

# ***the OILY RAG***

**January - February 2012**

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

**1962 - 2012**



***Celebrating 50 Years of automotive innovation!!!***

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## Car Covers

Before we hang the 2012 calendar, let's first head back 50 years to the year 1962 and look at some events that left their legacy on the sports car scene. Who would ever have thought that a four door saloon would one day be considered a 'sports cars'? Our cover has three that are, indeed, very sporty. 2012 is also the 50<sup>th</sup> edition of the 24 Hours of Daytona (now known as the Rolex 24 at Daytona). Any guesses as to how many of our cover cars have competed (and finished)?

### FORD (CONSUL) CORTINA

Launched on 20 September 1962 as the Consul Cortina, nearly one million MK I Cortina's were produced during its five year production run. In 1964 it was re-badged as the Ford Cortina. Initial production was comprised of two and four door saloons, along with a 4 door estate version. Early Cortinas were fitted with a 1197 cc I4 engine (the Kent OHV to be precise). A later incarnation resulted in the familiar Lotus Cortina in its distinctive white / green colours. With its eye catching rear tail lights reminiscent of jet engines, the Cortina is one of the quirky favourites for many.

### BMW 1500

Unveiled at the 1961 Internationale Automobil-Ausstellung (Frankfurt Auto Show), the BMW 1500 introduced the world to BMW's *Nieu Klasse* of automobiles. The 1500 commenced a 15 year run of automobiles concluding with the 2002. Under *die Haube* resided an 80 hp 1499 cc I4 engine - BMW used variations on this engine through to the 1988 316/318 models.

### ALFA ROMEO GIULIA

The 1570 cc. Giulia Ti (*Turismo Internazionale*) debuted in 1962. Putting out just over 90 hp from a twin overhead camshaft four-cylinder engine, the Giulia was one of the first "mainstream" production cars to combine a powerful engine in a light weight car (1 000 kg - ish). Changing gears would be interesting through a "5 on the tree". Alfa has plans to go back to the future in 2012 as late this year, the Giulia name will be resurrected.

### TRIUMPH SPITFIRE 4

The 1962 London Motor Show brought the Spitfire to the world. Initially intended as a direct competitor to the Austin Healey Sprite, the Spitfire's 1147 cc. I4 engine propelled this Spitfire to top speeds 10 mph higher than the Sprite, and with the added bonus of wind up side windows!! Also welcome was the single piece tilting front end that provides impressive access to the engine. For some, the Spitfire nomenclature can be confusing as the initial models were the Spitfire 4 (or Mark I) whilst a later model was referred to as the Spitfire MK IV – which of course is a very different beast.

Information courtesy of Wikipedia, netcarshow.com, *Triumph Spitfire and GT6 (a Guide to Originality)* by John Thomason.

**Do you and your car have an interesting story to tell? Want your ride featured under the car cover? Send it to your Editor – it may result in your 15 minutes of fame with the VSCCC faithful.**

**The Oily Rag is the newsletter of the of the Vintage Sports Car Club of Calgary (VSCCC), which is a registered society in the Province of Alberta (Number 50229498). The Oily Rag is published six times a year (January, March, May, July, September and November).**

**Editorial Policy:** Articles, letters, classifieds are welcome and may be edited subject to space. Opinions expressed do not necessarily reflect VSCCC policy. Send submissions to John Bulmer, Box 511, Medicine Hat, Alberta, T1A 7G5 or via email to [jsbulmer@shaw.ca](mailto:jsbulmer@shaw.ca). Publication of submissions may be delayed due to space and time requirements. Deadline for submissions is the 20<sup>th</sup> of the month prior to publication (e.g. June 20 for the July issue).

**Authors and advertisers note:** The "house style" 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:** *Commercial Advertising* is accepted. 2012 Rates for one full year (six issues): \$250.00 (inside front page or the back cover), \$200.00 (other full inside pages), \$120.00 (half page), \$60.00 (quarter page), \$30.00 (business card). Single issue ads will be charged at 50 % of the annual rate. Advertising copy should be camera ready or in e-format (PDF or JPEG preferred) - additional charges will apply for word processing, etc.. Items may be emailed to the Editor.

*Classified Section Advertising* is accepted, subject to space provisions. Classified advertising is free to members. Non-members are charged \$5.00 per ad. Adverts run for up to two issues. Items may be mailed or emailed to the Editor.

**200 copies of the Oily Rag are printed or distributed via electronic means**



## Still looking for that *perfect* gift??

**ED:** Did Santie Claus not bring the right gift or are you still crying over not getting what you fancied for the holidays? Check out these stylish driving accessories. Helmets start at £80, whilst the goggles are £65 – will leave it up to you to do the conversion.

### Classic Flying Helmet & Goggles

Reproductions of the helmets and flying goggles worn by WWII pilots of the Royal Air Force. Now you have no excuse not to drive with the top down in all weather conditions.

The pilot helmets are a premium grade brown leather, with a soft brown cotton lining. Featuring a forehead buckle and strap adjuster to ensure a close fit, opening ear flaps secured with a press stud fastening, and an under-chin strap, secured with a metal buckle.

The motoring helmets are a premium grade brown leather, with a soft brown cotton lining. Built-in peak to shade the sun and neck protector to stop the wind chills, with under-chin strap, secured with a metal buckle.

Original RAF specification goggles are made with polycarbonate glass lens, grey/blue enamel frames, brown leather padding and elasticated headband.



**ED: Doesn't matter which Spitfire you pilot:** Flying Helmet      Motoring Helmet      Vintage Goggles

The motto of the VSCCC is ***"Dedicated to the preservation of vintage motoring"*** and the main purpose is bringing 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 pm sharp on the second Wednesday of each month at the Austrian Canadian Cultural Centre (3112 11 Street NE, Calgary)

The VSCCC is a member of the Specialty Vehicle Association of Alberta

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, email 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. You are requested to not distribute the membership list to those not in the VSCCC or to use it for mass email which has not been sanctioned by the executive.

**A Friendly Reminder that your 2012 Membership Dues are Due. Do your part to keep the VSCCC rolling.**

visit us on the web at [www.vsgccc.ca](http://www.vsgccc.ca)



# Editorial

## From the edge of reality ....

Quotes from interim editor Steve in the last issue:

**“Copy/paste my most useful tool.”**

JB Response: I hope that in time I too can become a useful tool.

**“... our new editor John Bulmer who will take up the reins.”**

JB Response: Don't give me reins. I used to rodeo. The thought of reins brings back painful and embarrassing memories.

On 18 November, Prez Steve, Publishers Azim & Helen and myself met with our past editor Colin to turn a new page (yes, pun intended) in the life of the Rag. I was expecting some type (again intended) of grand ceremony and the formal passing of a sacred object to signify the transition from the past to the future. What I received was a flash drive and an electronic version of a font file.

Somehow in this age of digital instant “E” everything our traditions have been lost. Makes me wonder what our future generations will be doing to mark sacred occasions. Will the bride be in Australia and the groom in Northern Ontario as they text their vows to one another? All the while, the preacher will be following along on Facebook and at the appropriate moment digitally encrypt their marriage license and issue a Tweet announcing the new e-couple to the virtual world?

Blech.

Perhaps the possibility of peak oil and related significant life alterations is not a bad thing. It may actually force people to see each other face to face and in person. In some ways I hope so.

In assuming the position behind the keyboard I noticed a historic trend in *the Oily Rag*. Our advertising page stated the rates for 2008. This has now been updated to 2012 rates, which just so happen to be identical to the 2008 rates. Who else in the automotive industry can say that their prices have not changed in 5 years? Good on ya VSCC!!

It is important to remember those less fortunate than

ourselves. My thoughts turn to those misguided individuals who think American SUV's are the epitome of automotive evolution. My thoughts go out to you.

Thoughts should also go to those Canadians that live without some of the freedoms of Alberta. In BC, excessive speeding (not a worry for most VSCC cars mind you) can get your favourite ride (the car that is) impounded [Note to self, leave it at that.]. And on my 2011 Coast2Coast travels I was amazed (and forced to slow down) by the sheer numbers of OPP and Sûreté du Québec radar traps. During those times when we relive our youth, we should be thankful for the limited police presence on our highways. And please, no whining about photo radar – tis merely an annoying nuisance.

You should be getting the idea that seriousness and John Bulmer are two disparate concepts. I will attempt to pepper the Oily Rag with humorous and anecdotal stories of our cars and of life in general. Be warned, my sense of humour is \*ahem\* different, not unlike that of our former editor. For those wishing a more serious take on issues – send me your stories!!

For the feminine reader, I am a life long bachelor and therefore have no clue about how to handle the opposite sex (which is probably no different than the man in your life). As a creature of solitude I tend to have limited insight as to what may offend others. If, in the course of my various discourses something does bother you, then speak up. I won't promise an empathetic response, but at least you will feel better at getting things off your mind.

Altho a bachelor, I do share my house with others (2 dogs, 2 cats and a parrot) as well as some cars that vaguely fit the “Vintage sports car” moniker. Am proud that the cars share in my Anglo German ancestry: 1968 Triumph GT6, 1980 Porsche 911SC, 1988 Mercedes 300E and a 1997 Mercedes SL 320. Photos will grace the pages of *the Oily Rag* from time to time.

My one serious comment will be directed at Mr. Colin Martindale and his family. Keep that stiff upper lip and beat off that nasty parasite. The world needs you, as do all of us at the VSCC. Good luck my friend.

The Edge of Reality is a collection of deep thoughts from a shallow mind.

*John Bulmer, Editor*

## ***Club Tools***

The Club has a good selection of tools. All are available for short term loan to members only. Rene Blei is the Registrar of the tools. All tools are to be booked through Rene (403.932.5801). They should not be transferred from person to person without notifying Rene.

There is a \$50 deposit required on all tools which is refunded if the item is returned in good condition. Welding equipment has weekly rates associated with them (contact Ron Tebo at 403.253.0088). Users will be charged an amount to cover the cost of ongoing expenses for some tools (most notably the welding equipment).

Some tools require training in their correct use before being let out.

People who ignore these rules may be banned from borrowing club tools.

engine hoist (call Ken 403.547.8259)	ring compressor	assorted pullers (5)
inside and outside micrometer sets	colour tune kit	brake cylinder hones
dial gauge and mount	slide hammer puller	valve spring compressor
3/4" drive socket set	brake hose flaring kit	radiator pressure tester
Whitworth wrenches and sockets	cylinder hone	cylinder blow-down tester
spring compressors (inside and outside)	ridge reamer	Welding equipment (see below).
torque wrenches: 0-10, 0-50, 0-150, 0-250 ft lbs.	tubing bender	

**Welding equipment:** Oxy-acetylene welding kit. 110 v MIG welder. Light duty plasma cutter.  
Instruction is required in advance of using welding equipment. Contact Ron Tebo.

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allclassicauto@yahoo.com**

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# Events Calendar

Our general meetings are held at 7:30 pm. at the Austrian-Canadian Cultural Centre, located at 3112 – 11 Street N.E.

## VSCCC EVENTS

<b>January</b>		
11	Trivia Night and General Meeting	
<b>February</b>		
08	General Meeting	
<b>March</b>		
mid	President's Dinner	
<b>April</b>		
late	Garage Tour 2012	
<b>July</b>		
14	Stampede Breakfast	
20 - 21	European Classic Car Meet weekend	
<b>August</b>		
08	Big Hill Springs Barbeque	
<b>September</b>		
21 - 24	Sun Peaks Weekend	



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 1949 Delahaye 135MS  
 1954 300SL Gullwing  
 MG TD + A's  
 1947 Bentley  
 (Franay Mark VI)

## OTHER EVENTS

Events staged by others are listed here for your interest.  
 Contact the sponsoring organization for more details

<b>January</b>			
15 – 22	Barrett Jackson – Scottsdale AZ	<a href="http://www.barrett-jackson.com/events/scottsdale/">www.barrett-jackson.com/events/scottsdale/</a>	
26 – 29	Rolex 24 Hours of Daytona	<a href="http://www.daytonainternationalspeedway.com">www.daytonainternationalspeedway.com</a>	
<b>February</b>			
11	Lethbridge Swap Meet		
	SVAA Meeting in Lethbridge		
17-19	Autorama World of Wheels Cavalcade of Customs		
<b>March</b>			
02 – 04	Electric Garage Collector Car Auction – Edmonton	<a href="http://www.theelectricgarage.com">www.theelectricgarage.com</a>	
23 – 25	Electric Garage Collector Car Auction – Red Deer		
31	Quick Times Swap Meet Westerner Park Red Deer		
<b>May</b>			
25-26	Okotoks Collector Car Auction	<a href="http://www.okotokscarauction.com">www.okotokscarauction.com</a>	



Do you know of other events (out of town or other clubs)?? Send details to the Editor so they can be included.

## ON THE SHOULDER

Spare a thought for those unfortunate individuals in California who do not experience winter. They have the pleasure of a twelve month driving season. For a British car enthusiast it must be painful trying to keep Lucas electrics in good nick year round. Fortunately, here in Alberta, we have six months of shop time to try and sort out the darkness within.

visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca)





## YOUR VSCCC EXECUTIVE



### 2011-2012 Executive

Past-President	Rene Blei	403.932.5801	<a href="mailto:rnjblei@gmail.com">rnjblei@gmail.com</a>
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Tool Registrar	Rene Blei	403-932-5801	<a href="mailto:rnjblei@gmail.com">rnjblei@gmail.com</a>
Inter Club Coordinator	Chris Durtnall	403.255.4511	<a href="mailto:chrisdurtnall@shaw.ca">chrisdurtnall@shaw.ca</a>
Public Relations	Chris Durtnall	403.255.4511	<a href="mailto:chrisdurtnall@shaw.ca">chrisdurtnall@shaw.ca</a>
Club Regalia	Rene Blei	403.932.5801	<a href="mailto:rnjblei@gmail.com">rnjblei@gmail.com</a>
Honorary Member	Colin Martindale	403.251.4070	<a href="mailto:colin.gerry@shaw.ca">colin.gerry@shaw.ca</a>

## Our Thanks to...

### The Austrian-Canadian Cultural Centre

For hosting our meetings, including the 2011 Christmas Social.

## This Month's Contributors

Without your contributions and photographs you would be subjected to the constant drivel and random ramblings of your Editor.

This month, say thanks to the following:

Colin Martindale, Rene Blei, Chris Durtnall, Steve Crosby, Stephen Ross, Gary Beckstead.

Jim Briggs, Ron Tebo, Peter MacFarlane, Joerg Kuenzel, the SVAA,

Wikipedia and various internet media outlets including AP, the BBC and AFP.

**IF YOUR SUBMISSION DID NOT MAKE THIS EDITION, LOOK FOR IT IN THE FUTURE.**

**Please note...**

**The deadline for submissions for the next issue of the Oily Rag is February 20<sup>th</sup>, 2012**

visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca)

# The Prez Sez

## The Road Less Travelled ... is Fine

The road less travelled sounds like a daunting place but generally revives itself as a fine memory.

For me those roads started early when learning to drive in a 1958 Morris Minor, over the gravel roads around Pigeon Lake. This was summer vacation with Mom's car. I remember that braking, downshifting, signalling and turning into a corner all at the same time seemed completely impossible. Winding ahead a few years and I'm bombing through the Fraser Canyon in a 1968 Mini on the old #1 on the way to Vancouver. Another time was in Saudi Arabia in a RHD Toyota pickup making my way over the sand dunes and onto the gravel plains that stretch endlessly across the desert.

Back from there was a round trip in my newly purchased MGB from Calgary to Banff to Jasper and back to Calgary. It rained and the centre windshield wiper parted company with its compatriots. I recovered it from the highway and Crazy glued it back on to the wiper arm in Jasper and there it stayed. There was a tracked drive in a Nodwell full of geophysical acquisition instruments, in the winter, on the Beaufort Sea north and west of Tuktoyaktuk. Endless white as far as the eye could see. Next there was a round of Jeep CJ5 4x4'ing in the Foothills and stream beds west of Calgary. One trip with good friends to Vancouver "the long way" in the TR6 proved it to be another fine travel machine.

Other memorable roads include the coast highway in Oregon on a Honda Goldwing, in morning mist among giant redwoods. The run south a few years ago saw the morning plains of Wyoming covered in dew soaked sage - the fragrance was intoxicating. The trip up and over the Beartooth Range, north and east of Yellowstone also in the 911 is a must for any true auto adventurer. The Shoshone West Summit at 10,947 feet is probably the highest you'll ever get on four wheels.

These trips are fond memories now but were intimidating at the time. I encourage everyone to go and find that particular stretch of highway that is waiting for you. The sun (or moon) is just right, wild animals that stay in the ditches, two lane pavement that is smooth and black and just the right amount of curves to challenge the driver - no fences, no buildings or abandoned shacks, no wrecks, no power lines. Just blacktop stretching ahead. Good times.

Let us know your fondest drive. Maybe John can publish them and they could end up as club runs.

The VSCCC has a number of events coming up in 2012 and I encourage all members to participate in all or just a few of them. We will be asking for volunteers for most of these events, so please step forward when you can.



It's winter, so I'll have to be satisfied with day dreaming about those upcoming trips in the recommissioned TR3 eh....

Steve Crosby

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## ROAD SIGN !

The VSCCC Executive has received several requests for a dues reduction in 2012. This is due to the considerable media coverage of the ancient Mayan civilization and their abilities in predicting future events. Individuals following the Mayan calendar are concerned that due to certain interpretations of the Mayan calendar the world is scheduled to end on December 21, 2012.

The Executive has reviewed these requests, researched the interpretations and after considerable oration and libation have come to the conclusion that there will no reductions in dues for 2012.

We wish you all the best in 2012 and beyond.

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# Sports Car Parts



**All the best to you  
from Todd, Dale, Daniel and Shane**

Thank you all for your support, it is always a pleasure to serve you.

For all of us who can't wait to get back on the road,  
it is only 93 days until spring, so make sure you are ready.

If under the tree was bare, and so is your car,  
now is the time to call or visit **Sports Car Parts**  
(Santa did and check out his wheels)



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# Specialty Vehicle Association of Alberta

At the VSCCC's 12 October General Meeting, Peter MacFarlane of the Specialty Vehicle Association of Alberta (SVAA) gave an update on some of the SVAA's activities. The SVAA represents 55 different 'motoring clubs' within the province. More information on the SVAA can be found on their website: [www.svaalberta.com](http://www.svaalberta.com).

As owner's of "Specialty Automobiles" we take pride not only in our vehicles, but also in maintaining them in a safe and roadworthy condition. As such, the SVAA encourage all owners to perform annual safety inspections / checks. The SVAA has prepared an inspection form which is available from the VSCCC at [www.vsgcc.ca/safety.htm](http://www.vsgcc.ca/safety.htm).

Jim Briggs is the VSCCC's representative on the SVAA and he forwarded some information in regard to recent happenings in Quebec.

Quebec has announced that in 2013 they will become the seventh province to have some form of mandatory environmental vehicle inspections for all vehicles. The intended goal of this initiative is to reduce pollution and vehicle operating costs. Motorists loathe paying high repair costs and additional inspection fees, however a properly maintained vehicle has better fuel economy and lower overall vehicle operating costs.

The Quebec strategy is to introduce the testing in three separate phases:

- Phase I
  - All vehicles eight years and older will require an inspection certificate **before they may be sold**.
- Phase II
  - Inspections will be extended to all vehicles eight years and older, **whether or not they're being sold**.
- Phase III
  - Inspections will be standardized to all vehicles, **including new cars**.

Under the proposed legislation, Quebec motorists would need a \$60 inspection as a condition for registering their vehicle. Collector vehicles are not included within the current draft legislation.

The National Association of Automobile Clubs of Canada (NAACC) is following this in order to determine how the legislation will affect collector vehicles and attempt to have the legislation include similar measures as BC has taken (under the BC Air Care model, collector vehicles are exempt from testing).

In Alberta, the present situation is that the Government relies on SVAA member clubs to do their own Safety Checks. This precludes the need for mandated inspections on our collector vehicles. A summary of the Safety Checks performed by the member clubs is compiled by the SVAA who then forwards it to the government. In light of the Quebec actions, the SVAA will be working to have the Alberta government maintain the status quo.

If you need more information on this, please contact either the SVAA or the NAACC.



**Attention**

**Calgary Co-op**

**Members**

**Please Support Your Fellow VSCCC Member**

**I'm standing for election to the Calgary Co-operative Association**

**Board of Directors**

**Voting this February**

**I'd appreciate your support!**

**Thank You!**

**Bill Roberts 403-993-5419**

# IN THE LEFT DITCH

## Utah man wins Lamborghini, crashes it hours later

**AP** Associated Press By PAUL FOY | AP – Wed, Dec 21, 2011

SALT LAKE CITY (AP) — A truck driver who won a Lamborghini worth about \$300,000 in a convenience store contest crashed the sports car six hours after he got it. David Dopp spun out of control just a few hours after taking the keys to the Murcielago Roadster that he won in a "Joe Schmo to Lambo" contest.

Dopp was taking family members and friends on joy rides the first evening. He took a curve at about 45 mph and "hit some black ice and spun out." He also won \$5,000 worth of driving lessons at Miller Motorsports Park in Tooele County. [ED: Tool County?? Hmmmm]

Dopp said he'll be more careful the next time he gets behind the wheel.

## Italian police crash Lamborghini supercar

**BBC** Italian police crashed their most valuable patrol car, a 165,000euro (£150,000) Lamborghini.

The accident happened near the northern Italian town of Cremona where it was on display at a student jobs fair. Reports say the car swerved to avoid another vehicle, ploughing into two stationary cars. It was damaged beyond repair.

The Lamborghini car, painted in the Italian police force's blue and white colours, was a gift to the force from the car makers in 2004.



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# The Pacific Grove Auto Rally

submitted by Ruth and Peter MacFarlane

Possibly the least known, though growing and about to be “discovered” activity of the Monterey area August car events in is the Pacific Grove Auto Rally. It provides a perfect contrast to the acres of shiny, mostly red, Italian sheet metal and aluminium found earlier in the day at Concorso Italiano.

Much more laid back, and distinctly driver oriented, the event sees cars marshal in downtown Pacific Grove during the afternoon and then head off for a couple of hours driving over the scenic roads in the area. The event benefits local charities and is led by vintage law enforcement sedans.

The owners and friends chat easily about the cars and about how much fun they have, in contrast to the tension of Pebble Beach. The focus is on driving rather than showing, though most of the cars are certainly concours presentable.



The widest variety of vehicles imaginable is found here and all are welcome. From a 1913 Oldsmobile Touring to 2011 Boss 302 Mustang and Jaguar XKR.

Amongst the entrants was a rally-prepped Mercedes, along with a Ginetta racer, Devin racer, Panoz Esperante and a Healey (just like Jim Briggs's).

Almost something for everyone as the list continues with a Wills Sainte Claire rumble-seat roadster, a vintage Rolls-Royce tourer, a Rolls-Royce-based skiff-type roadster special and a '50s Silver Cloud.

Did I leave out sports cars? They were there in quantity: MG's (TC through A to B), Triumphs, Morgan (including an Aeromax), Alfa Duettos, a scattering of Ferraris, a brace of Facel Vegas (including a Facellia and a rare Volvo-engined Facel III), Porsches (open and closed), plus a raft of Spyders, along with a very nicely restored Speedster with Reutter body. And, of course, the Jaguar (XK 120, 140, E-type, XJS to XKR).

And some I've left out – the classic American muscle cars as well as the Minis and VW's. Truly “run what you brung.”

Despite wearing my feet out at Concorso earlier, this was great fun and not to be missed. These people are real enthusiasts (many of the cars were driven by couples and some had all-female crews). Ages ranged from “just got my license” to older than me. Although the other Monterey events are fun, this event demonstrates what the hobby is about. And the participants welcome the spectators / tourists!!

Just don't tell Barry Meguiar about it for a few years.

**[ED: We promise that we won't!!]**





# ROAD TRIPS

## A Visit to the Heritage Motor Centre

Submitted by Chris Durtnall



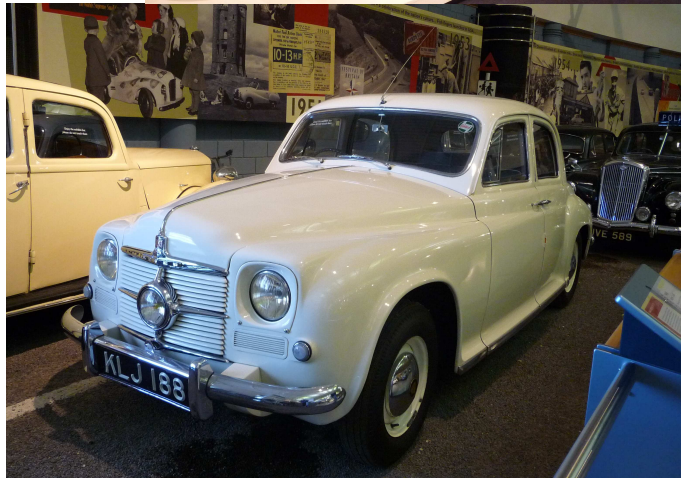
My brother and I were in England last year and while driving back from Birmingham we stumbled on this amazing museum just south of Birmingham. Boy did it bring back some memories of the cars my family owned from the Standard 8 to the Rover 3.5. I thought it would be interesting to share some of the pictures with our members in the hope that it will bring back some memories for them to. If anyone is in England it is definitely worth the visit.

From <http://www.heritage-motor-centre.co.uk/>:

***The Heritage Motor Centre motor museum in Gaydon is home to the world's greatest collection of British Cars!***

***The motor car is over one hundred years old and is one of the world's most influential inventions.***

***The Heritage Motor Centre motor museum in Gaydon tells its story, from some of the very first cars to take to British roads, right up to the latest designs.***



Sylvia Heikamp, RN

Community Care Supervisor

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stephen.ross@cibc.ca

**OILY RAG ADVERTORIAL:**

For those of you with British cars, the Heritage Motor Centre maintains the Archive of the British Motor Industry Heritage Trust.

A Heritage Certificate may be available for your car. This Certificate is a "... *certified copy of the entry against the chassis number in the authentic factory ledgers.*" If interested, visit their website.

Some of the makes for which Certificates are available:

Austin 1945-69  
Austin Healey 1953-71  
Lagonda 1961-85  
Metropolitan 1953-61  
Mini 1977-1981  
Morris 1928-71  
Riley 1953-69  
Standard 1945-63  
Vanden Plas Princess 1959-80  
Princess / Ambassador 'Wedge' 1975-1983

Aston Martin 1948-85  
Land Rover 1948 to present  
Maestro & Montego 1983 & on  
Mini 1959-69  
MG 1953-80 & 1993-95  
Range Rover 1970 to present  
Rover 1945-86  
Triumph 1946-81  
Wolseley 1901-31 & 1949-75

**Your business card could be here for  
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**It will be seen by nearly two hundred  
classic sports car enthusiasts each time  
they read *the Oily Rag*.**

**Call or email John Bulmer to place  
your advert.**



# CHRISTMAS SOCIAL

The Austrian-Canadian Cultural Centre hosted our Christmas Social on December 6. 75 members were in attendance and judging by the pics, it looks like everyone had a grand time. There were plenty of elves on hand, and even our own special Santa made an appearance!!

A 50/50 draw was held, with the Tom Baker Cancer Centre being the recipient of the 50% not won. Bob Coote was the winner of the 50 / 50 draw, and to our surprise, Bob promptly donated his winnings back to the Tom Baker Cancer Centre.

Bob, a big THANK YOU from the VSCCC for demonstrating the true spirit of the season.

Photos courtesy of Joe Kuenzel and John Bulmer









# British Cars International

*How to find the best parts department for your British Sports Cars  
Come and see what you've been missing!*

Directions to find our new location:

Go West on Crowchild Trail (Highway 1A) to Bearspaw Road (Range Road 30)

Go 6 km NORTH on Bearspaw Road to Township Road 262

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.

If you need help, check the map on our website.

**Please call first to make sure Mick is available to help you**

**Our phone number and fax number is the same as before**

## **We offer:**

- full vehicle appraisals for your classic MG, Triumph, Austin Healey, Jaguar and Mini
- engine rebuilds and carburettor overhauls
- free technical advice and consultation on your projects and restorations

## **Always in stock:**

K&N air filters;

Maniflow intake and exhaust systems;

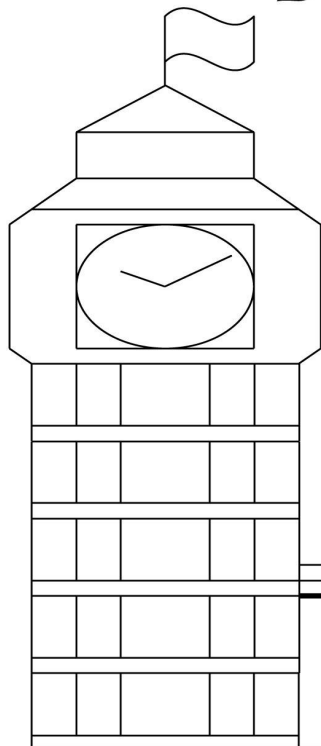
Kent cam shafts, valve springs and lifters, and vernier timing gears;

Slark, Swiftune and Longman performance cylinder heads;

SU carburettor conversions for TR4A, TR6 and Mini;

New and rebuilt carburettors for MGB and Midget, TR2 and TR3

# British Cars International



can supply most of your parts needs  
directly from our comprehensive in-house stock  
of British classic parts

We have in excess of 4,000 ITEMS IN STOCK

We know...it took us FIVE weeks to move them!!

(Special thanks to all those who helped us!!)

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# Owner's Manual

(Some Trivia prepared by Gary Beckstead, P. Eng. to help destroy a cold winter afternoon)

Q1: Who was “Mercedes” in Mercedes-Benz?

Q2: French automobile manufacturer Citroen is not very creative. C2, C3, C4.. are not interesting for us. However one of their models bears the name of a famous painter. Which one?

- Dali
- Monet
- Picasso
- Renoir

Q3: The Ferrari Testarossa went into production in 1984. What does Testarossa mean?

- Red head
- White rose
- Black horse
- Subtle taste



The Marque – Timothy Raines

Q4: The Ferrari was founded by Enzo Ferrari in 1928. True or False?

Q5: In addition to Saab, which of the following come from a company that also manufactures (or manufactured) aircraft?

- Ford
- Bristol
- Mitsubishi
- Fiat
- Subaru
- General Motors
- All of the above



[ED: These pics don't help with the quiz.]

Q6: List a minimum of 10 sports cars with the “Spyder” moniker.

Q7: What was the first British sports car to offer disc brakes? (Bonus 1: when?) (Bonus 2: first with 4-wheel disc brakes?)

- Jaguar XK-140
- Triumph TR-3
- Austin Healey 100
- MG TC

Q8: True or False: The Triumph TR6 was introduced before the Triumph Spitfire and produced longer.

[ED: I did not coach Gary on using one of the 50<sup>th</sup> anniversary cover cars. Honest.]

Q9: True or False: Although it was founded in 1947, TVR Engineering did not build its first production car until 1958.

Q10: What was the model number of Ferrari's first true production car?

- 166
- 195
- 212
- 340



[ED: The author may have “Ferrari envy” for this is the 4<sup>th</sup> question with Ferrari contained within.]

Q11: True or False: MG once made a V-8 version of the MGB.

Q12: When did Jaguar introduce the Series II version of the XK-E?

**Answers will be provided in the March edition of *the Oily Rag*.**

visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca)



# BITS & PIECES

Hope you all had a great Christmas with your loved ones.

*"We don't always remember what happened between New Year and Christmas, unlike the events between Christmas and New Year": Tom Jackson*

Christmas is that time of year, when Cards trickle in from friends, many we haven't heard from for a longtime. The sad part is, some friends have become silent, never to be heard from again.

During the Annual General Meeting, as outgoing president I thanked all members of the Exec for their time and input. However, I left out the name of our Sunshine Lady, Maria Paterson, who over the years has sent Get Well Cards to many of the Club members.

Tony and Rosemary Booth moved to Vancouver Island to be closer to their daughter, only to lose her a few months later. Tony and Rosemary, our condolences and hope you somehow will fill that large void, Kate left you with. Her son Ben, no doubt will help you with that.

**Catherine Anne "Kate" (Booth) REYNOLDS**

**On November 20, 2011, a beautiful soul who brought light into the lives of so many turned at last away from the darkness. Among those you left behind, Kate - your beloved son Benjamin, partner Pierre and stepson Olivier; parents Tony and Rosemary; sisters Jane and Sarah (Stephen); and many other relatives and friends you will live on forever in our hearts. Born June 30, 1964, Kate's life journey touched many people and many places.**

**Witty, artistic, loving and kind, she was adored by her students, cherished by family, admired by friends.  
We will all miss her dearly.**

**In lieu of flowers, please consider a donation in Kate's memory to the Canadian Mental Health Association.**

Our Christmas Dinner had 75 members present, however our longtime friends and editors Colin and Gerry, after many years of enjoying their company, this year was not to be.

My salute to our new editor, John Bulmer from Medicine Hat, who drove all the way (600km !!) to be present at the first Exec Meeting and a week later, the Christmas Dinner. Woow, that's what I call dedication!! Now you can help him by sending your stories for your Oil-E-RAG.

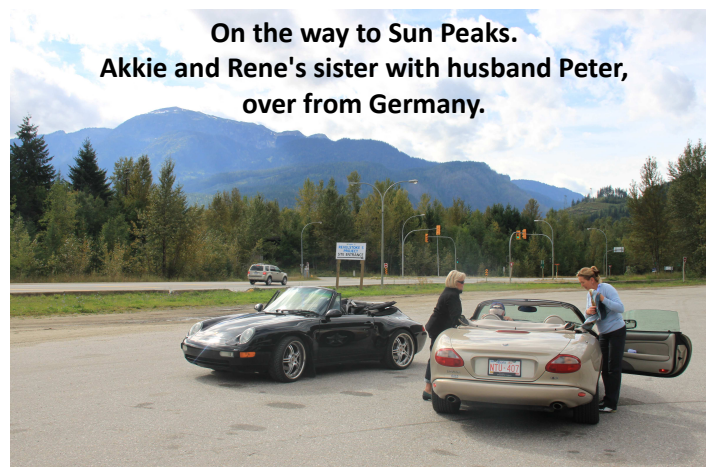
When setting up for the Big Hill Parks BBQ, I drove my car through a gate, staying on the pathway, in order to unload the BBQs, tables etc. A Parks Officer didn't like that and promptly wrote out a \$287 ticket, for off-highway use of a motor vehicle in a Provincial Park.

Gerrit Heikamp and Maria Paterson didn't agree with that "silly ruling" and each emailed a complaint to Alberta Parks Department. Shortly before my Court date, the Parks Department agreed with those two emails and informed Maria that the ticket will be withdrawn. Instead of paying for the ticket, we all enjoyed a good dinner. "Friends in need are ....." !

*The mind has to be mined.  
Boring is not boring if it is for oil.  
To prohibit the question is to invite disaster.*

*Rene*

**Although retired from the VSCCC Presidency, Rene will continue to provide submissions looking at aspects of life.**



**On the way to Sun Peaks.  
Akkie and Rene's sister with husband Peter,  
over from Germany.**

# To Fish or Cut Bait – A Restoration Tale

submitted by Stephen Ross

It was 15 months ago that I agreed to have my 1956 Mercedes-Benz 300SL Gullwing restored. Canadian owners of vintage Mercedes-Benz cars are fortunate to have one of the world's premier restoration shops in Victoria. The shop is called Rudi & Co; the charismatic "chef de resto" is Rudi Konieczek – a passionate man who has been restoring these cars for over 30 years.

A full restoration of a car like this requires complete dis-assembly of everything, right down to the chassis. The time tested process sees a 300SL dismantled and put into Tupperware containers in less than a week. All major components from the engine all the way down to the chrome bezels on the turn signal lights are carefully catalogued and prepared for the long process ahead. The body is removed from the chassis and stripped down to the shell, bead blasted and then rebuilt. The chassis gets the same treatment. In my case, all of the non-OEM parts (from the likes of NAPA and Canadian Tire) that were substituted over the years are documented ..... and then summarily discarded – after all, a full restoration means that only OEM parts will do!! Fortunately, all required replacement OEM parts are available either from the Mercedes-Benz Classic Centre in California, factory HQ in Germany or HK Engineering in Germany.

I am the fifth owner of this original-delivery Canadian car. It has always been owned by Canadians – two in Toronto and three in Calgary and it was important to stay true to how this car was originally delivered. The only thing that will change is the colour. My car was originally delivered in DB534 (fire engine red) with a cream coloured leather interior. In the 70s, it was changed to what many of you are familiar with – silver (DB180) with a blue interior (by the way, the original leather was simply resprayed blue, not replaced). Now, to change things up a bit, the new exterior colour will be anthracite. This colour, DB172, is an original colour but only 17 cars left the factory with this paint colour. The interior will be tobacco-coloured leather (also an original colour option).



As of December, 2011, both the body and chassis are complete, the engine has been totally rebuilt with all new components and installed, same for the transmission. The chrome covered brass has all been refinished and is on the car, the wiring loom has been replaced as have all of the brake and suspension components. Still to do is the headliner, new glass, the dash and the full interior. Last will be all the fiddly bits. Expected delivery will be April of this year, if I'm lucky.

Pictures can be seen here : <http://www.coachwerks.com/Ross%20Gullwing/index.htm>

Look for the car at a gas station near you this summer!

[ED: Can't wait to see it – the Anthracite looks great. Wondering about the tool box logo however.]



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## IN THE RIGHT DITCH

### \$4M car crash in Japan takes out eight Ferraris, one Lamborghini ..... and a Toyota Prius



Agence France-Presse Dec 5, 2011 – 10:19 AM ET  
By Shigemi Sato

TOKYO — Speeding has been blamed Monday as the likely cause of what is believed to be Japan's most expensive ever road accident after up to \$4-million-worth of supercars ended up in a crumpled heap on a highway.

Eight Ferraris and a Lamborghini — plus a Toyota Prius — were among the vehicles involved in the crash, which witnesses said happened when a speeding car slid across a wet road surface.

Television footage showed mangled Ferraris — many of them racing red — and debris spread over some 400 metres of the east-bound side of the Chugoku Expressway, the main trunk road in southern Honshu.

A pack of about 20 supercars was travelling in convoy on Sunday morning on a stretch of wet highway when the leading Ferrari slid into a guardrail, police said.

Those behind slammed on their brakes, but for many of them it was apparently too late.

"I've never seen such a thing," highway patrol lieutenant Eiichiro Kamitani told AFP by telephone. "Ferraris rarely travel in such large numbers."

"Speeding was possible but we have yet to determine the exact cause," he added. The Prius and a second Toyota also caught up in the 14-car smash were not thought to be part of the supercar pack. The three other vehicles involved in the accident were all Mercedes-Benz.

An unidentified male eyewitness told the TBS network: "A group of cars was doing 140-160 kilometres per hour. One of them spun and they all ended up in this great mess."

The speed limit on that section of the highway was 80 kilometres per hour. "The front car crashed into the left embankment and bounced off toward me," another man told public broadcaster NHK.

Mr. Kamitani said the lead Ferrari was being driven by a 60-year-old self-employed man from Chikushino, near Fukuoka, on the southern island of Kyushu.

Japanese media said the total cost of the pile-up could run to 300 million yen (US\$3.8 million), with new Ferraris retailing at more than 20 million yen each and Lamborghinis costing anything up to 30 million yen.

[ED: After this, I wonder if a certain quiz author still has 'Ferrari envy'?]



## CAUTION AHEAD

For the gentlemen, February 14 is rapidly approaching.

Please, put the needs of your mistress to the side.

More important is to tend to the needs of the one by your side.

You DO NOT want to put up with a fiery Testarossa (no, not the car).



visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca)

# TOOL THYME

## Grease Guns

This article is from [www.mgaguru.com](http://www.mgaguru.com) (© 2006-2010 Barney Gaylord) and is reprinted with permission. Grease / oil guns are essential for our vintage cars, the following looks at some of the British makes. If you would like to add some cool bling to your car's tool kit, check out UK eBay ([www.ebay.co.uk](http://www.ebay.co.uk)).

### ENOTS no. 1D grease gun

This type had a light metal bottom filler cap (tin or nickle) and a pull-out plunger that you removed with a small chain. The main body is steel with gunmetal blue finish. These are very hard to find and often have the bottom cap missing, dinged in or rusted. Note nozzle protector has a small hole. Possibly used in the MG TD.



The 1H model was used in the MG TF and early production MGAs. Enots were made by Benton & Stone of Birmingham. There was a materials shortage at the time, and there may have been overlapping production and substitutions.



### ENOTS no. 1H grease gun from early production MGA tool kit



### Tecalemit GB2802 grease gun.

#### Small Tecalemit Grease Gun / Oiler:

Optional travel tool for MGA and other vintage British cars. Size is 5 inches long by 1-1/4 inches diameter, marked on the end cap "TECALEMIT GB2802 ENGLAND". This has a drawn steel tube body with blue Hammerite paint finish and cast aluminum end cap. The nozzle should be a type designed to be used on a standard grease nipple



and should have a small spring loaded ball valve to prevent leakage, specially if heavy oil is used. That said, they are prone to leak in storage anyway, so you might want to put it in a plastic bag for traveling.

To fill this tool unscrew the end cap, pull the nozzle tube out to full extension (about 4 inches), hold vertical, fill with grease or oil, and install the cap. For use press the nozzle against a Zerk style grease fitting and push the gun forward to pump grease or oil through the nozzle. This tool can be used for chassis grease but is more commonly used on the MGA for filling the steering rack with gear oil.



There were a number of different Tecalemit grease guns: 2800, 2801, 2802 and others. They may slightly varying nozzle fittings, and there may have been more than one type used over the full production of a given model, or dealer aftermarket stock may have been variable. Tecalemit 2802 is the model most commonly found with the cars from the factory, although Enots grease guns may have been used during early production years.

For those not concerned with concours show, you can buy a similar tool made in moulded plastic and steel. The one pictured is available from various suppliers of British auto parts and tools.



**Modern aftermarket plastic oil gun**

There were many variations of the grease gun in brass and steel construction, as these were derived from some general purpose industrial machine oilers. Some may have various odd output end fittings which may or may not be suitable for use with your car. There are some which are much smaller in diameter that may be desirable for the smaller size when packing in the boot.



**Tecalemit GB2787 - Nov 25-26, 1957**



The cap is marked: Cat # GB2787; Patent Pending; Made in England. The "zerk" end is marked: Cat # HF4048; Made in England; and Brit Pat 695656.

**Tecalemit GB2787**

**Tecalemit 2788**



**Tecalemit GB2801 (below)**





# ON THE LIGHTER, er Darker, SIDE

submitted by Will Keith

Does the following sound familiar?

You can change the name Lucas to your various Alfa Romeo Italian or other *reliable* electrical components and still have a chuckle.

The Lucas Electric motto: "Get home before dark."

Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."

Lucas--inventor of the first intermittent wiper. Lucas--inventor of the self-dimming headlamp.

The three-position Lucas switch -- DIM, FLICKER and OFF. An alternate result of the switches -- SMOKE, SMOLDER and IGNITE.

The original anti-theft devices -- Lucas Electric products.

"I've had a Lucas pacemaker for years and have never experienced any prob....."

If Lucas made guns, wars wouldn't start either.

Did you hear about the Lucas powered torpedo? It sank.

Lucas, in 1947, tried to get the British Parliament and the House of Lords to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night? They all look the same." The Owner replied, "It doesn't matter which one you use, nothing happens!"

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered that didn't suck.

Quality Assurance phoned and advised the Engineering Department that they had trouble with their design shorting out. So they made the wires longer.

Why do the English drink warm beer? Lucas also makes refrigerators.

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.

Lucas systems actually uses AC current; it just has a random frequency.

Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting:

"Oh mighty Prince of Darkness protect your unworthy servant."

**[ED: So that's why the GT6's generator and control box would not work in 2011.  
I was walking moonwise. DOH!!]**

# Classified Ads – as of December 2011

Classifieds in *the Oily Rag* will be available as space permits.  
Generally, listings from the past 3 months will be considered for inclusion.  
All classified ads, including email links and photos are available by visiting  
[www.vsgcc.ca](http://www.vsgcc.ca).

NOTES: All prices are \$CDN unless stated otherwise.

VSGCC is in no way responsible for potential purchasers using this list to contact vendors with any conditions.

Watch out for scams.

---

## VEHICLES FOR SALE

### 1967 MGB GT(Oct 11)

British racing green, wire wheels, overdrive, 64,000 miles.  
Very original Alberta car with less than 100 km since sympathetic restoration.  
Known history, third keeper and owned since 1977. Stainless steel exhaust, cover and recent appraisal.

Price: \$12,500.00

Contact: Bill Wertzler by email or phone: 403.245.1603

---

### 1966 Volvo P1800 (Oct 11)

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 or email.

---

### 1973 MGB GT (Oct 11)

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

Price: \$15,000 obo

Contact: Please call Dave at 519-7503

---

**1983 Porsche 944 (Nov 11)**

- Very good condition
- Very reliable
- Regularly maintained
- All service records available

Price: \$6000.00 (open to offers)

Contact: David Webb at 403.886.5707 or email.

---

**1980 Porsche 924 (Nov 11)**

No rust

Properly maintained

All service records available

Price: \$4500.00 (open to offers)

Contact: David Webb at 403.886.5707 or email

---

**CARS WANTED**

**GT6 (Dec 11)**

Hi, I am looking for a Triumph GT6. I prefer a MK III but will consider any year, any condition. Please let me know if you have one or know of one that may be for sale, its condition, and how much you want for it. Send photos too please. Please email, or call if you prefer.

Contact: Colin Mullaney 403-505-8873

---

**PARTS FOR SALE**

**MGB Parts (Oct 11)**

one -half ton of MG B parts: non- OD transmission, rear axle, drums, discs, instruments, starters, generators, rad., carb bits, Rostyle and wire wheels, hubs, plus lots of miscellaneous.

Price: \$500.00 obo for the lot

Contact: Bill Wertzler at 403.245.1603 or email.

**[ED: You have got to love being able to buy parts by the pound, or in this case the ton]**

---

**Minilte Style Wheels (Oct 11)**

Four new Minilte style, bolt-on alloy wheels, 5.5 X 14. Never used.

Price: \$500.00 obo

Contact: Bill Wertzler at 403.245.1603 or email.



---

**Silver/grey wire wheels (Oct 11)**

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

Price: \$200.00 obo for the whole set.

Contact: Steve Crosby at 403.238.1075 or email.

---

**Silver/grey Steel Wheels(Oct 11)**

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

Price: \$300.00 obo for the whole set.

Contact: Steve Crosby at 403.238.1075 or email.

---

**Un-restored wire wheels (Oct 11)**

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

Price: \$45.00 obo for all three.

Contact: Steve Crosby at 403.238.1075 or email.

---

**TOOLS, MAGAZINES & MANUALS, STORAGE**

**Triumph Shop Manual (Oct 11)**

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.

Contact: Bob by email.

---

**VINTAGE SPORTS CAR CLUB OF CALGARY**  
**Membership Application**

Full Name: \_\_\_\_\_ Spouse name (optional) \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone: \_\_\_\_\_ (home) \_\_\_\_\_ (bus.) e-mail: \_\_\_\_\_

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

**Sports Car(s) Owned:**

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

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

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

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

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

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

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



**In case you have not noticed, it is now 2012.**

**Your dues are due.**

**Do your part and pay your dues.**

**To avoid the Q, your dues can be paid here:**

**[http://www.vsgcc.ca/membform\\_paypal.htm](http://www.vsgcc.ca/membform_paypal.htm)**



## Ooot and Abooot – me .....

(an introduction to members of the VSCCC Executive)

**Name:** John Bulmer  
**Position:** Editor, the Oily Rag  
**Location:** The Gas City  
**I share my house with:** A senior dog, a senior cat, an old dog, a young cat and a parrot.  
**Significant vehicles:** 1968 Triumph GT6, 1980 Porsche 911SC



**2011 Confederation Bridge crossing  
(self portrait)**

### What got your in to vintage sports cars?

Born and raised in Calgary, but the family moved to Okotoks in 1975. I got to experience the early days of Dr. Hill's Okotoks Collector Car Auction. Was fortunate enough to say a very diverse range of automobiles and fell in love.

### When did you get your first vintage car?

I always wanted an 'old classic', but heeded my dad's words: "Never get a nice car until you have a garage". Those words occurred when I was 14 or 15. It was a full 30 years later when I finally got a garage – and a month before that I bought my first 'vintage car' – a 1988 Mercedes 300E (purchased at the Okotoks Collector Car Auction).

### What was your first 'vintage sports car'?

I had a series of pick up trucks for most of my life, so driving the 300E I experienced quite a change in comfort, handling and ride. Decided shortly thereafter to purchase a European sports car and the one that I was pursuing was a Porsche. A year after the 300E I finally found my 'sports car' – a 1997 Mercedes SL320. Discovered that it did not quite have the Porsche handling I was expecting.

So 6 months later I bought a true sports car – a 1968 Triumph GT6. Now, that is a sports car and way too much fun. It is undeniably my smile car. But, if you notice it is still not a Porsche.

A year after the GT6 and I were settling in to our routine, a 1980 Porsche 911SC came on the market. One test drive and I knew it was the one for me. It now resides in the garage.

If you ever watch the show 'Hoarders' keep an eye out for me – for all four of the cars listed above are tucked safely in my garage. Am thinking I will try and downsize a tad in 2012. Anybody have something fun to trade for a 1997 SL320?

### Fondest automotive-related memories?

I love to drive (usually accompanied by an animal or four). I spent 10 years living in the Arctic and travelled the Dempster Highway several times a year. I have to say that my favourite memory is spending 3 or 4 days driving from Inuvik to Kelowna BC (where my family is clustered). No hotel rooms or anything for me. Drive for 16 – 20 hours a day, then pull over and sleep in the cab of the truck for a few hours and carry on. It was a fantastic time.

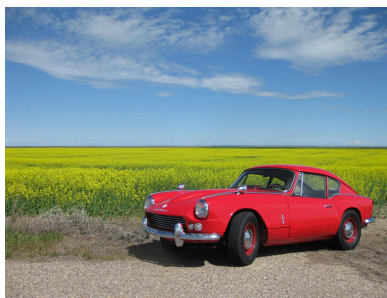
### Most favourite highway?

Dempster Highway

A close second is most any of the BC highways whilst transiting them in a sports car. Living in SE Alberta with flat straight roads sure causes one to long for the curves and twists of the mountains. \*SIGH\*

### Recommended Driving Experience?

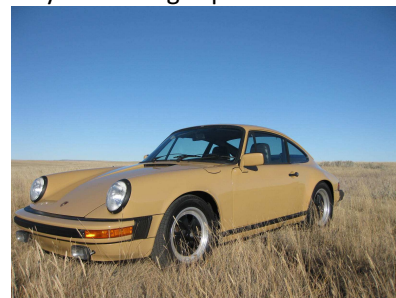
Sooke BC to Port Renfrew BC has to be one of the highlites for anyone. Especially in a vintage sports car!!!



### Stablemates

**1968 Triumph GT6**

**1980 Porsche 911SC**





# The Boot

A sampling of some of the submissions to the editorial offices.

NOTE: The submissions are unedited.

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## Visit from Norweigian

Hi!

My name is Sven Storberget and I work as a researcher for a norwegian tv show called "Uncle America". It is all about norwegian heritage in North America, and in January we are coming to Calgary.

We are going to track down a Calgary citizen that is relative of a famous norwegian person. This person is Norway's most famous country singer, but he is also a **big** car enthusiast. We would love to have a part of the show where the country singer and the relative could try some of the best Calgary has to offer. Our show is hosted by two Norwegian musicians, that both have won the Norwegian Grammy.

If I have understood it correctly, January is quite off season for car racing in generally? But is it still possible to arrange something? It would be great if some of you have some ideas for us. Would it be possible to arrange a competition of any kind?

Your place looks great, by the way!

Best regards,

Sven Arild Storberget,  
researcher Feelgood Film & TV production company  
Cell phone: 0047 412 08 445  
sven@feelgoodmail.no

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## Letter to the Editor (Boy it is strange to be using that title!)

To all our members

Having passed the torch to John Bulmer I would encourage you to send your car related news to our new editor, from spotting a strange sports car on the streets to your visit to an out or town event that nobody else has discovered yet – spread the word. Second I'm keeping death of the road by not driving for now. If you want to drop by and talk cars and the club for a while give me call on 251-4070, afternoons and evening are best.

Cheers

Colin Martindale

[ED: Who is this crackpot? Note to self: Reset the SPAM and JUNK MAIL settings.]

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## A GLIMPSE AHEAD?

The cover featured a look back at the year 1962. Closing the issue will be a (potential) look forward to 2062 – will this car be considered a classic? Its the 2012 Tesla Model S – an all electric four door sedan. Will it be the Consul Cortina of 2012?

For more information on the Model S, check out Tesla at:  
[www.teslamotors.com](http://www.teslamotors.com)



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

visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca)