

# ***the OILY RAG***

The Newsletter of the Vintage Sports Car Club of Calgary



# **NIFTY**



# **at**

# **FIFTY**



Volume 2013.01    January 2013

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# CAR COVERS

Car Covers welcomes 2013 by celebrating the 50th anniversary of four famous vintage car models and one rather infamous model.

**Rover P6** [ from Rover P6 Club, [howstuffworks.com](http://howstuffworks.com) and wikipedia]

The Rover P6 was launched at the 1963 Earls Court Motor Show. Marketed as the 2000 it was far more modern than any previous Rover. Construction featured a monocoque "skeleton" structure to which outer skin panels were bolted.

The 2000 was powered by a new 2.0 litre four-cylinder overhead-cam engine with a single carburetor. This produced 104 hp and delivered a top speed in excess of 100 mph.

Suspension was independent in front by coil springs and twin control arms while a de Dion linkage was used at the rear. The wedge profile, full-width grille containing quad headlamps, a squared-off decklid, and a fairly low beltline was a styling departure for Rover. Special features for the time included four wheel disc brakes and a full synchromesh transmission.

**NOTE FOR TRIVIA BUFFS:** The Triumph 2000 debuted approximately one week after the Rover. The Triumph 2000 had similar styling to the Rover, altho Triumph elected to slam a 6 cylinder engine in to its offering. All this occurring PRIOR TO the creation of British Leyland and its gobbling up of various British marques!! There is still a raging debate as to which was the first piece of um, er, automotive history.

**Mercedes 230SL** [from wikipedia]

The W113 platform was launched at the 1963 Geneva Auto Show. Initially, the new SL was to be an evolution of the 190 SL, but with improved performance and without the costly price tag of the 300SL. Development had progressed using a 2.2 litre inline six engine on a new platform. At the same time, Mercedes was working on the evolution of its sedans and during this process, new body manufacturing technology was developed. This drastically altered the course of the SL development.

Using a shortened version the W111 platform (used on the 'fintail'), Mercedes successfully created the 230SL. Inside the engine bay was a 2.3 litre fuel injected inline six engine producing 150 hp. Mated to a 4 speed transmission, the 230SL was capable of a top speed in excess of 120 mph. Suspension utilized a double wishbone set up in the front and a swing axle in the rear. Front disc brakes and power assisted rear drums helped slow the 230SL. Not to be satisfied with exceptional mechanical capabilities, Mercedes also paid attention to its external performance and created the now famous pagoda style hardtop roof. The 230SL had arrived, and in some ways is the founder of the SL lineage as we know it today.

**NOTE FOR TRIVIA BUFFS:** The W 113 was the first Mercedes-Benz with radial tires. At the Annemass Vétraz-Monthoux racetrack, Mercedes Chief Engineer Rudolf Uhlenhaut in a 230SL came within 0.2 seconds of the time posted by a 3 litre V12 equipped Ferrari 250GT.

**Aston Martin DB5** [from wikipedia and [imdb.com](http://imdb.com)]

Would Agent 007 be who he is without the famous DB5 that he drove in *Goldfinger*?

Designed by Touring Superleggera, Aston Martin released the DB5 in 1963. It was an evolution of the final series of the DB4.

The DB5 came equipped with a 4.0 litre all-aluminium inline six engine mated to a ZF five-speed transmission (altho early models had a four speed with optional overdrive). A tri-carb set up helped to produce 282 bhp and was capable of propelling the DB5 to 145 mph.

An advanced design for its time, the DB5 came equipped with reclining seats, electric windows, twin fuel tanks, chrome wire wheels, full leather trim and even a fire extinguisher. The magnificent body was crafted of a magnesium-alloy and built using a superleggera patent technique.

**NOTE FOR TRIVIA BUFFS:** The DB5 was NOT the first car that James Bond drove in the movies. That honor goes to the Sunbeam Alpine from *Dr. No* in 1962. The DB5 was NOT the first choice for Goldfinger. The producers wanted a Jaguar E-Type. Jaguar said NO - happily things still turned out well for the iconic E-Type. Reluctant to give up two DB5's, Aston Martin required the producers to buy the cars. After the success on the silver screen, and on the showroom floor, Aston Martin never charged for a car again.

**Honda S500** [from [sportscarmarket.com](http://sportscarmarket.com) and wikipedia]

In 1963, Honda released its first production car. Welcome to the S500.

Drawing on Honda's motorcycle expertise, the S500 had a 530 cc straight 4 engine. Setting it apart from most small engine offerings was its quad carburetors and 9500 rpm redline [**ED: cat with its tail caught in the door kinda sound I imagine**]. This engine set up produced a whopping 44 hp and was able to propel the 1500 pound car to 80 mph.

A 4 speed gearbox was connected to the rear wheels via a chain drive. Four wheel independent suspension complete with front torsion bars and rear diagonal coilover shock absorbers resulted in splendid handling.

**NOTE FOR TRIVIA BUFFS:** The Austin Healey Sprite and MG Midget were similarly sized, but with different performance. The initial versions of these came equipped with 950 cc engines producing 46 hp with a top speed of 88 mph.

**John Bulmer (not pictured)** Debuting at the Calgary Hospital show on 19 February, this blue eyed red haired screaming creation was a vehicle designed to challenge even the toughest of drivers. The years have eased the disposition of this beast and the extensive patina has mellowed its demeanor, but it is still a challenge for the inexperienced. A sagging bonnet and drooping chassis are indicative of many miles on the road. With proper maintenance and adequate lubrication there should be years of pleasurable experiences to come. **NOT FOR SALE**

**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:** 2013 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**

## ***UNDER THE BONNET***

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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 you 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

## Welcome to 2013!!

Another year has passed us by. Yours truly said good bye to Year 49 and is about to commence on Year 50. Fortunately for me, I only consider age a number and not something overly meaningful (except for when discounts are involved!!).

2012 was a great year for me and involved some transitions in life. Sadly not all transitions are of a positive nature. On the day of the winter solstice I received news that Bandit (my 13 year old Border Collie) was diagnosed with prostate cancer that had spread to the lungs and elsewhere. His long term prognosis was not positive - weeks at the most, even with treatment.

Weeks would have been nice. A mere four days later, on Christmas morning, Bandit left the constraints of his physical body. It was a sad day for me and for all of the other furred and feather tenants of my house. We are still adjusting to the huge hole in our lives.



Bandit Bulmer (2000.02.16 - 2012.12.25)

Bandit's sole goal in life was to simply be a dog. He achieved his goal with perfection. I have adopted his motto for my own life :

***Always have fun and always be ready to play.***

There is a grieving process that we all must go through. And some turn to their addictions to cope - whether it be alcohol, chocolate or a shopping binge at the mall.

I too turned to my own addiction to assist in my grieving.

I bought another vehicle!!

With my travels to Vancouver still required for the first half of 2013 and most trips during the winter months, I realized that it was time to move on from my 1988 Mercedes 300E. Over the years I had sworn off of new cars. That changed on New Year's Eve, for I signed the paperwork for a 2013 Subaru Forester 2.5X.

I am proud to be a non-traditionalist, so most new car offerings do not suit my personality. After test driving some of the funky new models (Kia Soul and Scion xB) I also discovered I am not totally out there. The Subaru Forester was the perfect fit.

Subaru is not a mainstream marque and has a different engine layout [flat 4]. Both which suit me well. Coupled with a 5 speed manual it is definitely my vehicle of choice in the crowded new car market.

I have not purchased a new vehicle since 1989, so was a bit hesitant with the process. The staff at Subaru of Lethbridge was brilliant and definitely eased my concerns. I thank them and [excuse the commercial plug] highly recommend talking to Matt or Jerrod if you are interested in a new Subaru.



Happy Trails to all and look forward to crossing paths with you over the coming months.

*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

### January

- 09 Trivia Night at the General Meeting  
12 VSCCC Work Bee to help prepare cars for the JC Anderson Charity Auction in support of Olds College  
Contact Peter MacFarlane at [macfarlpeter@telus.net](mailto:macfarlpeter@telus.net)

### February

- 13 California Car Shows at the General Meeting

### March

- 16 President's Dinner and Awards Night  
Ranchman's Club

### April

- 27 Spring Breakout and Garage Tour

### July

- 20 European Classic Car Meet

## CHECK IT OUT!!

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

## SNOW BIRD ALERT

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

- 23 Red Deer Swap Meet (QuickTimes)

### May

- 03 - 4 Red Deer Swap Meet (Central Alberta Vintage Auto Club)  
18 All British Field Meet - Van Dusen Botanical Garden, Vancouver BC

### June

- 7-9 Brits Best - Radium BC (Calgary MG Club)

### July

- 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)

## CLOSE PROXIMITY CAR SHOWS

JANUARY		JUNE		JULY		FUTURE	
11-13	Street Wheelers	28-30	International 52 Annual	13	Sylvan Lake	10 August	Rocky Mountain House
LETHBRIDGE	Winter Charity Show	OLDS	Antique Auto Meet				
	INDOORS						
				23 - 31	Western Canada Power Cruise		

# THE LEFT DITCH

You never really learn how  
to swear until you learn  
how to drive.



One has to ask whether these two aspects of  
our lives are somehow intertwined?

2013 is underway. We at *the Oily Rag*  
sends our sincere wishes that you live the  
best life that you can.

Free from worry. Free from trouble.

And free from the unexpected roadside  
incursion in to foul language.

The Dalai Lama, when asked what  
surprised him most about  
humanity, answered "Man.  
Because he sacrifices his health in  
order to make money. Then he  
sacrifices money to recuperate his  
health. And then he is so anxious  
about the future that he does not  
enjoy the present; the result being  
that he does not live in the present  
or the future; he lives as if he is  
never going to die, and then dies  
having never really lived."



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

# ***YOUR VSCCC EXECUTIVE***

## **2013 Executive**

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Our Thanks to...

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

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

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# ***BUMPER STICKERS - UPCOMING***

## **PRESIDENT'S DINNER VSCCC AWARDS NIGHT**



**March 16**

**Ranchmen's Club**

**710 13 Avenue SW  
Calgary, Alberta**



*Stephen Crosby, President of the Vintage Sports Car Club of Calgary, extends a special invitation to all VSCCC members.*

*The 2013 President's Dinner and VSCCC Awards Night will take place Saturday 16 March 2013 at the historic Ranchmen's Club in downtown Calgary.*

*\$50 per person (subsidized by VSCCC).*

*RSVP to [heikampg@shaw.ca](mailto:heikampg@shaw.ca)*

Dress code will be in effect for this event.



**VSCCC Work Bee**

**Saturday 12 January 2013**

**1000 AM - 400 PM**

Cam Clark storage facility. From Calgary, Highway 2 North to Airdrie. Turn right at the 3<sup>rd</sup> exit (Highway 567) and turn right at the first light. The building is the large one on the left (SE corner), reached via a curved drive a short distance from the light. The building has washrooms, heat, and water and is well lit.

### **2<sup>nd</sup> VSCCC Work Bee for Olds College**

J.C. (Jack) Anderson is a Calgary area rancher that has a passion for vintage automobiles. Mr. Anderson has donated the proceeds from the sale of 100 of his cars to Olds College to celebrate the College's 100th Anniversary. The auction is scheduled for June 2013 - more details elsewhere in this edition.

To help prepare the cars for auction, Peter MacFarlane and other VSCCC members have attended work bees over the past few months. The next work bee is scheduled for Saturday January 12, 2013 at a Cam Clark storage facility in Airdrie. This will occur between 10 AM and 4 PM and one does not need to stay for the entire day.

The work to be done initially consists of cleaning the cars inside, outside, engine bay and trunk compartments. The care to be provided is basic. Cleaning materials and equipment are provided. Gifts of old toothbrushes, ice cream pails, old socks and rags would also be appreciated. If you prefer to use basic tools of your own, please bring them.

Also involved will be a brake check and bleeding and fluids check / top-up as needed. Minor mechanical issues will be dealt with later.

If you are interested in helping out, contact Peter MacFarlane at [macfarlpeter@telus.net](mailto:macfarlpeter@telus.net)

## THE PREZ SEZ

2012 is fading into the past and 2013 is looming like a deserted, gently twisting stretch of rolling two lane highway; with the sun shining down, glinting off the green and yellow fields ..... ok, enough of that imagery stuff. **[ED: Phew, almost had to edit out that fluff!]**

As discussed very briefly at the 2012 Christmas Dinner, there are a number of great events planned for 2013. One of which is the President's Dinner to be held at Calgary's historic Ranchmen's Club.

From the Clubs website( <http://www.ranchmensclub.com/> for more information.

*"The Ranchmen's Club was incorporated formally by the First Session of the Second Legislative Assembly of the Northwest Territories in December 1891. The Club became an important component in the rich fabric of Alberta's development. Within the confines of the Club, influential people congregated to talk and relax. For many, it became a home away from home, where the outside world rarely intruded.*

*The Club and its traditions have endured through one move in 1911, two world wars, long years of depression, radical social change and, in 1981, a total restoration of its premises. Today the Club remains a backdrop for men and women to forget the pressures of the outside world and relax in easy camaraderie. Our rooms echo with history, with the voices of the past and with events that took place in this Club."*

Keeping with the history theme, there seems to be very few of us native Calgarians left. When I was a youngster in Calgary - our home was near the end of the south trolley line in Elbow Park. That was Calgary's south boundary, just farms beyond that. I won't mention the dates due to impending old-fartery comments.

This brings me to the "Driving in Calgary" part of this monologue ...

I read recently that Deerfoot Trail (Raceway) was originally designed with 110,000 to 120,000 vehicles per day in mind, but now sees in excess of 165,000. From January 1 until May 31, 2012, Calgary police recorded 451 collisions between the hours of 4 and 6 pm - rush hour - either on Deerfoot itself or on the ramps conveying vehicles onto and off of the freeway.

No wonder I get a little anxious when forced to use this route.

Other things worth mentioning are downtown parking, jaywalkers and pickup trucks. But this is not the forum for these discussions. We can chat about Calgary's woes over a pint some other time. **[ED: Are you buying?]**

I hope that our club will be able to escape the city and put together a 'Round Southern Alberta tour this year. I would like to see an elongated weekend to cruise down the Cowboy Trail to visit Waterton Lakes, Head-Smashed-In Buffalo Jump, Turtle Mountain and Cypress Hills, Writing-On-Stone and Dinosaur Provincial Parks.

I firmly believe that I will be making this trip somehow, maybe even in a gleaming red TR3A.

Cheers,

Steve 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 Gary Beckstead, Jim Briggs, Steve Crosby, Joe Kuenzel and these fine sites The Calgary Herald, Hemmings Daily blog, Moss Motors, Olds College, Wikipedia, and other 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 February 20<sup>th</sup>, 2013**

**E DUES ARE DUE DUES ARE DUE** visit us on the web at [www.vsgcc.ca](http://www.vsgcc.ca) **DUES ARE DUE DUES ARE DUE D**

# ROAD TRIPS

Mr. Gary Beckstead and Mr. Joe Kuenzel provided a quick recap and photos on the VSCCC Christmas Social held this past December. It sure looks like those in attendance had a grand time (even those on the naughty list).



Mrs. Claus and the Elves checking the 'naughty' list.



I demand a recount, there is no way I am on the 'naughty' list.



For having that much fun, the #1 spot on the 'naughty' list.



Five obvious members of the 'nice' list, whilst one tries to hide from the 'naughty' list.



After their antics at Brits Best, the 'naughty' list perhaps is in their future!



Our President getting caught in the midst of the old 'empty bottle for full bottle' switch-a-roo. Definitely earning a place on the 'naughty' list.



Great gifts for those on the 'nice list'.

Note the shovel - a requirement for being President!!



Quality  
workmanship  
on display.



C'mon boss, hurry it up.

This Vanna schtick is getting old!



This oil thing is a problem!! I read all about it in *the Oily Rag*



No, Honey, I work on much bigger  
cars. Honest!



And as always, what  
would a party be  
without happy  
guests.

Thanks for your  
attendance - you are  
appreciated by all!



# SPORTSCAR PARTS



*Thinking of you,  
This holiday season!*



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

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# THE CENTER LINE

## (Tips to avoiding the oily strip down the center line)

Some of you believe that for 2013, *the Oily Rag* needs to live up to its name. So for this issue, we take an in depth look at that goopy stuff that lurks within the confines of our engines..

Special Thanks to Messrs Beckstead and Briggs for bringing this important issue to these pages. A paper version of *the Oily Rag* would help to ensure that the Messrs do not become messers.

### Oil is Oil is Oil

Oil is oil is oil right? Wrong!

From what I have been able to learn, oil changed with the removal or reduction of the anti-wear additive Zinc dialkyldithiophosphate (ZDDP). The reduction of this additive can promote accelerated wear on the cams and lifters on flat-bottom lifter engines.

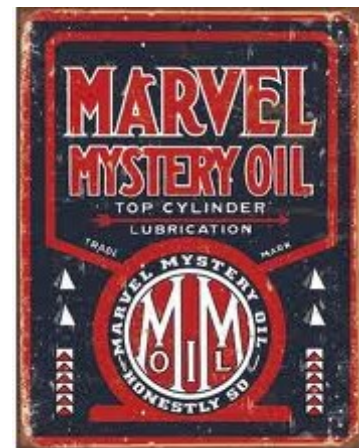
The background to all of this can be found at the following sites:

Collector Automobile Motor Oil Ltd. – based out of Calgary;

<http://www.camoils.com/engine-oil/zddp.php>

Saskatchewan British Car Club Newsletter, July/September 2009, which includes a list of reference websites;

<http://sbcc.ca/pdf/Old%20Brits%2056.pdf>



I recently came across a new iteration of Castrol, in 5/50 weight, that has added ZDDP.

Not sure if that will do the trick or not.

If anyone has a more in-depth knowledge that they would like to share, please write a 'Letter-to-the-Editor' so that others in the Club can learn as well.



Gary Beckstead

[ED: THANKS GARY. The next few pages carry on with this oily theme.]

[ED: Gary also sent us a link to this article that appeared on the Hemmings Daily blog]

## Tech 101: Zinc in oil and its effects on older engines

[adopted from <http://blog.hemmings.com/index.php/2012/10/18/tech-101-zinc-in-oil-and-its-effects-on-older-engines/>]

Hemming's tech guru, Jim O'Clair, explains the problems classic car owners have when choosing a modern motor oil.

API RATING	PARTS PER MILLION	
	ZINC	PHOSPHOROUS
SE-SJ	1280	1301
CI-4	1374	1150
SL	1182	994
CJ-4	1014	819
SM	939	770

How do lower zinc and phosphorous levels relate to classic and performance engines using standard flat tappet lifters? Most engines before the 1980's have these type of lifters.

Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. These enhancers also have their downside. The phosphorus creates carbon buildup in engine bores and valvetrains, and both compounds can lead to the early demise of catalytic converters.

For this reason, the industry has been phasing out zinc and phosphorus levels since 1994. Levels have been further reduced in each subsequent API rating for engine oils.

The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils and how compatible they are with these older engines. Many older engines experience a short period of time during engine start-up where critical lubrication is insufficient when using oils with reduced amounts of ZDDP/ZDTP.

BRAND	WEIGHT	PARTS PER MILLION		TYPE
		ZINC	PHOSPHOROUS	
BRAD PENN	SAE30	1400	????	CONVENTIONAL
BRAD PENN GRADE 1 RACING	20W50	1250	????	CONVENTIONAL
MOBIL 1 MX4T	10W40	1542	1344	SYNTHETIC
MOBIL 1 V-TWIN	20W50	1329	1949	SYNTHETIC
ROYAL PURPLE MAX CYCLE	10W40	1222	1440	SYNTHETIC
ROYAL PURPLE MAX CYCLE	20W50	3907	1458	SYNTHETIC
REDLINE	10W40	1872	1440	SYNTHETIC
SWEPKO 306	15W40	1476	1237	CONVENTIONAL
SWEPKO 306	20W50	1400	1200	CONVENTIONAL

Poster jksinsfan on the 69stang.com forum posted this table

When anyone mentions zinc, they are referring to ZDDP (used in mineral-based oils) or ZDTP (used in synthetic oils).

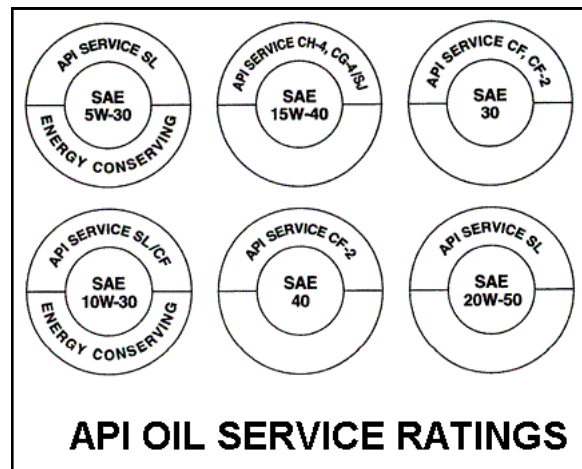
Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels although the dry start protection does not measure up to those using more ZDDP/ZDTP.

All engine oils are rated for viscosity by the SAE as well as additive content by the API. Passenger car ratings are two-letter designations that start with "S." Heavy-duty or off-road equipment ratings start with "C." The current API oil rating for passenger cars (gasoline engines) is SM and for trucks (diesel engines) CJ-4. Within these designations, you can determine how much zinc and how many other chemicals are present in the ILSAC (multi-viscosity) oils. These levels do not apply to straight-weight oils.

If levels in the ILSAC oils are too high for the API specification, they cannot be rated for the current specification unless the container specifies "for racing or off-road use only" or "for use in classic cars." This has caused oil companies to reduce levels of many additives, including zinc and phosphorus, to the required maximum in order to meet the current specification.

API	P	Zn	B
SJ	1301	1280	151
CI-4	1150	1374	83
SL	994	1182	133
CJ-4	819	1014	26
SM	770	939	127

The table lists the current specifications for maximum amounts of additives to achieve the API rating listed. P is phosphorus, Zn is zinc, and B is boron. Each figure is total parts per million of additives. These can also be roughly expressed in percentages by multiplying by .0001 (1301 PPM = .13 percent, 994 PPM = .099 percent)



Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in. Many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty.

For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included for use during engine break-in. This has also opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

The new SM oils are not going to be suitable for older engines unless they have a zinc additive to boost the rating and one of the zinc supplements should be used with these oils or oils containing additional ZDDP additives are recommended. Some enthusiasts have recommended using commercially rated CI-4 15W40 diesel oil to meet the zinc and phosphorus additive requirement. CI-4 is an old specification and may hard to locate. The new CJ-4 specification is well below acceptable levels.

Regardless, if you are purchasing off-the-shelf oil for your classic car, ILSAC multi-viscosity oils rated SM or CJ-4 should have stated zinc and phosphorus additive supplements for use in older engines or an additional separate additive should be purchased and used with the new oil. As the new API rating SN becomes available in the next year, even more caution should be taken as the levels will be reduced even further.

Many straight-weight oils do not have to meet the ILSAC API specifications to be sold as SM or CJ-4, so this may be an alternative. Classic car oils with elevated levels of ZDDP/ZDTP are also being offered by many suppliers.

To be safe, contact your oil supplier for exact additive contents and research the needs for your particular vehicle.

Not to be outdone by Gary B, Jim B sent us an extensive link from Moss Motors. It is not possible to reproduce (or steal) the entire document in *the Oily Rag*. An introduction is provided, and the full document is available on the Moss Motors website:

<http://www.mossmotors.com/graphics/products/PDF/Oil%20for%20Vintage%20Cars.pdf>

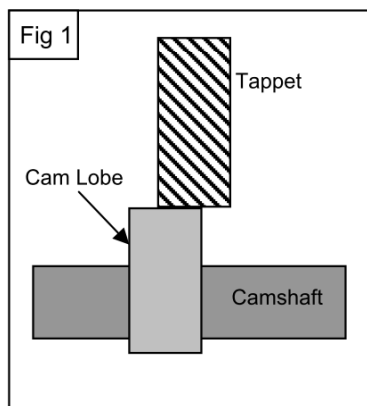
## Oil for Classic British Sports Cars

Over the last couple of years, the question “which oil should I use in my classic car?” has been posed and answered (and argued about) in almost every corner of the automotive world.

The discussions was sparked, at least in part, by increasing reports of tappet and/or camshaft failures in vintage engines. A number of articles in print and posts on the forums link these problems to modern motor oil, and specifically the reduction of the levels of ZDDP in API SM oil. Other articles seems to prove that the ZDDP level in modern oil is adequate for older engines.

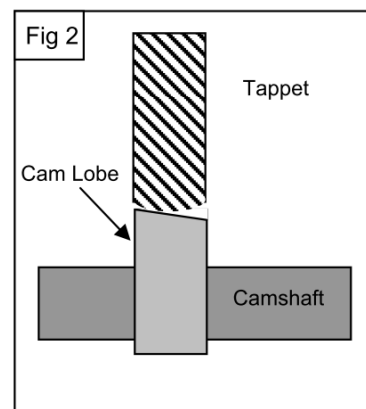
The problems associated with cams and tappets are due in part to the unique nature of the contact between them. Engine bearings are separated from the rotating shaft or journal by a thin film of oil. A rotating shaft will drag a wedge of oil between the shaft and the bearing. The faster the rotation, the more oil that is pulled in. Because oil is thick (viscous), the liquid pressure in the oil wedge will prevent the bearing and the shaft from touching. This is ‘hydrodynamic lubrication’.

The lobe of the came slides across the foot of the tappet and the contact area is very small. Cams and tappets are pressed together under high pressure and heat.



The tappets must rotate or they will wear out quickly because the rotation of the tappet pulls the oil wedge in to the area where the cam lobe and the foot of the tappet come together. The oil film is the only thing preventing metal to metal contact. The continuous flow of oil also carries away heat, which is critical to long cam and tappet life.

Cams and tappets in older engines are together described as ‘flat tappet cams’. This description refers to the design of the tappet, where the foot or bottom of the tappet sits directly on the lobe of the cam. ‘Roller tappets’ have a roller bearing that rides on the lobe of the cam.



Early engines had very flat tappets as depicted in Figure 1. Figure 2 depicts a tappet with a curved dome, which improves tappet rotation. Both type of tappets are referred to as ‘flat tappets’.

Regardless of the tappet design, during the break-in of a new engine the tappets and cams need to 'wear in' together. The 'wear in' period is very short - typically within the first 30 minutes of running a new engine. Although a short time frame, the 'wear in' period is critical. It does not take much wear to trigger the failure of a lobe - as little as 0.50 mm (0.197 inches) can cause the lobe to rapidly fail.



You will know you have a problem when it is too late and the need for another engine rebuild will be upon you. Symptoms include harsh grinding sounds from the engine and the presence of metal bits in the sump.



This problem is not new. And although various shops specializing in vintage cars may disagree on the exact cause of the problem, a common element was the oil used when breaking in the engine. Alberta is the 'Oil Capital of Canada', and like our province, our engine oil is complex.

All oils start as a base oil and are fine tuned with various additives to meet specific needs determined by the oil companies. Most of us are familiar with an oil's viscosity (thickness or resistance to flow). Generally in vintage cars, manufacturers of the day specified single weight oils (e.g. 30W) and with different weights specified for different temperatures. As research in oils progressed and so did automobile engines, oil companies were able to develop multi-weight oils (e.g. 15W40) which allowed for one oil to have desirable properties of two different weights of oil. In the 15W40 example, the oil would have the viscosity of 15W oil at -18° C (0° F) and have the viscosity of 40W oil at 100° C (212° F). To achieve this feat, viscosity modifiers are added to the oil - one of the many additives found in our oils.

Other additives include dispersants (to capture and suspend fine particles - subsequently trapped in the filter), detergents (to control acids formed by combustion), anti-oxidants (to help oil flow at extremely high temperatures) and finally, friction modifiers. Friction modifiers are the ZDDP and ZTDP discussed in the *Hemmings Daily* blog article on the previous pages.

ZDDP had been in use since the early 1940's, however its use to assist in cam / tappet wear was not fully explored until the high performance engines produced by Detroit in the mid 1950's. Engine failures in the 1950's were found to be caused by switching types of engine oil very early in the car's life. It was at this point, that the ZDDP level was set at 800 ppm. In the 1970's, more extensive research on engine life and performance occurred and this resulted in ZDDP levels climbing to a high of 1500 ppm. As leaded gasoline gave way to unleaded gasoline, further research found that ZDDP has an adverse affect on catalytic converters. Commencing in the 1980's, reductions in ZDPP levels became a priority.

The current API SM oil designation allows for approximately 800 ppm of ZDDP. Interestingly, this is the initial ZDDP levels from the 1950's. Laboratory testing of new engines using the API SM oil designation are not finding signs of cam or tappet wear.

But are the real world experiences different? For the answer to that question, and much more information on this topic, check out the full report on Moss Motors website at

<http://www.mossmotors.com/graphics/products/PDF/Oil%20for%20Vintage%20Cars.pdf>

And if you are really interested in engine oil, Google 'single weight oil' - 210,000,000 hits on the search!!



**[ED: All this talk of oil has got my blood running and elevated my enthusiasm - its time to conduct some personal oil research. For me, the preferred brand of oil is a fine product pictured here.**

**It is available at select adult beverage establishments. A fine choice for topping up the engine!]**



Next edition *the Oily Rag* hopes to cover issues related to that other all important liquid for our vehicles.

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

Olds College was founded in November 1913 as the "Olds School of Agriculture and Home Economics". Initial coursework included Field Husbandry, Farm Mechanics, Domestic Science and Home Economics. The College grew from the establishment of a demonstration farm by the provincial government. Similar demonstration farms were created in Fairview and Vermillion.

2013 will see Olds College celebrate its 100th anniversary. To commemorate this milestone, Mr. J.C. (Jack) Anderson of Calgary donated his collection of 100 vintage cars and trucks. Olds College declared this donation to be the largest in the College's history.

The '100 Cars and Trucks for Our 100th Year' auction will be a 'very public and celebratory auction' to held in June 2013 at Olds. The College has declared it to be one of their cornerstone events of the Olds College Centennial year.

*the Oily Rag* will attempt to keep all VSCCC members abreast of this very important event.

For the January edition, we present some of the special cars being offered. Elsewhere in this edition are details on upcoming work bees to help get these cars in to great condition for their new owners.



Proudly displaying a 1930 Ford Model A



Jack Anderson is a rancher from outside of Calgary and obviously believes that supporting advanced education is a highly worthwhile endeavour.

This is not Mr. Anderson's first gift to the college. In 2007, he donated one million dollars to the College, without any without restrictions on its use. The vintage vehicles donation is made with a similar 'no strings attached' arrangement.

Quite surprisingly, Mr. Anderson is not an alumnus of Olds College. In making the donation, Mr. Anderson is quoted as saying "Olds is a good school and it would be of more benefit to them than it would be to somebody in Calgary."

## CLEANING BEES

Saturday, January 12, 2013

10:00 am - 3:00 pm



Tuesday, January 15, 2013

5:00 pm - 8:30 pm

Saturday, January 26, 2013

10:00 am - 3:00 pm

*continued page 21*

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Go 6 km NORTH on Bears paw 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.

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

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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

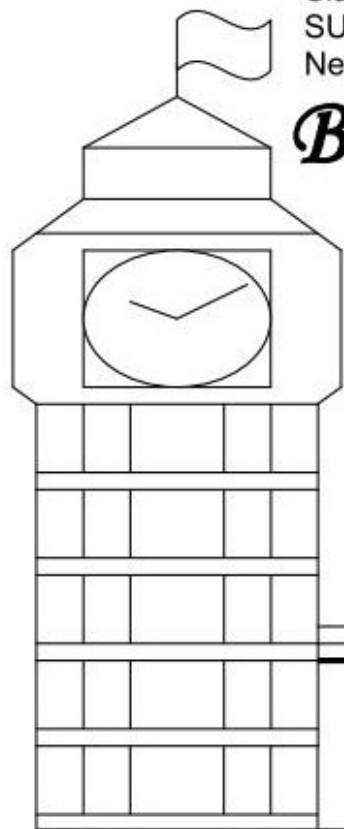
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**[www.britishcarsinternational.org](http://www.britishcarsinternational.org)**

J.C. ANDERSON CAR AUCTION - continued from p. 19

The following are some excerpts of Richard Cuthbertson's article in *The Calgary Herald* from January 18, 2012.

He was a "car nut" as a kid growing up in Edmonton, riding his bike to the local auto wrecker every evening after school.

The deal was simple: Jack Anderson, then 14 years old, would work in the yard in exchange for a 1928 Whippet.

"A chum of mine, we wrecked cars and (when) we got paid, we got a car," Anderson recalled Monday.

"That's all we wanted."

The two large Quonsets on Anderson's property held the 84-year-old's lifelong love of vintage vehicles. The collection comprises nearly a century of automotive history.

The Quonsets would have been a playground for the car aficionado: household names such as Rolls-Royce, Jaguar and Thunderbird, and little-knowns such as a Kaiser and a 1937 DeSoto Airflow.

At the door is the car that was used in the musical *Show Boat*. And outside is parked a 1949 fire engine that still runs and is outfitted with hoses.

The Whippet was sold in Anderson's youth, but there is another 1928 vehicle that will be going to Olds — a Model A two-door.

The priciest is likely the 1984 Rolls-Royce, tagged with a replacement value of \$300,000. Anderson bought it after it was seized by the U.S. Internal Revenue Service from Indian guru Bhagwan Rajneesh, who lived in Oregon in the 1980s and gained an international following.

"The licence plate and the registration is all with the car with Bhagwan's signature," he said. "His followers had to raise enough money. He wanted a Rolls-Royce for every day of the year."

Some vehicles are ultrafast; others ultra-notorious, such as the 1968 Corvair camper van. In 1965, American consumer advocate Ralph Nader dedicated an entire chapter of his groundbreaking book *Unsafe at Any Speed* to the Corvair.

Of the donation, Mr. Anderson said "I thought that they could use the money, and they use it very wisely."



1936 DeSoto

Airflow Series I



1941 LaSalle

Model 52



1936 Hupmobile

Two Door Sedan



1961 Chevrolet

Corvair Station Wagon



1960 Studebaker

Hawk

continued page 23

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your advert.**

## Road Signs

**And They  
said  
advertising  
on the  
spoiler  
was a  
waste of  
money**



**In an all-out  
quest for speed,  
Volvo introduces an engine  
that's 3 m.p.h. faster.**

Volvo for 1968 could only do 103.  
Whereas Volvo for 1969 does a blinding 106.  
Obviously, we're a long way from a  
new world's land speed record.  
But then our new engine wasn't de-  
signed for victory on the salt flats. It was  
designed to do better on the street.  
So we put the emphasis on take-off  
and abandoned all thought of flight.  
As a result, Volvo will now get you  
from a stopsign onto a 65-mile-an-hour  
superhighway faster.

It passes with greater ease.  
It runs quieter because the new engine  
doesn't work as hard.  
And it's got enough reserve power to  
handle creature-comforts like automatic  
transmission and air conditioning.  
All things related to how quickly a  
Volvo goes, of course, can best be demon-  
strated in a 15-minute test drive.  
You still have to take a Volvo  
home and keep it a few years to  
see how slowly it wears out.



**HOCKEY'S BACK!!**

There is now an excuse for procrastination



J.C. ANDERSON CAR AUCTION - continued from p. 21



Above: 1956 Jaguar XK140

Right: 1972 Jaguar E Type V12

Below: 1962 Studebaker Gran Turismo



Above: 1982 Jaguar Vanden Plas

Below: 1955 Ford Thunderbird



Auction details and all the auction cars here:

<http://100.oldscollege.ca/JackAndersonAuto>

Above: 1964-8 Austin Vanden Plas Princess

Below: 1956 Chevrolet Corvette



Above: 1967 Mercedes 250S



Above: 1959 Nash Metropolitan convertible

Below: 1947 Packard Clipper

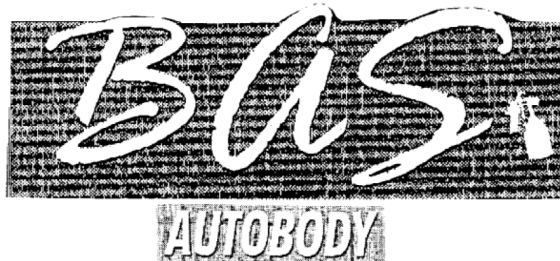


Above: 1973 Datsun 240Z

Below: 1968 Jaguar 420



continued page 25

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J.C. ANDERSON CAR AUCTION - continued from p. 23



ABOVE: 1965 Chevrolet Corvair 95 Van

TOP LEFT: 1957 Jaguar MK VII Coupe

TOP RIGHT: 1953 Nash Statesman

BELOW: 1963 Jaguar MK II 3.8 litre



ABOVE: 1974 Jaguar XJ 12 litre sedan

ABOVE: 1962 Chevrolet Corvair 900 Monza

BELOW: 2000 Jaguar S Type

BELOW: 2000 Jaguar XKR



ABOVE: 1971 Jaguar XKE

BELOW LEFT: 1984 Rolls Royce Silver Spur

BELOW RIGHT: 1974 Jaguar XKE

BELOW: 1979 Mercedes 450SL Convertible



Auction details and all the auction cars here:

<http://100.oldscollege.ca/JackAndersonAuto>

# Classified Ads – as of December 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

### 1950 Standard Vanguard (Nov12)

Good overall cond. Runs and drives. Good body and interior. Needs rockers

**PRICE:** \$ 2500.00 O.B.O.  
**LOCATION:** Calgary  
**CONTACT:** Jay Chapman at 403.230.3373

### 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 Winters 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.

**LOCATION:** Parksville, BC  
**PRICE:** Asking \$7,000. CAD (will consider reaonable offers)  
**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

## 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](#)

## 1988 Mercedes Benz 560SL (June12)

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](#).



## 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](#)

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### 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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### Silver/grey Steel Wheels (Oct12)

4 - Silver/grey powder coated steel wheels  
15" x 4" for Triumph TR2-TR3A.

The wheels were restored by Alberta Wheel Repair and Restoration Ltd.

Includes 4 hub caps with centers.

Total invested \$480.00

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

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



## 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](#)

## 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', Midgits/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

Winter is here. Are you day dreaming about cruising the mountains in your own vintage ride? But sadly remember that you don't have that perfect vehicle for summer time cruising?

Post an ad, its free and who knows what may lie underneath the tarps of your friends and neighbors.

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.
- Will also be needing some interior bits - at some point in the future.

Some parts for the early Spitfires will also work.

I also have a running / driving 1968 MK I so if you have any parts I am definitely interested.

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



**2012 has in the history books and 2013 is underway.  
Time to move on from turkey stuff bellies and other  
holiday related pleasures.**

**Here is some of the stuff planned for this year.**



### **2<sup>nd</sup> VSCCC Work Bee for Olds College**

We are booking a VSCCC work bee Saturday, Jan. 12, 2013, to help Olds College prepare cars from the J.C. Anderson bequest for auction in June 2013. The cars are stored in Airdrie at a Cam Clark storage facility. Suggested work time is from 10 am to 4 pm, come for part or all of the time. The work to be done initially consists of cleaning the cars inside and out plus engine and trunk compartments. Cleaning materials and equipment are provided. The care to be provided is basic. Then, brake check and bleeding for some of the cars and fluids check and top-up as needed. Minor mechanical issues will be dealt with later. Some of the cars of interest include Jaguars, Mustangs, T-birds and a Corvette – see the [www.oldscollege.ca](http://www.oldscollege.ca) website. Gifts of old toothbrushes, ice cream pails, old socks and rags would also be appreciated. If you prefer to use basic tools of your own, please bring them.

Bring a lunch or snack and enthusiasm to help a worthy cause. (If we get enough people, Olds College may provide a pizza lunch.)

Access is via Rte 2 North to Airdrie, take the 3<sup>rd</sup> exit to the right (Rte 567) and turn right at the first light. The building is the large one on the left (SE corner), reached via a curved drive a short distance from the light. The building has washrooms, heat, and water and is well lit.

Contact is Peter MacFarlane [macfarlpeter@telus.net](mailto:macfarlpeter@telus.net)

## **Coming Events**

Feb 13	Peter MacFarlane presenting California car shows	Austrian Canadian Cultural Centre
Feb 22-24	World of Wheels	Stampede Park - Big 4 Building
March 13	General Meeting	Austrian Canadian Cultural Centre
March 16	President's Dinner + Awards Night	Ranchman's Club - Calgary, AB
April 10	General Meeting	Austrian Canadian Cultural
April 27	Spring Breakout and Garage Tour	British Auto Specialists, The Rod Shop Tom Scully
May 8	General Meeting	Austrian Canadian Cultural Centre
May 18	All British Field Meet	Van Dusen Botanical Garden - Vancouver BC
June 7-9	Brits Best	Radium BC
July 20	European Classic Car Meet	Stanley Park
Aug 14	Big Hill Springs Barbeque	

I would like to take this opportunity to extend my sincerest wishes for a holiday season filled with happiness for you and those you love, and to thank you for your continued hard work, support and dedication to preserving the memory and craft of the vintage sports car pastime.

Steve Crosby, President VSCCC