers. Passed through Christina Lake, which is very pretty, and up into Bonanza pass. By now the ambient temperature was in the upper twenties and the hill was long and steep. The little old lady began to show her mettle and at the same time her dislike for the conditions as the temperature gauge started climbing 70-75-80-85 and then just short of 90 degrees we reached the top and coasted downhill to Castlegar. We drove past a picturesque small dam then alongside the Slocan River to arrive at Slocan Park, very easy to miss.



The following day we washed the bugs off and applied a coat of wax then drove into Nelson to register the car. Nelson was well signposted by the organizers and we arrived at the registrar's for the "Nelson Road Kings, Queen City Cruise". Having got all our paperwork and instructions for the following day we adjourned to one of the many local hostleries for a well deserved Guinness. Saturday, not too early, we drove into Nelson and parked on the main street. Packed and by lunch time even more packed. There were over 300 cars to look at.



Didn't see anyone from Calgary and not much in the way of British sports cars. A total of eight. It was interesting to be parked next to an MGA; amazing what 7 years can do! The sports car class was won by a 1934 Austin Nippy, a great looking little car, with the best door locks I've ever seen.



Sunday we drove back to Kelowna via Osoyoos. We bought a strawberry, raspberry and peach pies at the bottom of the Osoyoos hill which later turned out to be fantastic. Then alongside the lakes (hwy 97) and back to Kelowna with a stopover at the Gasthaus On the Lake (Peachland) for a rejuvenating Eisenbeck. Four days of excellent weather, some 500 miles of great travelling, lovely scenery and nice people.

Finally my thanks to Mike and Joe (Calgary) and to Mike and Al (Kelowna) for the lead up to a great drive. – Tony Fisher

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Go 0.9km WEST on Twp Rd 262 to Poplar Hill Drive

Go NORTH on Poplar Hill Drive to 262035

262035 Poplar Hill Drive is the third access on the LEFT

Drive in past the house and down to the red barn with our sign on it.

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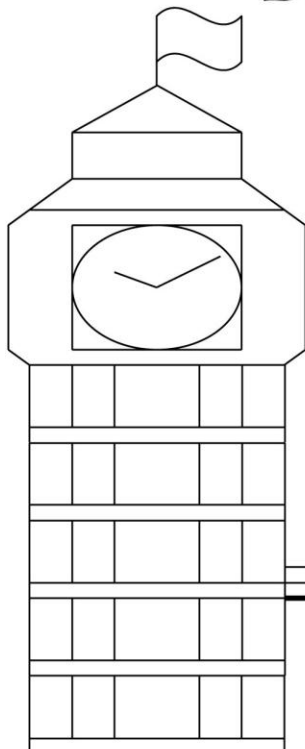
Kent cam shafts, valve springs and lifters, and vernier timing gears;

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Don't Play Wagner While Towing

Submitted by Chris Durtnall

Back in the late 60's my father and myself decided to restore a 1959 TR3A. My dad had restored a few cars before then namely a Citroen Light 15 and a Standard 8 registration 57 GBH which we affectionately named Hienzy (it was the 57 for those who remember) plus 2 Rovers - one a Rover 75 and the other a 100. He did a great job on them all and so I nagged him to let me try a restoration myself. I found the car and towed it back to home and proceeded to start the restoration having no idea what I was getting myself into. In those days unlike today there were hardly any parts available, which I later found out to the detriment of the car. I fast forward 2 years, many lost tools, and a father who nearly disowned his son to the stage when the car is to be painted.

The car had been primed and it was time to take it to the paint shop. There was no chrome on the car the battery was out and my Dad was going to tow me behind the Rover 100, which seemed a good idea at the time. We tied the rope to the cars and I jumped in telling my father to take it slowly as he had a heavy foot. Things were going well until I heard Wagner coming out of my Dads window. For those of you who know Wagner's music you are well acquainted with how powerful and moving his music can be. However it is not music to tow to. I would strongly recommend Swan Lake or something that is mellow. Needless to say the music was belting out of the car and to this day the sight of my father's animated head and hand movements haunt me as the speed picked up. I tried of course to get his attention but he didn't even glance in his rear view mirror and with the battery out I had no horn. Oh God! a roundabout. By this time Dad had completely forgotten I was there and we drove around the Roundabout at breakneck speed. I should mention that the windshield was not on my car either so my eyes were tearing up pretty badly from the wind. Just about then I noticed the bonnet/hood starting to hover. I tried in desperation to hold it down with one hand, steer with the other and keep my eyes on Dad. Talk about multi tasking. Then it happened. Due to the fact that the hinges were off the hood, the entire thing finally lifted came up and smacked me on the head. So semi conscious teary eyed, and panicking like crazy - my father was shaken back to reality by the flash of the hood in his rear view mirror - I was praying he wouldn't slam on the brakes as he had power brakes and I didn't.

We finally came to a stop and that was the only time I ever swore at my dad but he could see I was in a state. As luck would have it the hood came down flat the right way up and on grass and was virtually unscratched. Boy, talk about lucky.

Well the car was painted in old English white and I enjoyed driving it for 2 years where I sold it and moved to Canada. I always said I will get another one and luckily enough I did.

Chris Durtnall



Chris's 1959 TR3A at Sun Peaks

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
color 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

Classified Ads - 2011

Please See the website <http://www.vsgcc.ca/> for photos.

1966 Volvo P1800 (Oct11)

Beautifully restored. Body stripped down and rebuilt during the 90's. Summer driven since. All records maintained since then (with small notebook from previous owners).

Front seats/door panels recovered 2007, new paint in original color 2010. Runs great. A few small cosmetic interior details to complete.

Appraised in 2011 at \$15,000

Contact Michael at 403 263 2112

1973 MGB GT (Oct11)

Professionally restored two years ago. Rust free, everything new or rebuilt within the last 2,000 miles. This car has a rebuilt GM 3.4 litre fuel injected V6 with a Borg & Warner 5 speed installed using a Guzman California Classic kit. Brakes and suspension appropriately upgraded to handle the additional power (i.e. Koni tube shocks, 15X6 minator wheel, hydraulic brake assist, etc). Drivetrain conversion and all mechanical work done at Sports Car Parts here in Calgary. Car looks stock, but with the convenience and reliability of a modern drivetrain. Very quick, completely finished and ready to enjoy

\$15,000 obo

Please call Dave at 519-7503

1967 Austin-Healey 3000 Mk111 BJ8 (Sept11)

This car is quite a find! Beautifully maintained and cared for, this is a rare example of the increasingly popular and sought-after Austin-Healey 3000 Mk111 BJ8. This vehicle is a testimony to the care of its owner. There is a very comprehensive and detailed list of work completed, appraisals and the associated receipts dating back to the purchase of the vehicle in 1994, and are available upon request for your viewing satisfaction.

Body Style: Convertible 2 +2

Mileage: 104,698

Motor: 2912 cc, 177.7 Cubic Inch Inline, Overhead-valve 6 Cyl

Fuel: Twin SU Carburetors

Steering: Standard Cam & Peg

Brakes: Standard Disc

Exterior: Healey Blue

Interior: Blue

The Austin-Healey 3000 Mark III Phase II was the final and ultimate model in a long run of successful sports cars, starting with the 100-4 of 1953. The MK III was produced from 1954 to 1967 and featured end-of-the-line upgrades such as a 150bhp engine, power brakes, trailing arm rear suspension and revised interior with walnut veneered dashboard. Today, this model is the one of the most sought after of the production cars and is arguably the fastest, safest and most comfortable "Big Healey", as they are one of the most valuable of the marque.

The car was appraised (appraisal report available) for \$ 65,000. We believe \$59,000 is a fair and reasonable price.

For Sale by appointment only Location – Edmonton, Alberta.

Contact: Renée Bezemer phone: 780-434-6605

1960 MGA (Sept11)

Perhaps best described as a nice rust free restored modified driver Frame-off body restoration finished in 2005? Driven less than 5000 miles since restoration Period HRG Cross Flow Cylinder head, Chrome Wires, Removable hardtop

Frame off body restoration

New wiring Harness

New windshield

Strong 5 bearing B Engine

Period specific speed Equipment (HRG Head)

Factory re-moveable hardtop

BMC Radio

Lower ratio rear axle installed makes highway driving more comfortable

Not concourse but well done. A great driver with insanely fast steering and nice highway gearing. Un-syncroed first gear requires finesse. This car will reward the owner with all the sensations of an old British sports car. IE, hot feet, a cold neck, gear train noise, reasonable handling, the unequalled "rrrrup" sound of air being sucked into SUs (ok, pushed in by atmospheric pressure), the slight smell of oil and exhaust, tousled hair and stupid grin that can't be wiped from your face.

Price: \$24000.00 Open to offers but please note, lowballers will be vigorously ignored.

Location: Calgary (Elboya)

Contact: Chris Stevenson – see website for email

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

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 – see website for email

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)

1. **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 dialed 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
 2. **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 dialed in Weber carburetor (have original manifold and carb if you're interested). Top in fair condition, includes tonneau cover. Asking \$8000
 3. **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 fastners 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 other pics if needed. I will separate chassis/body/eng/trans if that's what you're after.
 Price: \$4,000
 Contact Ron Lapointe ph 306-227-5623

Two Triumph Heralds (Apr11)

1959 or 60 convertible - a true soft-top convertible, not a roadster. With extra hood framework.
 Motor is seized, but is the wrong motor anyway. Spare motor available.
 1960 or 61 roadster complete with hardtop. Motor missing. No commission number, so probably good for parts.
 Other extra Herald parts, and possibly a few Spitfire bits thrown in.

Reason for sale – too many projects, not enough space.

\$500 for the pair

For further info on both the above, please email Fred – see website for email.

CARS WANTED

No one wants anything.

PARTS FOR SALE

1. Black Wire Wheels (Oct11)

5 - Black powder coated wire wheels - 15" x 4", 48 spoke.

Plus 4 mounted new, never used Vredestein 165R15 Sprint + tires.

Wheels and tires fit the following makes:

Austin-Healey - 100, 3000 (BN1, BN2, BN4, BN6, BN7, BT7, BJ7 to (c)24366)

MG - TC,TD,TF, A

Triumph - TR2 to 3A

Jaguar - XK, XJS, XJ6, E-Type

Total invested \$800.00.

Selling for \$575.00 obo for the whole set.

Contact Steve Crosby at 403-238-1075

2. Silver/grey Steel Wheels (Oct11)

4 - Silver/grey powder coated steel wheels - 15" x 4" for Triumph TR2-TR3A.

The wheels were restored by Alberta Wheel Repair and Restoration Ltd.

Includes 4 hub caps with centers.

Total invested \$480.00

Selling for \$300.00 obo for the whole set.

Contact Steve Crosby at 403-238-1075

3. Silver/grey Wire Wheels (Oct11)

4 - Silver/grey powder coated wire wheels - 15" x 4", 48 spoke.

Wheels fit the following makes:

Austin-Healey - 100, 3000 (BN1, BN2, BN4, BN6, BN7, BT7, BJ7 to (c)24366)

MG - TC,TD,TF, A

Triumph - TR2 to 3A

Jaguar - XK, XJS, XJ6, E-Type

Total invested \$275.00.

Selling for \$200.00 obo for the whole set.

Contact Steve Crosby at 403-238-1075

4. Un-restored wire wheels (Oct11)

3 - Un-restored wire wheels - 15" x 4", 48 spoke.

Wheels fit the following makes:

Austin-Healey - 100, 3000 (BN1, BN2, BN4, BN6, BN7, BT7, BJ7 to (c)24366)

MG - TC,TD,TF, A

Triumph - TR2 to 3A

Jaguar - XK, XJS, XJ6, E-Type

Selling for \$45.00 obo for all three.

Contact Steve Crosby at 403-238-1075 – see website for email

Triumph TR6 factory hardtop(Sept11)

Price \$800

Please contact Michael if you need more information: 403 217-3059

TR6 rebuilt engine (Sept11)

I have a TR6 rebuilt engine with rebuilt head for sale. Head is not mounted on the block.

Price negotiable.

Please contact Michael if you need more information: 403 217-3059

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 by email – see the website for the link

TR6 Parts (June11)

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

Triumph Shop Manual (Oct11)

I have a Triumph, Herald, '1200', Vitesse and Spitfire models manual, dated April 1963, that I have not had a use for in 40 odd years. If a member believes it would be of value to them, they are welcome to it. It is a little worse for wear, but the information is good.

Please email Bob – see the website for the link

Churchill tool for Triumph hubs(Sept11)

Price \$200

Please contact Michael if you need more information: 403 217-3059

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
- Please email Tony Booth – see the website for the link
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Triumph Sports Car TR2, 3 & 3A Models Spare Parts Catalogue Standard-Triumph Sales Ltd. (July11)

Spares Division - Fletchamstead Highway

Coventry, England

Fourth Edition

Price: Best Offer

Located in Calgary, Alberta

Contact: email Terry– see the website for the link

PARTS WANTED

TR4A or TR250 seats (Aug11)

Looking for TR4A or TR250 complete seats or seat frames.

Please contact Dave by email – see the website for the link

A beautiful message about growing older



Oh Crap... I forgot the words...

The Back Page



In case you were looking for special gifts for “Real Men” this Christmas.

Please return undeliverable Canadian addresses to:
 Vintage Sports Car Club of Calgary
 503 Brookmere Crescent SW
 Calgary T2W 2R2