

# ***the OILY RAG***

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



**Volume 2012.05    September 2012**



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# CAR COVERS

This month's car cover features some of the entrants from the 2012 European Classic Car Meet.

Top photo shows a gorgeous Triumph TR6. Um, your Editor, whilst in holiday panic mode did not obtain all of the ownership or vehicle specifics when scurrying about taking pictures.

The green color on this TR6 appears to offer a refreshing respite from the typical British Racing Green (check the ECCM Class Winner photos for a BRG TR6).

The TR6 was manufactured from 1969 through 1976, and was the most successful Triumph motor car (in terms of sales) until the dastardly TR7 rolled off the line. Power came from a 2.5 litre inline six, pushing out up to 150 hp in the UK - detuned to 100 hp in the US. Not many body modifications for the TR6 over the years, but for the last two years the front bumper was moved higher (thusly lowering the signal lamps) and an air dam was added. This month's car cover is a stunning example of the TR6.

Also included is a sampling of the MGB contingent that made its way to our show. Celebrating the 50th anniversary of the MGB, their arrival greatly added to the pomp and pageantry of the event.

More details on the ECCM, and many many more photos later in this edition.

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

## UNDER THE BONNET

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

**Editorial Policy:** Articles, letters, classifieds are welcome and may be edited subject to space. Opinions expressed do not necessarily reflect VSCCC policy. Publication of submissions may be delayed due to space and time requirements. Deadline for submissions is the 20<sup>th</sup> of the month prior to publication (e.g. June 20 for the July issue).

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

**Authors and advertisers note:** The "house style" of the Oily Rag is to set text in either Arial or Times New Roman, or whatever strikes my fancy - 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

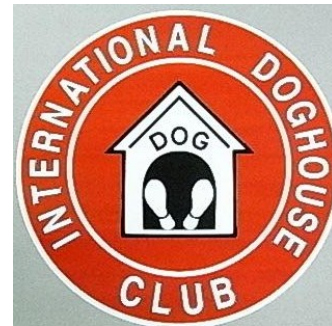


# THE DOG HOUSE

*Getting too many traffic tickets?*

*Photo radar catching up with you?*

*Do not fret, for the ramifications could be more serious.*



*Ferrari Enzo seen covered in dust abandoned in Dubai.*

The Enzo will be joined by three other Ferraris, as well as seven top-of-the-range Porsches, Corvettes, Mercedes, BMWs and Range Rovers.

An official added: 'There is a black Ferrari worth £118,000 abandoned by the British owner when he couldn't pay the fines.'

Major General Mohammed Saif Al Zaffin, traffic department director said some of the cars were stolen or involved in other crimes. Others were confiscated for debt repayment defaults, traffic fines or were simply abandoned on the streets.

He said the 23 luxury cars on sale had accumulated fines ranging from £16,900 to £17,000. **[ED: Again, small potatoes compared to the purchase price.]** Dubai police collected £1.7 million in the last five auctions for cars and motorbikes.

A £1million limited edition Ferrari Enzo was auctioned in what is thought to be the most expensive police sale in history.

One of only 399 in the world it was impounded by officers last year after it was abandoned in a car park in Dubai.

It went under the hammer among 23 luxury vehicles in a special supercar police sale. It is thought the owner abandoned the car after being chased for unpaid traffic fines. **[ED: Geez, he can afford a £1million car, but not the fines???)**

Lots of expats abandon their expensive cars because in Dubai being in debt is a crime. Many then skip the country to avoid jail.



*The British owner left it in the car park for 20 months after traffic fines piled up*

**original story by Leon Watson, Daily Mail, 2012.04.23**

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.



# FROM THE EDGE OF REALITY, AN EDITORIAL

Greetings from the desk of your Editor. Its a glorious day here in SE Alberta as I add the last bit of spit and polish to this edition of *the Oily Rag*. Now, aren't you glad you have the electronic version instead of the hard copy!

Summer has all but left us, and with that we say farewell to the busy part of the driving season. Was a busy season for me and Rudolph (my 1968 GT6 MK I). I was able to push the GT6's odometer another 4000 miles towards the magical century - where it will miraculously reset itself to zero.

I have a goal. To celebrate Rudolph's 50th birthday (five years hence) I want the odometer to roll over to 100,000 miles. I need to average 4200 miles per year in order for that to happen. YAAAY

A couple of trips to BC, jaunts around SE Alberta and the odd trek to Calgary all helped to build up the miles.

I attended Brits Best in Ladysmith - what a fun and relaxing event. No entry fee, no awards, no judging. None of that political crap associated with most shows. Just a couple hundred British cars by the ocean with their owners gabbing, lying and misinforming the public. What a grand time.

Rudolph easily pulled our combined weights through the mountainous curves and hills. Racing up a deserted Duffy Lake Road from Pemberton to Lillooet was the highlight.

Not to be left out, I also had the 911SC ooot and aboooot. Toured some of SE Alberta's small villages on the roads less travelled. **HINT to the VSCCC: Look eastward sometimes, it is a world unto its own.**

In a few weeks, I am taking the 911SC westward for another grand adventure. Jasper via the Ice Fields Parkway, Prince Rupert, Vancouver and then Kelowna and Banff. Not totally a holiday, more of a learning journey I am told - combining a holiday with university courses and a planning conference.

After seeing the gleaming chrome of the 1939 SS100, the Gullwing and many others at the ECCM, I left with the feeling my garage was lacking. So I bought my dream car.



I love my GT6 so much that I got another one. It preceded Rudolph by 150 cars on the Coventry line. It is rusty. It needs work. It needs parts - do you have any?

There is another 1968 GT6 project in Calgary that I saw last year. Does anyone know of it? Is it still for sale?

For now, am thrilled about the upcoming restoration. When does the warm fuzzy feeling start wearing thin?

Now I need to learn how to weld plus learn electrics, mechanics and all that other stuff. Unfortunately work interferes with play time. Fortunately work funds play time. It will also fund the multitude of new tools I get to buy!!

Two major events occurred since we last got together, and both involved the most dreaded topic of all - politics.

In July, our ECCM was held. I have to ask: Is there a point to awards and segregation of classes? Do they add value to the show? I would prefer a classless non-judged category. I am there to show my car and talk to people that might not have seen one, not to obtain a garage wall trinket.

In August, London and the whole of Great Britain showed its finest to the rest of the world. It was ironic to see 'British' steel figure prominently during the Olympics. The Mini, Rolls Royce and London Taxis had starring roles in the Opening and Closing ceremonies. The Mini also had a working role during the athletic competitions. But one must ask, why the new Mini? The original Mini is the icon - even with Lucas electrics.

Still assembled in the UK, both Mini and Rolls Royce are now owned by Germans. To top it off, the Rolls Royce's in the Closing Ceremonies were Left Hand Drive. Is this a reverse British Invasion, where globalization invades Britain? Pity.

Check out this video for more patriotism (it is car themed). <http://www.youtube.com/watch?v=ik9AtJQXaHQ>

It was exciting to follow Team GB's competition. I could not give a rat's behind about how Canada fared at the Olympics.

Then again, the Olympics are disgusting. Having professionals competing has sullied the original intent. Now we have old timers competing, and yet they still welcome the youth of the world to the next games. What a crock. Only about money. Is IOC controlled by a right wing government or religious institute, or perhaps simply Corporate America?

Back to the ECCM. Thank you to our sponsors and the volunteers that helped out. It is the work of a few that make this event what it is.

We do need more of you to get involved. There are 135 of us in the VSCCC. Either there aren't enough to make it work, or there are plenty to make a grand show. Calgary has the money for sponsors and there is a bevy of awesome cars. Let's ensure that there are plenty of both for future shows.

The ECCM is our big event. It is a lot of fun and (honestly) not as much work as one thinks. We have all been to other shows. We know what we do and do not like. Let's bring the best ideas to one big gathering in Stanley Park. Interested? Let us know.

Perhaps that is putting the horse before the cart. The question should be - Why do we do it? Do we really want the show? *The Oily Rag* is your newsletter - share your thoughts.

Your club is working to send September out with a bang. Three separate events are planned. Get your motors running! They will have an extended break soon enough.

*John Bulmer, Editor*

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

# ***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](mailto: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

### September

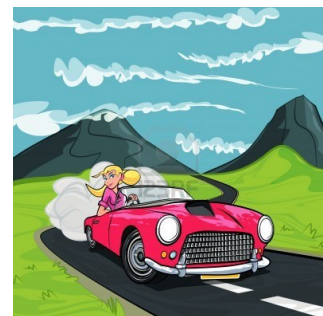
**08** Springbank Park Fall Fair ([www.springbank.ab.ca](http://www.springbank.ab.ca))

**16** Fall Colors Run

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

### December

**12** VSCCC Christmas Party



## OTHER EVENTS

Contact the sponsoring organization for more details

### September

~~08~~ ~~Calgary Swap Meet ([www.calgaryswapmeet.com](http://www.calgaryswapmeet.com))~~ **CANCELLED**

09 English Car Affair in the Park - Victoria ([www.oecc.ca](http://www.oecc.ca))

09 Quarry Park + Polish - Calgary ([quarryparkandpolish.com](http://quarryparkandpolish.com))

14 - 15 Columbia Valley Classics S+S - Radium ([www.columbiavalleyclassics.com](http://www.columbiavalleyclassics.com))

21 - 22 Electric Garage Collector Car Auction - Red Deer ([www.theelectricgarage.com](http://www.theelectricgarage.com))

VSCCC specific: 1977 Spitfire - NO RESERVE, 2007 CLK430, 1998 SL500, 2006 Quattroporte, 2003 SL55



### October

02 Great White North Pumpkin Fair and Smoky Lake Iron Cruisers Show + Shine ([www.smokylakeregion.ca](http://www.smokylakeregion.ca))

06 Majestics Swap Meet - Regina ([www.majesticscarclub.com](http://www.majesticscarclub.com))

13 Red Deer Swap Meet ([www.quick-times.com](http://www.quick-times.com))

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

Auto Events

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

Specialty Vehicle Association of Alberta - Events

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

## CLOSE PROXIMITY CAR SHOWS

September			October	2013
02 - Gull Lake	08 - Brooks	22 - Devon	02 - Smoky Lake	10 Feb - Lethbridge Swap Meet
7-8 - Nelson, BC	08 - Hill Spring	22 - Kindersley, SK	06 - Saskatoon	
08 - Cremona	15 - Radium	23 - High River		
08 - Sorrento, BC	21 - 23 - Creston, BC	23 - Rosetown, SK		

### 2012 is Almost Gone

Sadly so is car season. Still some events left.

Use our Events Calendar to make sure you don't miss out on the remaining fun. Check it out: [www.vsgccc.ca](http://www.vsgccc.ca)

# THE LEFT DITCH

ED: Hmmmmm, not so sure what to think of this feat. You are not supposed to drive whilst on the bottle, but does it count when all the bottles are under the tires?

Walking on eggshells is probably nothing for Li Guiwen of Beijing. After all, he has driven on beer bottles.

*Li Guiwen, an army driver from Beijing, steered along 1,798 bottles for 60.19m in a time of eight minutes and 28 seconds in eastern China's Zhejiang province.*

*Li, who thought of creating this record after a drinking bet with friends, added, "Since the failure last year, I have been training constantly."*

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



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# ***YOUR VSCCC EXECUTIVE***

## **2011-2012 Executive**

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Club Regalia	Rene Blei	403.932.5801	<a href="mailto:blei.rene@gmail.com">blei.rene@gmail.com</a>
Honorary Member	Gerry Martindale	403.251.4070	<a href="mailto:colin.gerry@shaw.ca">colin.gerry@shaw.ca</a>

**Our Thanks to...**

## **The Austrian-Canadian Cultural Centre**

**For hosting our Executive and General meetings.**

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# CLASSIC CAR GATHERING

September 21-24, 2012



SUN PEAKS  
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**Come for the last fling of the summer**

**Sun Peaks Resort**

**45 minutes from Kamloops, BC**

**A weekend getaway for all car enthusiasts.**

**CHARMING LOCATION. FUN ACTIVITIES. GREAT PRICING.**

**Sign-up now so you don't miss out!**

Our host hotel will be the Heffley Boutique Inn, located in the village.

All the studios come with fully equipped kitchenettes and dining tables.

Underground parking facilities.

We will have the complete hotel for our vintage car club including the spa.

Before the Olympics they hosted the successful Austrian Snowboard Team.

## DINNER AND WINE TASTING

**Book your food through the VSCCC:**

Online: PayPal [Online Form](#)

Mail: [Registration Form](#)

**REMEMBER: Book your room directly through the hotel.**

## ROOMS

**Book your room by contacting:**

**3185 Creekside Way Sun Peaks, BC V0E 5N0**

**Phone 250 578 8343 Fax 250 578 8395**

**Contact: Manfred Kasprzik Phone: 403-264-3839**  
**(mention the Vintage Sports Car Club weekend)**

Group rate is \$62.30 plus taxes per night  
(Studio 1 King or 2 Queen Size Beds, or the Loft Suites)

There will be lots of activities and time to enjoy the mountains.

The Vintage Car Club (VCC) of Kamloops and the VCC of Penticton will also be joining us.

There will be a car viewing on the Saturday morning ... not a formal car show!

**REGISTER and enjoy a great weekend.**



## THE PREZ SEZ

Summer is fading into fall and there are still some great activities left for us car folk to do.

You'd better stock up on polish because this September is a busy month. **[ED: Check out the Events Calendar!!]**

**Sept 8** has at least 3 events

- The Springbank Fall Fair
- Cremona's First Ever Show and Shine
- the Ferrari Club's Ronald McDonald Fund Raiser.

**Sept 9** is the Quarry Park & Polish Auto Show.

**Sept 16** is our fall colors run (courtesy of Mike Coe and Trevor Beatson)

**Sept 21-24** is the Sun Peaks Classic. Check the website for more information. I'm looking forward to a good turnout for the Sun Peaks Classic (book early as space is limited). I like the high adventure of the longer distance overnight cruises.

This year's European Classic Car Meet was another wonderful event and the time has come to start planning for 2013.

More or less the same core group of members has been taking on the responsibility for organizing the show. Their hard work and dedication was paramount to the success of the show and now they deserve a break.

It's time for some new bodies to take on the job. We will be introducing a new organizational format, that being a team leader and a team for the 2013 show. Will the team leader please step forward.....hmm.

The executive is going to put together a show guide with all the contact information and helpful recommendations. This will make the transition easier as the new team will not have to reinvent the wheel.

The membership will be polled to get an idea of where you want the show to go - bigger, the same or smaller. We are also working on a club mission statement that will more formally layout the direction of the VSCCC.

Just what are the benefits of being a VSCCC member?

1. It's a Vintage Sports Car Club! We service, repair and preserve our cars so the next generation can enjoy them as much as we do.
2. Social functions. Get out and meet some great people who might just become friends for life.
3. Mentoring and information exchange. There are many experts to ask for assistance on your project.
4. Travel. Day trips and Overnight cruises **[ED: Car, not boat]**. This is my favorite activity.
5. Food. We drive to where we can eat. **[ED: The second most favorite activity!]**
6. Show and Shine. Most of us work hard on our cars. It's nice to see that work appreciated.
7. Meet and greet. Join with fellow members plus members from other clubs to talk cars and help organize events.

**[ED: Um, what about this fine automotive journal?]**

Isn't this just the best hobby ever!

Stephen Crosby,

President



## 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:

Gary Beckstead, Rene Blei, Jim Briggs, Mike Coe, Steve Crosby, Richard de Boer, Mark Stonehocker the Calgary Herald, the Calgary Sun, Daily Mail (UK), Disney/Pixar, neatorama.com, PSVSA and 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 October 20<sup>th</sup>, 2012**



# THE REAR VIEW

It was a busy July in the world of the VSCCC. Not sure how we managed to pack 4 events in to one month, but it was fun.



**JULY 8:** VSCCC members venture miles south to Priddis for their annual Stampede breakfast. YEE HAW

Gary Beckstead (*the Oily Rag's* cub reporter) provided a quick recap on the event:

It was hard for me to tell who was from VSCCC and the Porsche Club (or both). With 12 to 15 vehicles and 2 dozen folks altogether it was a great day. We enjoyed perfect weather for the 60 km round-about route from the south end of the city to Priddis. Lots of country back roads. [ED: This should whet your appetite for the Fall Colours tour.]



**JULY 11:** VSCCC members load up their vehicles and head out for an Ice Cream run.

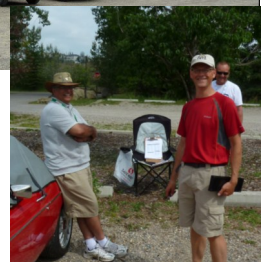


[ED: As Homer would say, HMMMMMMM ice cream!!]



**JULY 14:** The BBQ and Car Safety Inspection organized by the Calgary MG Car Club. In a unique and typical 'car person' experience, the CMGCC and the VSCCC were honored with some foreign visitors.

**JULY 21:** An ECCM not to be forgotten. That is covered elsewhere in *the Oily Rag*.





As reported in the July *Oily Rag*, David and Val Taylor were in our fine city on a holiday. As Morgan owners, they wanted to meet up with others who share the passion for vintage sports cars. They were not disappointed!!

See, rule book says  
MGB was first.



That should  
teach her.  
Never insult  
my Morgan!

Its OK dear.  
I nicked their  
passports.

Gary, just a quick note to say how much we enjoyed your hospitality today.

Apologies for being late - I really must update my Satnav! **[ED: English-Canadian translation => SatNav = GPS]**

I thought the turn out of very well presented classics was a great credit to the Club and I've taken quite a few pics and already sent them to our Morgan friends back in the UK.

The badge was the icing on the cake and I'll make sure I get it fitted and send you a pic when I return to the UK

We've thoroughly enjoyed our time in Alberta and it must rate as one of our best holidays ever. Thanks for helping to make it so memorable.

If you or any Club members visit the UK please let me know and I'll try to help in any way we can.

Enjoy the DVDs and look forward to keeping in touch

Bye for now, Dave & Val



They're wrong.  
Spitfire was  
first

Where's  
my beer?



Not a Jag.  
FAIL!!





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# THE CENTER LINE

## 2012 EUROPEAN CLASSIC CAR MEET

This was a must see event.  
More pictures than words!!!



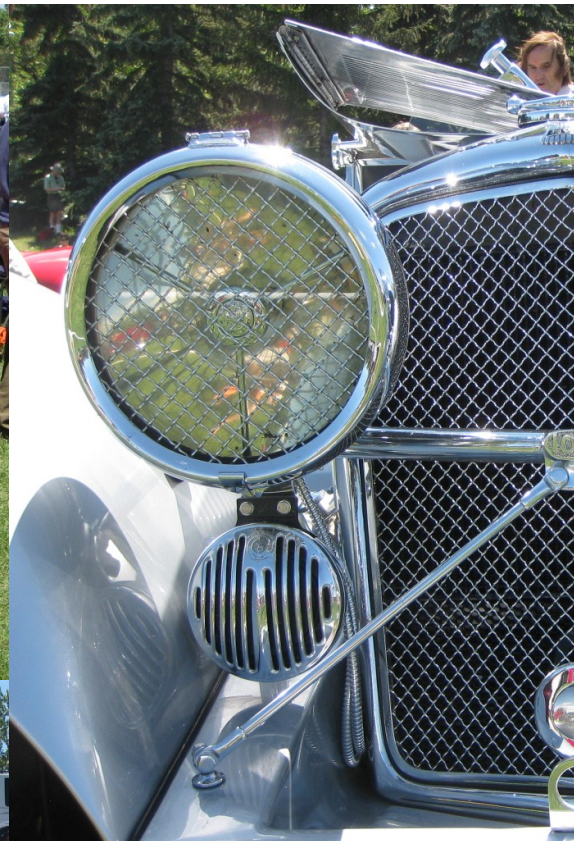
All great car shows need specific ingredients to make the day memorable. The pictures capture the key ingredients.

- great weather
- people
- food
- unique vehicles and proud (quirky) owners





A reminder that Ford also had a huge British presence.



Unrestored  
Porsche 356  
Continental



A Karmann Ghia looking like it has a bit more than the stock 40 - 60 hp.





Sweet Fiat X19. Back in the day who would have thought they would be Classic Sports Cars.



This rare 512 looked right at home in the Italian pavilion.



The BSA logo is uber-cool.

By the way, so is the bike.

Look yonder to the left.





Vintage steel two wheelers

Austin Healeys and Triumphs exposing their pearly whites to the discerning onlookers.



Brilliant British Survivors.

This XKE did not need the Recovery Service.



Tired of British iron?  
Check out these Swedish delights.  
No blondes tho. Pity.





Congratulations to our Class Winners at the 2012 European Classic Car Meet. Complete listing on Page 21.

Errors? Omissions? Major cock ups? Please send us a pic so that we can correct our mistake in the next edition.

CLASS

1

3

4



CLASS

5

6

7

CLASS

8

9

10



CLASS

11

12

13

CLASS

14

15

16



CLASS

17

18

19



# *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**

## **We offer:**

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

## **Always in stock:**

K&N air filters;

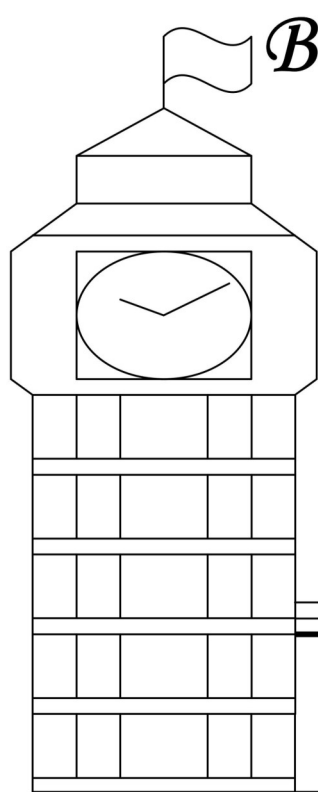
Maniflow intake and exhaust systems;

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

Slark, Swiftune and Longman performance cylinder heads;

SU carburettor conversions for TR4A, TR6 and Mini;

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



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

We have in excess of 5,000 ITEMS IN STOCK

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

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

On most non-stock items we have a three day turn-around time.

In Western Canada, we are your exclusive one-stop shop for

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**ALL PRICES** include shipping and brokerage from the UK

We import directly from the UK in our endeavour

to get you the best quality Heritage and replacement parts

**262035 Poplar Hill Drive**

**ph: 403-230-3923 fax 403-230-3921**

**[www.britishcarsinternational.org](http://www.britishcarsinternational.org)**



# And the winners are .....



CLASS	MAKE(S)	BEST IN CLASS	VEHICLE
1	MGB & MGC	Stephen Taylor	1972 MGBGT
3	Triumph TR2, TR3 & TR4	Wayne Shalagan	1966 TR4A
4	Triumph Spitfire & GT6	Mark Stonehocker	1976 GT6 MK3
5	Triumph TR250 & TR6	David Comb	1973 TR6
6	Other Triumph	Mike Coe	1982 TR8
7	Austin-Healey 100 / 3000	Tom Scully	1956 Austin Healy 100M
8	Jaguar Sports	Bill Wertzler	1954 XK120
9	Jaguar Sedans	Chris Woodward	1964 MK2
10	Other British Sedan	Murray O'Shea	#158 (Mini)
11	Other British Sports	Bob Algar	1987 Morgan +8
12	BMW & Mercedes Benz	Stephen Ross	1956 Mercedes-Benz 300SL
13	Porsche (to 1980)	Ken McDonald	1963 Porsche 356B
14	Porsche (1981 and later)	Glen Yuen	2005 Porsche Carrera GT
15	Alpha Romeo	Hal Hamilton	1979 Spider Veloce
16	Italian Sports	Stephen Ross	Lamborghini 400GT
17	Ferrari (up to 1990)	Stephen Ross	1974 Dino 246 GTS
18	Ferrari (1991 and later)	John MacDonald	2001 Ferrari 360 Modena
19	Other European	Terry Langridge	1962 Volvo P1800



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Malcolm Mann  
www.auto-mann.ca  
403.243.9556  
malcolmmann@shaw.ca

See reverse for address and map



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First Vice President  
Investment Advisor

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Fax: (403) 231-7321  
Toll Free: 1-800-290-6643  
stephen.ross@cibc.ca



**Mackay Sadler** LLP  
Chartered Accountants

*Don Mackay, CA*

Phone: (403) 256-8118 Fax: (403) 256-8103  
Email: don.mackay@mmsllp.ca www.mmsllp.ca  
Suite 203, 20 Sunpark Plaza S.E., Calgary, AB T2X 3T2



**Sylvia Heikamp, RN**

Community Care Supervisor

**Focus on Caring (2000) Inc.**  
2467 - 23 Street N.W., Calgary, Alberta T2M 3Y3  
**Office: (403) 264-3839 • Fax: (403) 237-7666**  
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classic sports car enthusiasts each time  
they read *the Oily Rag*.**

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

## 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 VSCC 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](http://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.

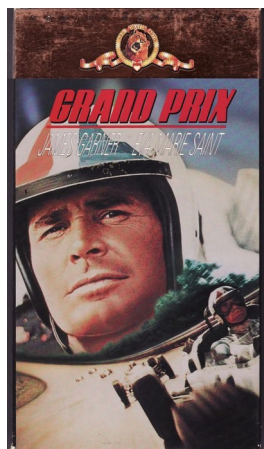
**WHAT DO YOU SAY VSCC MEMBERS? WOULD YOU CONSIDER PURCHASING A JACKET? PLEASE ADVISE STEVE or RENE.**

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



# THE RIGHT ~~DITCH, SEAT,~~ ER, TRACK

Earlier this year, Richard de Boer had submitted a story about his racing adventures at Race City Speedway and elsewhere. Sadly Race City is no longer. Sadly, *the Oily Rag* did not have room to include Richard's story. A recent story in the *Calgary Sun* discussed the potential for a new Calgary area race track. For a lazy Editor like yours truly, this is simply too brilliant of an opportunity to pass up. Enjoy and THANKS Richard.



## RACE DAY

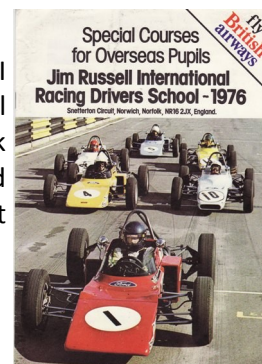
I remember with perfect clarity being eleven years old, sitting in a movie theatre watching one of the all time great racing movies, "Grand Prix". It was fast. It was exciting. It was dangerous. And it was all accompanied by great music, romance and passions of all kinds. I remember promising myself that one day I would do that.

In partial fulfillment of that dream I took myself to England for three weeks when I was 20 years old to attend what was then about the only professional racing school in the world. There were no such things as one day or weekend warrior camps back then. The Jim Russell Racing School offered three week courses in Formula Ford cars for those with a desire to make a career of it. I took myself, and my adolescent dreams of glory, to the school for their three week course. It was great.

I came back to Calgary and had no idea what to do next, nor how to further pursue this dream, nor how to pay for it. At that time there was no racing track in Calgary [ED: History has a way of repeating itself] and I knew of no opportunities. Lacking support, finances and the necessary courage I gave up on the notion. Apparently my heart did not.



Jim Russell's mobile classrooms  
Van Diemen Formula Fords



*original story by Harry Pegg, Calgary Sun, 2012.08.13*

### A new track for the Calgary area?

Based on the announcement this week by Rockyview Motorsports Park (RMP), the potential is terrific, the timeline is about as good as one can expect -- if all goes well.

RMP is a private group of businessmen who are proposing to construct a \$30-million track near Airdrie.

Spokesman Dominic Young says the first phase of the project will have a 4.5-km road course, a drag strip and 1.2-km go-kart track along with trackside luxury car parking. The road course, to be built to Grand Am specs, will be the longest track in Western Canada. Elevation changes and 12 to 18 corners will make it challenging to drive.

Young says the total development would encompass just less than 1,300 hectares of land and plans include an executive airport, retail and industrial businesses.

"We're not trying to use Grade 1 agricultural land for the project," Young adds. "It's relatively sparsely settled but has great access for user groups."

He would not be specific about the location although there have been grapevine reports that it would be 5 to 10 km east of Airdrie, just north of Hwy. 567.

Young says he's been involved in the project for more than a year and the facility is designed to respond to the area's need for a decent track.



As my daughters were well into their teen years, they required less and less of my time and attention. Refocusing my life after intensive parenthood, I visited the race track in Calgary and discovered that there was a number of racing schools using the track and entry level racing opportunities. Exciting stuff!

I attended the track several times. Watching, working up the courage and making a plan to get involved. I talked to people involved in racing and signed up for a one evening racing course. I also talked to a fellow who organizes an entry level stock car group. As my winter work schedule came to an end, I had the time, money and opportunity to get more involved. I learned about what was done to the cars and then I started shopping for my own car to enter.

This group races four cylinder, automatic, front wheel drive cars. Beyond the mandatory safety equipment, the cars must remain virtually stock. It keeps things relatively inexpensive and it keeps the competition nice and tight.

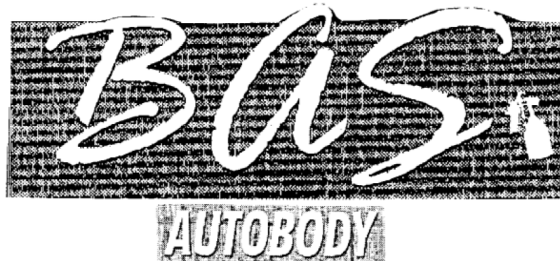


I found a little Honda Civic hatchback, brought it home and got to work.

**ED: Want more details? Follow Richard's exploits in future editions.**

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



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# ROAD TRIPS

**BOMBER COMMAND.** Mike Coe provides a recap on an excellent adventure to the Lancaster Bomber Museum in Nanton. A couple of special gems for this (soon to be annual?) journey are contained within.



## Nanton Lancaster Bomber Museum

The great participation from members of both the VSCC and the Calgary MG Car Club to promote the Nanton Lancaster Bomber Museum August 18th, was very gratifying.

The day gracing us participants of 14 cars with exceptional weather.

Our meeting time of 7.15 a.m. at Second Cup, Shawnessy, found the store not open before our 7:30 a.m. departure time to Nanton. By lightly tapping on their window resulted in them graciously opening a little earlier to serve us. Their enthusiasm growing upon noticing the number in our contingent of cars !

An 8.30 a.m. arrival time was arranged for Nanton Lancaster Museum parking privilege. Thus, time in convoy was at a premium. The majority of our principal number were on the highway to Nanton at about 7.35 - to a "very" respectful pace. Along the way we spotted Jack and Elsie tootling along just north of Nanton. Our arrival time at a quick 8.20 a.m.

The Lancaster already displayed out of its hanger. Whilst inside was displayed the residue of the Mosquito Aircraft [delivered the previous weekend from its Calgary storage warehouse], plus the museum exhibits and hoards of people.

The Lancaster Museum was absolutely delighted to see our fourteen cars. So much so that before engine start up we were for photography purpose staged under the Lancaster's two huge spread out wings! I'm grateful to our participants making this a superb day.



The Lancaster Bomber was taken outdoors and surrounded by historic cars.

Photograph by: Lorraine Hjalte, Calgary Herald

[www.calgaryherald.com/Gallery+Iconic+bomber+plane+unveiled+Nanton+museum/7113400/story.html#ixzz25GPxgghb](http://www.calgaryherald.com/Gallery+Iconic+bomber+plane+unveiled+Nanton+museum/7113400/story.html#ixzz25GPxgghb)

Of the 14 participating cars in attendance, Triumphs were predominant [ED: As they should be], MGB's and Volvo P1800S' came in gangs of three, supported by a Fiat X19, a Jaguar XJS V12 and appropriate to the Lancaster theme a lone Spitfire (car, not aircraft !!).

We enjoyed the superb pancake breakfast plus the various speeches throughout this special day.





Some of our cars returned home via Highway 2. Though others later in the day, such as Ashley and I, took the great twisty Highway 533 west. Then north on Highway 22 to Bar U Ranch for ice cream; and east on recently fully paved Highway 540 to just south of High River. Then the back roads to Calgary. An awesome drive at any time of the driving season; that at one time or other should be looked at for a Club Drive.

I very much wish to sincerely thank the participating members of the MG. Club and Vintage Sports Car Club. All of whom were superb representatives of our Clubs; and great to enjoy this day with. They being Trevor {and Brother} Derek Beatson, Geoff Minors (Magrath), Jack & Elsie Ramsden (Three Hills), Gary Beckstead, Daryl Wade, Mark Stonehocker, Jim Herbert, Ian Laird, Terry Beck, Chris Durnall, David Rose, Steve Raunest, and Fred & Wendy Griffith. Rounded out by my Eldest Son Ashley and yours truly.



The TR8 started the day a darker shade of brown. Then it saw the big green monster in the rear view, and the Italian green monster on the offside.

The 'other' British car provided little comfort.

A considerable number of photographs were taken within and of our group.

The Bomber Command Staff were very gracious as usual in the placement of our cars. And I assess that we greatly – but quietly – contributed to this day. If anything to judge by, this was proven by the many locals and considerable number of tourists predominantly with their cameras flashing our cars for a good thirty to forty plus minutes.

Cheers

Mike Coe



ED: Big butts blocking the view of a nice GT6.



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

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

## VEHICLES FOR SALE

### 1949 MG-Y Tourer (Aug 12)

- One of 877 cars built 1949-51
- 20,000. miles since frame up restoration.
- Complete set of photos of restoration and car history going back to the 1960's.
- Engine and chassis fully detailed. All original manuals included -- parts, shop, owner's and factory sales brochure.
- Body, paint, mechanicals, and interior all in very good condition. Runs great.
- Same owner last years 30 years.

**PRICE:** Asking \$25,000. CAD

**CONTACT:** Jim Masleck (403) 606-6433 or [email](#)



### 1969 E Type Jaguar Coupe (Aug 12)

- Originally a Southern California car -- no rust ever.
- 8000. miles since restoration -- restoration fully documented with photos.
- Engine and chassis fully detailed. Re-painted in Jaguar Signal Red with a grey leather interior.
- Rare factory air conditioning. All manuals including factory sales brochure.
- Appraised in 2008 at \$32,000.
- Same owner for the past 20 years.

**PRICE:** Asking \$30,000. OBO

**CONTACT:** Jim Masleck (403) 606-6433 or [email](#)





## 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](#)



## 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](#)





**1960 Austin Healey Sprite (Sep 12)**

Three owner Austin Healey Sprite. Car is a driver, currently registered in Alberta.

Two seat roadster with vinyl top, frame and side windows included.

Body in good condition; minor surface rust along the rear wheel arch edges. Undercarriage is in fair condition (noticeable wear and tear for a 52 year old car). No bondo noted (we have never done any bodywork to the car since purchase).

Interior in fair condition, with original gauges, all working save for temperature.

Motor is 1275 cc transplant with 4 speed ribcage transmission; motor has decent horsepower and maintains good oil pressure. Paint is a red overspray over original robin's egg blue (purchased this way). Paint job was not great, with noticeable cracking on the bonnet and rear decks.

Work done on the car since ownership has been normal engine maintenance, brake pads and cylinders, and new tires; otherwise, she is as we purchased it. Car is excellent candidate for a restoration or to drive as is. We planned on restoring it, but have purchased a larger classic to haul four of us instead.

More information available upon request.

**PRICE:** Negotiable

**CONTACT:** Richard Pontello 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



## 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](#)

---

## 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

---

## PARTS WANTED

### Triumph GT6 MK I Parts Wanted (Aug 2012)

I am restoring a 1968 Triumph GT6 MK I and in need of parts.

- Major parts needed: front and rear wings (both sides), sills, floor pans, chassis outriggers, windshield
- Minor parts needed: unsure at this time, but very interested in finding out what is available in the region.

Some parts for the early Spitfires will also work.

Let me know what you have.

**PRICE:** To Be Determined / Negotiated

**CONTACT:** John at 403.878.6255 or [email](#)



# Driving Distractions

There are those who believe that the garage is the safest place for an automobile. For those with the quality garage queens, you may wish to think that logic. The picture on the left also serves as a reminder as to what is coming our way in a few months. Scary photo on the right, for I have seen similar PLANNED layouts in some garages - but please, next time USE A LIFT.

Images sourced from the Puget Sound Chapter - Volvo Sports America ([www.psvsa.org](http://www.psvsa.org))



## VINTAGE SPORTS CAR CLUB OF CALGARY Membership Application



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

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

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

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

### Sports Car(s) Owned:

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

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

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

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

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

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

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



## SPRINGBANK FALL FAIR

The good folks at the Springbank Fall Fair have invited the VSCCC to display our cars during the Fair. 2000 - 3000 people are expected to attend the Fair.

The Springbank Fall Fair is a family event. Stay and enjoy the day. Bring the little ones - a fabulous day for gran and the kids!

**Date: Saturday 08 September 2012**

**Time: 0800**

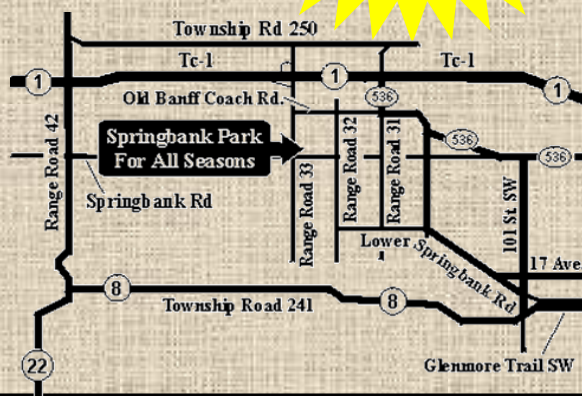
Cars need to be at the Springbank Park prior to 0800 for set up.

Please RSVP your attendance to Sylvia:

[heikamapg@shaw.ca](mailto:heikamapg@shaw.ca)

For details on the Fall Fair check out:

[www.springbank.ab.ca](http://www.springbank.ab.ca)



Horticulture Show  
and Petting Zoo  
Bring your Jags,  
Stags and  
Mayflowers



**2012  
FALL FAIR**

**SEPTEMBER 8TH  
9AM - 7PM**

**LOCAL TRADESHOW  
HORTICULTURE SHOW  
LIVE ENTERTAINMENT  
FUN RUN KIDS ZONE  
COMMUNITY GROUPS  
PANCAKE BREAKFAST  
BBQ LUNCH**

## Fall Colours

Date: Sunday, September 16, 2012  
Time: 0930 Coe Coffee + Beatson Briefing  
departing at 1000  
Where: Shawnessy Second Cup  
RSVP to [coefront@shaw.ca](mailto:coefront@shaw.ca)

**SPECIAL GUESTS  
THE CALGARY MG CLUB**

### **COSTUME CONTEST**

Dress in Period Costume  
based on the year of  
manufacture of your car.

### **PRIZES**

Discard any inhibitions\*.  
Throw caution to the wind.  
Come prepared to have fun.

**PROVIDE CONTENT FOR  
YOUR NEWSLETTER!!**

\* If you have a hippy era car, nudity is illegal.  
Streak within the rules please.

Itinerary: Beautiful country lanes south of Calgary  
Picnic Lunch near Bragg Creek (with  
optional ice cream stop)

**NOTE: YOU PROVIDE YOUR OWN LUNCH**