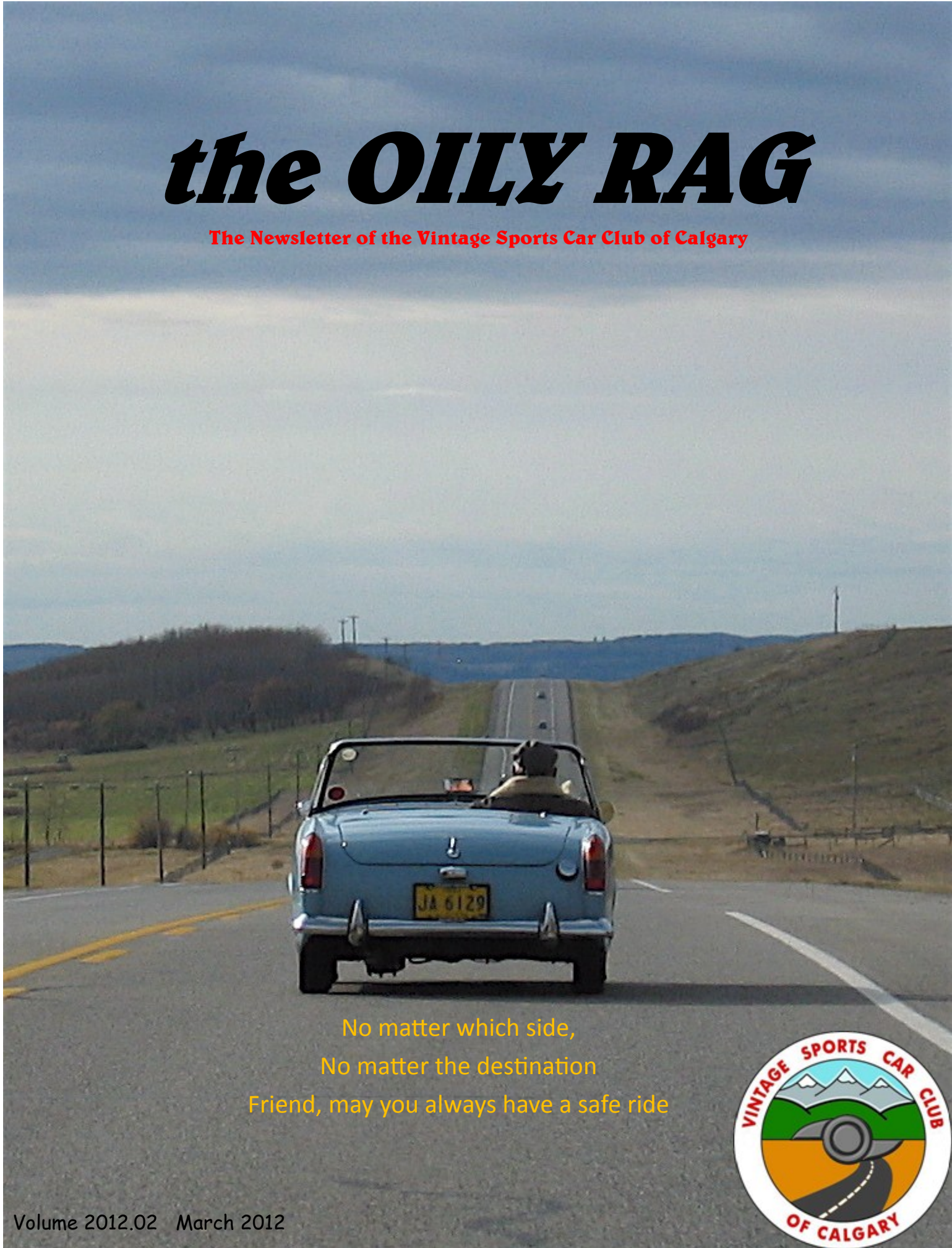


# ***the OILY RAG***

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



No matter which side,  
No matter the destination  
Friend, may you always have a safe ride



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# CAR COVERS

This month's Car Cover features our erstwhile *Editor Emeritus*, Colin Martindale out and about in his 1961 Austin Healey Sprite MK II. The exceptional nature of this photo is a fitting tribute to an exceptional person - being unique and damn proud of it.

For those unfamiliar with the Sprite, its history stretches back to 1958 and the British Motor Corporation (BMC). BMC intended the Sprite so that "a chap could keep it in his bike shed". The Sprite had an initial selling price of £669 or roughly 25 % of the average house in the UK (in 2012 Calgary that would equate to a \$ 110 000 car). Maybe after buying a Sprite, a bike shed is all that a poor bloke could afford!!

The Mark II had a 948 cc engine providing a whopping 46.5 bhp and able to propel the Sprite to a top speed of 85 MPH. As our fuel prices in 2012 start inching upwards again, the small engine and small size of the Sprite would be attractive as its fuel economy was an impressive 43 MPG. As a good Englishman, Colin was likely happy to have the 1961 Sprite as the 1962 version introduced some German engineering with the inclusion of a Porsche synchro-mesh inside the gearbox.

As the Sprite was produced at an MG factory (another BMC company) it was not long before an MG version appeared - the Midget. Further blurring the Sprite's lineage, BMC contracted with Innocenti to re-body the Sprite for the Italian market as the Innocenti 950 Spyder. **[ED: Was that one of your answers from the January quiz?]** Unlike today's horrid badge-engineering (think of the stupid Lincoln F150 and Cadillac Suburban), the Spyder was a new body that was set on Sprite mechanicals.

References: Wikipedia, When we were kids—UK, [www.safalra.com](http://www.safalra.com)

Photo courtesy of Tony Booth

**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.**

## UNDER THE BONNET

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**The Oily Rag** is the newsletter 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. 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).

**Send submissions to: John Bulmer, Box 511, Medicine Hat, Alberta, T1A 7G5 or email to [jsbulmer@shaw.ca](mailto:jsbulmer@shaw.ca)**

**Authors and advertisers note:** The "house style" of the Oily Rag is to set text in either Arial or Times New Roman, or whatever strikes my fancy, with Headlines in Belwe Bold. If using other typefaces (fonts) please check with the Editor as you may have to supply a font file to support the desired effect.

**Commercial / Vendor Advertising:** 2012 Rates for one full year (six issues): \$250.00 (inside front page or outside 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.. Advertising can 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

# THE DOG HOUSE

*Did you miss Valentine's? Are you in the dog house?  
This might be the key to unlock the Dog House door.*



What better way to show how much you care than an \$ 11 million gold and ruby encrusted Mercedes McLaren SLR.

Although it was released in time for Christmas, the vibrant red color would guarantee this to be a sure sign of affection (remorse) for Valentine's.

Its the creation of German supercar tuner Ueli Anliker ([www.anliker-ueli.ch](http://www.anliker-ueli.ch)). Producing close to 1 000 bhp the top speed is 210 MPH or slightly below the threshold at which gold leaf will delaminate from the object to which it is affixed.

The recipe to create such a 'gem':

- 2011 Mercedes McLaren SLR
- 11 pounds of gold (for the paint)
- excessive quantities of gold leaf (for everything else)
- 600 rubies
- 35 craftsmen
- Set shop clock to 30 000 hours and let the craftsmen work.



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 owns mostly 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 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.

The membership list (including members name, phone number, email and cars owned) may occasionally be distributed to club members. Distribution 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. Please refrain from distributing the membership list to non-VSCCC members, use it for mass email or for other purposes that have not been sanctioned by the VSCCC executive.



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

## ***CLUB TOOLS***

The Club has a good selection of tools available for short term loan to members only. All tools are to be booked through Rene Blei(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. In addition to the deposit, specialty equipment have weekly rates associated with them. 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	

Ron Tebo has provided an update on the specialty equipment that the VSCCC has available.

### **EQUIPMENT**

90 amp, 110 volt MIG (suitable mainly for body work and light gauge plate) with 75 % Argon / 25 % C02 gas.  
O-A Cutting, heating and welding outfit (weld / braze to 1/4", cut up to 1/2").  
Light-duty 110 volt - 12 amp plasma-cutter (35 % duty cycle) with built-in air compressor  
(cuts up to 1/8" ferrous or 1/16" non-ferrous)

### **RATES**

Weekly rental rates apply for specialty equipment. These rates cover replacement charges intended to allow the club to repair and, eventually, replace equipment. Rates are as follows:

\$5.00 for first week (or portion of the week)  
\$10.00 for second week (or portion of the week)  
\$15.00 for third week (and each subsequent week, or portion of the week)

These rates are in place to encourage timely booking and return of the equipment so that it can be properly inspected, repaired if necessary, and made available to other members. If you have signed equipment out for a lengthy period, you may be asked to return it, if another member requires it.

The above rates are based on minimal consumption of active or inert gases or consumables. If, on return inspection, additional gas, consumables, or parts are required, the member will be asked to pay replacement costs for those items.

### **MISCELLANEOUS**

When signing out equipment, identification may be required. You will be asked to sign a form listing the condition of equipment and consumables and the time period required. On return, the equipment will be inspected to determine if repair or replacement items are needed and to determine the quantity of consumables used.

For safety reasons you may be asked about your familiarity with the equipment. Basic instruction and advice is available for those who require it. If you need more advice / information on the specialty equipment, please contact Ron Tebo at 403.253.-0088 or email to [mrtebo@shaw.ca](mailto:mртеbo@shaw.ca).



# EVENTS CALENDAR

General meetings: 7:30 p.m. on the second Wednesday of the month (Austrian-Canadian Cultural Centre - 3112 – 11 Street NE)

## VSCCC EVENTS

**March**  
10 President's Dinner at Fort Calgary (see advert in this issue)

**April**  
28 2012 Garage Tour / Spring Breakout starting at Auto-Mann  
(check [www.vsgcc.ca](http://www.vsgcc.ca) for more details)

**July**  
14 Stampede Breakfast  
20 - 21 European Classic Car Meet weekend

**August**  
08 Big Hill Springs Barbeque

**September**  
21 - 24 Sun Peaks Classic Car Gathering - Kamloops



**2012 is Here.**

Getting your car ready for the year ahead?

Don't forget to also get yourself ready.

Use our Events Calendar to make sure you don't miss out on the fun and, ahem, mayhem that the car season brings.

Sylvia and Mark are working hard to keep our website current, so check it out:

[www.vsgcc.ca](http://www.vsgcc.ca)

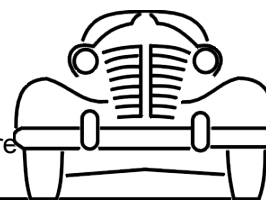
## OTHER EVENTS

Contact the sponsoring organization for more details

**March**  
23 - 25 Electric Garage Collector Car Auction – Red Deer ([www.theelectricgarage.com/auctions](http://www.theelectricgarage.com/auctions))  
31 Quick Times Swap Meet Westerner Park Red Deer ([www.quick-times.com](http://www.quick-times.com))

**May**  
19 All British Field Meet - Vancouver ([www.westerndriver.com](http://www.westerndriver.com))  
25 - 27 Okotoks Collector Car Auction ([www.okotokscarauction.com](http://www.okotokscarauction.com))  
26 Start of British Car Week ([www.britishcarweek.org](http://www.britishcarweek.org))

**June**  
08 - 10 BritsBest - Radium ([www.calgarymgclub.org](http://www.calgarymgclub.org))  
17 Rolling Sculpture Car Club Show and Shine - Canmore



## OTHER EVENTS - LISTINGS

For cruises, shows, swap meets and the like in Alberta, BC, Saskatchewan and the NW USA check out these sites:

Northwest Cruise Calendar

Auto Events

Specialty Vehicle Association of Alberta - Events

[members.shaw.ca/calgarycc](http://members.shaw.ca/calgarycc)

[www.autoevents.ca](http://www.autoevents.ca)

[www.svaalberta.com](http://www.svaalberta.com)

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

**Sorry to be a bother. but if you have not yet paid your dues.**

**Please do so.**

**Thank you ever so kindly.**

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

# The Vintage Sports Car Club of Calgary

## 2012 President's Dinner And Awards Night

March 10, 2012

Come Snow or Chinook!

Fort Calgary Historic Site - 750 9<sup>th</sup> Avenue S.E.

Cocktails: 5:30 pm

Dinner: 6:30 pm



Tickets: \$45.00/person (members must register if attending)

Cash or Cheque Payable to VSCCC

Complementary Wine served with dinner

For Information Contact: Sylvia Heikamp - (403) 239-0785 or [heikampg@shaw.ca](mailto:heikampg@shaw.ca)

### Silent Auction

### Awards

### Door prizes

Your contributions for the silent auction are gratefully accepted to help raise funds for the club's continuing existence.

So please be generous, and nothing from the basement closet thank you!



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[mheibei@legendsinsurance.com](mailto:mheibei@legendsinsurance.com)



# ***YOUR VSCCC EXECUTIVE***

## **2011-2012 Executive**

Past-President	Rene Blei	403.932.5801	<a href="mailto:blei.rene@gmail.com">blei.rene@gmail.com</a>
President	Steve Crosby	403.238.1075	<a href="mailto:swcrosby@telus.net">swcrosby@telus.net</a>
Vice President	Joerg Kuenzel	403.512.6237	<a href="mailto:joe.kue@gmail.com">joe.kue@gmail.com</a>
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Membership	Craig Talbot	403.229.3773	<a href="mailto:talbotc@telus.net">talbotc@telus.net</a>
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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:blei.rene@gmail.com">blei.rene@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 Executive and General meetings.**

### **CAR GUYS**

**JALOPNIK**



What my friends think I do



What my wife thinks I do



What environmentalists think I do



What the media thinks I do



What I think I do



What I actually do



## ***Vintage Sports Car Club of Calgary***

Invites You to Sponsor the

### **2012 EUROPEAN CLASSIC CAR MEET**

**Saturday July 21<sup>st</sup> 2012 at Stanley Park, Calgary, Alberta**

Sponsors will receive the following benefits:

#### **Gold sponsorship: \$ 1,000.00**

- Area sufficient to display four cars, or equivalent if no cars, with sponsor supplied temporary canopy
- Six free tickets for the rev-up-party to be held on Friday, July 20th, 2012
- Free feature site on VSCCC web page and web link to sponsors web-page
- Primary size Company name on the show poster and other material produced specifically for the show
- Four free tickets to the following VSCCC President's Dinner in 2013.

#### **Silver sponsorship: \$ 500.00**

- Area sufficient to display two cars, or equivalent if no cars, with sponsor supplied temporary canopy
- Four free tickets to the rev-up-party to be held on Friday, July 20th, 2012
- Web link to sponsors web-page
- Secondary size Company name on the show poster and other material produced specifically for the show
- Two free tickets to the following VSCCC President's Dinner in 2013

#### **Bronze sponsorship: \$ 250.00**

- Area sufficient to display one car, or equivalent if no car. No temporary canopy
- Two free tickets to the rev-up-party to be held on Friday, July 20th, 2012
- Tertiary size Company name on the show poster and other material produced specifically for the show.

Please confirm by filling in the information below and returning with payment to:

VSCCC / S. Crosby  
503 Brookmere Cres. SW  
Calgary, AB T2W 2R2

Sponsorship level \_\_\_\_\_

Company \_\_\_\_\_

Signature \_\_\_\_\_



# THE PREZ SEZ

The loss of our friend Colin will be felt for a good while. Our editor, John Bulmer, has put together a wonderful tribute issue to salute this special fellow. Thank-you John.

To quote William Ross Wallace

**"Every man dies - but not every man really lives."**

Colin my friend, I'll see you down the road.

It's still winter, despite the mild weather. I suppose that most of us are beginning to feel the pull of the garage. Did I mention that the TR3A body has been painted? It is a glorious shade of Signal Red, and can be seen at British Auto Specialists. Since the car is still in pieces there are lots of wee projects to fuss with. For example the dash is about finished but needs the night lights sorted. The speedometer appears to be from a TR4 and has different bulb holders. "Hello Moss Motors, it's me again."

I have updated to a modern furnace for the car but would like to keep the original fan switch. It's a rheostat rather than the supplied two speed switch. I have set up the wiring, on the test bench, using the high speed side of the motor and the rheostat works fine - from a 3 amp, 12 volt power supply. I wonder what 30 amps will do ...

I hope to have the car on the road by spring. It will need a good shake down before any long journeys.

Speaking of journeys, Sylvia is working her magic again.

- The **President's Banquet** is looming on March 10<sup>th</sup>. If you haven't reserved a seat please let Sylvia know. This has always been a great outing and may be the last year we use Fort Calgary, so be sure to tour the exhibits.
- The **Garage Tour / Spring Breakout** is always interesting. We still need a couple of stops. If you have a project under way or a collection to show, please let any of the executive know and we can include you in the tour.

- The **European Classic Car Meet** is coming together. This year we salute 50 years of the MGB. There must be over a hundred in close proximity; I hope they will make the trek to Stanley Park. On that note, please step up and volunteer. We'll need greeters, admission staff, traffic directors and parkers. Talk to Chris Durtnall if you can help out.
- The **Big Hill Springs BBQ** is a great midweek break. Big Hill Springs is a short drive and a nice venue, just watch where you park. I might even make the trek to the headwaters this year.
- The extended **Sun Peaks Classic Car Gathering**. This four day event is a must attend. The venue is classic ski village - in the summertime. The drive out is straightforward, you will be surrounded by friends in their classic cars, and there are plenty of stops along the way. How many times can you say "double double"? The weather through the Rockies can change at any moment so be prepared.

Three other events worth noting are the All British Field Meet at the Van Dusen Gardens in Vancouver, BritsBest in Radium and The All Triumph Drive In, in Portland. There will no doubt be a contingent heading to each of these events. Group leaders will be sought out. See the website for the dates. Watch your email for updates.

I may be "right sizing" my collection and putting the '74 TR6 and the '74 911 up for sale this spring. If anyone is interested please give me a call or email for information.

If you have changed any of your personal information please contact Craig to update the membership information listing.

**Oh, and send him a check because dues are overdue!**

Steve Crosby  
VSCCC President  
February 2012

## THIS MONTH'S CONTRIBUTORS

Without contributions and photographs from others, you would be subjected to the drivel and ramblings of your Editor.

This month, say thanks to the following:

Colin Martindale, Rene Blei, Tony Booth, Steve Crosby, Frank Raffin,  
Gary Beckstead, Jim Briggs, Ron Tebo, Peter MacFarlane and Joerg Kuenzel,  
Wikipedia, various internet media outlets including Yahoo News and random inter state web sites.

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

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

## ***IN THE LEFT DITCH***

### **Porsche stuck in wet cement: Proof karma exists?**

*By G.E. Anderson Managing Editor of Yahoo! Autos/ Motoramic – Sat, Feb 18, 2012 4:03 PM EST*

On Thursday (16 February 2012), the driver of a Porsche 911 decided he'd take a shortcut around some construction cones and drove straight into wet concrete in San Francisco.

"It was coned off," according to Bobswire, a user of the Paceline bike forums. "He was just trying to sneak in from a side street. [The] concrete looked solid." Bobswire reports that the hapless driver remained stuck in his car. "He didn't want to open the door and have concrete get in; the whole undercarriage and brakes will need to [be] cleaned or replaced."

Whether the uncured pavement was concrete, asphaltic concrete, or just plain cement is up for debate **[ED: Unless you are a civil engineer]**. What's unquestionable, however, is that this is the best Lightning McQueen impression we've seen since *Cars*.



Porsche 911 stuck in wet cement on Marina Blvd., San Francisco.



# ***SPECIALTY VEHICLE ASSOCIATION OF ALBERTA***

submitted by Peter MacFarlane following the SVAA Meeting of February 11, 2012

2011 membership was 56 clubs representing 2200 individuals. For 2012 (to date) there are 26 clubs that have renewed their SVAA membership which represents 1200 individuals.

2011 was a profitable year for the SVAA

The 2012 safety program is under preparation, with emphasis on having clubs report to SVAA on their success in doing safety checks.

National Association of Automobile Clubs of Canada (NAACC) report: a MSN PowerPoint presentation is available. Only 5 Alberta clubs are in NAACC but (inexpensive) individual memberships exceed that and are recommended. Check the websites listed to see what best suits you. (NAACC: [www.naacc.ca](http://www.naacc.ca), SVAA: [www.svaalberta.com](http://www.svaalberta.com), Historical Vehicle Association: [www.historicvehicle.org](http://www.historicvehicle.org))

Government liaison, no further action will be taken until after the upcoming provincial election. There is a question of how to deal with deregistering names from out of use licence plates. In the meantime, remove all plates from any vehicle sold, and keep all bills of sale.

SVAA has a new administrator and newsletter editor. Product is much improved - check the website.

SVAA is planning on a logo modification. More details in May.

Email subscription (with unsubscribe option) will be available for members. This will allow news, information updates and alerts (such as stolen car notices) to reach as many members as possible, and in a timely manner.

Those who have Hagerty insurance are likely aware of the "Hagerty" magazine. A Canadian insert is due to come out, possibly in May, and the feature may continue.

The SVAA President shared some bits of advice obtained from a car collecting seminar in Phoenix during January's "auction week":

- don't get into it for the money (but be sure the vehicle you buy is one you can sell),
- restore or not but be aware of the cost/value aspect,
- keep an eye on changing collector tastes (i.e., what's popular or in demand today, may be wasn't yesterday, and tomorrow?)
- remember that this is supposed to be fun. **[ED: AS CAR SEASON APPROACHES THIS IS VERY TIMELY - THANK YOU!!!]**

Next meeting is May 5 in Red Deer and is the annual general meeting.

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- 2. Comprehensive 3 page inspection form**
- 3. 8 colour photos**
- 4. Documentation on comparable cars currently for sale**
- 5. Condition Guidelines**

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**\*25 years experience appraising collector cars**

**\*Member of the Specialty Vehicle Appraisal Institute of Alberta**

**\*Cost for VSCCC members: \$100 at my place or \$125 at your place within the City of Calgary**

**Call Jim Masleck (403) 606-6433  
[allclassicauto@yahoo.com](mailto:allclassicauto@yahoo.com)**

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

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# ROAD TRIPS

## Two cars, two men and the (almost) never ending road.

Jim Briggs sent us in the following story, which is simply astonishing.

A Mr. Allen Swift of Springfield Massachusetts recently passed away at the age of 102 - that is amazing, but is not the astonishing part. When Mr. Swift was a lad, his father gave him a brand new 1928 Rolls-Royce Picadilly P1 Roadster as a graduation gift. SWEEEEEEET, but still not astonishing. **[ED: WILL SEND THIS TO MY PARENTS TO SHOW THEM WHAT SOME PEOPLE GET AS GRADUATION GIFTS!!]**

During a time of uber-consumerism and a society that wants every new gadget imaginable, Mr. Swift retained ownership of the car up until his death (a total of 82 years). Is that inspiring? YES. Is it astonishing? NO!

When Mr. Swift gave up his Rolls, he donated it to a museum in Springfield. Very charitable, but not astonishing.

The Rolls had travelled 1 070 000 miles (13 000 per year) and was still running like a Rolls should. And for most of its life, the Rolls would not have been under warranty. With proper maintenance and a dedicated owner that's not really astonishing either (well, maybe when considering the computers on wheels that are sold now-a-days).

What makes this tale is that Mr. Swift drove the Rolls up until his death - making him the longest and oldest driver / owner of a car from new. **Now that is ASTONISHING**



Jim's email continued on in that he thought he was "doing good with my Austin-Healey". Unfortunately for Jim, he and his car are but young whipper-snappers in comparison as they have been together for ONLY 47 years. In Jim's own words, he just needs another 28 years to match Mr. Swift's age and mileage.

**[ED: Jim, not wanting to jinx you but that Rolls looks a lot more accommodating than your Healey for access and egress - especially as the odometer rolls over and over ...]**

One can't help but think of the year 2100 (only 88 years in the future). Although the biggest question will be what type of vehicle will be transporting us from Place A to Place B (or will it be Alpha One to Sigma Prime?), one can't help but overlook whether accomplishing either Jim's or Mr. Swift's accomplishments can be met by a modern car. A Tinker, Tailor, Machinist and Mechanic could keep the old Rolls running for 100 years as it is the product of elegant design, engineering and highly skilled craftsmen / craftswomen. But in the year 2100, who or what will be around to service the computers in your Mercedes SL? Heck, even Microsoft isn't supporting older versions of their software!!



# COLIN MARTINDALE

## A VSCCC Classic

### Colin MARTINDALE

December 1, 1950 - January 26, 2012

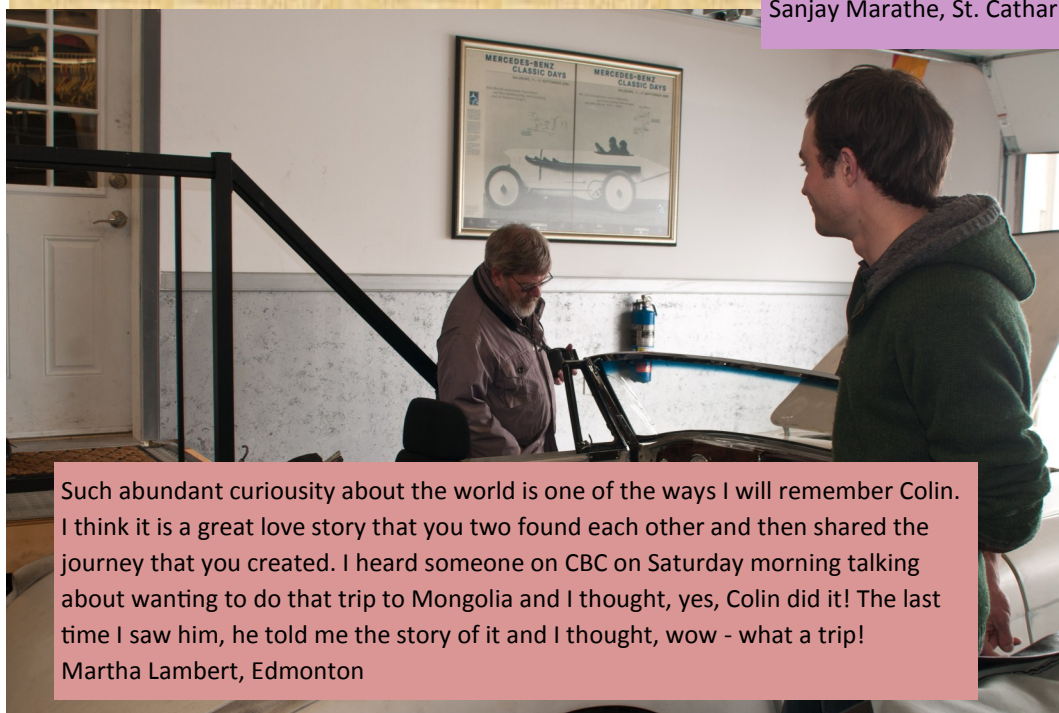
Colin was born, raised and studied geology in London, then with wife and best friend of 40 years Gerry, followed his dream of travel and working in geology to North Africa and then to Canada - first to Northern Ontario, and from 1980 to Calgary, where he worked as Reservoir Geologist for Westcoast-Duke-Spectra. Colin's greatest joy was his daughter Anna, and the three of them travelled the world in the most insane fashion possible, including an epic drive to Mongolia. Colin visited China solo 3 times and Eritrea to discover remote working steam engines. His travelling was not for the faint of heart! Colin was a keen member of the Vintage Sports Car Club of Calgary for over 25 years and also enjoyed working in his house and garden. Colin leaves behind Gerry and Anna to remember wonderful too-few years together, and not to recall the ghastly last 6 months of his disease; his sister Eileen (in England), his sister-in-law Jackie and their families, and many bereft friends. These months were made easier by his amazing friends, his doctors at Tom Baker, Home Care nurse Barbara Kearnes and the staff at Rosedale Hospice.

A celebration of his life was held in Calgary on February 3.

In lieu of flowers, please make your donations to Rosedale Hospice or the Alberta Cancer Foundation.



I will forever cherish the trip to Africa with you three. It was such fun for me to travel with all of you. We will all miss Colin very much.  
Sanjay Marathe, St. Catharines, Ontario



Such abundant curiosity about the world is one of the ways I will remember Colin. I think it is a great love story that you two found each other and then shared the journey that you created. I heard someone on CBC on Saturday morning talking about wanting to do that trip to Mongolia and I thought, yes, Colin did it! The last time I saw him, he told me the story of it and I thought, wow - what a trip!  
Martha Lambert, Edmonton



We are all the richer for having known him, and hope his spirit will live on in the memories we have of him.  
Andrew Hardie, Calgary, Alberta



Colin will be deeply missed by all of his friends with the Vintage Sports Car Club of Calgary.  
TERRY BECK, Calgary, Alberta



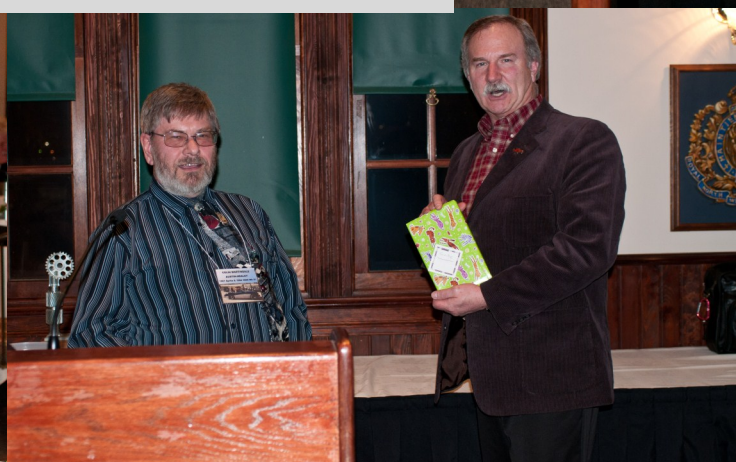
The last time I spoke with Colin at the Central library he was full of energy. In a response to a comment I made about being afraid to do something, he chided me about my attitude. He was right - we should all 'get busy living'  
Leslie & Dwight Adams, Calgary

His intelligence and quick wit were savoured and we all took delight in his infectious humour. Colin lived life fully, courageously and passionately and he often shared his wide-ranging and geographically-diverse adventures with us by presenting the most beautiful collection of slides.  
Christopher Adams, Victoria, British Columbia

We were very sorry to hear of Colin's departure for his next great (solo) adventure. We wish he could have delayed it indefinitely  
Rachel Mastroianni, Ancaster, Ontario



I will always remember our great visits together from your bicycling to my place for a Thanksgiving Dinner, to the announcement of Anna's future arrival, your visits to Toronto and our visits to Calgary. I will remember the fun we had at the Moroccan restaurant and not knowing what we were going to eat at the Road Kill restaurant. You always opened up your door for us.  
Bonita Kearns and Clan, Toronto, Ontario





# *British Cars International*

*In memory of  
Colin Martindale  
December 1, 1950 - January 26, 2012*

## *Life is a Journey*

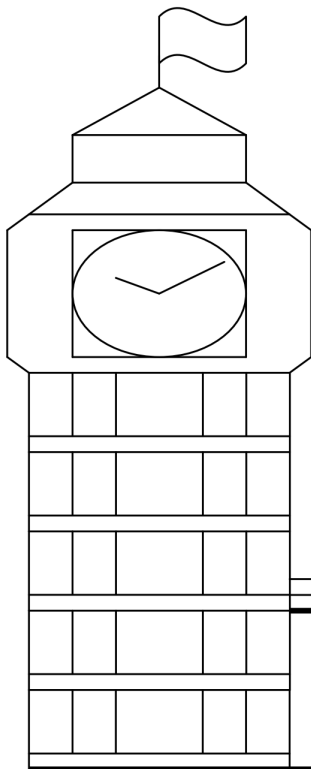
*Life is a Journey,  
of learning and exploring  
while traveling far;  
in Land Rovers and Healeys,  
on railroads and steam engines,  
from London to Mongolia,  
and China thrice more.*

*Life is a Journey,  
of sharing a joke,  
or some quick, sarky wit;  
or stopping for tea  
between quick little naps.*

*Life is a Journey,  
yesterdays and tomorrows,  
in scrapbooks and dreams;  
of joys that we share  
with family, and friends,  
that we make on the way.*

*Colin's Life was a Journey  
whose pathways reached far,  
a never-ending ripple  
in the web of our lives;  
May his memory live on  
In the Journeys WE take.*

*With much Sympathy and Love to Gerry and Anna  
From Phyllis and Mick*



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# THE OWNER'S MANUAL

(Some Trivia prepared by Gary Beckstead, P. Eng. to help further postpone the spring cleaning / sorting)

1. Alfa Romeo, part of Fiat SpA since 1986, was founded in 1907. What is ALFA an acronym for?
2. Who was the "Romeo" in Alfa Romeo? **[ED: As a lifelong bachelor, it is definitely not yours truly.]**
3. What two Alfa Romeos were regarded by "Top Gear" as a "Cool Car", earning them places on the "Cool Wall"?
4. What Italian luxury fashion brand sponsored Alfa Romeo in Formula One racing?
5. What joint-venture brought together two British car makers in 1952?
6. Which Two miniature BMC/British Leyland sports cars were virtually identical?
  - a The Triumph TR-250 and the Spitfire
  - b The Triumph Stag and Riley ELF
  - c The Austin-Healey 3000 and MGB
  - d The Austin-Healey Sprite and the MG Midget
7. Innocenti, the Italian car manufacturer, had a series of contracts with BMC to allow for some early 'badge – engineering'. What are some of the cars. complete with their BMC origins, that Innocenti produced?
8. What car did the character, Benjamin Braddock, drive in the 1967 movie, "The Graduate"?
9. What automobile company was the first to introduce variable valve timing in a production car? Hint: The year was 1980 and was years before Honda produced their VTEC engine.
10. What sports car from British Leyland was actually split into two entirely different models, very different in character?

**[ED: THE ANSWER TO THIS ONE IS  
BURIED DEEP WITHIN THE CONFINES  
OF THIS EDITION OF THE RAG!!]**

## And as promised, here are the answers to our January Trivia Quiz:

Q1: Mercedes (as in Mercedes-Benz) was the daughter of Emil Jellinek an Austrian businessman who promoted and sold Daimler automobiles. He also raced vehicles from DMG (Daimler-Motoren-Gesellschaft). In the early days of racing team names referenced the team and driver – not the automotive brand. Jellinek was also a racer, using the pseudonym Mercédès. In 1902, "Mercédès" was lodged as a trade name to capitalize on the racing success. DMG and Benz & Cie., formed a syndicate to standardize design and production and in 1926 they merged to form Daimler-Benz AG. The joint products bore the brand name "Mercedes-Benz". The trademark was derived from merging Daimler's three-pointed star inside a ring with the trade names "Mercedes" and "Benz" that are linked by the laurel wreath from the Benz logo.

Q2: In 1999, Citroen introduced the Xsara Picasso to the world. **[ED: well, at least Europe]**

Q3: If you forgot Valentine's, you might have had to deal with a very irate Red Head (or Testarossa as the Italians would say).

Q4: Enzo Ferrari founded the company in 1928. He died at the age of 90 in 1988. The last Ferrari launched before his death - the F40.

Q5: Ford made the Tri-Motor or "Tin Goose" and the B-24 Liberator. Bristol Cars began as an offshoot of the Bristol Aeroplane Company. Mitsubishi produced the famous "Zero" a Japanese Navy fighter. Fiat Aviazione manufactured several fighters and a bomber. Fuji Heavy Industries, parent company of Subaru, was a manufacturer of aircraft (Nakajima Ki-84) for Japan during WWII. General Motors also produced aircraft in WWII, including the TBM Avenger and the FM-2 Wildcat.

Q6: Fiat 124 Sport Spider, GTM Spyder Sports VVC, Mitsubishi Eclipse Spyder, Porsche 550 Spyder, Porsche 918 Spyder, Gardner Douglas T70 Spyder, Hydra Spyder (high performance amphibious sports car), Sammio Spyder (Triumph Herald based), Lamborghini Gallardo LP-550-2 Spyder, Renault Sport Spyder, Audi R8 GT Spyder, Toyota MR2 Spyder, Ferrari 857 Sport Scaglietti Spyder, Innocenti 950 Spyder

Q7: The Triumph TR3 in 1956 was the first British production car with disc brakes. The first production car to have disc brakes at all 4 wheels was the Austin-Healey 100S in 1954.

Q8: The Triumph Spitfire was built from 1962 to 1980, while the TR6 was built from 1969 to 1986.

Q9: In 1958 Trevor Wilkinson and Bernard Williams produced the "TVR Jomar".

Q10: The Ferrari 166 debuted in 1947. It had a 2.0 Litre V-12 engine.

Q11: The MGC debuted with a six-cylinder engine in 1967. From 1973 - 1976 one could get a Rover V-8 installed

Q12: The Jaguar "Series II" debuted in 1968 with open headlights.

## ***Bits & Pieces***

Our Club's longest serving editor, Colin Martindale, in less than six months of informing the exec with the dreadful cancer news he was fighting, has already found his last resting place. It is all pretty hard to accept for us as club-members, how much harder for Gerry and Anna to live with this void. The worst pain will be felt during the lonely weekends or long evening hours. Hope, we as a Club will be able to share that heavy load as the enormous turn-out at Colin's Memorial Service was a well deserved and fitting testimony.

Colin, with the countless hours of hard work as editor and publisher, has been an exemplary role model for all club-members.

In the world of economics, China has taken a center role in manufacturing with it's cheaper labor, and because of it's massive population, like a large vacuum cleaner, is placing an enormous demand on base metals, gold and silver and other raw materials. Quietly it has created an almost monopoly on the supply of Rare Earth Elements, without which windmills, electric cars and missiles cannot be produced, just to name a few. More than 20 years ago, Japan was front and center on the world stage also. Then in 1989 it's stock market collapsed and even a few decades later, Japan's stock market still has not recovered. Let's hope China will master it's fortunes better, as it will effect us all.

Late last year, we were warned to expect a very severe winter season. So far the winter has been abnormally mild, with a few days of below average temperatures. One more proof that to predict is difficult to do, especially the future.



Having been in the Club's President's seat for 3 years, I know how much time it takes to run this club. That's why I salute our new president, Steve Crosby, to take on the job, besides his busy full-time job. Please don't be shy or silent when he asks for volunteers or your help. It is your club.....so act like it!

Zurich, Switzerland can now pride itself on being the most expensive city in the world.

Due to the economic slowdown in Europe, some countries claim their air pollution dropped by 25%, helped of course by a cleaner living in general.

Airline passengers with window seats have twice the risk developing blood clots than those with an aisle seat, as it is easier for them to go for a walk. This is not a problem for owners of British cars, as they are forced to walk on a regular basis. **[ED: BA DA BING, BA DA BOOM!!]**

Many retired Canadians, in order to escape part or whole of our winters, travel down south. I don't mind the cold weather too much as long as one is prepared for it. However, as an old sailor, the water has always attracted me. Our plan is now to buy a boat on the west coast and spend some time there, before we're too old to enjoy that magnificent boating playground. New technology will be helping us keep track of everyone, thanks to [www.roammobility.com](http://www.roammobility.com) coming on the market, so we feel now is the time to take the dive. That means our presence at some Club activities will be challenged by the call of the sea. Have no fear, as we are not relocating from our old "Anchorage".

Quotes:

*Where there is a will,.....everybody likes to be in it.*

*If I agreed with you.....we both would be wrong.*

*Many like to have a great career.....then it turns out they meant a great paycheck .*

*Behind every successful man is his wife, behind the fall of a successful man, is usually another woman.*

*Rene Past President*



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

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## AN ODE TO CAR SEASON

There are shows,  
and there are shines.

There are rows,  
and there are whines.

**It must be car season.**

Scraping of the shin,  
Banging of the head.  
Smashing the shin  
Cursing to wake the dead.

**It must be car season**

Winter, it slips away  
Spring, it brings more light.  
A part lost during the day  
Brings another sleepless night.

**It must be car season.**

Hurry, hurry it must get done.  
The grass will soon be green.  
I want the season's first run.  
So my favourite ride can be seen.

**It must be car season.**

The aches and pains,  
now in the past  
Please, only weekday rains.  
For summer, it surely won't last.

**It must be car season**

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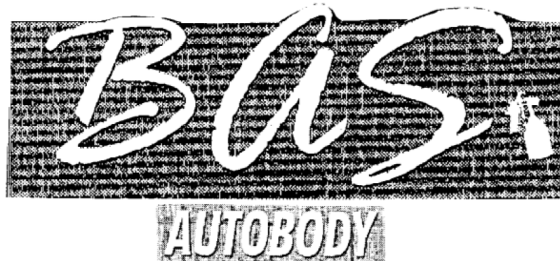




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# IN THE RIGHT DITCH

## Guidelines For Badge Bars

*(with tongue in cheek, John Macartney irreverently rues some changes in established British automotive conventions)*

[In response to a US enthusiast who was restoring a TR250.]



It seems he'd obtained a badge bar at no small cost and was spending further funds in having it restored and replated. The impression I gained from his post was that he was more excited about the badge bar than the fact his car was now completed and

he could drive it with confidence. Moreover, he was at pains to point out the car had reverted to "total originality and looks just the way it did when it left the factory. The paint job has cost me a fortune and the depth of the patina has to be seen to be believed."

Well, that worried me for a start. All the Triumphs I saw when new, never had a particularly deep patina, unless they were at a Motor Show - but I hadn't the heart to tell him his car probably now looks anything but the way it did when new. He went on "I'm anxious to ensure my TR250 reflects a total Englishness on the badge bar. I've sourced two genuine Lucas spot lamps and when fitted, I guess I'll have to locate as many relevant badges as I can. I think I'll have room for about six. What do you suggest?" This required a great deal of tact because if he sought 'total Englishness' he'd entirely overlooked our national characteristic of understatement.

While things have changed a lot in recent years, along the lines of "if you've got it, flaunt it" - badge bars and what they display, should not ideally find themselves 'jostled for space.' If they do, the front end of the car will look like a Boy Scout's shirt. A badge bar is intended to display the fewest possible number of badges, to best effect. Three is really the maximum and a subtle prominence is what's needed here, so the badge you do have on display truly stands out.



I was given an impressive booklet about the history of badges relating to The Royal Automobile Club - popularly and not entirely accurately known in the UK as the RAC. Associate membership is for those lesser mortals (like me) who pay a sum of money each year to receive emergency rescue services at the roadside. I've been a true RAC member, off and on, for about forty years though I've never been able to catapult myself to the giddy financial stratosphere of full membership of The Royal Automobile Club. That's the difference! While RAC means Royal Automobile Club, there are distinct and discreet variations. Membership of The Royal Automobile Club is undoubtedly prestigious. In the event your name

appears in Debretts Nobility and Peerage, it could be argued you'd be 'in' without a second thought. That said, if it was later determined you dropped your aitches in conversation, ate green peas off your knife or slurped your soup at every spoonful, there's a reasonable chance your application might not be offered for renewal.

Too many confuse 'taste' for substantial truckloads of money - and oh dear No, that's not what it's about at all. It should be noted the first Patron of The Royal Automobile Club was no less a person than His Majesty King Edward VII. This was a man who took motoring to his heart in every way, not to mention untold numbers of women, among whom was one Lily Langtry, a thespian of some renown. Undoubtedly, she pleased the King but for somewhat obscure reasons was not held in such high esteem by his wife, Queen Alexandra. But I digress. This famous patronage from His Nibs gave the Club its 'Royal' identity and it appears from assiduous study of the booklet I was given, that the King was consulted at some length on the design for a suitable badge. The eventual sketch to receive the Royal Assent had two faces. This was for no other reason except it could be reversed vertically as location and opportunity allowed. The obverse had a disc in the centre showing the head of the King - as on a coin, while the reverse had a similar disc of the Union Flag.

There was a very sound reason for this dual-faced design and I commend the Badge Committee of The Royal Automobile Club for such foresight. When using a car "in the United Kingdom and the Dominions of the (now former) British Empire," the member was required to ensure the head of the King's Majesty faced forwards. This was done so that approaching cars could immediately screech to a halt, for their occupants to emerge and offer a discreet bow or bob a quick curtsy as the car bearing the King's image passed by on the other side. At least, that was the idea - though I greatly doubt it ever happened. However, when driving in 'foreign' countries, the member was again requested to ensure at all times the badge was reversed so the Union Flag faced forwards. This also served to remind the occupants behind the screen, that the image of the man facing them still ruled the greatest Empire on the planet and no matter what the locals did, one always dressed for Dinner.



*continued p 24*

## Guidelines For Badge Bars - continued

There was another more subtle reason as well. It was assumed an Automobilst (who was only ever male) would inevitably find himself motoring in a foreign country and a prime concern seemed to centre on the possibility of the car being driven in Germany. In such an eventuality, the unacceptable risk was the image of the King might be mistaken by some hapless yokel as that of Kaiser Wilhelm - and that would never do! The fact both men were closely related as uncle and nephew with facial similarities is irrelevant - the badge position had to be FFFF - Flag Forwards For Foreigners! Moreover, in countries that had had what they felt was the foresight to guillotine or shoot their royal families and adopt republic status, the image of a hereditary ruler sometimes had unfortunate outcomes. Certain left-wing inhabitants had already demonstrated their disdain for Royalty and were inclined to spit on what they saw - and that would certainly never do!

But back to my correspondent and his TR250. Six badges? Absolutely not! He really ought not to have more than three at the very most. Two would be better and one on its own would be ideal. But which badge? A motoring club, even if it does have to be Road Rescue oriented, is of paramount importance. This enables road rescue personnel to immediately recognise you and offer the customary servile and grovelling salute as you pass, to which the merest nod of acknowledgement is a more than adequate gesture in return. Your own preferred local car club is a just acceptable second choice - providing "it is a club of substance and suitable prestige." A badge belonging to The Coventry Dynamo and Starter Motor Appreciation Society would not be acceptable and other badges along the lines of the county where you live, your family coat of arms, abstract Scottish tartans and others of that ilk are absolutely outside the pale.

Some years ago, I studied a badge bar on a newish Rolls-Royce and this told me all I needed to know about the owner. Clearly, the Royce and its owner were not accustomed to the comforts, like a pair of old household slippers, of 'old money.' Many in the UK still harbour the view that Royces are truly at home in 'old money' surroundings and these noble horseless carriages should not be expected to endure anything less. This is an opinion to which I, as a stalwart, eccentric and utterly impoverished British subject doggedly adhere. If you are a 'new money' person, or let us say, the President of some upstart and bankrupt third world republic, a large Mercedes is really all you need and probably the zenith to which you should be encouraged to aspire. I'm fairly certain the owner of the Royce that happened to be under my gaze, had possibly made his fortune from some mere commercial enterprise such as designer clothing, computer technology or maybe it was just simple trade?



The badge bar on the Royce said it all - and it was one badge in isolation that enabled me to draw the conclusion its owner was not what the French charmingly refer to as 'notre milieu' - our class. It manifested itself in proclaiming the owner was a fully paid up member of The International Dog House Club. The emblem was that of a man crouched cowering at the entry to a dog kennel, alongside which was the image of



a woman beating him over the head with a frying pan! While the Royce's owner may have laboured under these daily travails, to publicly admit to such domestic difficulties through membership of such a body, clearly demonstrates an undeniable plebeian ancestry. Furthermore, to actually fit such a trophy in close proximity to the majesty of a Rolls-Royce radiator shell is sacrilege to that classic shape - let alone the rest of the car behind it!

So, if you have recently found yourself pondering the whys and wherefores of badge bars and what to mount on them, hopefully this little treatise will have either clarified things - or created even greater confusion. For my part, my car has only two badges. One is the Associate membership of the RAC with the Union Flag facing forwards at all times. As I said, I can't afford the annual dues to be a full member and display an effigy of King Edward VII or his successor, Her Majesty Queen Elizabeth. The other badge belonged to my late Father and is the Order of the Road. Membership of this club was only possible after you had continuously held a blemish-free driving licence for fifty years and in Dad's case, it was 52 years when he took out membership in 1970.



Looking at the badge bar itself, it's probably a very good thing I'm not a full member of The Royal Automobile Club with the image of a past or present Sovereign on display. The bar itself, isn't a genuine Standard-Triumph accessory and has humble origins that would make any judge obsessed with originality, shudder for the rest of his life. The central support is nothing more than a bathroom towel rail support with a short piece of the same rail on which the badges are mounted. Being made of heavy chrome, it polishes up superbly and I'm very proud of it. But wait a minute! Perhaps if I limit myself to the cheaper brands of spaghetti for a few months, I might just raise enough cash to apply for full membership of The Royal Automobile Club.

I'm sure the King (or Queen) would approve having their image on my badge bar and thereto, perhaps I might just succeed in claiming genuine authenticity of component origin. Could I, for example - and by the widest stretch of the imagination, claim my towel rail and its support was once in the King's bathroom? Indeed, could I further claim it once held the towel the King removed from it as Lily Langtry emerged from her bath - and before he gave her a good rub down? But of course! Definitely a nice bit of elitism to ensure I win the next Concours and the sort of provenance that is totally unprovable but so important to judges - especially those wearing a bowler hat, a Guards tie and who talk to you through clenched teeth. After all, it's all in the best British tradition.

©2002 John Macartney (standardtriumph@btinternet.com) for British Car Week (www.britishcarweek.org)



# Classified Ads – as of February 2012

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)

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## VEHICLES FOR SALE

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This rust free MGB has:

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**LOCATION:** Lethbridge.

Further details and pix are available upon email request.

**PRICE:** \$18,500.00 firm

**CONTACT:** Greg by [email](#)  
Phone 403-942-0404

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year in question?

Car is in A-1 shape and ready to drive

64,000 Kilometers

**PRICE:** \$18,000 obo

**CONTACT:** Rose Vas at 403-229-3211

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**1978 Triumph Spitfire 1500** last of the chrome bumpers, 2nd owner!! excellent condition (no rust). Odometer shows 66 K (km). Rebuilt 1500 cc engine with lots of upgrades, including nicely dialled in Weber carburettor. New top with tinted windows. Roll bar. Electric overdrive transmission. Repainted. Excellent rubber. Lots of new and upgraded parts. Very nice Alpine stereo with amplifier included. Includes lots of spare parts. **Asking \$9500**

**1980 Triumph Spitfire** excellent condition survivor car. Odometer shows 12K (km). This car has not been hit or otherwise damaged in any way since it was new. Includes nicely dialled in Weber carburettor (have original manifold and carb if you're interested). Top in fair condition, includes tonneau cover. **Asking \$7500**

**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 \$9000**

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[ED: TWO CHANCES TO CELEBRATE THE SPITTIES 50TH!!!

## 1980 Porsche 924 (Nov11)

- No rust
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- All service records available

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**1967 MGB GT** (Oct 11)

British racing green, wire wheels, overdrive, 64,000 miles.

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**PRICE:** \$12,500.00

**CONTACT:** Bill Wertzler by [email](#) or phone: 403-245-1603



**ED: ANOTHER ONE FOR THE 2012 FESTIVITIES**

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**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](#)

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**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



**ED: COMPLETING THE TRIFECTA, THERE IS NO EXCUSE FOR NOT BEING ABLE TO PARTAKE IN THE 50TH ANNIVERSARY EVENTS.**

## VEHICLES WANTED

### Triumph GT6 Wanted (Jan12)

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, phone 403-505-8873 or [email](#)

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## PARTS FOR SALE

### Spitfire rolling chassis (Jan12)

Spitfire rolling chassis, motor, 4speed tranny, and rear end.

**LOCATION:** Cranbrook BC.

**PRICE:** ASKING \$600. obo.

**CONTACT:** Dave Haine at 250-489-3676 or [email](#)



**ED: PAY HOMAGE TO 50 YEARS OF SPITFIRE!!**

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### 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](#)

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### Minilte Style Wheels (Oct11)

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:** Selling for \$200.00 obo for the whole set.

**CONTACT:** Steve Crosby at 403-238-1075 or [email](#)



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## 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:** Selling for \$300.00 obo for the whole set.

**CONTACT:** Steve Crosby at 403-238-1075 or [email](#)



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## 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:** Selling for \$45.00 obo for all three.

**CONTACT:** Steve Crosby at 403-238-1075 or [email](#)



## 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.

**CONTACT:** Please [email](#) Bob



**DUES ARE DUE  
DUES ARE DUE**

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



#### 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



# OOOT AND ABOOOT – ME .....

(an introduction to members of the VSCCC)

**Frank Raffin** is a newer member to the VSCCC. Like any good member he wants to start some debate and stir the pot a tad. He prepared a list referred to as **Franks Fabulous Fourteen**, stating (in his humble opinion) 14 of the great vehicles in automobile history. Frank is in Calgary and owns a 1959 MGA, 1959 Austin-Healey Sprite and a 1987 Porsche 911. **[ED: Lucky he owns one of the listed cars ... or else!!]**

As an introduction, Frank provides this statement: "Lists are contentious by their very nature but nonetheless I wanted to present my list of fourteen great vehicles with a brief note on their pedigree. So in no particular order here they are." **[ED: VSCCC, your top models ARE?]**

## Bugatti Atlantic 1938.

Style, savior faire, panache and engineers: Ettore Bugatti had them all. Crafted like fine timepieces - from the engine (an art deco masterpiece) through every aspect of the cars. The



Atlantic was designed by Ettore's artistic son Jean. Every Bugatti has a level of attention to materials and details surpassing anything automotive that France, and maybe the world, has produced.

**Ferrari 250 GT Pininfarina 1959.** Possibly the most beautiful creature to ever roll on Pirellis. If you can look at a Ferrari V-12 without awe then you shouldn't be reading this. Colombo, Lampredi, inside plug, outside plug, single carb or a stack of Webers - the Ferrari V12 is what made Ferrari.



**Porsche 911 1966-89.** Superior to its predecessor the 356, the 911 was successful both on and off the track. It is safe to say that the classic 911 platform catapulted Porsche to its prestige status today.

**Mercedes Benz 180/190 1953-62.** Staid as a German doctor, solid as a beer stein and as reliable as.....well as a Mercedes. These simple autos spread out across the globe. In both diesel and gas versions they could be found from Bombay to Cairo, from California to Mount Royal. They made the fabulous 300 SL possible and didn't rely on overly complex electrical systems.

**Austin 7.** Like the 'T', the Austin 7 mobilized an entire nation between wars. Unlike the 'T', but like the Fiat 600, the Austin gave birth to all sorts of sporting derivatives to nations that were hungry for racing. If it wasn't for the Austin 7, Sir Lyons' Jaguars may not be prowling our streets today.

**Morris (Austin) Mini 1959-2000.** The Mini is one of the greatest automotive innovations. Prior to sinking into bitter bickering, isolationism and unionization England devised the unipack front wheel drive power train - a traverse mounted engine, transmission and final drive all in one component. By dropping the car onto it (as opposed to the engine and transmission into the car) Austin revolutionized auto assembly. Honda perfected and popularized this engineering feat, but every front wheel drive car owes a nod to the Mini. The Mini was practical, highly tunable, fast, agile and a smashing success on the rally circuits.



**VW Beetle.** Rugged, cost effective and easy to maintain the VW Beetle is the cornerstone of two automotive giants and it lasted for over 50 years in its basic form.

**Honda Civic.** 40 years on, the Civic has become a mainstay of suburbia and a bastion of reliability. Originally offered with a 1200 cc engine it outgrew itself and has become a favorite in the tuner world. It's the car the Datsun 510 should have become.

**Model T.** The T forced many other manufactures to build reliable and cheap transportation. It literally moved an entire nation (and its produce) off the farm, forging roads for others to follow. Henry Ford didn't invent the assembly line but he sure put it to good use.

**Mustang 1965-** Since its origins as a re-bodied Ford Falcon no other car has paralleled the roller coaster that Detroit has been riding for the last 50 years. From highly popular to dark days as the Mustang II (remember the Mustang II Ghia) to again being a popular powerhouse. Like its rival, the Corvette, it offers performance for the money. Unlike the Corvette, Mustang ownership is not tainted with the "exposed silver haired chest, heavy gold chain image" and has retained a youthful and widespread fan base. Even without Shelby or McQueen, the Mustang would still be a success story.

**Chevy Impala SS 1963.** Like the Ferrari 250 this car is about the engine - the small block V8. Over 90 million small blocks were made from 1955 - 2003, enough to give every man, woman, and child in Canada three engines each. Big blocks, hemis, and wedges have the big numbers but a 327 in a Corvette, Nova or Malibu and it's magic. I'll take mine in a '63 Impala SS, 4 speed coupe.

**Ford F-Series.** Ok, its not a car. But it is one of the most popular vehicles in the world with over half a million sold every year. Cash cows like this make bailouts unnecessary and cars like the Mustang possible.



**Jeep Cherokee.** **[ED: Again, not car]** I tip my hat to you if you're still with me. The Cherokee defined the SUV craze in the '80's. Its straight six engine was bullet proof, as was its lever actuated transfer case. Back then Jeep was more Jeep than SUV. Like the Caravan it changed the driveways of North America by fulfilling its designed intent and capturing its intended market.

**Dodge Caravan, 1984 -.** **[ED: There is a non car theme.]** The Caravan invented its own class. Roomier than a European apartment it was a hell of a lot vehicle for the money. Other manufacturers rushed to join the mini-van concept, forever altering the landscape of our highways. Fabulous - NOT! But you can fit a lot of car parts in to it!!

# THE BOOT

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

2012 is the 50th anniversary of the Triumph Spitfire. Whilst perusing the Triumph Experience Forum ([www.triumphexperience.com](http://www.triumphexperience.com)) I noticed an advert for a 50th Anniversary decal. Copy of the image as well as ordering information as listed below (Thanks Joe, and good luck with the sales).

Static cling decals (inside of glass placement). 4" wide by 2.25" high. \$ 5.00 (USD) each.

Adhesive backed decal (typical exterior placement). 3 sizes available

11 5/8" x 6 6/16" \$ 25.00 (USD)

10 1/8" x 5 5/8" \$ 22.50 (USD)

6.5" x 3.75" \$ 12.00 (USD)

Contact by email address or at the address below.

Joe Curry

1707 W. Placita Del Zocalo

Sahuarita, AZ 85629

E: [spitlist@cox.net](mailto:spitlist@cox.net)



In February 2011 I spied an advert on the UK eBay that got me to thinking about a conversation that Colin and I had in July 2010 just before the ECCM of that year. Colin and Gerry had been kind enough to offer me a bed for the night between the Rev Up Party and the ECCM. Since I was driving a Triumph, Colin made it quite clear that Triumphs are to be parked outside whilst Austin Healey's are to remain safely tucked in doors.

In Colin's words, he was concerned about the possibility of a 'bastard step child' resulting if the Healey and the Triumph started making 'frog eyes' at each other. Remembering that story, I had to share this listing with Colin. Some of the highlights of the listing are included.



**WANT TO BE DIFFERENT??....**

**WANT A CLASSIC CAR THATS ALSO 4X4??....**

**WELL YOU ARE LOOKING AT IT**

**REGISTERED AS RANGEROVER**

**RANGEROVER CHASSIS AND RUNNING GEAR**

**CHALLENGER E TYPE FIBREGLOSS BODY SHELL FITTED**

**3.5 V8 WITH CARBS, K&N FILTERS,**

**TOW BAR,**

**FRONT AND REAR BULL BARS,**

**SOFT AND HARD TOPS**

**WAS BLACK, RESPRAYED RED FOR MAXIMUM IMPACT!**

**GETS ATTENTION WHERE EVER IT GOES**

**NO IDIOTS OR TIMEWASTERS PLEASE**

**YOU MAKE AN OFFER AND ITS ACCEPTED**

**YOU OWN IT NO EXCUSES**

**I DO HAVE 2 CHROME TAILPIPES AS NORMAL E TYPES**

After viewing the listing, Colin replied (in his own subtle manner):

*"Like any abortion it should be placed in a bucket and buried in a deep hole. I suppose it could yield some useful parts but I wouldn't be seen dead driving it!"*

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

ED: The VSCCC will sorely miss his perspective.