

The image shows the front cover of a newsletter titled "the OILY RAG". The title is in a large, bold, black serif font at the top. Below it, in a smaller red sans-serif font, is the subtitle "The Newsletter of the Vintage Sports Car Club of Calgary". The main visual is a photograph of a brass-colored metal trunk lid from a vintage car, densely decorated with various automotive-themed pins and badges. These include several Mercedes-Benz logos (three-pointed stars in circles), a circular badge for the "VINTAGE SPORTS CAR CLUB OF CALGARY" featuring a mountain range and a winding road, a rectangular badge for "OSTSEE-NORDSEE-FAHRT 1958" with a seagull, a circular badge for "HOHENLOHER ADAC-BURGEN-UND SCHLOSSERFAHRT" showing a motorcycle and a car, a circular badge for "THE INSTITUTE OF JOURNALISTS", and many others. A small, dark, feathery object is also attached to the center of the trunk lid. In the bottom left corner, there is a grey box containing white text listing the contents of the issue. In the bottom right corner, the volume and date are printed.

the OILY RAG

The Newsletter of the Vintage Sports Car Club of Calgary

This issue:

2012 Garage Tour

Chocolaty Treats

European Classic Car Meet

The Ultimate Transformer

VSCCC member's Spitfires

Volume 2012.03 May 2012

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Volume 2012.03 May 2012

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CAR COVERS

This month's Car Cover features a vintage Mercedes Benz radiator and grill. This was spotted during the Garage Tour's visit to the Stephen Ross collection. Stephen has an awesome collection housed in one of those facilities that most of us can only dream about. It was tough to return to the double car garage after that. *sigh*



Amongst them was another classic Mercedes grill. **WOW!**
It looks grand in comparison to the grills on the modern Mercs.



As a driver and a tourer it is great to witness old car badges. The badges affixed to this grill definitely convey that the vehicle and the driver experienced some great adventures over the years.

As your Editor, and a writer, I love the IOJ badge in the lower left of the grill. I wonder if the former owner was a famous member of the profession. Perhaps Mr. Ross can enlighten us on the car's history.

Equally as impressive was the Club turnout, along with the weather. Special thanks to all of our hosts, and to all of you for making this tour a wonderful experience. Good on ya VSCCC!

**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 20th 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

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 - lately it has been Calibri. Headlines are 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.

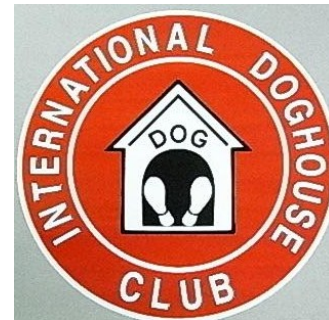
Classified Section Advertising is accepted, subject to space provisions. Classified advertising is free to members. Non-members are charged \$5.00 per ad. Adverts run for up to two issues. Items may be mailed or emailed to the Editor.

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



THE DOG HOUSE

*Easter was the time for treats
Here's some fascinating art
That are really quite sweet.*



The slowest (and tastiest) Ferrari's of all time



Ferrari sweetened their Formula One programme with a chocolate race car.

"The project started just for fun," said Luigi Liberti, president of the Scuderia Ferrari Club Napoli explaining that the project stated as a small scale replica of the F2008. Enthusiasm from the Club Pasticceri Italiani resulted in the life-sized model pictured.

Imported chocolate from Belgium was used for the full size version. 2000 kg of chocolate was used, which is more than three times the weight of the racing version of the F2008. **ED: This will not make Ferrari more competitive in F1!! Their engineers will not want the drivers snarfling this one down.**

Even the red coating is edible. . The car was displayed at a Ferrari owners' party. For just under \$20 000 you can have the exact same thing! **ED: That's less than 10 % of the price of a new F458.**

Too much Ferrari red? Check out Cadbury's offering.

In 48 hours Cadbury created this beauty out of 300 kg of chocolate (1/2 the weight of an F1 car)

Love the wooden chassis, but wonder if it would flex too much at Silverstone? The suspension also looks quite suspect.

Check out the YouTube video: <http://www.youtube.com/watch?v=8g5DTVap8IY>



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.

EDITORIAL

Where did the time go?

Consulting the calendar whilst wrapping up the March edition showed that May was a long ways away. Not so, as I find that I am once again throttling through the hairpins trying to make up lost ground.

It is supposedly spring now, but here in the south east it is hard to tell. This year, winter did not rear its ugly head too much. Maybe a few days of snow, and less than a month total where snow was on the ground.

I took full advantage of the situation by ensuring that either the GT6 or the 911SC was 'ooot and aboot'. There was a stretch of 8 weeks between January and March that I got one of the cars out for a good drive every week on snow and grit free roads!!

This of course postponed completion of various other chores (like the flooring I started in late 2010, and is still at 80% complete).

So now I find myself in front of the computer on a sunny Saturday afternoon scrambling to put together this issue of *the Rag* and trying to sound clever.

I collect cars just a bit less than I collect animals. The garage is full so I can not add more cars to the herd. But the house has plenty o' room in which to house my feathered and furred friends.



Early April saw me welcome a new addition to the herd as I "agreed" to house a Green-Cheeked Conure (a parrot). Chicken Hawk be the little beasties name, as it has no fear, despite being the size of a sparrow.

This has been quite the experience for James Bond (my African Grey). He does not take kindly to having **his** house and routine disrupted, unless it is of **his** choosing. And Mr. Bond is a wuss, despite being pigeon sized. My world is slowly getting sorted, just in time for the real driving season.



Seat time in a vintage sports cars is awesome. But there is also the maintenance work to ensure quality seat time.



Rebuilding the rear suspension of the GT6 was the major winter project. Having never undertaken a project of this type I was scared, but ended up very happy with the result. Like the paint?

After working on the rear, I turned my attention to the front end. I purchased a wooden steering wheel on the UK eBay. Fairly straight forward to strip the old finish, fill the cracks and stain / varnish. Was hesitant at the installation of the wheel as again it was something beyond my historic skill set.

Installation was far easier than expected and it looks great. Functionality, however is not as great, as the dish on the new wheel is 1 inch less than on the old. When turning, those behind get an assortment of indicator lights, while those ahead get the full range of dipping of the lights as my hands are always hitting one or the other of the indicator stalks. Now looking for a 2 1/2 inch dish wood wheel, or simply relearning to steer in corners.



Not neglecting the Porsche I replaced the alternator and the battery in the 911SC. Fortunately, the Mercedes only needed an oil change.

Now with the work done, its time for road trips. End of April is the Garage Tour. June is a car show in Castlegar prior to Brits Best in Radium. In July I hope to venture to the island for Brits by the Beach in Ladysmith afore returning to Alberta for the ECCM. Happy Trails to all.

John Bulmer, Editor

TOOL CHEST

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

June	16	VSCCC Cruise
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



OTHER EVENTS

Contact the sponsoring organization for more details

May	4-5	Red Deer Swap Meet and SVAA Meeting
	19	All British Field Meet - Vancouver (www.westerndriver.com)
	25 - 27	Okotoks Collector Car Auction (www.okotokscarauction.com)
	26	Start of British Car Week (www.britishcarweek.org)
	27	MG Club BBQ and Safety Inspection (www.calgarymgclub.org)
June	08 - 10	Electric Garage Car Auction - Calgary (www.theelectricgarage.com/auctions/)
	08 - 10	BritsBest - Radium (www.calgarymgclub.org)
	09 - 10	Reynolds Museum Ultimate Car Show (http://history.alberta.ca/reynolds/)
August	3 - 4	All Triumph Drive In (www.portlandtriumph.org)

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	members.shaw.ca/calgarycc
Auto Events	www.autoevents.ca
Specialty Vehicle Association of Alberta - Events	www.svaalberta.com

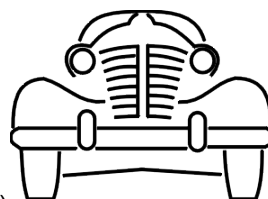
CLOSE PROXIMITY CAR SHOWS

May	June		July
12 - Didsbury	02 - Three Hills	17 - Canmore	01 - Prostrate Fundraiser (Calgary)
26 - Airdrie	03 - Okotoks	17 - Crossfield	01 - East Village (Calgary)
26 - Drumheller	09 - Beiseker	23 - Lake Bonavista (Calgary)	01 - Granum
27 - Red Deer Costco	15-17 - Banff Run	23 - Al Azhar Shriners (Calgary)	01 - Golden BC
	16 - Capitol Hill (Calgary)	23 - Carsland	07 - Picture Butte
	16 - Olds	30 - Rosemary	14 - Sylvan Lake



Do you know
of other
events ?

Send details to
the Editor.



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

European Classic Car Meet

REV UP Party: Friday July 20, 2012

ECCM: Saturday July 21, 2012

Stanley Park

Details and
Registration
Information:

www.vscce.ca



Saluting 50 years of the MGB



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mheibei@legendsinsurance.com

YOUR VSCCC EXECUTIVE

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Club Regalia	Rene Blei	403.932.5801	blei.rene@gmail.com
Honorary Member	Gerry Martindale	403.251.4070	colin.gerry@shaw.ca

Our Thanks to...

The Austrian-Canadian Cultural Centre
For hosting our Executive and General meetings.

DRIVER'S EXAM

What is up with the floating widget in a beer can?

This is something that has been bothering some of us for a while.

The widget is a hollow sphere placed in the can prior to filling. Before sealing the can, liquid nitrogen is added. The nitrogen evaporates after the can is sealed. This causes an increase in pressure, forcing gas and beer into the widget through tiny holes.

Opening the can causes the pressure to drop suddenly, making the gas inside the widget jet out through the holes. The holes in the widget are angled slightly, making the widget spin inside the can to create a creamy head when poured.

Guinness came up with the widget idea in 1989 and the floating widget in 1997. Other companies have followed suit.

Isn't science wonderful.

This now, is no longer a bother to some of us.





Vintage Sports Car Club of Calgary

Invites You to Sponsor the

2012 EUROPEAN CLASSIC CAR MEET

Saturday July 21st 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 weather cleared enough for another successful Garage Tour.

We owe a special thanks to Malcolm Mann at Auto-Mann, Stephen Ross, Tom Scully, our VP Joe Kuenzel and his partner Joni plus organizer Sylvia Heikamp. It was a perfect crisp spring day for a tour of some great facilities.

We started with early coffee and donuts (thank-you Sylvia) at Auto-Mann then on to view Stephen Ross's superb collection of high end European cars, finally across town to Tom Scully's home and a view of his great British collection. The evening was topped by Joe and Joni who open their home and put on a fine BBQ with all the trimmings.

Thank you all so much for your efforts. I won't carry on as I'm sure there will be photos and an article further in this publication.

Going forward the next big hurdle is the European Classic Car Meet 2012. Online registration will soon be available along with details for the Rev Up Party. This year we salute the MGB. I know we can count on the membership for volunteers to help make the show a seamless celebration of the European Auto.

Returning from Joe and Joni's on Saturday night I was "Blinded By The Light" by an alarming number of vehicles. [ED: First thought - red and blue. Second thought - ELO.] It seems that some drivers like to see where they're going even if no one else can see where they've been. They refuse to turn off their brights and fogs for

oncoming traffic, temporarily blinding those of us who sit a little lower to the ground. Why do so many people drive around with their fog lights on - all the time? Be considerate, and safe, turn the brights and fogs off when other vehicles are approaching, or when you are bearing down on the car up ahead. The new lighting technology is producing brighter more dazzling light to oncoming traffic. [ED: Mr. Lucas tried to avoid this technology, and we complained. So there.] Please check your headlamp aiming and spare us from temporary blindness! Headlights should be aligned to shine on the road rather than in the eyes of oncoming drivers.

If you are following the build of my TR3A you may be interested to know that the motor has returned from the machinist and will shortly join company with the OD transmission and the rest of the body and frame. It likely won't make Van Dusen this year but should be on the road this summer. My TR6 has been sold at a reasonable price. It's nice to see that the TR6 has regained its status as a popular, affordable, sporting travel machine.

And as a reminder, volunteers will be needed to help with the preparation and running of the ECCM. Please step up and help make the show a smooth success.

Steve Crosby

VSCC President

April 29 2012

Auto-Mann
British Sports Car Specialists
TVR MG Jaguar Triumph
Malcolm Mann
www.auto-mann.ca
403.243.9556
malcolmmann@shaw.ca
See reverse for address and map

OUR NEWEST ADVERTISER

(Want to advertise too? Check out Page 3)

Malcolm Mann has been involved with the repair of the LBC for nearly 50 years, dating back to his Scottish homeland. A chance encounter saw him move to Saskatoon in 1976 and only a few years later he joined the flood of 'immigrants' leaving Saskatchewan for the promised land of Alberta. Since setting up shop in Calgary, there have been a few different addresses for his expert services. You can find him now at 4528 Manilla Road SE for your TVR, Triumph, MG, Jaguar and the classic Mini - Cooper. Welcome aboard Auto-Mann.

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:

Rene Blei, Steve Crosby, Gary Beckstead, Jim Briggs, Daryl Shaw, Fred Griffiths along with Wikipedia, various and random internet web sites.

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 June 20th, 2012

IN THE LEFT DITCH

The Ultimate Transformer



ED: Take that Beemer fans, no LBC on this dolly!!! Altho the bike probably has more oomph than any LBC.



The "Retriever" is distributed by the Swedish based company [Coming Through](#).

Designed to squeeze in to hard to reach breakdown sites, the Retriever can be operated as a normal motorbike on the way to the recovery site and are therefore much more maneuverable through heavy traffic than a conventional tow truck. the tow unit can be easily deployed by one operator. The stricken vehicle can then be loaded on to the tow unit and towed to the designated destination.



The trailer has a 3 wheel design that isolates the bike from the weight of the car and allows the bike to corner naturally. The trailer is also fitted with its own brakes to assist with safe transport of the car and rider. The trailer is hydraulic powered and just needs to be fitted around the car and then raised before it is secured.

The Retriever is built to recover most types of passenger cars. Max towing capacity is estimated at 5500 pounds

The tow bikes are based on the Honda GL 1800 GoldWing.

[ED: hmmm, Rene's Gold Wing, Ron's welding, the Club's skilled members and voila, the VSCCC Recovery Rig!]



information and photographs borrowed from, [Coming Through](#), [www.hoax-slayer.com](#), [www.redferret.net](#) and Rene Blei

visit us on the web at [www.vsgcc.ca](#)

SPECIALTY VEHICLE ASSOCIATION OF ALBERTA

The SVAA is found on the Web at www.svaalberta.com.

At the 11 April 2012 VSCCC General Meeting, Peter MacFarlane provided an update on some of the SVAA activities. He advised that the SVAA endorses safety checks for all of our classic vehicles. Listings of safety checks are available on their website at

One safety check that VSCCC members may be interested in will be held on May 27. The Calgary MG Club will be having a BBQ and Safety Check. This is a great opportunity to get together with new and familiar faces as well as get your classic checked out prior to the summer driving season. Check out the MG Club site at www.calgarymgclub.org to get more information.

The SVAA also has a comprehensive and wide ranging list of events. These include Show and Shines, Cruises, Swap Meets and other related specialty / collector automobile related events. Check out the SVAA website [ED: In addition to the Events Calendar on Page 7 of the Oily Rag I might add.]



Prominently listed on the SVAA's home page is a link to Stolen Property Report. Peter advised all who are selling their cars to refrain from providing VINs over the telephone or via email. [ED: Hopefully the few reports listed on the home page are the result of fewer thefts.]

The SVAA's next meeting will be in Red Deer on 05 May. This will be held in conjunction with the Red Deer Swap Meet at Westerner Park. Impressive in that the Red Deer Swap Meet is hosting its 43rd annual meet. And good news for the VSCCC, our dues have been paid in full!!

ALL CLASSIC AUTO APPRAISALS (We also do motorcycles)

Our Appraisal includes (approx 12 pages):

- 1. One page type written summary describing your car and comparing it to like cars for sale or current book values (NADA Guides etc....)**
- 2. Comprehensive 3 page inspection form**
- 3. 8 colour photos**
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ROAD TRIPS

2012 VSCCC GARAGE TOUR

Saturday April 28 was the date and the turn out was great.

Undeterred by bouts of snow, rain and cold of previous tours, your VSCCC Executive schemed, plotted and conspired for months to organize the 2012 season opening event. Three dedicated club members were asked to throw open the barn doors, dust off their cherished steeds and welcome your Club.

Despite some cool and threatening skies [the snow stayed in Medicine Hat], a number of hardy souls ventured forth in the early morning hours.

First on the agenda was Auto-Mann where Malcolm opened his doors and showed off his facility. Being a wee chilly in the morning, the coffee and donuts were greatly appreciated by all. Sylvia was seen scurrying about looking for more cups!!

Being that the tour occurred at the cusp of the 2012 Driving Season, Auto-Mann's facilities was crowded, even without the hordes of onlookers. MG's, Mini's, and Triumph's filled the garage. A BMW Z3

looked a bit forlorn as it was the sole resident that did not speak English. **[ED: I will admit to feeling sorry for it.]**

Parked outside were more treasures of MG's and Triumph's, with a nice looking Austin Healey and even a Lotus Europa being spotted. It was a great way to 'start our engines' for the rest of the tour. **THANK YOU MALCOLM**



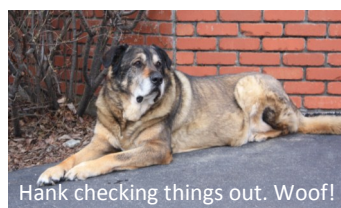
Down the road, up the lane and through a few hairpins, our group arrived at Stephen Ross' facility. WOW

After seeing the inner workings of a mechanics shop, our eyes were not quite ready to behold the site of gleaming European craftsmanship. But after some squinting and sorting of bearings, we dove in to sample the finery on display.

The 356, the Ferrari's, the exquisite Mercedes and the Fiat Abarth were too much for this humble writer to absorb. Am sure there were other cars present, but my fantasy quotient had been exceeded. **MR. ROSS, you are an inspiration. THANK YOU.**

Our third, and (sadly) final stop for the day was Tom Scully's garage on the west side of the city. A brilliant Sprite and a gorgeous Austin-Healey were outside waiting our arrival.

With blue skies and sunshine we whole heartedly enjoyed the camaraderie so associated with car enthusiasts. Being out of doors it was the perfect opportunity to poke, prod and inspect. It is true that one only needs to pop open a bonnet and a gathering of car enthusiasts will be sure to appear. **TOM, you welcomed us (MG's and all). THANK YOU**



Hank checking things out. Woof!

It was a grand day with good times and merriment had by all (well except that one trucker on Glenmore Trail).

On the pages that follow, some of the sights seen.





2012 Garage Tour

Thank you: Malcolm Mann, Stephen Ross, Tom Scully





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Life is a Journey

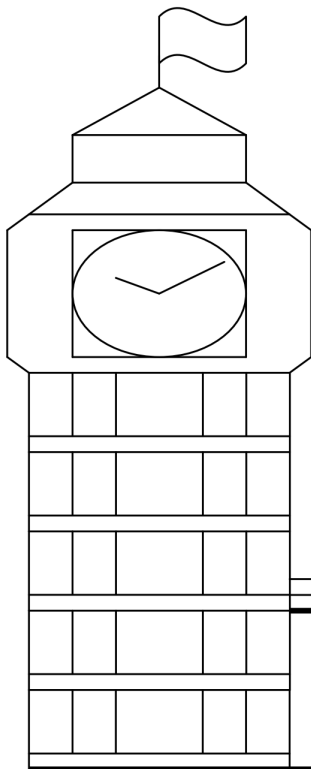
*Life is a Journey,
of learning and exploring
while traveling far;
in Land Rovers and Healeys,
on railroads and steam engines,
from London to Mongolia,
and China thrice more.*

*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

(Gary Beckstead went for a drive this weekend. He shared a link instead of agonizing over questions. Brilliant strategy)

Answers to March questions appear on Page 31.

The Spitfire Squadron shares some of the history of the Spitfire

(borrowed from www.triumphspitfire.com, the website of Spitfire & GT6 Magazine)

The Name

In the 1960's, the aircraft company Vickers / Supermarine wanted to use "Vanguard" for one of its passenger aircraft. In exchange they would allow Standard-Triumph to name a car after one of their aircraft. Guess which one?

The Spitfire's code name during development was "the bomb".

The German Luftwaffe's battle cry during WWII was "Achtung Spitfire"

The original Spitfire was to be called the Spitfire 4. It was changed to Mk1. The badges remained as the Spitfire 4.

The Design

Pop-up headlamps were considered on the Spitfire, and one mock-up was made, before it was rejected. A fiberglass body was also considered and rejected.

On original MkII's boot lids the "H" in TRIUMPH is not in line with the other letters, it is slightly higher.

The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.

The 'Rotoflex' rear suspension (GT6 Mk2 / GT6+ / Mk3) was considered for the Spitfire but rejected due to cost.

The six-cylinder engine was not fitted in the Spitfire because of fear it might siphon sales from the TR6.

Giovanni Michelotti was responsible for the corporate Triumph look of the 1970's which resulted in the restyled MkIV Spitfire. Less known is that he also was responsible for the original Spitfire's styling. The "M" which graces the bonnet latches is his signature.

The Sales

The 100,000th Spitfire came off the line Feb. 1968 (a MkIII).

Spitfires outsold MG Midgets every year of its production except one. On a related note, in 1974 British Leyland gave Midgets the Spitfire's 1500 engine.

A 1970's print advertisement featured a Spitfire car in front of a Spitfire airplane.

The ad was not successful. Most looked at the plane instead of the car.

In August 1980, an Inca Yellow last Spitfire rolled off the Canley assembly line. It would be the last one. This car is now parked in the British Heritage Museum.

Over 28 years, Triumph produced 314 332 Spitfires.

Famous Lineage

Actor **Nicolas Cage**'s first car was a Spitfire. "I had a Triumph Spitfire," says Cage. "It was a beautiful little roadster in a faded yellow. But it also needed a lot of work. I couldn't get it registered, so I would sit in my car in the garage and pretend I was driving to the beach with the sun in my face."

According to Feb 2001 "Q" Magazine, **Rod Stewart** said in the early 1960's it was his ambition to own a Triumph Spitfire.

Other Stuff

According to Hemmings Motor News, the Spitfire's 24 feet turning circle is the shortest of any production car built.

In 1965, Spitfires came first and second in class at Le Mans.

British iron rusts. Ironically the Spitfire's that are painted Russet (brown) seem to rust the least.

The first version of the Spitfire's 1500 engine was fitted to a 4WD drive vehicle for the Israeli Army in the late 60's.



Bits & Pieces

Another Ponzi scheme comes to an end.

[ED: The recent election?]

As you know, it is illegal to run a Ponzi scheme, unless you are Government.

Many Governments now tell us that the age of 65 to retire is no longer do-able for governments to start paying Old Age Pensions. I don't know where this pension thing came from, but no-doubt it appealed to the masses. However, 50-60 years ago, the world was far different then now.

The average age was quite a bit lower than now, many at 65 were worn out and the youth could find work to help pay for the needs of the retiring sector.

When we put a dollar's worth of gasoline in a car, we only get about 25 cents back to drive that car, 75 cents is wasted on energy loss, mainly in the form of heat loss.

It is no different with government. For almost 100 years they sold us Bonds and paid us interest until maturity. However, they paid us back with the same amount of dollars, but with far less buying power, and to top it of, they taxed us on that interest.

Greece has shown us where now many governments are heading. Thank God we live in a country richly blessed with an abundance of raw materials. That is one of the reasons why Canada is so much better off than most. Also, the ugly face of Capitalism, didn't do as much damage 4 years ago as it did in many other western countries.

What has this to do with our Vintage Car Hobby? Just have a look the For Sale section, not many are moving, and only at bargain prices.

The ladies within the Club have played vital rolls at numerous events and are always ready to step forward.

At the President's Dinner, your President Steve awarded Maria Paterson with this prestigious annual President's Award.

Sylvia as our Events coordinator has done an incredible job planning and organizing old and new events. We only have to think of the Sun Peaks weekend near Kamloops, which was a lot of fun for those who took part.

[ED: The 2012 Sun Peaks weekend is 21 - 24 September.]

Your Exec has decided to set aside one General Meeting, probably in the Fall, where the ladies will set the Agenda.

Let's wait and see what surprise the ladies come up with.

Fasten your seat belts !!

Quotes:

Light travels faster than sound.

that's why some people look bright, until you hear them speak.

To steal ideas from someone is plagiarism

To steal from many is research.

A bus station: where a bus stops

A train station: where a train stops.

My desk is a work station.

The last thing I want to do is to hurt you...

but it's still on my list.

Rene Past President

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



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SENIOR DRIVERS

Sitting on the side of the highway waiting to catch speeding drivers, a Police Officer sees a car pattering along at 22 km/h.

Says he to himself: "This driver is as dangerous as a speeder!"

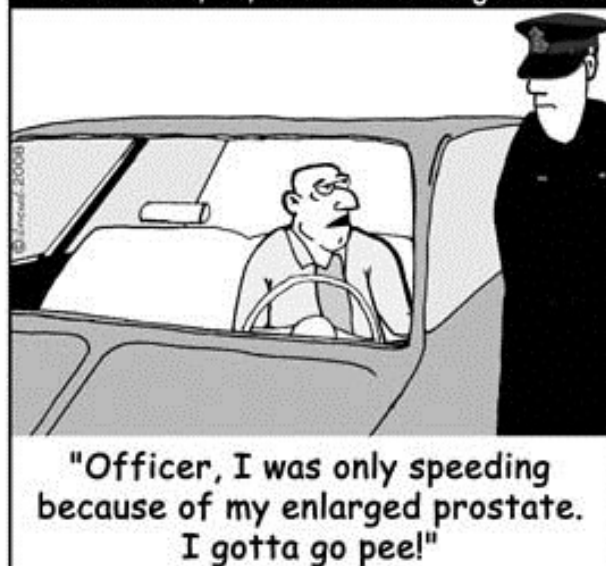
Pulling out, with lights flashing he stops the driver.

Approaching the car, he notices that there are five old ladies, two in the front seat and three in the back. The three in the back are wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

Past Expiry by Johnny Ancich 773

Ontario man, 85, sets street racing record.



www.PastExpiry.com

"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit - exactly twenty-two kilometers per hour!" the old woman says a bit proudly.

The Police officer, trying to contain a chuckle explains to her that 22 is the highway number, not the speed limit.

A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask...Is everyone in this car OK? These women seem awfully shaken, and they haven't made a peep this whole time."

"Oh, they'll be all right in a minute officer. We just got off Highway 189."



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IN THE RIGHT DITCH

Infamous Le Mans 1955 Austin-Healey 100S Prototype sells for £843,000

Motorsports has had plenty of dark days in its history, but few compare to the 1955 24 Hours of Le Mans. The race began with



Pierre Levegh behind the wheel of a Mercedes-Benz 300 SLR, Mike Hawthorn driving a Jaguar D-Type and Lance Macklin in an Austin-Healey 100S (the car also ran the 1953 Le Mans).

The Austin-Healey packed a 140-horsepower inline four-cylinder engine with a massive cam and dual carbs. Macklin was able to keep the vehicle in decent standing through the first stint, but eventually was being lapped by the quicker vehicles from Jaguar and Mercedes. The race was extremely fast, with lap records being repeatedly broken

On the pit straight at the end of Lap 35, Hawthorn had just passed the Austin-Healey when he noticed a pit signal to stop for fuel. With Jaguar's new disc brakes, the car slowed much more quickly than his drum brake equipped competitors. Attempting to miss the slowing Jaguar, Macklin hit his brakes and swerved across the centre of the track unaware that Levegh was rapidly approaching from behind.



With no time to react, Levegh's car made contact with the left rear of Macklin's car at nearly 150 mph. The aerodynamic design of the Austin-Healey featured a long, tapered rear. When Levegh hit the Austin-Healey his car became airborne.

Soaring towards the left it landed atop an earth embankment that separated spectators from the track. Somersaulting along the bank, the Mercedes disintegrated, spraying the crowd with debris.

Some accounts describe the flying bonnet as acting like a guillotine as it tore through the tightly packed spectators. The engine also broke free and

hurtled into the crowd, directly towards spectators who had climbed onto tables to get a better view of the race.

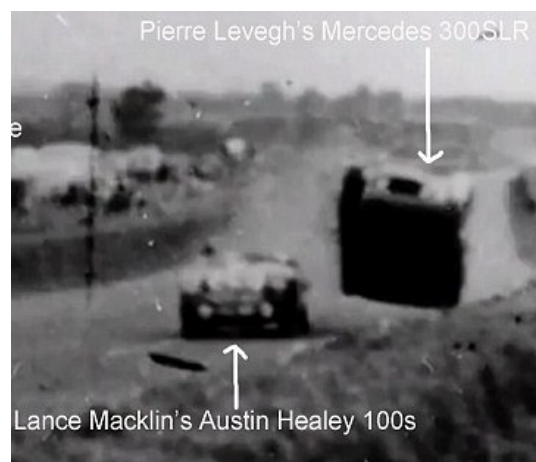
The rear-mounted fuel cell ruptured and the fuel ignited. The fire raised the temperature of the Mercedes magnesium alloy body past its ignition temperature and it burst into white-hot flames. Rescue workers, unfamiliar with magnesium's properties, poured water on the wreck greatly intensifying the fire. The car burned for hours.

Following the initial contact, Macklin's Austin-Healey veered right, hit the pit wall and bounced back to the left, crossing the track again and hit the bank near the now burning Mercedes. Macklin survived without serious injury.

As a result of the crash and fire, 84 individuals died. Among the dead was Pierre Levegh, the driver of the 300SLR. The crash prompted Mercedes to pull out of the race as well as an international revision of safety precautions at race tracks.

Following the accident, French authorities impounded Macklin's Austin-Healey. 18 months later it was released back to the Donald Healey Motor Company. It was repaired and sold in 1969 for the sum of £155.

The car remained unrestored in the new owner's barn for 42 years. On December 1, 2011 the vehicle went up for auction and sold for £843,000.



OOOT AND ABOOOT – ME

(an introduction to members of the VSCCC)

Writing from Houston, Daryl Shaw relates his story of Spitfire ownership.

I had two Spitfires for the last several years. I've always been attracted to the Triumph Spitfire and remember seeing them as a kid and thinking that they were beautiful. The proportions, lines, and symmetry are just right - one of the prettiest cars on the road. They are not the fastest cars on the planet, but they sure are a lot of fun to drive.

My wife and I purchased our first Spitfire (a 1978 model) in 2005 from an eBay listing. The car was located in Calgary, so I was lucky to be able to inspect and test drive it before bidding.



The seller was the original owner and had purchased the car in Montreal. She had the dealer substitute a roll bar for the trunk mounted luggage rack. She also purchased a hard-top which I got with the car. The car has completed several trips between Calgary and Montreal but the odometer reads many fewer miles than actually travelled as most trips were by train!

The car was in very good shape overall with no rust. However the paint job was horrid. The first thing I did was to strip it down and send it to MAACO for painting in a new color - 1992 Porsche metallic blue. This color well suited the Spitfire lines. The trim pieces covering the back fender seams were powder coated black. Once back from the body shop and fully reassembled it looked really good. For a 30 year old car it also ran reasonably well.

As I drove and got used to the car, I realized that the engine needed some work. I discovered that the timing chain was slapping inside the cover - and indication that it was stretched. I decided to strip the engine down and do a full rebuild. Many new parts were used, including an electronic ignition buried inside the distributor to maintain the stock look. I replaced the 4 speed transmission with an electronic overdrive model. I was very pleased with the results. It ran very well and was even more fun to drive.

I offered to let my wife drive it anytime she wanted. But, as she reminds me, she could never pry the keys out of my hands! On a VSCCC run we stopped at Chestermere for breakfast. While talking with the owner of a 1980 Spitfire who was also on the run, she discovered that the car was for sale. After a few weeks of thinking and negotiations, an agreement was reached. I still recall the day when my wife and I went for a drive together in one Spitfire and came home separately in two Spitfires!

The 1980 required very little work, but the stock Stromberg was swapped out for a Weber carb / manifold rig with a manual choke. Other than that it is absolutely original as far as I can tell, right down to the original hounds-tooth patterned interior. There is no rust anywhere on the car and no indication of any accident history. Even the original factory stripes are intact.

We completed a few runs with the VSCCC and were surprised with 'his and her Spitfire' towels color matched to our cars at one of the President's dinners.

The 1980 Spitfire has now been sold and we're actively looking for a new home for the 1978 model.

On a related note I also owned a 1960 Triumph Herald for about 11 years before finally selling it in 2011. **[ED: How is this related to the Spitfire?]** First, it is a member of the same illustrious marque **[ED: That would be Triumph for the MG owners]**. Second, the Herald is in many way the spiritual predecessor of the Spitfire. It was also designed by Michellotti and almost mechanically identical to the Spitfire. In fact, the Herald is bolt-compatible with most parts from a Spitfire (or more correctly, most Spitfire parts can be directly fitted onto a Triumph Herald). This makes sourcing parts for a Herald remarkably easy.

The picture at top show all three cars in front of Daryl's home in Calgary .

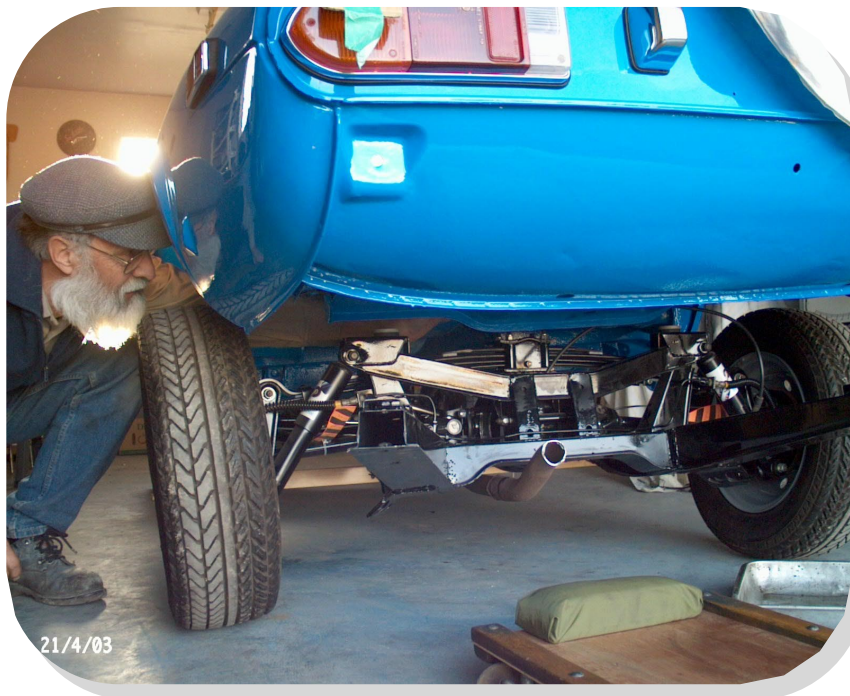
[ED: Thanks Daryl - as a proud GT6 owner, I will carry on the family lines for you!!]

OOOT AND ABOOOT – ME

(an introduction to members of the VSCCC)

Fred Griffiths relays the story (or is it stories?) associated with creating his gorgeous 1975 Spitfire.

Building a car was a dream I had had since I was about 9 years old – it only took 49 years to come true. This is my story as to how my dream came to fruition



In 1990 I found the chassis and body from a 1975 Spitfire that was located at Art's Wrecking Yard in Stockton, California. Riding on the back of a U-Haul trailer they arrived at my house. It was completely rust and dent free, but had no running gear, interior, convertible top or other necessary details. **[ED: Makes it rather tough to motor aboot!]**

Over the next 13 years I sourced a 1500cc engine and transmission (originally from a late MGB) from fellow VSCCC member Bob Coote. A differential was located at the now long defunct Parts Ranch in Okotoks. Wheels and other bits and pieces came from dozens of wrecking yards and suppliers around the country. The dash board and wiring loom I made from scratch.

Marrying the body to the chassis & running gear in my garage.

Body and paint work was done by myself and then VSCCC member Bob Coe.

Final assembly was completed in mid 2003 - just in time for that year's edition of the European Classic Car show in Stanley Park.

It won the best debuting restoration.

Still going strong we enjoy our time out on sunny summer days.

[ED: Thanks for sharing Fred, the car looks simply brilliant!! The upgrade I did to my GT6's suspension looks minor in comparison.]



On the show stand at the 2004 World of Wheels complete with the prestigious trophy from the 2003 ECCM.

Classified Ads – as of May 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

NOTES: The VSGCC accepts no responsibility for the following:
quality, quantity or condition of any item advertised.
errors or omissions of posted items.
potential purchasers using this list to contact vendors with any conditions.
Watch out for scams.

VEHICLES FOR SALE

1970 MORGAN 4\4 1600 GT Comp. (LHD) (Apr 12)

- 2 seater
- Serial # B2145
- Colour: Burgundy / Gray
- Mileage: 50,000 +/-
- Engine: Ford, 1600 "Kent", Crossflow (GT Spec.)
- Gearbox: Ford, 4 Speed
- 72 Spoke Wire Wheels



LOCATION: Okanagan Valley, B.C.

PRICE: ASKING \$19,500.00 (CDN)

CONTACT: Dave Gard via [email](#)

1971 Triumph TR6 (Apr12)

- Car has approx. 50,000 miles
- There's been a body off partial restoration
- Tires are new
- Car runs like new
- Car has been gone through and everything works

LOCATION: Manitoba

PRICE: ASKING \$16,500

CONTACT: Joe Hafner by [email](#)



They're going fast!!! 1 Triumph Spitfire and a Porsche 914 left!!

(Apr12)

I'm moving and don't want to move my cars...make me an offer!

1980 Triumph Spitfire excellent condition survivor car (no rust or body damage anywhere, original interior). Odometer shows 12K (km). Includes nicely dialled in Weber carburettor (have original manifold and carb if you're interested). Top in fair condition, includes tonneau cover. **Asking \$7000**

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**

Always garaged, our beauties are looking for a new home(s)....

CONTACT: Please call Daryl Shaw at (403) 239-9118 or [email](#)



1966 Jaguar Mk 2 (Mar12)

3.8 L, auto. Recently restored.

- 3.8L straight 6
- 117,000km
- Automatic Transmission, RWD
- \$35,000 of recent restoration work (mechanical, body, paint, upholstery).
- Brilliant shape, gorgeous car, rarely used & moving soon.

My dad has asked my brother and I to list the car in Manitoba and Alberta.

LOCATION: Manitoba

PRICE: ASKING \$40,500

CONTACT: Owen by [email](#)



1979 MG Midget (Jan12)

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



Sorry, no photo available..

1982 Morgan +8 (Mar12)

1982 3.5L Rover V8. All alloy car (except the cowl, which is always steel). Originally a RHD in Brunswick Green, it was imported to Canada by the previous owner and purchased by present owner in 2002.

Original Stromberg carbs removed and an Edelbrock 4-Barrel installed with a new inlet manifold, larger fuel lines, distributor and HT leads. In 2007, at approximately 48000 miles, the car had a complete body restoration, with 4 new alloy wings, a conversion to LHD, polished wood dash, stereo system, new wiring harness, refurbishing of the seats, new Gemmer steering box, new windshield, headlights, wing mirrors, chrome trim, rebuilt radiator, new hoses , etc., 5 new tires. Body repainted in (then) new Morgan colours - Blue and Shark Silver. Car transported to Calgary in September 2011.

Mileage today is 50771.

All work and services professionally carried out by Martin and Steve Beer in Bolton, Ontario (905 857 3210).

I have the original Malvern Bill of sale and most receipts.

Car won 2nd place (to Martin Beer's +8) at the Washington DC Concours event in July 2008.

Stored in a heated garage in Calgary and available for inspection any time (winter weather permitting!)

LOCATION: Calgary

PRICE: \$55,000 OBO

CONTACT: Rod Wilkinson by [email](#) or phone: 403 629 5354



1970 MGB (split rear bumper) (Feb12)

Fully restored, well-sorted, red 1970 MGB (split rear bumper) with OD. A real beauty.

This rust free MGB has:

electric overdrive; five 72-spoke wire wheels; new knock offs; chrome plated, machine polished rims and shells; chrome plated stainless steel spokes and nipples, silicone sealed; new knockoff hammer and multi-ply wooden wrench; rust-proofed underbody and wheel wells; new Tourist Trophy ("TT") wooden steering wheel; excellent paint; completely detailed engine and engine bay; spare MGB engine (there is an issue here – please inquire); new radiator; all new hoses; alloy valve cover; Weber DCOE manifold kit and two dual 45DCOE carbs, with inline fuel rail gauge, ram pipes, mesh filters and stainless steel heatshield; new clutch; new gas tank and sending unit; TT stainless steel sport exhaust; Spax gas shocks and conversion kit in rear; 4 horn train air horn, air tank and compressor in trunk; cross-drilled and slotted rotors on the front; rear calipers detailed; good, original chrome on bumpers and luggage rack; tripod headlamps; TT chrome badge and lamp bar; two Lucas 500 series fog lamps; engine boost gauge; new oil pump, pressure valve and spring; new Clarion stereo with navigation, motorized flip out 7" screen, DVD/CD player; etc., etc.

Further details and pix are available upon email request.

LOCATION: Lethbridge.

PRICE: \$18,500.00 firm

CONTACT: Greg by [email](#) or phone 403.942.0404



VEHICLES WANTED

1991 Porsche (964) Carrera Targa (Mar 12)

C2S or C4 preferred

Guards red, leather interior, 5 speed manual

Less than 60K miles

Service/repair/maintenance records

CONTACT: Dale Ducommun at R: 604-944-4688, C: 604-313-2868, or [email](#)

PARTS FOR SALE

Spitfire Parts (Apr12)

Spitfire frame, doors, bonnets, trunk lids, window glass, hood frames, differentials, suspension parts for MK 3, MK IV and 1500

PRICE: Make an offer.

CONTACT: Fred via [email](#)

Leather Bound Steering Wheel (April 12)

Leather bound steering wheel in great condition. Mountney GT of Great Britain. 13" in size. Attaches via 6 bolt holes 4" apart. Inner diameter 3 and a half inches.

PRICE: ASKING \$150.00.

CONTACT: Mike Coe at 403.281.0363 or [email](#)

S.U. carburettors - HS6 model (Feb12)

- They will fit an A/H or perhaps a Volvo
- I bought them on eBay thinking they would fit my TR6 but not so, so if you own a Triumph they will not work
- Both have been bead blasted and appear to be in good condition, I have no actual knowledge of their operation though
- This whole set up was used for only one season.....I have gone back to "originality"

PRICE: ASKING \$150.00 for the pair

CONTACT: Peter at 403.342.0211

Triple Weber Carbs and Cannon Manifold (Feb12)

- DCOE40 X 3
- Cannon intake manifold for webers, K& N filters for carbs and linkage for a 1976 TR6
- This is a high end set up....for well massaged motors
- This whole set up was used for only one season.....I have gone back to "originality"

PRICE: Reasonable offers

CONTACT: Peter at 403.342.0211

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](#)



TOOLS, MAGAZINES & MANUALS, STORAGE

Tinning Compound (Apr12)

Tinning Compound (~7lbs) with three lead bars left over from Project.

PRICE: \$ 25.00.

CONTACT: Greg M at 403.249.7761



XXL Insulated Double Garage (Mar 12)

CENTRAL, HUGE DOUBLE.

Best used for storage: clean, insulated, cement floor, with power, garage door opener, storage and shelving.

Great access to the Deer foot and downtown.

Available immediately.

LOCATION: Thorncliff

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What is ALFA an acronym for?

Anonima Lombarda Fabbrica Automobili (translation: Lombard Automobile Factory, Public Company)

Who was the "Romeo" in Alfa Romeo?

Neopolitan entrepreneur Nicola Romeo who converted the factory to produce military hardware for the war effort. In 1919 Romeo took complete control of ALFA and car production resumed. The name was changed to Alfa Romeo in 1920.

What Alfa Romeos were regarded by "Top Gear" as a "Cool Car"?

The Alfa 156 & the Alfa 147 & GTA

What Italian luxury fashion brand sponsored Alfa Romeo in Formula One racing?

Benetton Group entered Formula One as a sponsor of Tyrrell in 1983. Benetton Formula Ltd. was formed at the end of 1985. Michael Schumacher won his first Drivers' Championships with the team and the team won their only Constructors' title in 1995.

What joint-venture brought together two British car makers in 1952?

Austin-Healey. Established by a 20 year joint-venture agreement between BMC and the Donald Healey Motor Company

Which Two miniature BMC/British Leyland sports cars were virtually identical?

The Austin-Healey Sprite came first, in 1958. In 1961, the MG Midget was born. The Midget was the more expensive of the two.

What are some of the cars that Innocenti produced under license from BMC?

Spyder (Sprite / Midget)

Innocenti Mini (Austin Mini)

What car did the character, Benjamin Braddock, drive in the 1967 movie, "The Graduate"?

A 1966 Alfa Romeo Spider 1600 also known as the Duetto.

What automobile company was the first to introduce variable valve timing in a production car?

Alfa Romeo.

What sports car from British Leyland was actually split into two entirely different models, very different in character?

The Triumph Spitfire/GT6. Loosely based on the Spitfire that competed at Le Mans, the humble four cylinder Spitfire was turned into the fire-breathing GT6. It was a six cylinder tire-singer that benefited from having a Triumph 2000 Saloon engine squeezed into its lightweight chassis. The GT6 is often referred to as the poor man's E-Type. [ED: And with this last Spitfire link, *the Oily Rag* closes its tribute to the Spitfire's 50th.]

VINTAGE SPORTS CAR CLUB OF CALGARY Membership Application



Full Name: _____ Spouse name (optional) _____

Address: _____ City: _____ Postal Code: _____

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

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

Sports Car(s) Owned:

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

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

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

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

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

Signature: _____ Date: _____

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

THE BOOT

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

Now that its Spring and you are experiencing the success of your winter efforts, perhaps its time to start looking forward to next winter and your next project.

Jim Briggs forwarded us the following email thread. If you're looking for an interesting Austin Healey project, this could be a good fit for you. It is not known whether 100% of the bits and bobs and pieces are included. The photos depict a good sampling of what is available. Contact information is provided to help you decide.

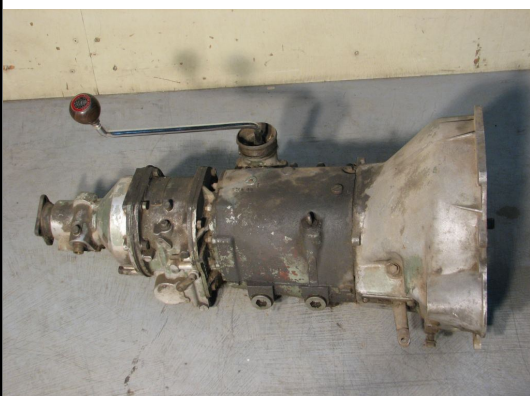
From what we gather, the blue (complete) Healey is presently not for sale.

Jim Writes:

This lady just lost her husband lately.

He was in the process of restoring a Mark II Austin-Healey. (If it is a Mk II it's an early one as it has the side shift transmission). The frame and chassis is done and finished in red but none of the mechanicals by the look of it.

Could we help her out by putting a note and a few pictures in the newsletter? There might be a club member who would be interested.



The original email to Jim:

Mr. Briggs:

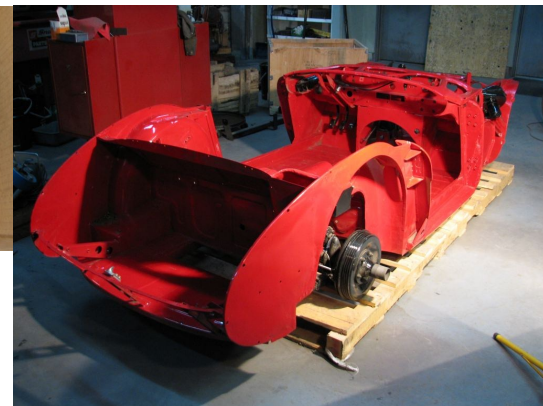
Here are some of the pictures of the Healey. I am unsure of selling the blue one yet. My memories are still too fresh. If anyone would like to drive to Red Deer to see the parts they can phone me and I can give them directions to my place. Thank you for considering putting this in your newsletter. I really did not know where to go with this.

I really do not know much about the cars as it was my husband's passion and although I often would go out to his shop to sit and talk to him while he worked I really did not pay attention to details.

Hopefully the pictures can tell you more about the car. My son took pictures as he gently moved all the parts into a container. Thank you again Mr. Briggs.

Eileen McKee
wemckee@shaw.ca
 403.347.0547

[ED: Looks like a great project. Any VSCC members up for the challenge?]



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