



the OILY RAG

The Newsletter of the Vintage Sports Car Club of Calgary

Volume 2012.04 July 2012



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CAR COVERS

The European Collector Car Meet occurs on July 21 at Stanley Park. This year's ECCM salutes the 50th anniversary of the MGB. Carrying on the theme, *the Oily Rag* also pays tribute to this automobile.

This month's cover photo was captured during the VSCCC's 2012 Garage Tour. Henri Lefebvre parked his 1971 MGB GT in this striking pose along the entrance to Tom Scully's residence. Mother Nature was suitably impressed and contributed the blue skies and even a hint of sunshine!

Henri advised that he purchased the car in 2009 out of Pasadena, California. With the blue skies above, the GT must have felt like it had returned to its 'home land'. Upon leaving the Abingdon-on-Thames MG factory this MGB GT was originally red. During a restoration it was converted to the stunning blue that now graces our eyes.

Henri advised that he completed a 3500 mile road trip to attend the 2011 MG Show in Reno, Nevada [ED: **Good on you Henri, cars are meant to have their wheels going round and round and round.**]

For those that missed out on the Garage Tour, perhaps Henri will be kind enough to show the vehicle at the upcoming ECCM.

[ED: **Monsieur Lefebvre - bonne chance avec la voiture. C'est magnifique!**]

**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.

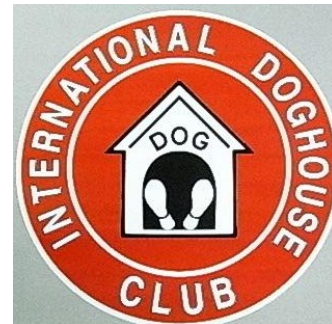
200 copies of the *Oily Rag* are printed or distributed via electronic means



THE DOG HOUSE

Been overworked and stressed trying to satisfy the paying boss?
Is the live in boss a bit perturbed at the lack of attention from you?
Is the car looking forlorn due to your neglect?

You need some Rest, Relaxation and Roads!!



In addition to doing my own road trip in June I took the time to peruse two of my favourite publications: **Club Torque** [published by Club Triumph from the UK] and **Classic & Sports Car**. The writing style of both of these publications is grand, oft times irreverent and on the whole quite entertaining. And, they do not hold back when giving criticism. It is refreshing compared to some 'high end single marque' offerings that only gush about the wonders of *their* make, all the while overlooking any negatives.

Whoops, strayed in to Editorial world there for a bit. My apologies. What is quite interesting in both of these publications is the amount of coverage [and advertising] given to various drives, rallies, trips and tours that occur in the UK and other parts. It got me to thinking about why such events do not seem to occur that frequently in this part of the world.

We have the roads and there are sufficient quantities of cars. Is there a different mindset on this side of the pond?

In keeping with that, for those that have not had the chance to get out and hit the roads in 2012, well summer is here and the opportunities abound. Brits by the Beach in Ladysmith, our very own ECCM, Jaguars on the Island, All Triumph Drive-In and the like all give the chance to stretch your legs [ED: **Stretching legs in an LBC is an oxymoron**]. So get out and hit the roads for some needed rest and relaxation. You, and your significant others will be glad that you did.

For those that did not get to it, here's a quick peak at the recently concluded MG Live event held at Silverstone in the UK. Over 4000 MGs showed up for this year's event.

More comments on road trips are embedded elsewhere in this edition of *the Oily Rag*.



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

I have no idea where to start on these ramblings. So many items and so little space, and most importantly so very few clear and rational thoughts.



As I write, the calendar has flipped from 30 June to 01 July. To my compatriots, Happy Canada Day. Mr. Bond got in to the spirit of the day. Tying in to this issue's Drivers Exam, this is a reminder to not drink and fly.

Has been a busy past couple of months since we last chatted.

The end of May saw the 38th edition of the Okotoks Collector Car Auction. Some nice cars on display, but for me it was a time for selling and not buying. My 1997 Mercedes SL320 crossed the block and sold. Glad to have the free space in the garage, but it is disheartening that the value of the car dropped 50% in the 3 years I owned it. And how in the hell did the 1991 model sell for more \$\$?

Oh well, the funds went to pay off my mortgage and for the first time since High School I am 100 % debt free. NOW I can start looking for another car!! WOOO HOOO.

On the list at present is either a Jensen 541 or a Lotus Esprit SE. So far the Lotus is winning out, simply because they are less rare than the Jensen. Do you know of any nice reasonably priced Lotii? There is also an Alberta based Jensen CV-8 project that has captured my attention. Decisions, decisions, decisions

In early June I headed west for a couple of car shows and some R+R. First up was the Mountain Paradise Show + Shine in Revelstoke. A great day, and for those that have only seen Revelstoke from the #1, you are missing an awesome community.



And it has nothing to do with a certain little 1968 Triumph GT6 receiving Best Import at the Revelstoke show.

Next up was a few nights of relaxation at Halcyon Hot Springs. Nice place, but after frequently visiting Liard Hot Springs in northern BC I feel that the 'over developed' sites are not my cuppa.

The finale to the trip was Brits Best in Radium. Great show and a tip of the hat to the MG Club for another great event. Well

executed, right down to the perfect British weather. Even the mayor of Radium was impressed as she proudly proclaimed that Radium was the coldest place in BC on 09 June **[ED: Possibly wettest too]**. The MG Club is also forward thinking - as the 2011 Umbrellas and 2012 Blankets were well utilized.

During my June trip I developed a plan for a Hot Springs Holiday Tour. Our neighbors to the west have a myriad of hot springs waiting for visitors. A week long excursion could include Canyon, Halcyon, Ainsworth, Fairmont and Radium Hot Springs. It could be aligned with Brits Best if it returns to Radium. Is there any interest out in VSCCC world for such an event? Send me your thoughts.

Also during my June trip I ~~discovered~~ RE-discovered that the GT6 is not in as pristine condition as others may believe it to be. It rained every day of my trip and I found that the firewall on the car is not as well sealed as one would hope. I long knew that my battery box was rather tatty, but thought I had done a good enough gaffer repair to keep the inside of the car dry. Sadly that is not the case.

For the past few weeks I have been working on an improved gaffer repair to keep things dryer. Liberal application of rubberized paint should help greatly. I am deathly afraid of starting any metal work on the car. I have heard enough horror stories that I do not want to join the list of those who commenced a \$200 afternoon project and finished with a 5 year \$20 000 restoration.

Also in June I bought a spare engine and transmission for my GT6. Whilst doing my daily / weekly perusal of various vintage auto classified sites I came across the combination and the price was too good to pass up **[ED: I come from a long line of hoarders.]** I now own it. I have no idea if it is operational, but if nothing else I will be able to scavenge some parts from it. More importantly it will be an educational tool. I have not been up close and personal with all the bits and pieces of an engine. To further my educational experience, I am toying with the idea of tearing it down at some point. Putting it back together will be the test to see if education is at all worthwhile.

If you have not noticed, the VSCCC is now on Facebook. Friend us or Like us, or do whatever it takes but keep the page alive and in good repair..

I will continue on with a busy driving scene in July. Have booked off for a week trip that will see me visit eastern Saskatchewan, Vancouver Island (for Brits by the Beach), the BC Interior to check up on the family before heading back to Calgary for a CaGBC Board Meeting followed up by the VSCCC's Rev Up party and 2012 ECCM.

Look for me and Rudolph (the GT6) on the highways.

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.

brake cylinder hones	micrometer sets	spring compressors
brake hose flaring kit	pullers (assorted styles)	torque wrenches (assorted sizes)
colour tune kit	radiator pressure tester	tubing bender
cylinder blow-down tester	ridge reamer	valve spring compressor
cylinder hone	ring compressor	Whitworth wrenches and sockets
dial gauge and mount	slide hammer puller	Oxy Acetylene torch, plasma cutter, welding equipment (see below).
engine hoist (call Ken Peake 403.650.6241)	socket set (3/4 drive)	

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.

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

July	20	ECCM Rev Up Party		THIS IS OUR BIG NOT TO BE MISSED EVENT. HAVE YOU REGISTERED?
	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

July

08 Priddis Stampede Breakfast (Wild Rose Region of PCA)
 14 Safe Cars, Safe Burgers (Calgary MG Club - www.calgarymgclub.org)
 21 - 22 Brits by the Bus (Saskatchewan British Car Club - www.sbccc.ca)
 27 - 29 Jaguars on the Island (Jaguar Car Club of Victoria)

August

3 - 4 All Triumph Drive In (www.portlandtriumph.org)
 23 A+W Cruise for a Cause (www.cruisinforacause2012.ca)



September

08 Calgary Swap Meet (www.calgaryswapmeet.com)
 14 - 15 Columbia Valley Classics S+S - Radium (www.columbiavalleyclassics.com)

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

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

www.autoevents.ca

www.svaalberta.com

CLOSE PROXIMITY CAR SHOWS

July	August		September	
07 - Picture Butte	3-4 - Pincher Creek	12 - Salmon Arm, BC	7-8 - Nelson, BC	23 - High River
14 - Lethbridge	4 - Pigeon Lake	18 - Gleichen	08 - Cremona	23 - Rosetown, SK
14 - Sylvan Lake	11 - Airdrie	19 - Aldersyde	15 - Calgary (Acadia)	29 - Lethbridge
15 - Rimbey	11 - Rocky Mountain House	25 - Golden, BC	15 - Radium	30 - Calgary (Shawnessy)
22 - Drayton Valley	12 - Claresholm	25 - Taber	21 - 23 - Creston, BC	
28 - Chestermere	12 - Okotoks	26 - Calgary (Bowness Auto)	22 - Kindersley, SK	

European Classic Car Meet

Details and
Registration
Information:
www.vsgcc.ca



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YOUR VSCCC EXECUTIVE

2011-2012 Executive

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Public Relations	Chris Durtnall	403.255.4511	chrisdurtnall@shaw.ca
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

Ernie Taube sent us an article from *Stardust*, the Sunbeam Talbot Registry publication. It is related to international driving laws - France to be specific. The editorial staff of *the Oily Rag* has refrained from printing this information carte blanche as laws do change and we do not want the liability associated with disinformation [ED: will leave that to the politicians]

Some items that you need to ensure are in your vehicle at all times:

- Breathalyser, as explained in this excerpt is from a BBC article.

In France, 4000 people die every year in auto accidents. Drink-driving is the main cause (ahead of speeding). As of 01 July 2012, it will be compulsory for drivers to carry a breathalyser kit in their vehicles. The law is aimed at reducing the number of alcohol related road deaths. The law applies to foreign drivers as well (there is a grace period until November).

The French government hopes that with breathalysers in every car, drivers who suspect they may be over the limit can test themselves and if necessary refrain from taking the wheel.

French police will carry out random checks on those entering through the Channel Tunnel and arriving on ferries.

- Warning triangle
- Reflective safety vest. And, it must be within reach of the driver.
- All lights operational. The requirement to carry a spare of ALL bulbs has been removed.
- Fire extinguisher and first aid kit. This is a common requirement across the Continent.

Some items that will get you in to BIG trouble.

- Radar Detectors, including SatNav systems that have the ability to notify drivers of photo radar. To use your SatNav you will need to download a software update to block information on photo radar.



THE PASSING LANE

Elsewhere in this edition is a quick look back at the earliest days of *the Oily Rag*. Below is a reprint from 1986 about how this wondrous publication got its illustrious title. Do you have any other scans of historic *Oily Rag*'s? I would like to be able to source some for possible future content.

EDITOR'S NOTES --- WINTER 1986

As you noticed on the cover of this issue we finally have a name for the newsletter. Maybe by the next issue I will have managed to get the cover properly printed.

Finding a name took a long time and we had a lot of good suggestions, but in the end it was the fertile minds of Ken Layton and Stu Goodman who came up with the winner. My sources tell me that these guys aren't normally so creative (some might argue that they aren't even normal), but after downing a few bottles of Labatt's "thinking oil" the name "The Oily Rag" seemed like a natural. For their efforts above and beyond the call of duty I'm happy to announce that Ken and Stu will each be awarded a full year free subscription to this fine publication.

Each month I am going to try to focus on one specific type of car. The last issue covered the TR6 and this time it's the Austin Healey. The only practical way for me to do this is to have members submit articles for publication. There's no way I can do it by myself. There were a lot of contributors this time and I want to thank Gerry Machinski, Colin Martindale, Chris Gorrie, and Terry Milnes for their help.

Every club newsletter seems to have a classified ad section, so let's do this with The Oily Rag. The last page will be reserved for members to advertise items they have for sale or that they want.

Finally I want to add a reminder about club meetings. To try to save postage regular notices are no longer being mailed. To keep things simple, meetings are held on the second Wednesday of each month at:

CALGARY FIREMENS HALL
538 - 7TH AVE. S.E.
7:30 P.M.

Concerning meetings, remember that APRIL IS MEMBERSHIP RENEWAL time so be sure to keep April 9 open and attend the meeting.

I hope all of this rambling makes some sense to you. If you have any comments or ideas for improving the newsletter I would be more than happy to hear from you. The same goes for any submissions you would like to make.

Neil Rogers
Editor

THE PREZ SEZ

Prez Sez June 25, 2012

Finally summer has arrived along with the usual drenching downpours, flooding and hail.

Liquid snow here in the Great White North. Late spring is not the best time for vintage sports car owners. Warmer weather is surely on the way. It's raining as I write!

There's a long weekend fast approaching and I see that price of fuel is up although the price of the barrel is down. Just why is that?

There are many great events coming along in July starting with Coffee and Cars (C&C) on the 3rd, Stampede from the 6th to 15th, Priddis breakfast on the 8th, C&C again on the 10th, VSCC ice cream run in lieu of GM on the 11th, the MG Club's inspection and burgers on the 14th, C&C again on the 17th, Rev-Up on the 20th, ECCM on the 21st, C&C on the 24th and then off to Jags on the Island on the 28th. Busy Month!

Shortly we will be starting the final preparation for the ECCM. Please support your club and volunteer some of your time on the 21st. Many hands make light work, and I'm good with that. We'll need parkers, greeters, directors and check in personnel. Also folks will be needed to staff the club information booth. Thanks in advance to all those helping hands.

It looks like my TR3 won't make the show this year. The engine has been united with the transmission but oil is flowing out of the OD unit at an alarming rate. It will need reassembly to plug all the holes.

One of the worst parts of a complete restoration is the waiting and the anticipation. The job can be held up by the smallest part.

One example was the stud that holds the timing chain tensioner. Its threads were barely hanging on and the shaft badly worn. It can be a week to two weeks to get a replacement part - if available. The shop was able to acquire the part in a relatively short time, but still the waiting.

I am eager now for the drive train to join company with the chassis and body. This will be a mile marker event to be celebrated long into the night (at least until 10ish anyways). Meanwhile I get upgrade ideas and fiddle with interior parts. That reminds me I must order a backup light ...

While talking about the TR3, there's this small matter of it having a tractor motor. The 4 cylinder engine was built for Massey Ferguson **[ED: must be fate as MF was a Canadian company]** in the Triumph engine plant, where it was destined to be modified for the Vanguard series.

When Ken Richardson was looking for a power unit for the TR series, the obvious candidate was the robust, revamped Vanguard engine, with its excellent durability and stump pulling low end torque **[ED: an oft overlooked feature on Little British Cars]**. It needed dramatic work to the head to extract a practical power output but, apart from the cylinder head studs (increased compression) the basic 'lower end' was considered OK.

Drive often, drive safe.

Stephen Crosby

CAUTION SIGNAGE

An open letter to all Spitfire/GT6 owners, whether in the VSCC or not.

Fred Griffiths writes in with this Call to Arms for all Spitfire and GT6 owners.

As you may be aware, the Triumph Spitfire shares the same year of birth as the MGB. Though they were born of different ancestry and in different houses, they grew up and matured in the same family. They certainly are not twins and there has always been fierce rivalry between the sisters. I dare say the Spitfire is the prettier step sister of the pair. **[ED: +1]** The VSCC has chosen to celebrate "50 Years of the MGB" at this year's European Classic Car Meet with not even a mention of poor Cinderella.

I put out this rallying call to all Spitfire and GT6, and other derivatives of either, to storm this year's ECCM in numbers unprecedented. I fondly recall the year we had 14 Spitfires and GT6s on the grass at Stanley Park. Despite there being only 8 Spitfire/ Spit 6/ and GT6 models currently on the VSCC register compared to 15 of "those other cars", let's do it again and show them that Cinderella still has the beauty, great lines, form and class that made her so popular starting 50 years ago. **[ED: As a proud GT6 owner, I am right behind you Fred. And behind is a great place to be in order to avoid the eggs and tomatoes thrown by the MGB ers.]**

THIS MONTH'S CONTRIBUTORS

Your contributions and photographs ensure that you are not subjected to the constant drivel and ramblings of your Editor.

This month, say thanks to the following:

Ernie Taube, Rene Blei, Steve Crosby, Gary Beckstead, Fred Griffiths, Larry Tibbitts, Peter MacFarlane, Bob Algar, Hazen Wardle, along with Wikipedia, Black Salt Racing, the Winding Road, BBC, and various random inter state 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 August 20th, 2012

THE LEFT DITCH

Man builds his own million dollar Bugatti supercar by hand

By Mike Wehner (www.tecca.com)

This stunning replica turns heads for a fraction of the cost of the original

The Bugatti Veyron is a modern automotive legend. The sleek speedster boasts a top speed of over 260mph, making it the fastest road-legal car in the world, and it has a stunningly large \$1.5 million price tag to match **[ED: Used one for sale in the UK spotted at £ 875 000]**. Because of this astronomical cost of entry, only a few hundred of the vehicles have ever been built, meaning your chances of owning one are rather slim. That is, unless you're Mike Duff, an ambitious 25-year-old from Florida who decided to build his very own Bugatti with his bare hands.



Starting with a complete 2002 Mercury Cougar coupe, Duff set to work transforming the vehicle's entire exterior into that of a world-class supercar. He used fiberglass and composite material to create the Veyron's iconic lines, and laid it all over a tubular steel frame. After a professional paint job and plenty of buffing, the car was ready for the showroom, but Duff wasn't done yet. He then took to the Cougar's interior, covering everything from the seats to the dashboard in genuine leather. When we spoke with him, he said the project took him a full 9 months from start to finish.

The detailed doppelgänger even sports usable back seats, which is something the real million-dollar ride completely lacks. Speaking of price, that's another area where this fantastic fake beats out its original counterpart. Duff currently has the vehicle up for sale with a price of \$89,000 — less than 1/10th the price of a genuine Veyron.

Unfortunately, while that price will buy you the looks of a barely-legal race car, it doesn't buy you the performance. Under its gorgeous exterior, the "Cougatti" **[ED: A what?]** is still distinctly pedestrian, and remains equipped with its original 2.5-liter V6 engine that produces roughly 170 horsepower. This is in stark contrast to the 8-liter 16-cylinder powerplant of the real car, which produces a neck-snapping 1,000 horses. **[ED: Would a JAG engine fit?]**

Still, for the price of a Porsche, there's not much you can complain about when the car is a nearly indistinguishable replica of the fastest road car in the world. Not to mention the fact that some other Bugatti tributes can cost an order of magnitude more, and can't even drive you to the local Starbucks.



IN THE REAR VIEW MIRROR

FRANK FETCH of the Edmonton Classic Sports Car Club wrote in with a question pertaining to *the Oily Rag*. Frank is the interim Editor of the ECSCC's *The Open Road* so I knew that his query was important enough for me to drop everything and get to work on the quest. Frank's question: How long has the VSCCC been calling its newsletter *the Oily Rag*.

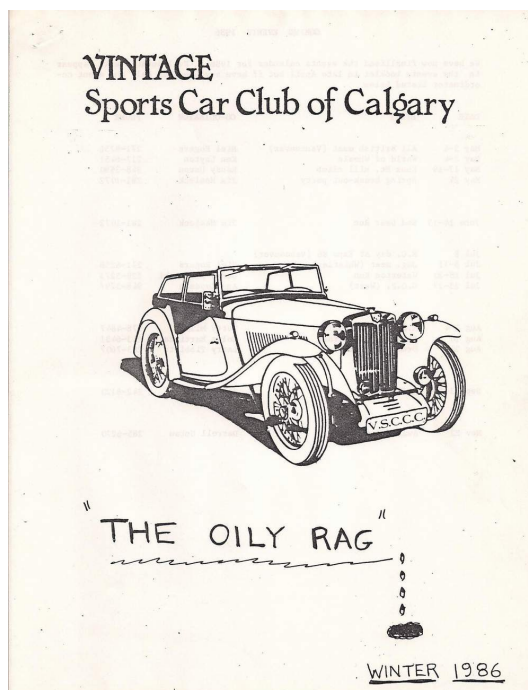
After some well placed emails, the resourcefulness of the VSCCC membership was put on high display. Gary Beckstead, VSCCC Secretary contacted some of our members. Larry Tibbitts response is contained herein. The explanation for the name *the Oily Rag* is located elsewhere in this edition.



My first newsletters started in 1985 and was just called the VSCCC newsletter. Before that there was an annual events booklet. The booklet continued for a year or 2 after the 'newsletter' started, then was phased out.

The first issue with *the Oily Rag* on the cover was fall/winter '86. In the winter '86 issue the editor explained how the name came to be

An interesting follow up to this. Franck (of ECSCC fame) wrote back to tell us that the VSCCC's *Oily Rag* pre-dates that of the British Saloon Car Club of Canada



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ROAD TRIPS

This month, *the Oily Rag* covers several Road Trips that caught the attention of the news desk. Included within this is the Mountain Paradise Show + Shine in Revelstoke, the Calgary MG Club's Brits Best in Radium, the Sylvan Lake BBQ as well as some out of town guests who are stopping by for a visit.

As described elsewhere your Editor attended the **Mountain Paradise Show + Shine** in Revelstoke. Predominantly an American car show, there was a few vintage European classics - including another Triumph!! Twas a grande day in an awesome little city.



2006 Triumph Rocket



1964 Volvo 544 (heavily modified)



1967 Sunbeam Alpine GT

The fun and frivolity of **Brit's Best** are on the pages that follow. The **Sylvan Lake BBQ** is covered later in this edition.

For Morgan owners, we have some **out of town guests** visiting our fair land in the next few days. Gary Beckstead received the following:

We are visiting Calgary (primarily for the Stampede) but lots of touristy things as well from 9th to the 13th July. We are at Golden for a week prior to the 9th and 3 days at Pincher Creek after Calgary

This trip is to celebrate my wife's (Valerie) 'big' birthday

However, the point of my email is to introduce myself as a Morgan owner (last 15 yrs). I have a 1994 Morgan 4/4 here in the UK and a 1985 4/4/4 in Australia where my daughter lives

During our visit to Calgary will there be a chance to meet up with Club Members? Unfortunately I will be in a hire car!

I can give you more details of our itinerary if it helps and I'll bring a DVD copy of 'Made in Malvern' all about how the Morgan is made in the UK for members to watch and pass round to anyone interested

Hope you don't mind me contacting you but this is almost standard practise for us when visiting other countries and we've made some really good friends in the Classic Car world on our travels and of course will always help visitors to the UK if required

David Taylor (Morgan Car Club Member 8536)



ED: Note strategically located parking assistance.



[ED: We surely hope that David and Valerie have a great visit. For VSCCC members and those of you that have Morgans, please contact Gary Beckstead if you wish to meet with the Taylors. They sure have beautiful looking cars.]



THE CENTRE LINE



THE CENTER LINE



YIKES - Fresh snow in the trees!!



Proper English weather
greeted all participants.



Her fame spread out from shore to shore
She had all she could do and more
Had to buy a plane to get around
Now she's the tops in all the land
Let's pause and give that gal a hand
She's the best of all the auctioneers.

British Cars International

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

Directions to find our new location:

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

Go 6 km NORTH on Bearspaw Road to Township Road 262

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

Go NORTH on Poplar Hill Drive to 262035

262035 Poplar Hill Drive is the third access on the LEFT

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

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

Please call first as Mick now keeps "Retirement" Hours!!

Please remember to be respectful of our friend who lives in the house you pass

Same phone number: 403-230-3923 or fax: 403-230-3921

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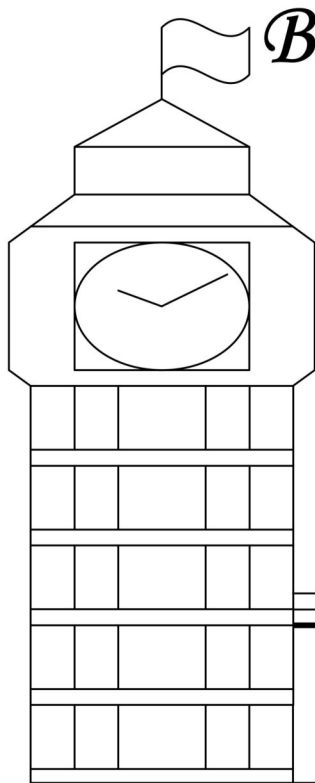
Maniflow intake and exhaust systems;

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

Slark, Swiftune and Longman performance cylinder heads;

SU carburettor conversions for TR4A, TR6 and Mini;

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



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THE OWNER'S MANUAL

(No trivia this issue. Will instead treat you to some odds from our members)

Specialty Vehicles Association of Alberta (from Peter MacFarlane)

Website transitioning to more modern product with more changes to come.

Newsletter a major focus, with plan to make it a real info source. Check it out online if you do not have a copy.

NAACC – National Association of Automobile Clubs of Canada AGM will be in Vancouver in June. Some Alberta clubs have joined the NAACC. 2017 Coast-to-Coast Tour planning on.

Safety checks are a priority; help is available for clubs requesting it. **[ED: Check out the Events Calendar for the MG Club's 14 July event.]** Need to report to government that the hobby is cooperatively working to ensure safety measures are taken seriously.

SVAA monitors HVA and SEMA. Check website for news. Taxation of unregistered vehicles is a current issue.

Government interface: will try to get mechanism in place to deregister older licence plates. City of Calgary is using SEMA model for noise bylaw, limit 96 decibels.

Jim Briggs, who has been instrumental in SVAA's development, has retired, but will still be around. His efforts are much appreciated. **[ED: YES, a big thank you Mr. Briggs. Kudos and enjoy the free time.]**

Contrasting views of our hobby (from Bob Algar)

Seyth Miersma in his 04 June 2012 *Winding Road* (www.windingroad.com) review of a 1974 Triumph TR6 stated:

"If you're a scientist, there's no question that new cars are better than old cars. New cars go faster and stop faster. They're safer in a crash, and better at avoiding the crash to begin with. New cars start more frequently, and break down less often. They pollute the air less, use less gasoline for every mile traveled, and leak a greatly reduced total number of toxic fluids onto/into the Earth.

If you're a poet (or at least a person with a poetic spirit) there's no question that old cars are better than new cars. Old cars are far more individual; they have sordid pasts and forgotten histories. They're flawed, and interesting, and a little bit dangerous a lot of the time. They're easy to fall in love with, difficult to let go of (even in the face of all logic), and extremely likely to break your heart."

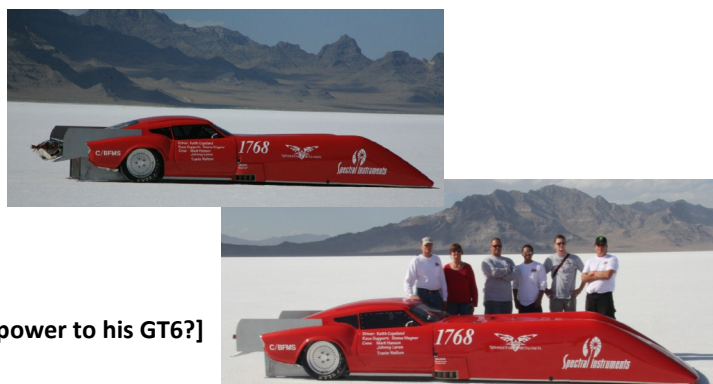
[ED: As a poetic engineer I ask the question: Which is more important, the journey or the destination?]

The World's Fastest GT6 (from Hazen Wardle, author - a Facebook friend from Idaho)

A 300+ MPH 1971 Triumph GT6 **[ED: WTF?]**.

Running in the C/BFMS class of the SCTA, this GT6 set its class speed record in 2011 at Bonnyville. Outdueling an Enzo Ferrari for the honors!!

Check out the details at Black Salt Racing (www.blacksaltracing.com)



[ED: I wonder if Stonehocker is now tempted to add some P-car power to his GT6?]

Driver's Gear

In previous editions of *the Rag* we featured a snazzy leather driving helmet, cool aviator goggles and some nice leather driving gloves.

President Steve and Regalia Officer Rene have been pondering the idea of VSCCC jackets. In addition to providing members with the opportunity to purchase a stylish keepsake, they would also serve to raise the awareness and the profile of the Club.

Prior to putting extensive effort in to this, we do want the member's opinion. For a sample of the jacket, please visit www.thejacketshop.com. Their home page (as of 02 July) features their Summer Sale jackets - this is the style envisioned (melton / wool body with leather sleeves and accents). Preliminary thoughts on colors were Red body or Blue body with contrasting sleeves.

WHAT DO YOU SAY VSCCC MEMBERS? WOULD YOU CONSIDER PURCHASING A JACKET? PLEASE ADVISE STEVE or RENE.

Your input is necessary as a minimum quantity is required prior to ordering.

Bits & Pieces



Our most important Club event, The Stanley Park ECCM is only a few weeks away. Registrations are starting to come in. Your president Steve Crosby is the event chairman and will need a number of volunteers to man tables at the gate, help directing cars to park, and, since Colin is no longer with us, a new crew to count the ballots for the trophies.

We again have Sponsors helping to pay for the expenses, and welcome and a big thank you again to Jay and Pat Chapman, British Car Specialists, who after many years of sponsorships are this year again going for Gold. Also many thanks to Malcolm and Linda Mann, AutoMann, who are going for Silver, and many thanks again to Graham Day, Western Financial, Cochrane, going for Bronze.

To get sponsors is no easy task, and that's why we are very grateful for these Companies for their financial help. Further good news is that Klaus will again be our host at the Big Rock Grill, as this location and venue are just second to none. The last 3 years we had fantastic weather, hopefully this will continue.

Did you hear The Scream (a painting) was auctioned off for \$120 million. A 1923 Leica series O camera sold for \$2.8 million. A Ferrari 250 GTO sold for the highest price ever, \$35million!! Every year prices go through the roof what people are willing to pay for rare collectible items.

Or is it the money we have in our pocket is worth less and less?

Governments keep printing, as if any problem can be solved with throwing more money at it? It's like putting more and more pumps on a sinking ship, instead of plugging the leaks first. The Baby boomers apparently have more money than any other generation before. With the low interest rates, they say, we may as well enjoy it. Many are now buying things governments can't print, such as precious commodities. Now we learn that many governments like to make us work longer after your 65th birthday. That in fact can be a good thing, as scientists have discovered that when the blood flow to the brain slows down (as in less activity), diseases like Alzheimer's increase. So the benefit of working longer is two fold: a lesser burden on society and a lower cost for Healthcare. BUT FIRST STOP THOSE LEAKS!

Oil is below the \$100/barrel again and continuing to fall. Not much proof at the pumps yet. In the USA our Canadian oil is known as dirty oil, and that may be the reason why their Chief stopped the Keystone pipeline. He called oil "yesterday's energy", this probably is more politics than reality.

With all his pushing of Green Energy, and billions of \$\$\$ later, he has very little to show for it. Solar panels are apparently only 24% effective, just as wasteful as any gas combustion engine. The King of Saudi Arabia is in his late eighties and if he forgets to wake up one morning, things could change in a hurry. Our neighbors have a reliable supply of oil just 1000 mile to the north. Either they use it or somebody else will. Japan has, in it's wisdom, fired up a few of their many nuclear plants, as they run out of alternatives. Is nuclear power dangerous? Of course, but it is still the cleanest, and has killed far less people than any other form of energy.

A few Rag issues ago, I wrote about our plans to explore the West coast with a motorboat. Well after making 4 trips to the coast this winter to look at boats, without much to show for it, at least no boat. Contacted a friend in Vancouver if he still had his '66 E-type for sale. Not so. Then went to another website, mainly to do with older Jaguars and/or replicas. Found a few very nice looking SS100 replicas listed. But there was also a "genuine 1939 SS100". Didn't know what to make of it at first, simply because you don't see those cars for sale, as they usually go the highest bidder at well publicized auctions, which is still a rare event, as only 118 were build. I asked for the price of the two replicas and as a PS; "May I ask your price on the 1939 one?". It didn't sound too bad, but that was because the amount quoted was in Pound-Sterling. To make a long story short,.....Canada and your Club now have a 1939 SS100 listed in its inventory. **[ED: Before harassing Rene for pics, look through the Oily Rag first!]**

Rene Past President

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

Today, June 23, turned out to be a difficult day for us as the life of our gentle giant friend, "Dutch" came to an end.



Known as a wolf-cross, Dutch, 150lbs. has been with us for about 10 of his 11 years and was our security guard while travelling, which he greatly enjoyed. Because of his size, he drew a lot of attention wherever he went and just loved it. He will be missed.

[ED: All of us here at the Bulmer zoo in Medicine Hat say WOOF to Dutch and may he keep an ever watchful eye over Rene and Akkie. Fond travels big guy.]



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Chartered Accountants

Don Mackay, CA

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It will be seen by nearly two hundred
classic sports car enthusiasts each time
they read *the Oily Rag*.
Call or email John Bulmer to place
your advert.**

Driving Distractions

Whilst perusing Google for various MGB 50th logos to borrow, I found this lovely photo.

I CAN figure out how this fits **in to** a small vintage British sports car. I can also see how this would dramatically improve the looks of an MGB. But, I simply CAN NOT fathom how this relates to a small vintage British sports car?

Come on you MGB ers, enlighten those of us less worthy.

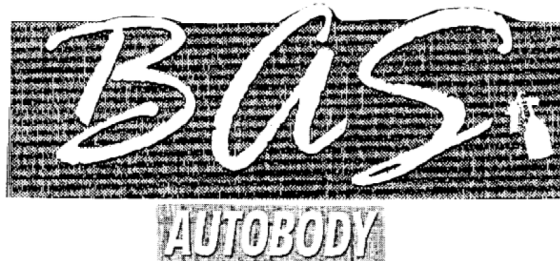




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IN THE RIGHT ~~DITCH~~ SEAT

As reported elsewhere, your Past President has introduced a 1939 Jaguar SS100 to the Club. As promised, some pictures of the new addition to the clan are faithfully reprinted here. For those that do not know the history of this automobile here is an excerpt from the Wikipedia entry on the SS100.

The **Jaguar SS100** is a British 2-seat sports car built between 1936 and 1940 by SS Cars Ltd of Coventry, England.

The SS Cars Ltd Model 100 "Jaguar" was so named to reflect the capability of the 3.5-litre model to exceed 100 mph. Many products of the thirties adopted an animal name. Bill Lyons approved the name "Jaguar" that was given to the 1936 saloon car, and from that point to all the cars. Following the Second World War, because of the connotations then attached to the initials "SS", the company was renamed Jaguar in 1945.



The chassis had a wheelbase of 8 feet 8 inches. Suspension was on half-elliptical springs all round with rigid axles. The engine was a development of the old 2.5-litre Standard pushrod unit converted from side valve to overhead valve with a new cylinder head. Power output was increased to 100 bhp (70 kW). Twin SU carburettors were bolted directly to the cylinder head. In 1938 the engine was further enlarged to 3.5 litres and the power increased to 125 bhp (93 kW). The four-speed gearbox had synchromesh on the top 3 ratios. The complete car weighed just over 23 cwt (2600 pounds, 1150 kg).

With the 3.5-litre (25 RAC hp rating) the top speed reached the magic 100 mph (160 km/h) with a best of 101 mph (163 km/h) over the quarter mile and the 0-60 mph (97 km/h) coming down to 10.4 seconds.

In 1937 the 2.5-litre car cost £395 and in 1938 the 3.5-litre £445. [ED: £445 in 1938 equates to £25000 in 2012 - not a bad price I might say. I wonder if the collectability aspect has affected that price?]

Widely considered to be one of the most aesthetically pleasing Jaguar cars it is also one of the rarest. Only 198 of the 2.5-litre and 116 of the 3.5-litre models being made.

It was on an SS100 that the famous Jaguar 'leaper' was first prominently displayed, but not necessarily well received. The first version of the Jaguar mascot was described by the founder of the company as "looking like a cat shot off a fence". A publicity photograph from 1937 shows a revised Jaguar 'leaper' mascot mounted on the radiator cap. It is this more stylised 'leaper' that became the basis for subsequent mascots and the trade mark for Jaguar Cars Ltd that has been used to the present day.

[ED: Beautiful car Rene, and we all look forward to seeing it at ECCM. You will be allowing test drives, correct?]



OOOT AND ABOOOT – US

(an introduction to members of the VSCCC)

Mike Coe of TR8 fame has provided us with a timely recap of the VSCCC's attendance at the Edmonton Classic Sports Car Club's annual Sylvan Lake BBQ. **[ED: And even more impressive than the write up, Mike also included some photos.]**

June 16th, saw excellent attendance by the Calgary MG Club (CMGC), through Mike Coe and Mike Holtz (the primary arranger) and the Vintage Sports Car Club (VSCCC), at the Annual ECSCC barbecue at Sylvan Lake. This event is set about the same time each year and has been arranged with Evan of the ECSCC. This as I mentioned, the third year since I first arranged the Interclub Meet. That we're honour bound to, and wish to, carry on – being now close friends with many of the Edmonton Club.

Attendance to this Sylvan Lake Barbecue showed strong interest from an early date by our dedicated approached members, as early requirement for numbers. But that lead to the necessity of restricting numbers due to limited space at the lake side residence on Sylvan Lake. We all so enjoyed the day, the company, the food by Evan's wife Sharon, and the drink – as some supplied by ourselves along with some desserts.



Evan and Sharon Verchomin certainly continue to maintain outstanding performances as marvelous hosts and food providers. So perhaps one shouldn't be so surprised to see the afternoon fly by as quickly as it did. Good people, good comradeship, good food, and excellent conversation between our Clubs. CMGC making a presentation to Evan and Sharon for their effort.

Awesome, awesome day ! Getting the Clubs together as such, is sooo worth while and very important. Plus a bonus: the weather behaved! **[ED: From the pics it looks like the weather more than behaved.]**

The Calgary contingent kept its drive to Hwy 2A after leaving from Tim Hortons North. With the weather looking ominous most cars travelled with tops up. Except for the TR8 that arrived at Tim's with top down, and continued so on the entire journey **[ED: Good on ya Mike!]**. To be fair, Ardith dropped her hood at Innisfail (as she couldn't further stand the ribbing). The TR8 though enjoyed very occasional light rain flowing over the top of the windshield throughout the entire journey up and back.



OOOT AND ABOOOT – US

(continued from Page 24)



Numbers and names of participants !! All of whom I give sincere thanks for your commitment.

VSCCC Members

Azim & Helen (MGB)

Mike Holtz, (Turbo Mini)

Ardith Holtz & Abby {the woofy}, (MGB)

Andy & Donna Hardie, (MGC)

Derek & Norma Kenward, (MGB)

Mike Coe, (TR8)

Red Deer contingent arrived separately to each other.

Peter & Brenda Robinson, MK11 Jaguar

Colin Mullaney, (Jensen Healey)

Mike Clarkson, (XJS 6 Jaguar)

Gord Evans & Martin, (XJS 12 Jaguar)

David & Judy Webb, (TR7)

Peter McKinnon, (TR6)



ECSCC Members

Howard Jewell & Debbie, (Spitfire)

John & Dee Crawley, (MGF)

Rolly & Donna Burton, (Spitfire)

Dennis & Nancy Vermette, (TR3)

Evan & Sharon Verchomin, (Austin Healey & Mini Van)

[ED: What make of LBC is that?]

A combined total of 28 persons, and one woofy [ED: No pics of the woofy?] So here's to next year.

Cheers

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

1988 Mercedes Benz 560SL (June 12)

My mother-in-law is wanting to sell her 1988 560SL Mercedes. The car is a 1988 560SL Mercedes, red, convertible hardtop with black leather interior. It only has 40,700 kms, everything is original, and has been immaculately cared for by my mother-in-law over the years.

We are looking to sell the car to someone who will appreciate and take care of the car. This car is in mint condition.

Appraised at \$39,300.

PRICE: CONSIDERING ALL OFFERS OVER \$20,000.

CONTACT: contact Dean Halcro 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](#)



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](#)



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

They're going fast!!! Just my Porsche 914 left!! (Apr12)

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

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!



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

PRICE: ASKING \$8500.

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

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

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](#)

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](#)

Tinning Compound (Apr12)

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

PRICE: \$ 25.00.

CONTACT: Greg M at 403.249.7761



TOOLS, MAGAZINES & MANUALS, STORAGE

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

CONTACT: 403.919.5005

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



European Classic Car Meet

2012 Rev-Up Party

Friday, July 20, 2012

TBA

2012 European Classic Car Show

Saturday, July 21, 2012

Stanley Park, Park Avenue SW, Calgary

11:00 a.m. – 4:00 p.m.

Vehicle Classes.

1. MGB & MGC
2. Other MG
3. TRIUMPH TR2, TR3 & TR4
4. TRIUMPH Spitfire & GT6
5. TRIUMPH 250 & TR6
6. Other TRIUMPH
7. AUSTIN-HEALEY 100 / 3000
8. JAGUAR Sports
9. JAGUAR Sedan
10. Other BRITISH Sedans
11. Other BRITISH Sports
12. BMW
13. MERCEDES BENZ
14. PORSCHE 1980 & earlier
15. PORSCHE 1981 & later
16. ALFA ROMEO
17. ITALIAN Sedans
18. ITALIAN Sports
19. FERRARI
20. LAMBORGHINI and MASERATI
21. Other EUROPEAN
22. Exhibition class

Payment may be made by:

- cheque payable to Vintage Sports Car Club of Calgary
- VSCCC website via PayPal www.vsgccc.ca

Only entries received with the form completed and full payment will be considered valid.

Rules of the Field:

- The entrance to the field is via Park Avenue SW on the West side of the park
 - Trailers may only be parked to the north of the Entrance Gate inside the park and not on Show grounds
 - If you haven't previously registered, you must pay at the gate before entering the field.
 - Upon arrival you will be directed to the Photography area and then to a place on the field according to your vehicle class.
 - Once you have parked your vehicle, head to the registration table to pick up your window display card
 - Don't forget to pick up a drip mat from one of the Marshalls as you enter the park. If your car 'dribbles' from more than one spot, please bring extra to avoid leaving marks on the grass
 - Vehicles must be in place on the grounds by 11 a.m. and may not be removed or engines started before 4:00 p.m.
 - Vehicles displayed must be registered in the participant's name and not in the name of a business
 - The use of any audible sound device by participants is prohibited
 - Vehicles must move slowly and carefully while on the grounds. Please leave in an orderly fashion
 - For Sale signs can only be placed on the horizontal part of the car seat and not in windows.
- You may also place a FREE Classified Ad at www.vsgccc.ca
- Signs with additional information about participants' vehicles must be of high quality
 - Enjoy the day



European Classic Car Meet

July 21, 2012

Registration and Release Form

www.vsgccc.ca

Registration No. : _____

Name: _____

Address: _____

City: _____ Province: _____ Postal Code: _____

Phone : _____ Cell : _____

Email : _____

Vehicle Entry Information: (see page 2 for vehicle classes)

A car class must have 4 cars present at the Show or more otherwise they will be added to the country of manufacture.

	Year	Make	Model	Class
Vehicle 1				
Vehicle 2				
Vehicle 3				
Vehicle 4				

Fees :

Each Vehicle	\$20.00	(\$25.00 after June 30)	\$ _____
Rev-Up Party (details TBA)	\$15.00 /person	No. of persons: _____	\$ _____
Grand Total :			\$ _____

Early Registration goes up to June 30, 2012.

Release: In consideration of being permitted to participate in the 2012 European Classic Car Meet, (the "Event"), I/we accept all risks whatsoever associated with my/our participation in the Event, and I/we release the Vintage Sports Car Club of Calgary and its members, executive, Event organizers, volunteers, and sponsors (the "Releasees") from any claims, demands, damages, actions or causes of action arising out of or in any way relating to my/our participation in the Event. I/we also agree to hold harmless the Releasees from any blame or liability for any injury, harm, loss or damage suffered or sustained in any way relating to my/our participation in the Event.

I/we have read the above Release, and I/we agree with it and accept it.

Participant's Signature(s): _____

Return Form with Payment to:

Vintage Sports Car Club of Calgary
c/o Rene Blei
BOX 957
Cochrane, Alberta, T4C 1B1

European Classic Car Meet

Vintage Sports Car Club of Calgary



Rev-Up Party Host



Gold Sponsor
(Since 2003)



Bronze Sponsor

2012
Celebrating 50 years of the MGB
All European Classic Cars welcome



Stanley Park

Access via Park Ave. SW, Calgary, AB
Saturday July 21, 2012 11:00am to 3:00pm

\$20 Entry fee to participants (\$25 after June 30)

Registration and marshalling on to the field starts 9:00am Closes 11:00am

Friday night **Rev-Up Party** at the **Big Rock Grill** - details on the VSCCC website

A portion of the proceeds will go to Calgary Food Bank

**Special guest display by the Canadian Vintage Motorcycle Group
Rocky Mountain Section**



FULL EVENT INFORMATION and REGISTRATION @ WWW.VSCCC.CA

VSCCC is a not for profit organization dedicated to the preservation of vintage motoring since 1979.

visit us on the web at www.vsgcc.ca