

# *the OILY RAG*

The Newsletter of the Vintage Sports Car Club of Calgary



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# CAR COVERS

One weekend in February - two special events.

## Steve Crosby's infamous 1960 Triumph TR3A made its 'world' debut at the 2013 World of Wheels.

Our President has provided much entertainment for us over the years by relating the saga of his purchase and subsequent restoration of his TR3A. Space and time constraints prohibit us from recounting all of the sordid details in one issue - it is suggested that one purchase a flat of beverages and corner Steve for a weekend or two to hear the account first hand. But as depicted elsewhere, the time and effort (plus a few dollars) have contributed to a wonderful looking vehicle. Good on you Steve - here is hoping that you have many happy adventures staying just right of the Center Line.

Standard Triumph produced the original TR3 starting in 1955. It was the first production car to have standard disc brakes. By 1957 it was succeeded by the TR3A which included changes such as a full width radiator grille, exterior door handles, lockable boot handle and a full tool kit.

At the time, the TR3A was the largest selling Triumph model (58 000 units) - eventually be succeeded in sales only by the TR6 and TR7. The car was known for its superior braking ability, making it an autocross favourite.

## 1957 Jaguar XK140 heading the line up at the J. (Jack) Anderson Charity Car Auction in support of Olds College

Not many details are available for this particular XK140, although its brief listing entry states that it is in running condition, has its original wire wheels and the interior is in excellent condition. From inspection it appears to be in good nick although a chance to hear or see it running was not presented. It will be interesting to see how the market judges it at the end of June.

The XK140 was produced from 1954 to 1957. Exterior changes from the XK120 included larger front and rear bumpers, overriders and flashing turn signals above the front bumper. The grille became a one-piece cast unit with fewer vertical bars. The interior was made more comfortable for taller drivers by moving the engine, firewall and dash forward to give more leg room.

In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission.

# 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.

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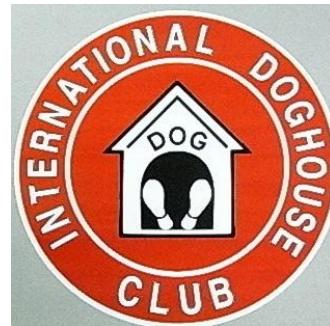
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200 copies of the **Oily Rag** are printed or distributed via electronic means



## THE DOG HOUSE

This edition of The Dog House, features yours truly - Your Editor. By getting wrapped up in the excitement of saluting the 50th birthday of some really cool cars, I overlooked an even grander accomplishment - a 100th birthday celebration!



On 15 January 1913, in a wee bit of shop in south west London, a force in automotive history was incorporated. For it was there, but a stones throw from the River Thames that Lionel Martin and Robert Bamford put together the famed 'Aston Martin' name. Where did the name come from, given that one founder had neither Aston nor Martin in his name? From Mr. Martin competing in the Aston Hill Climb.



Some of the other 50 year birthday babies include two classic sports cars in the Alfa Romeo Series 105/115 and the Lancia Fulvia. Also celebrating their 50th include the mass produced Vauxhall Viva (over 1.5 million cars) and the Hillman Imp (450 000 cars). The first Jaguar S-Type was introduced as well as smaller production units like the ATS 2500GT (first mid-engined Italian car), the greatly named Gordon-Keeble with its tortoise logo and the Iso Grifo.

thanks to Wikipedia for all this information

## Our Thanks to...

### The Austrian-Canadian Cultural Centre

For hosting our Executive and General meetings.

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

To all you vintage sports car enthusiasts, welcome to the month of March. WHAT? March! That means two months have elapsed since the last edition of *the Oily Rag*. For you technically minded readers, that equates to approximately 1/6 of an Earth year.

This also means that I am madly trying to finish off the March edition. The job is made a tad easier as there were some great events that occurred over the past days, as well as some interesting technical stuff for those so inclined to read about technical stuff.

In my last Editorial I described how I was mourning over the loss of one of my dogs and in order to deal with the loss I turned to one of my addictions and bought a new car.

Groundhog Day passed in February, and for those who watched the Bill Murray movie, you will recall that he was forced to relive Groundhog Day again and again and again and ... (well you get the point).

I am hoping that I am not caught in my own Groundhog Day vortex. For as I write this I am again mourning the loss of a dog and have descended to the dark realm of addictions.

During early January, I had to let go of and say good bye to my ever faithful 16 1/2 year old Sheltie. Delta was a brilliant dog, and although old, I firmly believed that she still had another 2 or 3 years left in her. Sadly that was not the case.

She suffered a serious injury at home and it was one that I knew she would not be able to recover from. In some ways I do believe that she wanted the end to come, for she could go visit her old pal Bandit. So for the first time in over 25 years I am now without a dog. The cats and parrots help some, but are just not the same as a dog.



Delta Bulmer (1996.06.19 - 2013.01.19)

Delta and Bandit were the best of friends. As she got older, I always thought that Delta was only hanging on until Bandit was gone. Sadly, that thought came true. I wish her well on the journeys in her new life. (And the sticks!!)

Following the loss of Bandit, I had rushed out and bought a new vehicle. I love my Subaru. This time, my bankers would not permit such an extravagant show of grief. Instead I immersed myself in to the world of eBay (and credit card debt) to purchase accessories and other accoutrements for said Subaru.

My struggles in completing this edition of your newsletter are compounded by new and exciting worlds that I have elected to explore. I undertook the reading of *The Hitchhiker's Guide*

to the *Galaxy* by Douglas Adams.

This book was popular 35 years ago and some how it escaped my attention at the time. That is a good thing. I would not have understood most of the words printed within it. Time shifting 35 years to the future and I find it to be thoroughly entertaining and an addiction in its own right. And I can understand the concepts and words utilized. In my own bizarrely entertaining way, I am proof that with age one does acquire a certain level of wisdom, for I can understand at the age of 50 what I could not at the age of 15.

Doubt that the wisdom increase applies to women, so a happy bachelor I remain. Or a curmudgeon. Or both. :)

Not being content with only reading about distant galaxies I enrolled in a course on Astrobiology from the University of Edinburgh. Fascinating stuff! Am a believer that alien life forms do exist. What else can explain the desires of certain individuals to follow blindly the mantra of certain poli..... Yes, Steve, I hear you!!

Although I have read and obtained insight in to the vastness of space, Rene Blei's attraction of star power greatly outshone mine. Check out the pictures he provided from the 2013 edition of the World of Wheels. Some guys are just in the right place at the right time with the right equipment.

With January and February melding in to a slip stream and rocketing in to history it means that driving season will soon be upon us. Looking forward to it too! Here in SE Alberta we have not experienced the same high temperatures that we got in winter 2012 so I have not had any of the sports cars out since October!!!

It looks to be a busy spring as I have 4 more trips to Vancouver coming up as well as the VSCCC's action filled Summer of 2013. President's Dinner in March, the April garage tour and Farmer Fritz' efforts at getting the ECCM ramrodded along should keep us all occupied.

We are also coming in to our own collector car auction season with Red Deer up first followed by my favourite in Okotoks. This summer will be extra special too as the JC Anderson Charity Auction will be going on at the end of June.

Have you been up to Airdrie yet to volunteer in getting any of the Anderson cars moving under their own power? I was fortunate enough to do so on the 23rd. There are some nice vehicles. Trying to figure out if an XK140 or a 240Z would be a fitting addition to my garage. Or perhaps I should simply work on my project GT6 and see how big of a rust pile I can create. I have to best the time of our President's Triumph restoration. Until then I wish you very many pleasurable travels and hope the coming long days will enable you to get your prized possessions in tip top shape for the warm days ahead.

*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

- March**  
16 President's Dinner and Awards Night  
Ranchman's Club
- April**  
27 Spring Breakout and Garage Tour
- July**  
20 European Classic Car Meet
- August**  
14 Big Hills Springs BBQ



### CHECK IT OUT!!

Use our Events Calendar to confirm dates, times and venues.

Check it out: [www.vsgcc.ca](http://www.vsgcc.ca)

## OTHER EVENTS

Contact the sponsoring organization for more details

- March**  
13 - 17 Calgary International Auto and Truck Show ([autoshowcalgary.com](http://autoshowcalgary.com))  
15 - 17 Red Deer Speed Show + Collector Car Auction ([www.theelectricgarage.com](http://www.theelectricgarage.com))  
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  
24 - 25 Okotoks Collector Car Auction ([www.okotokscarauction.com](http://www.okotokscarauction.com))
- June**  
7-9 Brits Best - Radium BC (Calgary MG Club)  
8-9 Reynolds Alberta Museum History Road  
21 - 23 J.C. (Jack) Anderson Charity Auto Auction (Supporting Olds College)  
**J.C. (Jack) Anderson Charity Auto Auction - Olds College**
- July**  
12 **COLLECTOR CAR APPRECIATION DAY**  
23 - 31 Western Canada Power Cruise ([Western Canada Power Cruise on Facebook](#))
- August**  
22 A+W CruiseIn For a Cause in support of Multiple Sclerosis Society of Canada



## 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

APRIL	MAY	JUNE	JULY	AUGUST
20 Fort McLeod	19 Peachland, BC	22 Cypress Hills, SK	13 Sylvan Lake	10 Medicine Hat
21 Calgary - Deerfoot Mall	26 Coaldale	28-30 Olds		10 Rocky Mountain House
	31 Three Hills Cruise Weekend			17 Maple Creek, SK

## ECCM UPDATE

Hello everybody!! A few updates for our ECCM 2013. That would be the European Classic Car Meet.

The team is busy organizing the show and we are making great strides forward. And making some great changes!!

One of the biggest changes is that we will have a new judging system. Out with the old make-based system!

Introducing the 'Neue Klasse' system - based on manufacturing decade. This will make the voting (and subsequent vote counting) hopefully much easier.

Classes will start from 1900-1949 then 1950-1959, 1960-1969 and so on. The cars will still be parked the old way - arranged by make and model. **[ED: 2013 ECCM Registration Form is on the Back Cover of this edition.]**

We also are working on a way to incorporate a charity into our event. And of course, there will be food. We will have 2 food truck and hopefully an ice cream truck. Tables and chairs around the eating area will let you sit and have a leisurely lunch while visiting with other car enthusiasts.

The REV-UP party will be at BIG ROCK brewery. Once the new owners of the restaurant are on site we will be able to confirm the menu. The cost structure for the REV-UP party has also changed. Paid up entrants for the ECCM will get a **FREE** dinner (YES, FREE!!). One person per car is free, you only will pay for your guests.

Another change - Farmer Fritz' Used Carz Corrale will be set up and anyone who wants to sell his or her prized possession can park the car for a small fee at the lot.

If you are participating at the show, please do not display a for sale sign on your car. It belongs in the used car paddock. Also - unauthorized commercial flyers are not to be displayed or distributed. *It is not fair to our sponsors.*

Please invite as many friends as possible, we want to make this show a success.

We need at least 200 cars on the field and it would be great if we find those hidden jewels and bring them out for others to see. In 2012, the Royals displayed their jewels - in 2013, its the Calgary car crowd's jewels on display!

(Farmer) Fritz Peyerl, ECCM Co-coordinator

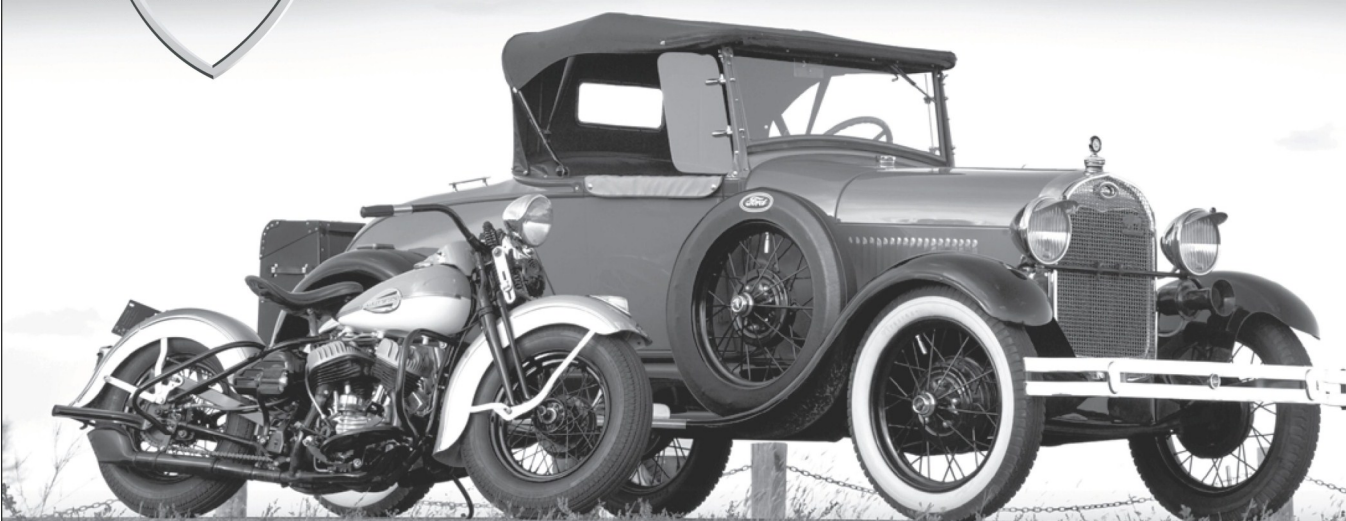


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Suite 700, 1816 Crowchild Trail NW

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www.legendsinsurance.com

#### Brooks Office

P 403.501.5123

#5, 400 - 2nd St. W

jbosch@legendsinsurance.com

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# ***YOUR VSCCC EXECUTIVE***

## **2013 Executive**

### **BOARD OF DIRECTORS**

President	Steve Crosby	403.238.1075	<a href="mailto:swcrosby@telus.net">swcrosby@telus.net</a>
Vice President	Joerg Kuenzel	403.512.6237	<a href="mailto:joe.kue@gmail.com">joe.kue@gmail.com</a>
Treasurer	Howard Phillips	403.225.1987	<a href="mailto:philli67@telus.net">philli67@telus.net</a>
Secretary	Gary Beckstead	403.278.1950	<a href="mailto:g.beckstead@shaw.ca">g.beckstead@shaw.ca</a>
Membership Secretary	Craig Talbot	403.229.3773	<a href="mailto:talbotc@telus.net">talbotc@telus.net</a>
Events Coordinator	Sylvia Heikamp	403.239.0785	<a href="mailto:heikampg@shaw.ca">heikampg@shaw.ca</a>
Oily Rag Editor	John Bulmer	403.488.6360	<a href="mailto:jsbulmer@shaw.ca">jsbulmer@shaw.ca</a>
Web Master	Mark Stonehocker	403.210.0588	<a href="mailto:stonehocker@shaw.ca">stonehocker@shaw.ca</a>
Inter Club Coordinator	Chris Durtnall	403.255.4511	<a href="mailto:chrisdurtnall@shaw.ca">chrisdurtnall@shaw.ca</a>

### **APPOINTED POSITIONS**

Oily Rag Publisher	Helen and Azim Bhatia	403.288.1153	<a href="mailto:azimbh@telus.net">azimbh@telus.net</a>
Club Tool Coordinator	Rene Blei	403-932-5801	<a href="mailto:blei.rene@gmail.com">blei.rene@gmail.com</a>
Club Regalia	Howard Phillips	403.225.1987	<a href="mailto:philli67@telus.net">philli67@telus.net</a>
Public Relations	Chris Durtnall	403.255.4511	<a href="mailto:chrisdurtnall@shaw.ca">chrisdurtnall@shaw.ca</a>

### **SPECIALTY VEHICLE ASSOCIATION OF ALBERTA REPRESENTATIVE**

Peter MacFarlane

### **2013 ECCM ORGANIZING COMMITTEE**

Fritz Peyerl	
Chris Durtnall	403.255.4511 <a href="mailto:chrisdurtnall@shaw.ca">chrisdurtnall@shaw.ca</a>

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allclassicauto@yahoo.com**



# PRESIDENT'S DINNER VSCCC AWARDS NIGHT

Stephen Crosby, President of the Vintage Sports Car Club of Calgary, extends a special invitation to all VSCCC members and their guests to attend our annual extravaganza.

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)



**Ranchmen's Club**  
710 13 Avenue SW  
Calgary, Alberta

1730 Reception / cocktails  
1800 Silent Auction starts  
1830 President's Dinner

## Menu

Roasted Golden and Purple beets on Artisan Greens  
Prime Rib of Alberta Beef  
Petite Yorkshire pudding,  
Roasted potatoes  
Chefs choice of Vegetables)  
French style lemon Flan with Raspberry Coulis  
Coffee and tea                      Wine on the table

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

Dress code will be in effect for this event.



# THE PREZ SEZ

**Prez Sez - March 6, 2013**

On behalf of all of us at the VSCCC, we send our fondest of wishes out to Rosemary (Steve's much better half) for a fast recovery from a joint restoration of her own.

The snow was slowly departing, enough at least to allow us to get the cars to the 2013 World of Wheels. As I write snow is in the forecast for the next two days. My thanks go out to all those who helped to make this event a success.

It takes a lot of time and effort to set up and man the exhibit, not to mention braving the weather in cars not meant for Canadian winters. We showed five top down convertibles and only one hard top. **[ED: That would be Mr. Durtnall.]**

Our presence at this event goes a long way in promoting our club. I did however notice a lack of booth volunteers from the general membership. Speaking of volunteers – where are you?

A club such as ours is only as strong as its volunteers. The current and past executive is usually composed of the same people who have been active in the club for 10 to 15 years, some maybe more. When election time comes around I see a distinct absence of volunteers and voters!

It's the same core of 20-25 persons that attend meetings and participate in the running of events. If this current executive were zapped by aliens, who among you is ready to take over the reins and guide the club, events and all, forward? Food for thought. (Not the alien part though)

**[ED: What about Mr. Durtnall?]**

I was pleased to finally drive the TR3A. Back in 2006, when it first arrived at my home, I went for a spin around the block. There was little power, oil everywhere, gauges that didn't work and when I got out of the car a seat spring grabbed my butt and tore a hole in my trousers.

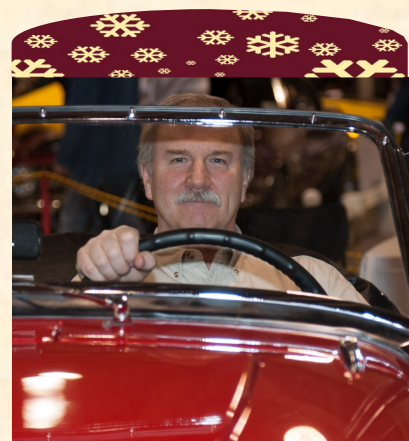
There have been a lot of changes! It is a car once again.

One of the great points about a full restoration is that you have the opportunity to rebuild it the way you want it. I'll put together a history once the break in is done. I'm very excited about the trips this summer; Van Dusen ABFM, Brits Best, Sun Peaks and the Alberta Tour to name a few.

The Presidents Dinner is coming up quickly - March 16. It should be a terrific evening, an excellent location at The Historic Ranchmen's Club, and great company.

Aw jeez it's snowing again.....

Steve Crosby



## 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 Terry Beck, Gary Beckstead, Joe Kuenzel, Rene Blei, Steve Crosby, Fritz Peyerl and these fine sites Aston Martin, Federation of British Historic Vehicle Clubs, Hemmings Daily, Motoramic, Olds College, Press Association, SEMA, The Globe and Mail, 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 April 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**

# TECH TIPS



First up, information from the Federation of British Historic Vehicle Clubs [FBHVC] ([fbhvc.co.uk](http://fbhvc.co.uk))

**Road fuel / petrol has changed significantly over the past quarter century. There are consequences for vehicles designed in earlier times.**

**In the January 2013 edition of *the Oily Rag*, the topic of modern oils for our vintage autos was discussed. This month, we look at the other primary liquid used in our cars engines - the liquid propellant gasoline or to some, petrol.**

**Thanks to Rene Blei and Steve Crosby for the leads.**

The changes have been driven by a combination of environmental concerns and advancing engine technology.

The most significant change has been the elimination of tetraethyllead (TEL) as an anti-knock fuel additive. Not only did TEL act as an anti-knock agent, it also provided protection to valves and their seats. Other methods can adjust a fuel's octane rating, however TEL is still the most effective at protecting valve seats from wear.

In the 1970's, air pollution becoming a serious problem. The lead content and incomplete combustion (resulting in unburnt hydrocarbons) were the contributing factors. Efforts were made to reduce the harmful content of fuel and improve combustion. The solutions involved removing TEL from fuel and using catalytic converters to ensure complete combustion. The two are related as TEL is not compatible with the catalyst.

More recently, there have been changes in fuel specifications including a "renewable" element.

In the UK, the FBHVC has been active in monitoring the effects of changing fuel specifications. Significant testing of fuel additives in the run up to the general ban on leaded petrol occurred. The FBHVC published two booklets and various articles have appeared in the FBHVC Newsletter.

## Using modern unleaded petrol in vehicles designed for leaded

In 1991, a sub-committee of the Vintage Sports-Car Club published a booklet entitled "Valve Seat Recession – Use of Unleaded Gasoline in Older Engines" which was made available through FBHVC.

This booklet outlined research undertaken into the problems of valve seat recession, and suggested how such problems may be alleviated either by modification (such as fitting hardened valve seats) or the use of fuel additives or a combination of both.

In 1993, FBHVC published another booklet "Fuel Problems – Use of Modern Petrol in Older Engines". This was prepared by the same team who had produced the earlier book who had by then become a sub-committee of FBHVC. The second booklet covered topics such as overheating, poor starting and loss of power by reference to scientific literature on the subject and again offered suggestions to remedy the problems.

## BioFuels

Ethanol is hygroscopic so manufacturers should have been adding corrosion inhibitors to it before blending with petrol. Ethanol changes the volatility of the fuel which provides a cold start benefit. Conversely, it may increase vapour lock and hot start problems in susceptible vehicles. Corrosion could be a problem if inhibitors are not used.



In the United States, a partnership between the Specialty Equipment Manufacturer's Association (SEMA) and various car clubs and enthusiasts has created the SEMA Action Network (SAN) ([www.semasan.com](http://www.semasan.com)). One of SAN's mission is to 'stamp out legislative threats' to the car hobby.

SAN has reported on a recent court decision pertaining to the use of Ethanol in automobile fuels in the U.S.. The Environmental Protection Agency (EPA) has permitted up to 15% ethanol (E15) content in gasoline for 2001 and newer cars and light trucks. The EPA raised the amount of ethanol permitted in gasoline from 10% (E10) to 15% (E15).

SAN had opposed E15 based on scientific evidence that it causes corrosion with incompatible parts. The U.S. Court of Appeals dismissed a lawsuit challenging the EPA's authority.

SAN now seeking passage of congressional legislation (H.R. 3199) that would prevent the EPA from permitting E15 sales until the National Academies has conducted a study on how E15 may impact gas-powered vehicles.

SAN's argument is that ethanol increases water formation that can create formic acid and corrode metals, plastics and rubber. Older cars are not constructed with corrosion-resistant materials or able to tolerate the higher temperatures at which E15 may burn. The EPA has made it "illegal" to put E15 in pre-2001 vehicles, however this is by relying solely on a gas pump label cautioning motorists not to misfuel their older vehicles. The EPA estimates that there are 74 million such vehicles on the road.

***the Oily Rag* and the VSCCC takes no responsibility for this information. Members are to do their own research prior to making decisions related to fuel, engine lubricants or other aspects related to their cars.**



[In our last edition, we contained an excerpt from a Hemmings Daily blog about oil. This edition, the same author (Jim O'Clair) looks at the technical aspects of ethanol in modern gasoline and how ethanol affects older cars.]

Full story here: [blog.hemmings.com](http://blog.hemmings.com)

In the U.S., Federal Law mandates the use of 15 billion gallons of alternative fuel per year by 2015 and 36 billion gallons by 2022. In 2010, only 11 billion gallons were used. The shortfall will need to be overcome - either by using more gas or increasing the ethanol content in each gallon. **[ED: Here in Canada, there is no mandated quantity to use, however all gas must contain 5 % ethanol.]**

Today's gasoline is commonly referred to as E5, E10, E15 or similar such designations. These designations refer to the ethanol content (5 %, 10% or 15%). Some new cars are coming with engines that can run up to 83 percent ethanol, which is often called E85 or flex fuel.

Ethanol has a number of advantages and disadvantages when used as an automotive fuel.

#### Advantages

- clean-burning and is a higher-octane fuel than conventional gas
- virtually any grain can be used to make ethanol, but some grains are better than others (corn is one of the worst)
- produced from renewable sources.
- produce lower carbon monoxide, carbon dioxide, hydrocarbon and nitrogen oxide emissions
- during manufacturing, ethanol needs fewer fossil fuels than gasoline on a BTU of energy basis

#### Disadvantages

- creates 34 percent less energy than unadulterated gasoline per gallon.
- ethanol is hygroscopic, which means it absorbs water more easily than gasoline.
  - this leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines
    - which contributes to rust in fuel systems
  - this can restrict fuel flow by swelling the paper filter media inside fuel filters not designed for flex fuels
- ethanol erodes fiberglass tanks, rubber hoses and plastic fuel lines
- ethanol dissolves varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks and can enter the fuel system if the fuel level in the tank gets too low

So what is a classic car owner to do? Especially for the classic car that is parked in the garage more than it is driven. Several recommendations come from the marine industry who have similar intermittent use issues:

- use ethanol-resistant / compatible components in the fuel system (hoses, tubing, O-rings, fuel filters)
- install a water separator filter in the fuel line
- replace fiberglass tanks with steel or aluminium
- keep your tank as full as possible
- use ethanol-compatible fuel storage additives

***the Oily Rag and the VSCC takes no responsibility for this information. Members are to do their own research prior to making decisions related to fuel, engine lubricants or other aspects related to their cars.***

[ED: Meanwhile, here in Canada .....]

**THE GLOBE AND MAIL**

May 21, 2012 - Martin Mittelstaedt ([www.theglobeandmail.com](http://www.theglobeandmail.com))

**Canadian law requires oil companies to sell gasoline with an ethanol content of 5 %.** Under federal rules, the average amount of ethanol in a company's gas has to meet the 5 % threshold. Companies can sell gas with no ethanol in some places, provided they make up for it elsewhere in their sales network by adding more.

Some refiners have been adding more ethanol to their gasoline. The reason - ethanol is cheaper than gasoline.

The industry and federal government don't release figures on the national average but observers say it is likely around 6.5 %. Jon Harding, a spokesman for Imperial Oil Ltd., said the company's gasoline contains up to 10 % ethanol. A Suncor Energy spokesperson said it has an average content of 7 % in its fuel.

Manitoba and Saskatchewan have introduced separate requirements for more, at 8.5 and 7.5 per cent, respectively. Bigger markets, such as Ontario and British Columbia, match the national requirement.

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*to be idle is a short road to death*



*and to be diligent is a way of life.*

*- Buddha*



# THE CENTER LINE



Upon touring the show it was noted that there were some other vintage sports (type) cars hidden amongst the chrome - an NSU Prinz, some Datsun Z series, a few Hondas and a brigade of time traveled Volkswagens all made for some interesting sights.

On display at the VSCCC booth were:

Steve Crosby's freshly restored TR3A.  
And we mean freshly restored. Less than 6 MILES on the odo at show time.

Chris Durnnall's Porsche 930,

Tom Scully's pair of Austin Healeys - the 100M and Sprite,

Chris Blackmore's Morgan,

Howard Phillips' Austin Healey 3000

Also on hand, but unfortunately not able to show their cars was Joe Kuenzel and Gary Beckstead from your Executive.

At our age I can appreciate that it is difficult to hold one's attention, so pictures are offered to replace a bunch of words.

February 22-24 was the 2013 edition of the World of Wheels. The VSCCC was very well represented. The VSCCC had a club booth, Mr. Rene Blei was showing his exquisite Jaguar and the Specialty Vehicle Association of Alberta were also present.



Thanks to Joe Kuenzel for helping out with some stunning pics of the event!!





Proud member cars!!







**Pleading with Banker Bob to fund the NEXT 5.8 miles of the TR3A's journey.**



**Typical President - supervisory duties only.**



**The Three Wise Men?**



**Proudly promoting our cars, and our Club.**





**Mr. Terry Beck and Mr. Rene Blei provide a quick recap and photos of the recently held World of Wheels (WoW to some).**

## World of Wheels 2013

During the last few years the WoW Shows apparently suffered a set back. The last time the Club participated was in 2011. Although again this year, the VSCCC cars once again did very well and the owners walked away with a bunch of plaques.

Bill Knecht, a long-time organizer of the Show had retired 4 years ago.

In late 2012 Bill was asked to pick-up the reigns again by the USA Chairman. I have known Bill since the mid eighties when I rented warehouse space to him. Bill, Tom Meheden and their team did a first class job. The move-in / out went very smoothly - assisted greatly by the weather and dry roads.

WoW is officially for all cars, but North American manufactured cars are a primary attraction. All cars are welcome but most displayed are from the other end of the car hobby spectrum from our Club restorations.

The craftsmanship is awesome. The amount of time and money spend on these cars is mind boggling. Some paint jobs are, it appears, from a different planet. Then, in contrast, there is a Fred Phillips car with an original paint job.

Never mind the size of some of the engines that tower above the hood and the outrageous interiors of some. The owners still are very much car enthusiasts, but far removed from the car-owners listed on our membership rostrum.



Watching the public, it looked like many were coming back to reality and down to earth seeing our old ladies, I mean cars. **[ED: The ladies don't look too bad, or old!!]** When, all of a sudden, I noticed a familiar English cap and underneath an even more familiar moustache. You guessed it..... well known TV personality Dennis Gage of "My Classic Car" was on his own and walking towards us, frequently being stopped by autograph hunters. I of course had to get my share and before Dennis realized it he was sitting in the 39117 drivers seat. His comment "Don't tell me this is a real one !"

A big thank you to Joe Kuenzel for helping me with the set-up and Terry Beck, who spent more time with 39117 than I did during the Show.

*Rene Blei*







A Honda track car.



NICE Z

Want one of your own? Check out the  
J.C. Anderson Charity Auto Auction!



Both are Volkswagens. Both are white. Both have been customized. Both are worth lots of \$\$ . Both are nice.



Bonnyville Lakester Rod - T33 Wing Tank!



1960 NSU Prinz 30



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*We wish all our valued customers  
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Go 0.9km WEST on Twp Rd 262 to Poplar Hill Drive

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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**

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

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

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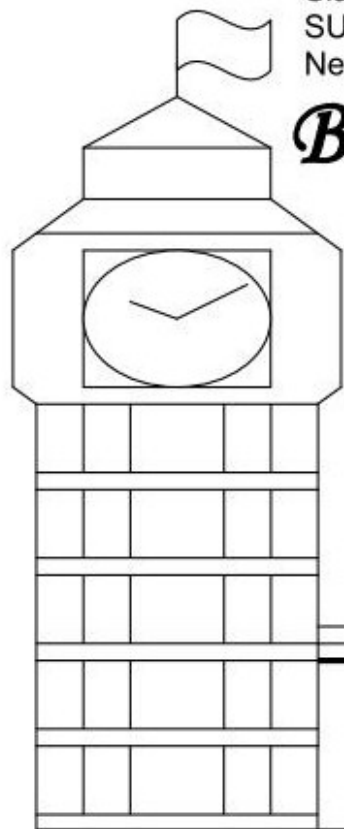
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**[www.britishcarsinternational.org](http://www.britishcarsinternational.org)**



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

As reported previously, Mr. J.C. (Jack) Anderson donated his extensive collection of vintage vehicles to Olds College. Members of various car clubs in the Calgary region have pulled together to get these vehicles cleaned up and in running condition.

Your Editor was fortunate to attend the 23 February Work Bee to help out and also to get some first hand photos of the cars BEFORE they cross the block.

There are some nice vehicles on offer and I personally am seeing what the bank account can afford.

The auction goes June 21 - 23 this year and I would like to see a significant percentage of the VSCC members in attendance.

Not able to make the auction? Lend a hand and help get the cars looking and running as best they can. The next scheduled Work Bees are 09 and 30 March. Contact Peter MacFarlane if you want to help out - or do like I did and simply show up!

Some pictures to follow of course!!



1957 Jaguar XK140 and other denizens of the Jaguar Jungle



continued page 23





Sylvia Heikamp, RN

Community Care Supervisor

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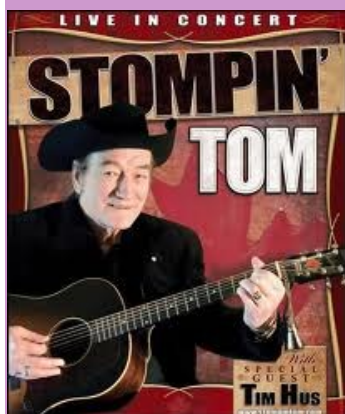
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they read *the Oily Rag*.**

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



## CAR TUNES

March 6, 2013 will be a day recorded in Canadian history books for the passing of an icon to some, an institute for others. Mr. Thomas Charles 'Stompin Tom' Connors passed away in Halton Hills, Ontario. His songs captured the Canadian spirit and promoted Canadian pride long before a loonie was buried in the Salt Lake City ice. Rest in Peace 'Stompin Tom' and hope the plywood never grows thin!

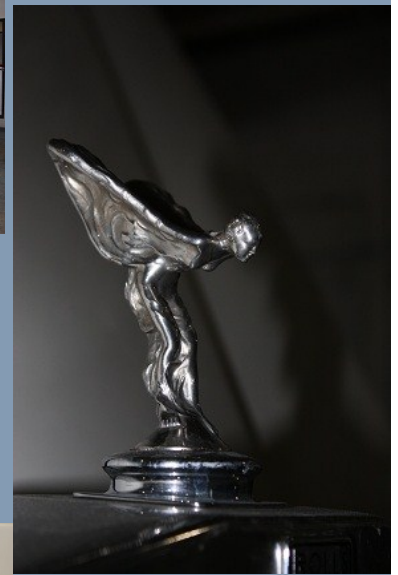
**ED: On my east coast trip I was thoroughly enjoyed Sudbury on a Saturday night and yelling 'Bud' at every potato truck I saw on PEI!**



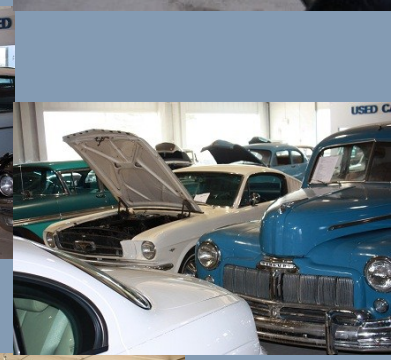




Inside the Corvair Corral

*Vanden Plas Princess 4 litre R*

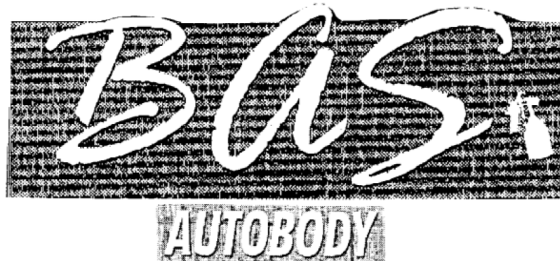
TRUCKS TOO!!



Auction details and all the auction cars here:

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



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# BLING

Have a new arrival in the family? Or that grand parent looking for THE perfect gift? Wanting to get the little un a leg up on the car enthusiast competition then Aston Martin and Silver Cross have just the designer item for you. No word whether the 007 edition will have special features, but it is rumored that Q has perfected the transformation of a stinky slimy glob in to a hardened mass with the properties of titanium and can be ejected at a speed approaching 2000 metres per second. The poojector is planned for a limited edition release of only 7 units.

## It's the £2,000 Aston Martin pram

**PRESS  
ASSOCIATION**

*Press Association – 2013.02.27*

Newborns are set to have a taste of the 007 lifestyle with an Aston Martin-designed ride touted as "the most exclusive pram in the world".

The £2,000 pram is the product of a partnership between the luxury carmaker and Silver Cross, another British brand which first began designing "carriages" for babies in 1877. The two companies claim the Aston Martin Edition of the Silver Cross Surf is "designed to perfection with every detail considered", down to the leather which is an exact match to that used in the cars.

Aston Martin touches include the Alcantara lined seat pad - a high quality and expensive suede manufactured in Italy - to the super soft leather-trimmed handle and bumper bar. The design of the aluminium alloy wheels are based on the Aston Martin One-77, which retails for £1.2 million.

The Silver Cross air-ride suspension guarantees a smooth ride on all terrains and the multi-position handlebar "ensures comfortable pushing for everyone".

Silver Cross said it will only manufacture 800 of the travel systems, ensuring it remains the "ultimate in exclusivity". Each pram will come with its own certificate of

authenticity and an engraved brushed chrome plaque to confirm that it is one of a limited edition.



Press Association - The Aston Martin edition of the Silver Cross Surf pram will be available from April (Silver Cross/PA)

Silver Cross said: "A complete travel system with a fully reclining seat, forward and rear facing pushchair settings and a carry cot for use from birth, this really is a must have for the most fast-paced lifestyle and is quite simply the most exclusive pram in the world. The Silver Cross Surf - Aston Martin Edition is the ultimate in comfort for your baby and in style for the owner."

Silver Cross chairman Alan Halsall said: "I am thrilled that Silver Cross and Aston Martin are working together and have produced this brand new totally exclusive pram which is a great testament to two of the most famous British brands."

Silver Cross has a history of supplying prams to royalty but Mr Halsall declined to be drawn on the new model's possible suitability for the Duke and Duchess of Cambridge, saying: "We're delighted if any consumer chooses a Silver Cross product."

An Aston Martin spokesman said: "Silver Cross has a long tradition of providing the finest for new families. The Silver Cross Surf - Aston Martin Edition has taken inspiration from our own expertise in engineering and design, with many of the materials and techniques used on the pram, also used in our own Aston Martin interiors. We warmly welcome the Silver Cross Surf - Aston Martin Edition into the Aston Martin Lifestyle Collection."

The pram will be available exclusively from Harrods from April. **[ED: No word on Canadian availability or whether Transport Canada will authorize it for licensing.]**

# Classified Ads – as of February 2013

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

### 1958 MGA (Feb 13)

- needs a new life and I can't give it.
- The engine is not seized
- there is a fiberglass hard top
- More photos on request

**PRICE:** Best Offer

**CONTACT:** John at 403.681.4503 or [email](#)



### 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 Tewnion 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](#)





## 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

## 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.

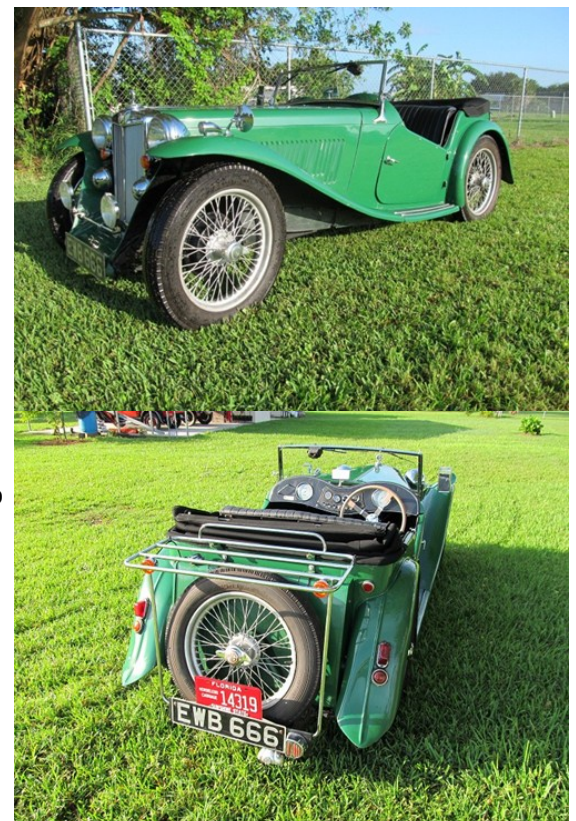
Completely restored and is in great condition. All new interior, all new canvas including side curtains, tires etc. The car is equipped with an alternator for brighter headlights at night; however the original generator comes with car. Runs very well, no problems. RHD car.

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. 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](#)



## 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 reasonable offers)

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



## 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](#)





## 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](#)

---

### 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', 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

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)

Restoring a 1968 Triumph GT6 MK I and in need of parts. Exterior, interior - major and minor. 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](#)



# Winter Distractions

## THOSE CRAZY SWEDES !!

The Volvo is recognized for providing the utmost in automotive safety. Tis also a bit bland for some tastes.

Wanting to increase the excitement, whilst challenging 'safe stereotypes', Sweden's Speed Weekend offers up some alternate transportation modes.

Check out some of the details on the Swedish Land Racing web site [<http://landracing.se/>].

The site is in Swedish, but don't let that stop you. Either simply look at the pretty pictures or contact our Club Secretary, Gary Beckstead for translation assistance [Gary has two Volvos, so he is a bit of an expert in the Swedish language!]. [ED: Inga påtryckningar Gary. Bara nicka och säga "Ja, det är öl bra."]



original story  
by Justin Hide  
published on  
[Motoramic](#) on  
2013.02.22

### 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



# 2013 European Classic Car Meet

## July 20<sup>th</sup>, 2013

### Registration and Release Form

For official use only.

REGISTRATION NUMBER:

Name(s): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ Province/State: \_\_\_\_\_ Postal/Zip: \_\_\_\_\_  
 Phone (day): \_\_\_\_\_ Phone (evening): \_\_\_\_\_ Cell: \_\_\_\_\_  
 Email: \_\_\_\_\_

#### Vehicle Entry Information

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

Class: Vehicle Class is by decade of build. For example: 1950, 1960, 1970, etc.

1: 1900-1949	2: 1950-1959	3: 1960-1969	4: 1970-1979
5: 1980-1989	6: 1990-1999	7: 2000-2009	8: 2010-2013

#### Fees

Per Vehicle Entry by June 30 is \$20.00	Number of cars _____ (x \$20.00) _____
Per Vehicle Entry after June 30 is \$25.00	Number of cars _____ (x \$25.00) _____
Rev-up Party	
Free to entrants - one person per entry.	
Extra persons for Rev-Up Party \$15.00	Number of additional persons _____ (x15.00) _____
Total _____	

#### Ground Rules

No "For Sale" signs or other unauthorized commercial literature visible in or on display vehicles. There will be a *Car Corral* for persons wishing to sell their car.

#### RELEASE OF LIABILITY, READ CAREFULLY:

I agree to insure my vehicle & property against loss, damage and liability. I agree to assume the risk of any & all damages or injury to my vehicle & to indemnify and hold harmless the officers, directors or agents of the Vintage Sports Car Club of Calgary, 2013 European Classic Car Meet for any acts of omission, which may result in the theft, damage or destruction of property or injury to me and/or others, occurring as a consequence of my participation in the 2013 European Classic Car Meet. I agree to display my vehicle on the Field, parked in gear & with the handbrake on, until the conclusion of the show @ 4:00pm.

By entering my car in the 2013 European Classic Car Meet, I agree to this release of all liability.

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

Participant Signature(s): \_\_\_\_\_

Return form with Payment to:

ECCM 2013

C/O Fritz Peyerl PO Box 215 Turner Valley Alberta, Canada T0L 2A0