

# ***the OILY RAG***

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





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# CAR COVERS

**TOP** In the 28 September 2012 edition of the *Calgary Herald*, reporter Robert K. Rooney spent some time with the VSCCC's very own Tom Scully to talk to him about his 1956 Austin-Healey 100M. This photo is from Mr. Rooney's report. Will try to include more in 2013.

Following WW II, the British government needed to raise funds to repay debt owed to the USA. The Brits focussed their efforts on an export program by which government coffers would surely be filled. Part of this strategy was the export of the British Sports Car as a number of American GI's were enamored with them whilst stationed in Britain.

Most British marques of the day offered a sports car, however Austin did not. Partnering with Donald Healey, Austin was able to introduce their own sports car. The 100M was a variant of the second series of the Austin-Healey 100. Separating the 100M, from the more standard 100 are things like a special intake manifold and carburetors, a cold air box, changes to the compression ratio and a high-performance cam, among other things.

The 100M was a car that interested Tom. As with so many things in our hobby, Tom had to search long and hard for his car. Eventually it required him to look far far away - his car came from Maine!

Tom's perspective is one that we share: "***It was designed to be used. Why own something like that if you're not going to use it?***"

**BOTTOM** VSCCC member cars that traveled to Sun Peaks in Kamloops - see the write up later on in the November edition.

Featured in this photo are Howard Phillips' Triumph TR3A, Fritz Peyerl's Porsche 912 and Chris Durnall's Triumph TR3A.

**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

*Upset that you don't have enough storage space?*

*Tired of paying someone else to restore your ride?*

*Looking for a career change?*

*Our Dog House feature this month is a bone to gnaw on.*



Whilst perusing the kijiji.ca adverts recently, this listing caught our attention.

## **Turn key Auto Body Business located in the Town of Stavelly**

It ticks all the right boxes: room to park the 'road worthy' rides, space and tools to restore the 'less than road worthy' rides, rental income, living quarters and within easy commuting distance of the all-important VSCCC events. And all for less than the price of a 3 bedroom house in Calgary!

Some of the highlights include:

2900 sf body shop with 4 bays,  
2 overhead doors,  
Devilbiss paint booth,  
MIG Welder,  
Plasma cutter,  
2x48 CFM air compressors,  
AND a tire changer.

The list does not stop there:

Three Phase Power Supply  
New flame less furnaces (3)  
New hot water tanks (3).  
Roof Membrane 4 years old.



And even more:

includes 8 year old 2100 sf home  
additional revenue earning rental  
building

LOW taxes and utility costs.

And best of all, the seller may help  
finance and stay on for a transition  
period.

As the ad states, this is an  
excellent opportunity for Car Club  
Ownership **[ED: VSCCC Exec are  
you reading this!!]**.

Check out the advert at: <http://alberta.kijiji.ca/c-cars-vehicles-classic-cars-Complete-Turn-Key-Hot-Rod-Shop-W0QQAdIdZ427916691>

**LEGAL:** Editorial staff of the Oily Rag have no financial or personal interest in this listing.

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***

As Fall transitions to Winter some fall in to a melancholy state reflecting on the great auto experiences of the 2012 driving season. I share this pain. Entering the garage I see the fleet parked whilst wistfully dreaming of some nice weather for one last fling before the snow sticks to the ground for good. Mother Nature is conspiring against me as the forecasts and the weather are not conducive to realizing my dreams. C'est la vie!

I will be remiss if I do not apologize for some past indiscretions on my part. Absolutely not related to anything that I have done - one should never apologize for what they have done. One should only apologize for what they have not done. Since the ECCM I have been absent from every VSCCC event. Twas not because I did not want to attend our drives and meetings. There has been far too many conflicting priorities in my life which required my attention.

The Fall Colors Run was replaced by an emergency repair to my rear stairs. Whilst replacing a failed step I happened to remove a dinner plate sized chunk of rot from one of the stair stringers. This necessitated a complete replacement of my rear steps on the only day I had free. I am hoping that my practice in wood rot replacement will assist me as I commence the steel rot replacement on Ferry (my GT6 project).

My participation in the Urban Design Certificate program at Simon Fraser University requires a multitude of trips to the west coast between September and June 2013. This is consuming a fair quantity of my free time. Not that I mind it too much as I am able to experience thousands of kilometers in longer distance drives through the most spectacular scenery I can imagine. One of my goals is to try and take every route possible to get to and from the coast.

However its tough not to repeat journeys when one gets routes like the Duffy Lake Road, the Fraser Canyon, the Creston-Kaslo-New Denver loop and the Crowsnest Highway Those roads never get tiring. The only down side is that my little sports cars are parked inside a warm garage for the winter. Oh well, the Mercedes 300E is meant for touring and so far it has been well suited to covering the hilly and twisty mountainous roads. My speeds are slower mind you, which should make my Mom happy!!

My first trip was at the end of September and I traveled to Vancouver via Prince Rupert in my 911SC. A super fun trip, with the only negative being a flat tire at Burns Lake. I was concerned as the 911SC has staggered tire sizes and they are a bit of an oddball size compared to today's 20 inch rims and what not of modern cars.

Fortunately the Kal Tire store had one tire in stock. Unfortunately they had only one tire in stock.

Although concerned about another blow out on the rear I did visit Vancouver, Vancouver Island and the Gulf Islands. From there it was off to Kelowna to visit my parents and m'lady. Luckily, I found two used tires in Kelowna. Even better that they happened to be exact matches (brand / size) to the tires that I had to replace.

Price was good and my worries disappeared. PHEW.

Backtracking a tad, my time in Vancouver was very entertaining. Lots of exotic cars, but not many vintage ones. The 1980 911SC I was driving seemed to feel old and out of place as I was surrounded by newer versions of the BMW, Ferrari, Lotus, Maserati, and Porsche. The most entertaining session was when a new Maserati wound it up on a desolate downtown street early one morning. WOW, what a sound.

I returned to Vancouver at the end of October. This time driving the Mercedes. It was a fun trip, altho the 300E on the Duffy Lake Road is a very different experience than taking either the 911SC or the GT6. Not worse mind you, just different.

This month is November to some. For thousands of others it is MOvember - a month to grow a Mo (Aussie for moustache) in support of prostate cancer research. I am one of those involved with MOvember. I will take a few seconds of your life and ask that gentlemen, and those ladies who treasure your gentlemen, have a discussion about this topic. And if you see fit, it would be great if you could visit my (or someone else you know) MOvember page and make a donation to this most worthy of causes. My page is at:

<http://ca.movember.com/mospace/4365305>

THANKS

*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

### November

- 14 Annual General Meeting  
Austrian Canadian Cultural Centre
- 17 Wine and Cheese  
Brenda and Don McKay



### December

- 12 VSCCC Christmas Social  
Austrian Canadian Cultural Centre

### April 2013

- 27 Spring Breakout and Garage Tour

### July 2013

- 20 European Classic Car Meet  
Stanley Park



### Farewell 2012 and Farewell Car Season

**WAIT, stop the presses!!**

There are still some events left this year!!

Use our Events Calendar to confirm dates, times and venues. Check it out: [www.vsgcc.ca](http://www.vsgcc.ca)

### SNOW BIRDS TAKE NOTICE

Arizona Auction Calendar

Barrett Jackson

January 13 - 20

Delahaye

Talbot Lago

Gooding + Company

January 18 - 19

RM

January 18

Russo and Steele

January 16 - 20

Silver Auctions

January 18 - 19

## OTHER EVENTS

Contact the sponsoring organization for more details

### February 2013

- 09 Lethbridge Swap Meet  
Exhibition Pavilion
- 22-24 World of Wheels  
BMO Centre, Stampede Park



### March 2013

- 13 Red Deer Swap Meet

### July 2013

- 21 - 23 J.C. (Jack) Anderson Charity Auto Auction (Supporting Olds College)  
<http://100.oldscollege.ca/events/jc-jack-anderson-charity-auto-auction-supporting-future-olds-college>

## OTHER EVENTS - LISTINGS

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

Northwest Cruise Calendar  
Auto Events  
Specialty Vehicle Association of Alberta - Events

[members.shaw.ca/calgarycc](http://members.shaw.ca/calgarycc)  
[www.autoevents.ca](http://www.autoevents.ca)  
[www.svaalberta.com](http://www.svaalberta.com)



Questions  
are  
guaranteed in  
life;  
Answers  
aren't.

## CLOSE PROXIMITY CAR SHOWS

2013

As the year comes to a close, the car show table is blank.

We need your help in populating this table. Do you know of any shows that are confirmed / planned for 2013?? Please send them to us so that we # 1 do not have white space and # 2 do not need to repeat this message in the January edition.

THANKS

# THE LEFT DITCH

## FERRARI OWNERS - BE CAREFUL DANG IT!!

2012 will be looked upon as not a great year for some Ferrari owners.

In July, U.S. businessman Christopher Cox was driving his Ferrari 250 GTO through France as part of a road rally to commemorate the 50th anniversary of the GTO. The GTO, worth an estimated \$31 million, was involved in an accident with a private vehicle. The GTO reportedly sustained severe damage on its right side and front end.

This car has lived a colorful first 50 years as it was no stranger to the body shop. In the mid 60's its original body was discarded and replaced by a custom creation by Drogo, an Italian coachbuilder. The Drogo-bodied version was involved in a crash in London in 1976 resulting in the scrapping of the Drogo body. The chassis was refitted with a 250 GTO replica body. The car retained a Ferrari chassis number, 3445, which helped it retain much of its value. Time for another replacement!



Finished in it was one of only 39 ever built. In 1962, the cars were sold for just shy of \$9,000. This GTO was originally red, but received a respray in blue with a yellow central stripe in 1963



In October, a Ferrari California and a Spider 548 were all but destroyed in an expensive crash. The two cars were part of an exotic car rally south-west of Beijing, China when they lost control and collided on the Baomao Expressway. The expressway is a dangerous stretch of highway with over 40 people having been killed in the last two months alone. **[ED: Makes the Deerfoot seem like a quiet country road.]**

**[ED: This information has been cobbled together from [www.christianpost.com](http://www.christianpost.com), [www.inquisitr.com](http://www.inquisitr.com) and the NY Times Wheels blog]**



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



# ***YOUR VSCCC EXECUTIVE***

## **2011-2012 Executive**

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**Our Thanks to...**

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

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

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- 3. 8 colour photos**
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**\*Cost for VSCCC members: \$100 at my place or \$125 at your place within the City of Calgary**

**Call Jim Masleck (403) 606-6433  
allclassicauto@yahoo.com**

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

# BUMPER STICKERS - THREE GREAT EVENTS

## ANNUAL GENERAL MEETING

**November 14, 2012 @ 7:00 PM**

Help shape the future of YOUR vintage car club.



We Need You - to help keep the VSCCC rolling and, well, because we simply need you. We like you - yes, its true! So please come out.

If you are a real go-getter, nominate yourself or someone else for one of the Executive positions. Elections are more interesting when there is an actual vote taking place!!

**Executive positions listed on the boot.**



**Wine and Appetizer Get Together at Don and Brenda McKay's home  
November 17 - 6:30 pm till 10:00**

Please bring an appetizer for eight people that can be shared.  
Don't forget a bottle of wine or other preferred liquid libation. (We share food, not libations!!)

There will be enough food so that this is meant to be dinner.

Don and Brenda's address 97 Ravine Drive De Winton (they live on Heritage Point Golf Course)

RSVP to [Sylvia](#). She needs a head count to pass along to our gracious Hosts.



## 2012 Christmas Social

**WHEN: Wednesday December 12, 2012  
Doors @ 630 Dinner @ 730**  
**WHERE: Austrian Canadian Cultural Centre**  
**WHY: 'Tis the season and 'Tis the reason**

\$15.00/person. Pay at the door. Check or cash only. RSVP to [Sylvia](#)

Featuring the ever popular Model Car Diorama SHOW. Have you got yours ready to exhibit? Get a move on!

Head to [www.vscce.ca](http://www.vscce.ca) for more details on this annual fun filled activity.

Who knows, maybe even Saint Nicolaus Claus will show up!

Soft Christmas music, sumptuous dinner, relaxed atmosphere, extravagant door prizes



# THE PREZ SEZ

Well hello again. It's been two months since I last entered onto these pages.

Fall is fading to winter and our beloved cars are being put to sleep for the winter. However, it's Nov 4 and as I write the sun has returned for the first time in two weeks!

Happily there are still some events to keep us amused until driving season returns.

The Annual General Meeting is looming on the 14th and strangely enough the entire executive has chosen to stand for re-election for another term. This must be unprecedented. Surely it can't be my exemplary leadership skills! **[ED: Far too easy of a set up, but I shall refrain.]**

It must have something to do with the club itself. Could it be that these people really enjoy what they are doing plus they do what they do very well? Well ... Yes.

I thank every one of them for their dedication through the past twelve months and hope that this team will be allowed to do it again.

## Coming events for 2012 include:

- November 14: The AGM  
Austrian Canadian Cultural Centre  
Look out it's election time!
- November 17: Wine and Cheese  
Don and Brenda McKay's  
Thank you Don and Brenda for staging this event again. I believe that this is the second time around, so could it now qualify as "Annual"?
- December 12: The Christmas Party  
Austrian Canadian Cultural Centre  
Don't miss the model car diorama

Events are already hitting the starting grid for 2013, these events are already forming up:

## Coming events planned for 2013 include:

- February 22-24: World of Wheels  
This year it is under new management and looks to be a fine event. It is great exposure for our club.  
Note that the VSCC will subsidize entry for display cars. This is the least we can do considering the cold, darkness and snow at that time of year.

- TBA: President's Dinner

Sylvia is digging deep to set a new standard in dining excellence for this event.

Note that as our premier social event, it is also subsidized by the club.

- April 17: Spring Breakout and Garage Tour

One sponsor has stepped forward. We will meet Tom Racz of The Hot Rod Shop. He put together a Wing Tank car, ran it on the Bonneville Salt Flats and set a class world speed record.

We are still looking for at least two more venues.

- July 20: The European Classic Car Meet

Fritz Peyerl will be heading up the team that brings us the show for 2013. Chris Durnall will be his right hand man. **[ED: After reading Wayne's road trip, Fritz may not want Chris' help!]**

Emphasis will be on the classic car enthusiast, and we are hoping to bring in drivers and their cars from British Columbia, Saskatchewan, Montana, Idaho and Washington. Fritz has done a great job in the past and I'm sure that he will pull it all together again. He will be looking for volunteers. Please direct your questions/comments to Fritz or Chris.

As always, check the Events portion of the VSCC website for updated information.

This may be my last communiqué as your President.

Thank-you all for the privilege of serving on your Executive.



Cheers and have a Merry Christmas,

Stephen Crosby  
(AKA St. Clausby)

## 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, Jim Briggs, Mike Coe, Steve Crosby, Chris Durnall, Richard de Boer, Wayne Shalagan the Calgary Herald, christianpost.com, Daily Mail (UK), inquisitr.com, the NY Times Wheels blog 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 December 20<sup>th</sup>, 2012**

# ROAD TRIPS

Wayne Shalagan wrote in about an adventurous journey that he and several others took through the wonderful roads of the BC interior.

*the Oily Rag* loves receiving these types of stories as they show what can be accomplished by individuals on a mission, without the need for an organizing committee. Good on ya!!

## The Tim Hortons Tour (June 2012)

Undertaking a long distance tour in a vintage sports car is a bit like entering the Indianapolis 500. No matter how well prepared and proactive one tries to be there is always a last minute rush to ensure the vehicle is ready. Check and re-check; fix; remove and replace; adjust; test; etc.; etc. And there is always the inevitable nagging uncertainty of whether the car will actually complete the event under its own power.

I'm not suggesting that a little anxiety of this sort is a bad thing.

After all, it's all part of the adventure and helps motivate us to diligently maintain our cars. Being overly confident prior to the start of a tour would be tantamount to buying a can of trophy polish the night before the 500. And I think we can all agree that would be a little presumptuous.

With that in mind, I was carefully doing a few preparatory checks and adjustments on my 1966 Triumph TR4A (aka "Lou-Lou") the evening before our planned departure for a tour of British Columbia's beautiful Kootenay Valley. Perhaps the most crucial checks were ensuring that my cell phone was charged and my MasterCard and AMA card were in my wallet.

Early the next morning (Friday, June 22) my girlfriend and co-pilot, Wendy, and I arrived at the Shawnessy Tim Hortons which was the designated starting point for the tour. The other participants were Ed Winters (Triumph TR4), Tom Scully (Triumph TR4A), Gerry Drysdale (Triumph TR6 – aka "The Wild Thing"), Chris Durntall and brother, Andy, (Triumph TR3) and Jeff Derkuch (Chrysler Crossfire - support vehicle).



*An alternate version of the 'LeMans Start'. As stated by the author, is 'a little anxiety' showing through?*



Our tour, dubbed the Tim Hortons Tour, saw us drive the first day via Highway 22 and then Highway 3 through the Crowsnest Pass to Kootenay Bay, across Kootenay Lake on the ferry to Balfour and finally into Nelson. There we met former Calgary club members Gary and Sandy Stoutenburg (Triumph TR8), Peter and Sylvia Sparke (Triumph TR8), as well as friends of Gary from Kelowna, namely Brent and Elaine Warne (Triumph TR6) and Mike and Braunwin Fraser (Triumph TR8). It was great to get re-acquainted with old friends and to make some new ones. Mike is a mechanic in Kelowna who owns and operates "Mike's British Repairs" from the historic "Hillside Garage" in East Kelowna, which is only a couple of miles from where I grew up.

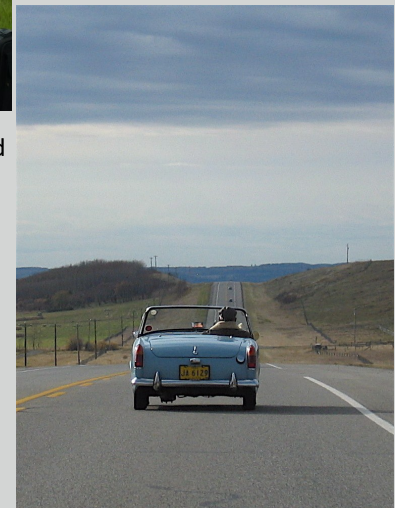
Unfortunately on the first day Gerry was forced to quit the tour. He had just put a new engine, complete with supercharger, in The Wild Thing and, although it sounded like an Indy racer screaming down the front straightaway, sadly it eventually succumbed to teething problems and had to be returned home from west of Longview on the back of a flat deck truck.

When Chris and Andy failed to show up for the start of the tour, we feared that the British car gremlins had intervened thereby preventing Chris' beautiful TR3 from starting. What we hadn't considered was the possibility of Chris and Andy getting lost on the way to the Shawnessy Tim Hortons.



More to the point, while we were aware that Chris was capable of getting lost between the pit garage and the starting line, we thought it unlikely in this instance since Andy was along as navigator/co-pilot. When they did finally catch up with us at the Tim Horton's checkpoint in Fernie, the Durntall brothers were less than candid about the circumstances surrounding their failure to show. Rumor has it that Chris may have confused the "AM" and "PM" settings on his alarm clock.

**[ED: Will these facts and this pose affect Mr. Durntall's chances in the upcoming election?]**





In Nelson, Mike kindly presented each of us with a bottle of Rain-X. As it turned out, his doing so was either a curse or a miraculous prophecy, depending upon one's religious beliefs and knowledge of British engineering. I had no sooner put the bottle of Rain-X in the boot of my car, and the rain started. And it rained. And rained. Hard and heavy! Pretty much for the balance of the weekend.

It was the first significant tour in my TR4A since the restoration was completed a number of years ago and, with one exception, it ran beautifully. Thus proving that this Lou-Lou is no lemon. The exception being the windshield wipers. They were slightly out of adjustment and when in use tended to hang up on the windshield frame trim. Rather than attempting a roadside repair in monsoon conditions, I turned them off and entrusted our fate to liberal applications of Rain-X every few hours. Seeing the rain drops morph together into big globs of water and roll off the windscreen was a comforting sight for sore, strained eyes!

On the Saturday we drove from Nelson to Kaslo along Kootenay Lake, then west to New Denver, and from there north-west to Nakusp for the night. Fantastic sports car roads! Even with the less than ideal weather conditions these are some of the best roads I've ever driven.

We stayed in Nakusp at the historic Leland Hotel, on the shore of beautiful Arrow Lake, which is billed as the oldest operating hotel in British Columbia. Although we had arranged for evening drinks and a BBQ on the hotel patio overlooking the lake, we had to settle for the much dryer, albeit less scenic, conditions of the dining room where we enjoyed ample laughter and fine refreshment.

On Sunday morning we said our farewells to the British Columbia contingent and made our way, via the ferry, towards Revelstoke and eventually on to Calgary. Driving conditions started to improve by the time we arrived at the Tim Hortons in Golden for lunch. Several hours later when we pulled into the last Tim Hortons checkpoint in Canmore, the sun was actually shining!



We arrived back home in Calgary on Sunday at about 6:00 PM. After touching base by phone with a few of the other participants I went out to the garage and stripped out the rugs and boot contents from Lou-Lou so that everything would dry. Although tired from the journey, I stood in the garage and gazed admiringly at the car, reflecting upon the 850 mile adventure we had just completed.

For a moment I felt the satisfaction of having just completed the Indy 500.

**ED: Thanks for the great write up Wayne!! For those of us of a certain vintage there was a certain chain of restaurants (prominently featured in this article) that had an advertising campaign in which participants charted their road trip based on the chain's restaurant locations.**

**Wayne also advised us of a recent publication by former VSCCC member Paul McNabb. Its a great gift idea!!**

Paul lived in Calgary and was an active member of our Club. In the early 2000's, he was the vintage motor cycle club representative and coordinated their portion of the show. Currently living in Oxnard, CA he regularly drives his Jaguar XK 150. In addition to this book, Paul has been writing columns on a regular basis for several world wide Jaguar publications.

His book is fictional but British sports cars are central to the story. The car-related information in the book is factually correct.

#### A summary:

***The Jaguar Conspiracy*** - a murder mystery.

Rich people behaving badly in California whilst driving classic British sports cars. What could be better?

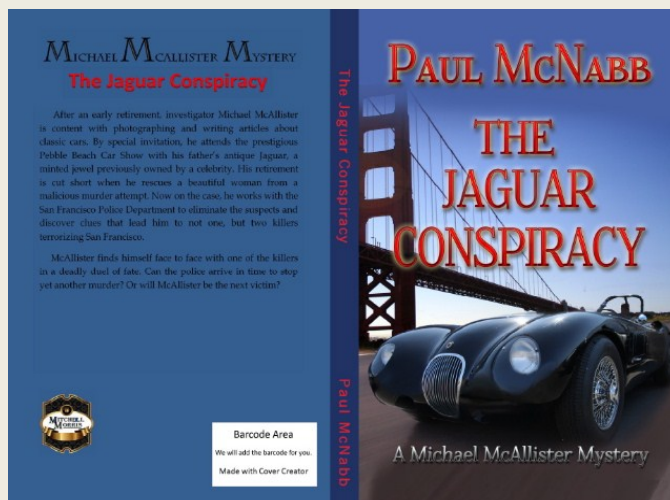
A perfect Christmas gift, especially for those of you who have been a bit naughty.

Available from Amazon\*\* or directly from the publisher at [www.mitchellmorrispublishing.com](http://www.mitchellmorrispublishing.com)

Paul added: *Please tell a thousand of your closest friends!*

*I'm sure I could sign anyone's book in the future on a visit.*

**\*\* ED: Amazon.com only - not available on Amazon.ca**





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# THE CENTER LINE

The Center Line feature is brought to us courtesy of Chris Durtnall as he recalls the lazy, hazy Sun Peaks trip of this past September.

## Trip to Sun Peaks in Kamloops

The second annual trip to Sun Peaks in Kamloops was once again a ton of fun for all those that went along. There were a total of nine cars which included Sylvia and Gerrit Heikamp in their E-type, President Steve in his Porsche 911, Howard Phillips' TR3A, Fritz Peyerl's Porsche 912, Dave and Judy Webb in their latest car Jaguar XJS, Mike Coe in a Volvo convertible, Harold Neustaeter and Marilyn in a Triumph TR6 and myself (being Chris Durtnall) in a TR3A.

We all met at the Petro Canada station going west on the trans Canada at 8:30 on a (for those of us with the top down) pretty cool but beautifully sunny Friday morning. We left on time and headed east to our first stop in Golden.



I shall digress a bit. As much as I love my TR, its lack of a cup holder is a problem. Manual transmission coupled with its amazing suspension system exponentially increases the amount you spill on yourself. I drove over a leaf and lost half my cupful. The rest of the coffee was emptied courtesy of the Alberta Highways Department. By the time I arrived at Golden I looked like I had waded through a swamp. **[ED: Is this reason for striking such a darling pose in Wayne's story?]**

Anyway after refueling ourselves and the cars we were off again. The weather by this time had warmed up and those of us who had frozen were starting to thaw out. We could take some layers off and enjoy the drive as it was meant to be enjoyed. We carried on and after a few brief fuel stops we arrived at Sun Peaks at a very reasonable hour with no breakdowns or problems.

We checked into our respective hotels and then headed off to the restaurant and bars that make up that beautiful resort. The first night was a pretty loose affair, allowing one to do what one wanted to do. Myself, Steve and Howard headed to a patio and enjoyed a few well deserved beers while the rest (a more reserved and civilized group) had supper at one of the many good restaurants.

After suitable consumption, the days drive started to take its toll (and what a great day it had been) and we retired for the night.

We awoke to yet another beautiful cloudless day. A walk to the coffee shop to get my jumpstart and it was down to the hotel basement to prepare the cars for the 9 o'clock show. The basement was already a buzz with hoses and Chamois flying everywhere. **[ED: Sounding a bit like a Frat party!!]**



After a quick wash, polish and shine it was time to go. So in convoy we drove our shining cars out and up to the show. By this time other cars had arrived so we parked and went for a walk about. There were a number of very nice British cars from a number of clubs - mainly from BC. The car that stood out for me was a beautifully restored Black Jensen Interceptor 111.







There was a number of beautiful bits of American Iron, including a stunning white Shelby 500 Cobra (We are not all biased towards British cars!). The day was one lazy day walking around and chatting with all kinds of people from all over Canada.

We had a wine tasting booked for 3 and so after the cars were put away it was down to the Italian Restaurant for wine tasting on the deck. The event was a great success the sunshine, the wine, the tapas, the wine; but it had been a long and busy day and I could feel a nap coming on. It would be supper soon and a long night with possibly more drinks. Time to recharge the old batteries.

### What a wild bunch we are!!

Soon it was up again and off to supper. The supper was very good and so was the evening. We were disappointed to find that last year's band were not playing, so the night ended at a more civilized hour and off to bed we went.

We awoke to a beautiful day again and after a good rest we met for breakfast. We discussed what we would like to do as it was a free day. Fritz had arranged a wine tour to a couple of local wineries and so after breakfast a small group of us took off to sample the local wines.

The drive was beautiful and Fritz seemed to know the back roads really well (although I swore I could hear a Banjo playing from time to time). The Paxton Valley and other areas we drove through were stunning and we eventually pulled up at the first winery. They had been expecting us and so a small group were there to greet us and take pictures. Felt a bit like a rock star.

After a very interesting tour we bought a few bottles and it was off to the next winery where we did much of the same. I have to say that a long drive and wine tasting don't really mix well. Being the responsible adults that we are we limited ourselves to just a few gulps. The wineries were east of Sun Peaks and so three of us decided to press on to Calgary while Fritz returned to the resort to pick up his passenger.

The drive back went well with no vehicle related problems. Although I had a funny experience on the way back. A piece of my headphone had broke off and stuck in my ear. I tried to remove it but managed only to drive it further into my eardrum. **[ED: Coe would be making comments about those new fangled electronic things!]**



This was a bit of a problem but help came from President Steve. He managed, with the help from a pair of needle-nose pliers, to remove the offending piece much to the bewilderment of the people in Tim Hortons. Thanks Steve. **[ED: What?? No action pics? Recreate the scene for a staged photo op.]**



Every car ran well and the only problem we had was near Banff. Some poor person had hit a moose - what a mess. That made me slow down I can tell you.



On finishing I would like to thank all those who helped to arrange this great event with special Kudos to Sylvia for all the work she did and to Fritz for the wine tour.

Chris Durnall

**ED: Chris, thank you for this great photo. Sylvia, special kudos from me too - not just for arranging the event but for sending in these pics!!**

# THE REAR VIEW

For this edition of The Rear View, Mike Coe takes on the wonderful journey of this year's Fall Colours Run. In keeping with the run 'going off course', photos were also omitted. The editorial staff have attempted to convey the spirit of the day with some graphic art.

## A *maligned* Fall Colours Run!

How can the carefully planned Fall Colours Run go so quickly off course?

Well not **all** off course, *of course* {pardon the pun!}. After regularly checking the route over the country roads south of Calgary during the preceding two months, the actual ended up course became a course following five changes of courses (of course – oh dear, more puns!). **[ED: Am putting an end to these puns - to keep this on, uh, er, course!]**

All due to road rip-up improvements and the restoration of three road bridges by road crews. The work all being done at the same time! This I guess to save costing of equipment rental and labour back and forth. And three bridges it first seemed. Except at closer inspection walking a kilometer down the road it became obvious one of the three was **road upheaval**; and closure along a major portion of one of the country roads. Solely due to construction of a farmers cattle underpass.



An underpass or udderpass?

And what an underpass!...Itself located at the bottom of a huge dip in the road's valley floor....the valley about a third of a kilometer long. At the bottom of which the road was already raised above fields and trees. So think Mt. Everest !.....Ha.....Not really; but it's a biggy.

Oh well...at least these reconnaissance trips provided me many days driving the beautiful back roads in sunny weather with the top down {this year the most I've ever had the top down on the Triumph and Volvo} observing gradual tree colour change from Summer to Fall {autumn to us U.K. people}.



The Fall Colours route setting fell initially to Trevor Beatson and myself Mike Coe.

Selecting the area south along Highway 22, where I have over many years discovered superb sports car driving sections of roads, we plotted the routes. Ones on which one rarely meet the Constabulary. Come to think of it, I've never seen one over these south roads during my 37 years living in Calgary!

Over the months, Trevor (plus his Brother Derek) and I checked the selected routes and had developed a grand course for Fall Colours. That is, until Trev left for the UK and Italy for six weeks beforehand. **[ED: That's what mates are for]**

Event management quickly passing to yours truly. Following which I discovered the above explained road construction four weeks before the event!

And I say, very, very active road construction that required regular monitoring as Run time drew closer. Towards which I considered changing the route. But this I quickly discarded, as the route had superb country road views. And after all, once into it, one stays with it. Like starting a car restoration. Once committed, that's it !! **[ED: Are you suggesting that someone should be committed??]**

Sunday, September 16th dawned and with it the Fall Colours Run. The start was greeted with a superb turn out of CMGC and VSCCC sports cars. Compliments to those who chose to participate.



As the colours were magnificent, the people friendly, the road dry and the sky sunny, I think everyone had good disposition one way or another. I know some enjoyed the fast run along Highway # 66 to a lookout over a magnificent valley in the Kananaskis suggested by Steve Ross.

Whereas others got left behind.





So where does *Maligning* the Fall Colours Run come into all this ?

Well .... quite simply it was a set of circumstances staying true to the word, i.e. circumstances. Firstly, Trev had set up instructions on paper with mileage and where to turn along the route. Of course, with him then in Europe those instructions somehow got deleted from my computer. That yours truly at that late stage [close to the event] thought I could get by without .... NOT!!!

Particularly as I felt that giving out instructions on the morning of the Run would suffice. People would, as I usually do, carry note book and pencil, or one of those new fangled electronic things with which to make notes! ...Wrong!



And what else .... I didn't take into consideration [and wasn't told] that some cars did not wish to come along in the procession, but wanted to roar off on their own! Which would I guess be OK if memories function well from verbal instruction! Then there was the above explained road construction. And so many other items.

So to help with future Fall Colours Runs, I have borrowed a concept I have seen on that 'new fangled electronic thing' called television.

Herewith I provide my recommended Top Eight list of Things to Remember for the Fall Colours Run. **[ED: 8 is appropriate for one will be behind that ball if these things are overlooked.]**

**One:** Hand out written notes of the route.

**Two:** Prepare and hand out a map of the route.

**Three:** Ensure participants have a note book and pencil (or one of those new fangled electronic things!!).

**Four:** At the driver's meeting talk at a higher pitch **[ED: Falsetto can be annoying mind you]**. Wait until people terminate their own conversations prior to commencing speaking of run instructions.

**Five:** Allocate a tail gunner vehicle to keep all vehicles with the pack.

**Six:** Remind everyone that it is a Fall Colours Run - not a Fast Colours Run! As the object is to observe the colours.

**Seven:** Don't give in mid-way to those who want the pace quickened. This is a detriment to others and will leave some cars having trouble staying with the pack.

**Eight:** OHANA - everyone is responsible for checking to make sure all cars leave all of the stops. This year we lost one car - at the third stop [the Leighton Centre]. Apologies to John who after visiting the facilities emerged to view an empty parking lot! He graciously mentioned that he had a great drive on his own - stopping where he chose in order to observe colours [but missing the Bragg Creek Provincial Park for lunch]. So, good on you Chum.

Still, we all it appears - except for John - made it to the Park [at least that location got mentally recorded]. Following which some of us took desert at one of the Bragg Creek Ice Cream Shops. That proving to be very, very yummy!!

Take heed future potential Fall-Colours-Run-Arranging-People and note the above suggestions. Also be prepared for criticism as you can't please everyone. Remember too, that the person[s] giving such criticism is an excellent volunteer for next year!!!

Photography along the route was again very ably carried out by Joe (Mr. Mercedes).

Was the correct weekend chosen for the Colours Run? That's up for discussion. My druthers would have been the following weekend, but that conflicted with the Sun Peaks Run. Sun Peaks was a lot of fun, despite - I feel - the disappointingly low participation of VSCCC cars. Particularly as VSCCC has 140 plus members. The few of us that did attend had a superb time displaying our cars. Most cars though from the Okanagan and Lower Mainland Clubs.

So to all...safe happy winter driving. And onwards and upwards to the 2013 driving season.

Now myself I'm looking forward to another super Ski Season. Happy Trails {skiing or otherwise!}.



Cheers, Mike Coe



# BLING

The flag has dropped on the annual winter gift giving season. Elfs are busily scrambling on the starting grid and trying to determine who should get the trophy and who should be sent to pit lane. For those finishing 1st on your grid, check out these prizes!

*Jim Briggs sent us this article from the UK Daily Mail. DROOOOOL is all we can do at the editorial offices.*

## Classic Bentley fitted with 27-litre SPITFIRE engine goes on sale for £500,000

A stunning Bentley went on sale today (02 November). This is a car with a little extra va-va vroom - but you'll need a pretty big wallet to keep it running whilst certainly turning heads. On offer is a 'once-in-a-lifetime opportunity' to possess a 'spectacular example of British engineering'. Engineer Bob Petersen spent three years creating the incredible Bentley Meteor, based on a chassis from a 1930 Rolls-Royce Phantom II.



The Bentley has been fitted with a 27-litre V12 Rolls-Royce Meteor engine. The engine having been derived from the legendary Merlin engine used in the Spitfire and Lancaster bombers. As a result, this motoring masterpiece boasts a staggering 850 brake horse power - more than any Bentley ever built by the famous Crewe car maker. Dan Zuckerman, a salesman at Coys, said: "I've not had a chance to really drive it but, to steal a phrase from Rolls-Royce, the performance is 'adequate'." The car has a top speed of 160 mph.



It sounds like nothing on the road, is entirely road legal and comes with a price-tag of 'in excess of £500,000'.

To fire it up, the driver flicks the twin magneto switches, which come from a Lancaster, and then pushes the ex-Spitfire starter button for the 27-litre V12 engine to burst into life.

With its epic power, it is estimated the 19-foot long fuel hungry machine returns its owner a not so remarkable two to three miles per gallon. Because of its thirsty engine, Bob fitted the Meteor with a 400-litre fuel tank - meaning a trip to the pump will set its owner back around £550. **[ED: Mr. Harper's cars cost \$36 000 per hour to ship to India, so this Bentley is, comparatively, cost efficient!]**



But he also gave the car a modern touch, with the Meteor fitted with power steering and powerful disc brakes which provide awesome stopping power for the behemoth. The car is available through Coys in the UK - along with some other beauties.

## \$1M electric car to go on the market



*Is the million dollar Bentley not your style? Concerned about global warming? Consider this electric beast instead.*

The Rimac Concept\_One, considered one of the world's most expensive electric cars, is set for its public debut this year.

Created by the Croatian company Rimac Automobili, the super car is expected to have a price tag of \$1 million US. Only 88 cars are slated for production in 2012 with delivery slated for 2013.

The extreme vehicle can go from 0 to 100 km/h in 2.8 seconds, with a top speed of 305 km/h. Rimac said it was capable of hitting 500 km/h but had to trim it back because it couldn't guarantee passenger safety at speed.

*Features an interactive console display.*

Made of carbon fibre, the car comes with front and side air bags as well as a safety disconnection of systems in case of a crash.

The Concept\_One uses a 92-kWh battery, which fuels four sets of electric motors. It also comes equipped with car has two side displays for the driver, an interactive console display, GPS navigation and stereo system.

The company also boasts the car has extremely high torque and coupled with special tires, it provides the driver with "superior road handling."



*The Rimac Concept\_One can go up to 600 kilometres on one charge.*

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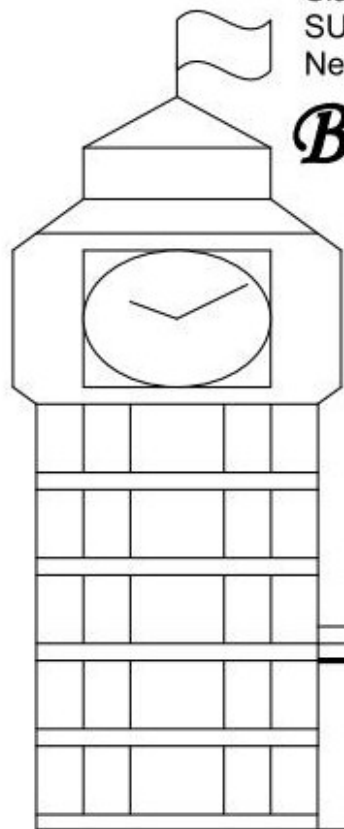
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# THE RIGHT ~~DITCH, SEAT,~~ ER, TRACK

This is the second of some installments of Richard de Boer's racing adventures at Race City Speedway and elsewhere. Enjoy and THANKS Richard.

## RACE DAY ... the saga continues

*[ED: When we left Richard he had just purchased a Honda Civic and was starting to work on it]*



I found many of the fears and beliefs from thirty years ago still alive and well as I began this project. I have never had a lot of experience working with cars and other mechanical things beyond oil and tire changes.

Despite most of me not believing I could do it, I got to work. I had to find and buy steel plates and pipes for the roll bars and 4" channel steel for the door bars. Then figure out how to cut and drill everything.

I ended up buying a drill press and various other tools to get it all done.

*[ED: YAY, tool buying!!]*

I needed to strip all of the interior out of the car, install hood pins, 5 point harness, remove windows, find proper size and types of tires, cut fire access holes in the hood, remove the old muffler and catalytic converter in favour of a straight through exhaust system, flush the rad, etc.

There were many challenges but somehow to my own surprise and great delight, I managed to get it all done. I honestly didn't know that I could do all of this stuff until I actually did it. As I have no garage, I did all the work in the driveway of my townhouse condo. Its sparked some raised eyebrows and some new, mostly supportive, contacts with my neighbours.

The only work I could not do myself was welding in the roll bars. The fellow who organizes this racing group spent about 8 hours cutting and welding - at no charge! I actually finished it all a day early.

Had I not even raced the car, the whole thing would have been a great success. I could not have been prouder of my work, of accepting the challenges and of keeping the promises I made to my much younger self in that theatre so many years ago. Out of it all, I think keeping the promises to myself is the most important part. Each time I thought of it, it would bring a few tears to my eyes. I had passionately committed my energy to this for weeks and it felt great.

As I took a moment to reflect on Saturday, standing beside my car readying it for the first heat race, it occurred to me that there is a whole universe that separates the spectator from the participant. After thirty years, I had finally breached that gulf. My daughters, Tracy and Sarah were acting as my pit crew. It was important for me that they were there and that I could set an example of facing fears, accepting challenges and doing some of the things that are most important to me.



Late in the afternoon I got on the track for the first time with my little Honda for a test drive. No one else was ready to run so I had the track to myself. I had put different sized tires on each corner and adjusted the pressures from 12 to 50 lbs depending on how much load each corner would take. On the advice of others I also kept it in 3rd gear. Sarah was timing for me and I was consistently in the mid 24 seconds for a lap. The class organizer came over to Sarah and told her this was pretty good and that I would need to be in the mid 23 range to be competitive. After ten or so laps, I noticed the radiator starting to steam so I brought it in to the pits to check it out before it got any more serious.

The cooling fan was not kicking in. Again I surprised myself in coming up with a quick fix, by cutting the wires, splicing in some extensions and wiring it directly to the battery, which I could then disconnect when I was not running.

*Buckled up and ready to race!!*

*Continued on Page 23*





Sylvia Heikamp, RN

Community Care Supervisor

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## 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.

**RACE DAY - continued from p. 21**

In homage to 'promises made' and to the fact that I am a sentimentalist, I wore the bracelet I had engraved before the racing school in England thirty years ago. Engraved was my name and in Latin, the phrase *Manibrium Cum Cura* (Handle With Care). Yes, one of the characters in 'Grand Prix' had one very much like it. I also wore the fire resistant Nomex gloves I had bought at the school one chilly September morning. (Yes, exactly the same kind as worn by Steve McQueen in the other great racing movie, "Le Mans").



I guess it was just a matter of dusting off the old dreams and taking them for a ride; to say to them, and to me 'See, I haven't forgotten you. Now lets get out there and have some fun'. In homage of a faithful little red VW Rabbit of many years loyal standing, I affixed a cheeky red bunny sticker to the back bumper of the car I had prepared myself for my first ever race. My dreams and I were just about ready to go racing.



An 'officials and drivers' meeting was called late in the afternoon to go over the program for the evening. The spectators filtered in and the first race was scheduled for 7 p.m.

There were 18 cars in our class and it was decided to run two heat races to determine our starting positions for the longer feature race.

I was in the first group near the back of the pack. The pace car took us around for a couple of laps and when he pulled off the track we did a running start for a ten lap race.

My purpose for the day was just get a taste of everything and get my feet wet. Thoughts of winning were for another day.

Just as well because the start caught my by surprise. I had never been in a real race before in my life. I wasn't really sure what happened next or quite what to do. Did I have the courage to go into a 180 degree corner at 100+ kph without touching the brakes?!

Its a lot different from video racing games - this time my money and my life were on the line. It makes a world of difference! Once I managed to dial down the fear a little, all of this started to look...not quite comfortable, but certainly familiar. And it helped.

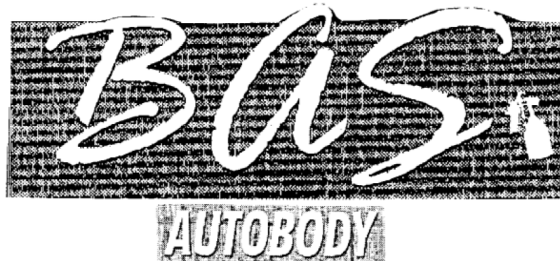
While my brain caught up to the situation, the pack pulled away from me. After a lap or two, I caught up and passed the car in front of me. Man, that was easy. The next guy was quite a bit harder. He did not seem to agree that the faster car should be in front of him and he did everything he could to block me for three laps until I figured out that it was up to me to do something decisive to get around him. It was good practice and a good lesson. By the time I figured that out and got past him, the race was over. I had passed two cars and finished sixth.



The next heat race was all 18 cars. I now had a much better idea about what to expect at the start and what the whole business looked and felt like. Still, when we passed the green flag for the start, I felt I could have passed a couple of people, but I decided not to jump into it as it was going to be a very crowded first corner.

**Continued on Page 25**



**BRITISH AUTO SPECIALISTS****Your "ONE STOP SHOP"****FOR ALL YOUR MECHANICAL AND BODY NEEDS****423A - 38<sup>th</sup> Ave N.E., Calgary, Alberta****Tel: (403) 230-3373 Fax: (403) 230-3405****Toll Free: 1-877-530-3373****[www.britishauto.ca](http://www.britishauto.ca)****FULL SERVICE BODY SHOP**  
**ALL VEHICLES – OLD AND NEW***COMPLETE Mechanical to Full Body Restorations*  
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**RACE DAY - continued from p. 23**

Sure enough someone ahead put a wheel off the track and spun, throwing up a cloud of dirt in front of me. Right away my rational brain (perhaps best left at home for occasions like this) asked what was inside, and on the other side, of the thick brown cloud. I didn't have an answer, so I went straight through it without lifting off... And thankfully discovered some open space ahead of me.

I kept a very low line on the oval track and managed to get to the next corner before a couple of other drivers who had taken a much higher line. 'Now provided I can keep my foot off the brake and not lose the back end, I could actually gain a couple of places. It worked! That was easy, scary, exciting and smooth! Goddamn this is fun!'

I saw the wheel bouncing across the track in front of me before I saw the car that had lost it. Immediately the question arose 'If I stay on this line at this speed and if the wheel stays on its current course and speed and if no one else hits it before I get there, can I avoid it?' The rational brain, which fortunately was not at home watching TV, immediately came up with 'YES!' And there inside another cloud of dust was the car that lost the wheel, 'facing-backwards,-left-side,-off the-track,-no-threat,-hold-this-line-and-you'll-be-okay'.

Going into the next corner someone was coming up on my inside and was gaining on me. We got within inches of each other. I saw/sensed someone else on my right. It was gonna be tight! If the guy on the right hits me, or if I have to move over and hit him to leave room for the guy on the inside, will I be okay? A first battle scar on my car! My pride and joy! Oh hell, a badge of honour, I decided. So be it! Hit me if you need to, I'll be okay. Keep going. The corner is getting closer. Closer. How fast can I take it? I don't know and I sure don't know what that looks and feels like with cars on either side of me. I haven't tried this corner this fast before.

The guy on my left lifted his foot from the gas pedal! I can hear the change in his engine right away and I slipped past him and down to the very inside giving me more distance from the guy on my right. But in doing so, have I come in too fast now? The other guy has done this before and he lifted off for a good reason! The car started drifting to the right, up the track, but because of our speed, so did the guy to my right. I am on the inside, back on the gas...and I've got him! Two more behind me.

Time out. Ah, I get it now. This is what it is like to be a participant. It doesn't get any more real than this: Decisions, fear, adrenaline, actions, judgments, reactions, courage, attention, all happening at once in tiny fractions of a second and then in the very next instant of time, a whole new situation which triggers a whole new set of decisions and reactions and on and on it goes; combined with a lot of pride, money and perhaps even physical risk thrown in for good measure. And perhaps a serious price to pay if I get it wrong. But if you have it all together and if you can stay ahead of it all, you have the chance to be out front. This couldn't be much cooler.

Hey, this low line and no braking thing is working! The only one ahead of me now is the leader! I don't know when those other tricky drivers managed to slip from being in front to sliding in behind me, but I wasn't complaining. I've got a shot! That's the leader just in front of me.

And then out came the yellow 'caution' flags. I scanned the track to see the cause and noticed car #17 facing the wrong way just past turn 4. The pace car came out and we single filed behind him. The lit up sign board showed that there was only one lap left. I didn't know if laps were counted under yellow or if they would hold the lap count and let us finish under green. We did two laps under yellow, the pace car pulled into the pits we had two corners before the green flag and the start finish line. I stayed right behind the leader anticipating the restart, knowing I had just one lap to get around him. We sped up toward the flag man and I floored the gas pedal as we went by him.

And that's when the loud ticking sound started. No, not 'clock like' ticking, but rather 'valve like' ticking. As in broken. As in damn. I lost probably 20 % of my power and got passed by two cars before we finished the lap. Engine warning lights started flashing on the dashboard and the ticking became a clunking. By the time I got back to my pit, two guys had to push me the last few yards.

We popped the hood to see what we could see. Not much as it turned out, as the damage was all internal -so far. One of the other drivers, who had helped me with some of the welding came by with a little advice. 'Let it cool down and see what happens. You're not gonna rebuild it. When the feature race starts, get out there and if she blows, she blows. Get in the show and do your best'.

The starting order for the feature race had the fastest cars at the back of the grid and the slowest up front. It was scheduled for 25 laps.

My starting position was 16<sup>th</sup> out of 18. Not bad for the rookie on his first day.

When the green flag dropped, I stepped on the gas. Not much happened, except that it got a whole lot louder in and around my car. Sadly there seemed to be no miraculous healing of broken valves between races. In fact the damned thing seemed to have collected some new friends.

I managed just four laps before the sounds got too loud, the smoke behind me got too thick and I could still out run it -though not by much at this point.

I pulled into the pits trailing a wide black line of oil on the ground and wondering why this thick dark cloud was following me. In just a few seconds all four litres of Castrol were on the ground under my pretty little #95. Since I had bought it three weeks prior, I had put a total of just 31.6 km on the car. An odd stray thought entered my mind: Could I get my money back?

Lots of people came around offering condolences, leads on new engines and free advice. All were welcome.

When the last race finished, the pits were open to the spectators and several came by to look, ask what happened, congratulate me on a good run and to say the car looked great out there.



What is that puddle of black stuff under the engine?  
End of Day 1 at the track. End of the line for the little Honda.

Another racer helped push my car to the storage area, I packed up all my gear and headed home still in my very spiffy looking driving suit. I was smiling and crying all the way home. I had crossed the gulf and I had kept a promise to a starry eyed nerdy kid. And I got to do it with my daughters beside me. It was a great day.

Winning? Ya that's on the agenda too for a not too distant future date, but as far as I am concerned, I am 99% of the way there already.

r.

p.s. I have since been 'adopted' or mentored by a fellow who started in this class last year and has moved up. He told me about this auction coming up. He scoped out the cars, went back the next day, bought me a new car to race, towed it to his buddy's fully equipped shop and got to work on it. With his help and the help of his friend, it took the three of us just two nights to prepare the car; long nights, mind you as the sun was rising by the time I got home. Within a week of the Honda blowing up, I was ready to run with a dandy looking Saturn SC1. Apparently passion and commitment attract support. Thx to Rob and Reg.

**[ED: Great story Richard. Thanks for sharing. For those out in the world of VSCCC, do you want to hear more of Richard's adventures?**

**Drop us a line and let us know - we might be able to convince Richard to share more of his racing tales with us.]**





# 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

### 1964 Triumph roadster (Nov 12)

Signal red, tan interior, black top with no rust and very clean and reliable. This vehicle was purchased from the estate of Fergus Tewnton who owned British Auto Specialists prior to his passing in 2000, and had fresh paint and interior at that time. This vehicle has been maintained and requires no repairs. I have put on many upgrades to meet to-day's safety standards, which are too numerous to mention in this ad, as this car is a driver. I am also including spare parts ( new and used) as well as all of the books I have on the TR4. The vehicle has been appraised at \$27,000.

If you are interested in the TR4 I would be happy to take you for a road test and go thru all of the upgrades and repair history.

**PRICE:** Asking \$20,000 or best offer for the car and parts, etc.

**CONTACT:** Ed at 403.936.6169 or [email](#)



### 1981 VW Pick-Up (Sept 12)

- MUST SELL Looks like a rabbit with a truck bed!
- Beige, custom topper, diesel, 5 speed, 127,370 original miles.
- 50+ miles/gallon.
- A collectors item.
- Will consider reasonable offer.

**LOCATION:** Parksville, BC

**PRICE:** Asking \$7,000. CAD

**CONTACT:** John & Eleanor Knudson at 250.619.8691 (Canada only cell phone)



## 1976 Triumph TR6 Roadster (Sept 12)

- Excellent condition
- 81,000 km
- 6 cylinder
- 4 speed with overdrive
- Panasport wheels, Falken tires
- Monza dual exhaust
- hard top and tonneau covers
- new Alpine CD
- Appraised at \$20,000

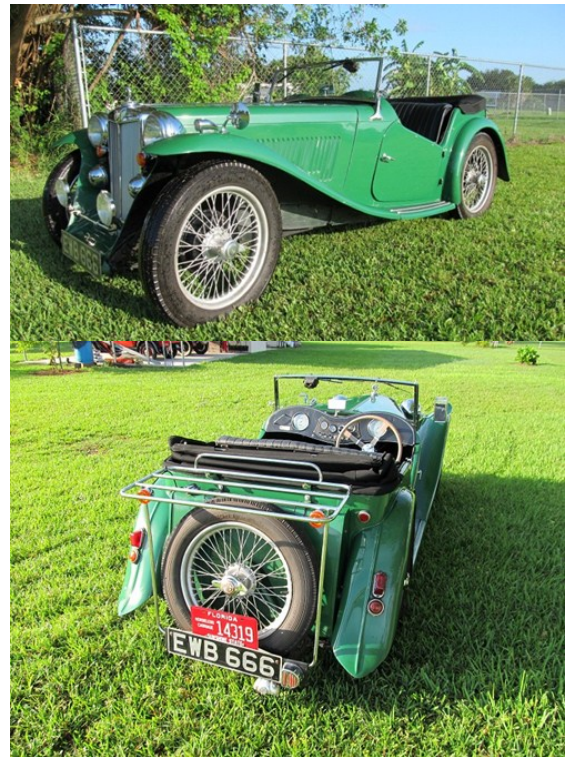


**PRICE:** Asking \$18,000.

**CONTACT:** Paul at 403.278.1384

## 1937 MG TA (Sept 12)

4 cyl 4 speed manual transmission. This classic MG has been completely restored and is in great condition. It has All new interior, all new canvas including side curtains, tires etc. The car is equipped with an alternator for brighter headlights at night; however the original generator comes with car. Runs very well no problems, a joy to drive. RHD car. Collector car values are more stable than the stock market. Enjoy your investment! The first of the famous T-Series sports cars produced by MG was introduced in 1936. The first was the TA, which spawned a succession of improved postwar models that included the TC, TD and TF. The TA had a stylish look that would define the typical British sports car for years to come. It had a tall, square radiator, wire wheels, cut-down doors, folding windscreen and rear-mounted slab fuel tank and spare tire. The TA was powered by a 1,292cc engine and fitted with pushrod-actuated overhead valves. Top speed was nearly 80 mph with zero-to-fifty taking 15 seconds. The engine was a MPJG OHV unit from the Wolseley 10 but with twin SU carburetors, modified camshaft and manifold. The engine displaced just 1292 cc, with a stroke of 102 mm (4.0 in) and a bore of 63.5 mm (2.5 in) and power output was 50 hp (40.3 kW) at 4,500 rpm. The four-speed manual gearbox now had synchromesh on the two top ratios. Like the PB, most were two-seat open cars with a steel body on an ash frame. Mileage on the speedometer is about 29,000 miles Car was imported into USA in 1969 and no changes have been made since. It was imported by a man in Spokane Wash and mostly sat in a garage until 2007 when it was restored by a pro, everything was done to the car you can think of. All new brakes, entire gas tank taken off and cleaned out all gas lines are new. The car was also re upholstered with new seats, all new canvas etc. a couple of new knock off wheels etc It then sat until I bought it. The engine has less than .002 clearance on rods and mains, holds 50 lbs oil pressure, Original heater works, no defroster, wipers good and work. There is no smoke from the exhaust and the car averages 35 MPG on the road. I have all the old bills for everything that has been done to the car since 1969.



**LOCATION:** Central Florida (delivery available world wide)

**PRICE:** Asking \$29,000 (US) obo

**CONTACT:** Jerry Whitfield 336.765.8312 or [email](#)



## 1960 MGA (Sept 12)

- Clean straight modified driver
- 1800cc B engine with highway rear axle gearing
- Wire wheels, spare, plus workshop manual
- Side curtains, Soft top and tonneau; storage cover
- Great shape and fun to drive.
- 56000 km



**PRICE:** ASKING \$22,000.

**CONTACT:** Paul Reimer at 403.242.8015 or 403.608.5904

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## 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 at 403.606.6433 or [email](#)

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## PARTS FOR SALE

### Triumph Parts (Nov 12)

- Pair of Triumph TR6 seats (from 1969 model with folding headrests, but should fit other years). Professionally rebuilt with new foam, diaphragms and upholstery kits from The Roadster Factory. Black in colour. Not used since rebuild. Ready to bolt in. Over \$1100 spent on rebuild.

**PRICE:** \$725. for the pair.

- Triumph TR4A AMCO convertible top. Black in colour. New old stock, unused and still in original box.

**PRICE:** \$175.

**LOCATION:** Calgary.

**CONTACT:** Wayne Shalagan at 403.237.4085 (day) or 403.453.1130 (evenings) or by [email](#)

## Early MGB parts (Nov 12)

- Non synchro transmission (no overdrive), rear axle, brake, suspension and steering parts.  
**PRICE:** \$250.00 for the lot
- 4 MGB Rostyle wheels, good condition  
**PRICE:** \$100.

**CONTACT:** Bill Wertzler at 403.245.1603 or by [email](#)

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## 1959 Anglia Drive train (Sept 12)

I am currently selling an 18,000 mile original 59 Anglia Drive train, complete engine( flat 4), transmission, driveshaft and differential.

As well as complete front suspension, four rims with center caps and new 13" tires.

**CONTACT:** Trevor Briault by [email](#)

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## TOOLS, MAGAZINES & MANUALS, STORAGE

### British Car Literature (Sept 12)

- JAGUAR SHOP MANUALS
  - (Original shop Manuals) Most are in new or excellent shape. Also some Hard Cover Books
  - Mark "V" - 2.5 & 3.5 Litre Models Black soft cover with blue lettering
  - Duotang with "copies" of Mk VII & 120 (Not a full manual but very useful)
  - Jaguar 3.8 "E" Type with 4.2 "E" & 2+2, supplement, full manual, Original Dark Green Cover publication #E.123/4
  - Jaguar "3.4 & 3.8 S" Type Dark Blue cover (Original shop manual)
  - Jaguar "420" Service Manual (Shop) Dark Green Cover publication #E.143/1
- Assorted Mini manuals printed by BMC
  - One, BMC Mini manual covering the following models
    - Mini -Saloon & Moke
    - Countryman & Traveller
    - Van & Pickup
  - Cooper & Cooper 'S' ---- Red Cover Publication # AKD 4935A 1968 (Original)
  - Austin Mini Cooper 'S' Publication # 2178/A Sales folder (original)
- Triumph TR 4 Models 2 nd Edition 1965 with August '65 revisions Blue cover # 510322
- Yellow MG Magnette binder cover with "Special Tuning Bulletins" for various BMC Cars; ie: MGB, Cooper 'S', Midgets/Sprites, Morris 1800, Wolseys, etc. Alternate parts, modifications etc. Issued by BMC
- Box full of MG T series literature with some 'A' and Midget manuals. Contact me for a detailed list.
- Other manuals,

COME AND SEE MY TREASURE TROVE AND BUY, BUY BUY....

**PRICE:** I am open to offers and WILL negotiate on individual items or lots.

**CONTACT:** Ernie Taube at 403.289.9512 or [email](#)



## VEHICLES WANTED

With our forthcoming wonderful winter weather, the desire for new vehicles is about as cool as the morning rush hour temperatures.

Still tho, some are interested in adding to their collection. Now is a great time to try and snag a 'storage wars' bargain.

Post your Vehicles Wanted Ad now!!

## 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](#)

### 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



# ANNUAL GENERAL MEETING

November 14, 2012 @ 7:00 PM

Austrian-Canadian Cultural Centre



**It's election time again!**



We will be dismissing the 2012 Executive and electing a new Executive to represent the membership in 2013. This may not be as daunting a task as first thought, as the entire board has offered to stand for re-election!

## Members standing for re-election are as follows:

President – Steve Crosby

Vice President – Joerg Kuenzel

Treasurer and Club Regalia – Howard Phillips

Event Coordinator – Sylvia Heikamp

Membership – Craig Talbot

Secretary – Gary Beckstead

Oily Rag Editor – John Bulmer

Oily Rag Publisher – Azim and Helen Bhatia

Public Relations and Inter-club Coordinator – Chris Durnall

Web Master – Mark Stonehocker

Tool Coordinator – Rene Blei

**Note that ALL of the above positions will be open for nomination.**

So you see there is no real need to stay away to avoid being nominated!

I hope we have a good turnout as this is usually an interesting evening.



Steve Crosby

President, VSCCC

