

the Oily Rag

The Newsletter of the Vintage Sports Car Club of Calgary



CALGARY UPGRADES SNOWPLOWS!

Editor's Comments

Welcome to the first all electronic edition of the Oily Rag, the newsletter of the Vintage Sports Car Club of Calgary. The decision to publish the newsletter was driven by the cost of publishing and mailing the issues six times a year which has become prohibitive. As well, due to publishing restraints, each issue was required to confirm to having a total number of pages that were divisible by seven in order to print properly. Although more of a inconvenience than a limiting factor, it will be much easier to have each issue dependent on the content rather than a pre-determined length.



You may notice that this issue contains no advertising. As we are now distributed electronically, it was decided that it would only be fair if those who chose to advertise their companies and products were given the choice to participate. Each issue will continue to be distributed to all members via email and a link to the newsletter will appear in our newly renovated webpage. If you haven't done so yet, please check it out!

This issue contains the first submission of Horace Huo, a new younger member of our club who has volunteered to submit a regular article for each issue. Welcome aboard! Horace is a welcome addition to our editorial staff.

Now that January has arrived, we can look forward to each day a few more minutes of hopefully sunshine. This time of the year I envy those members who have a heated garage to complete winter projects. Some even have lifts which entail standing to work on the undersides of their cars rather than lying supine on the cold floor! I tried using a propane powered heater but alas the warmth provided proved only suitable to warm by hands if held directly in the fan driven air. Sigh...

Regards, Larry Carbol, Editor

The Prez Sez



Hi folks. On behalf of myself and family I would first off like to wish you all a very happy new year. Our Club is starting this new Decade with a healthy bank balance and a strong membership which is a great way to kick of the next 10 years.

Our next club event will be the world of wheels which runs from Feb 21 to 23. We always manage to have a display with at least 5 cars every year. If you would like to volunteer your car please let us know. I always enjoy this event and it gives good exposure for our club.

We are fortunate to have a new webmaster Oliver Buchmann. He is taking over from Doug McIntyre who has been helping run the site for some time and did a great job. Thanks Doug. Oliver has spent the past little while updating and modifying the site and making it more user friendly I think you will notice many improvements.

As I have mentioned many times in the past we would not be a successful club if it wasn't for our membership. We are always looking for volunteers for the many activities we put on over the year. In our quest to make our monthly meetings more interesting we are always on the lookout for guest speakers so if anyone has someone in mind please let us know.

I would like to wrap up by thanking the Executive who do a fabulous job and give freely of their time to benefit our Club.

Looking forward to meeting you at our meetings and on the road.

Regards

Chris Durtnall

Your 2019 Executive

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AS TIMES GOES BY!

As the technological advances in automobiles and the world in general seem overwhelming, it is somewhat comforting to work on our classic cars and, using tools that are familiar and time tested by generations of mechanics, to repair or improve our vehicles. Not for us the ubiquitous OBS reader which miraculously, (most of the time), tells us the reason that the annoying Check Engine light is glowing on our instrument panel. Instead, we rely on our senses, backed up by reviewing the appropriate chapter of our workshop manuals, to identify the problem and attempt to hopefully rectify the problems. At these times as our knuckles are bruised and frustration builds, take a moment and reflect on how far that automobile technology has advanced from the genesis of the car even in our old machines.

1886 - The first car is invented by Karl Benz in Germany. It was powered by an internal combustion engine and had three wheels.

1908 – Henry Ford produces the Model T in great numbers by utilizing the assembly lines. Although he is sometimes credited with this procedure, it was actually used by several companies to assemble a variety of products. The “T” had 20 horsepower and could reach speeds of 45 MPH.

1911 – Electric ignition starters were invented to replace the manual hand cranks. A dash mounted button was pressed to engage the starter. (Déjà Vu as present manufacturers are touting these as new and improved over key activated).

1918 – Hydraulic brakes were invented by Malcolm Lougheed to transfer brake pedal pressure to activate the brake shoes. By the late 1920s nearly all vehicles were equipped with this system.

1930 – Car radios are made available using AM radio broadcasting.

1934 – Coil spring suspension was introduced by using springs on each wheel, (initially just the front two).

1949 – The Chrysler Corporation invented a technology to start both the electric starter and activate the ignition.

AS TIME GOES BY!

Part 2

1951 – Power steering introduced to make turning the front wheels easier as the American cars were huge compared to their European counterparts. Cars manufactured in Great Britain retained manual steering for decades except for the largest luxury cars.

1953 – Jaguar caused a sensation when a Jaguar C Type race car was fitted with a pair of fade resistant Dunlop made disc brakes for the Mille Miglia time trials in Italy. Citroen used front disc brakes on their publicly available 1955 DS and the Triumph TR3 became the first British car to be fitted with front disc brakes as standard.

1953 – Air conditioning was introduced by Chrysler as an option. Although desirable in hot and humid climates, it took decades to catch on in Europe and Canada where A/C was replaced by rolling down the windows and opening the vents.

1955 – Fuel injection arrives when Mercedes Benz introduces the 300 SL model equipped with the Bosch mechanical fuel injection system. Although far superior to carburation, it was more than twenty years before it was widely offered by European manufacturers.

1959 – Seatbelts were mandated by regulation in the U.S. and quickly adopted by other jurisdictions although they were not mandatory in England until 1965 and only made wearing compulsory, (front seat passengers only), in 1983! Nils Bohlin, a Volvo safety engineer, invented the three point belt and Volvo made the patent free for all manufacturers to copy in order to promote safety.

1960 – Electric windows was made available on luxury models as an option. Nowadays, I recently had a younger passenger in my old car who couldn't figure out how to lower the windows as he had never been in a car without electric windows!

1970 – Car audio systems upgraded to FM Stereo and 8 Track Tape players are offered as options. The 8 Track system is short lived and is soon replaced by the much smaller cassette units which in turn are replaced by CD players.

AS TIME GOES BY!

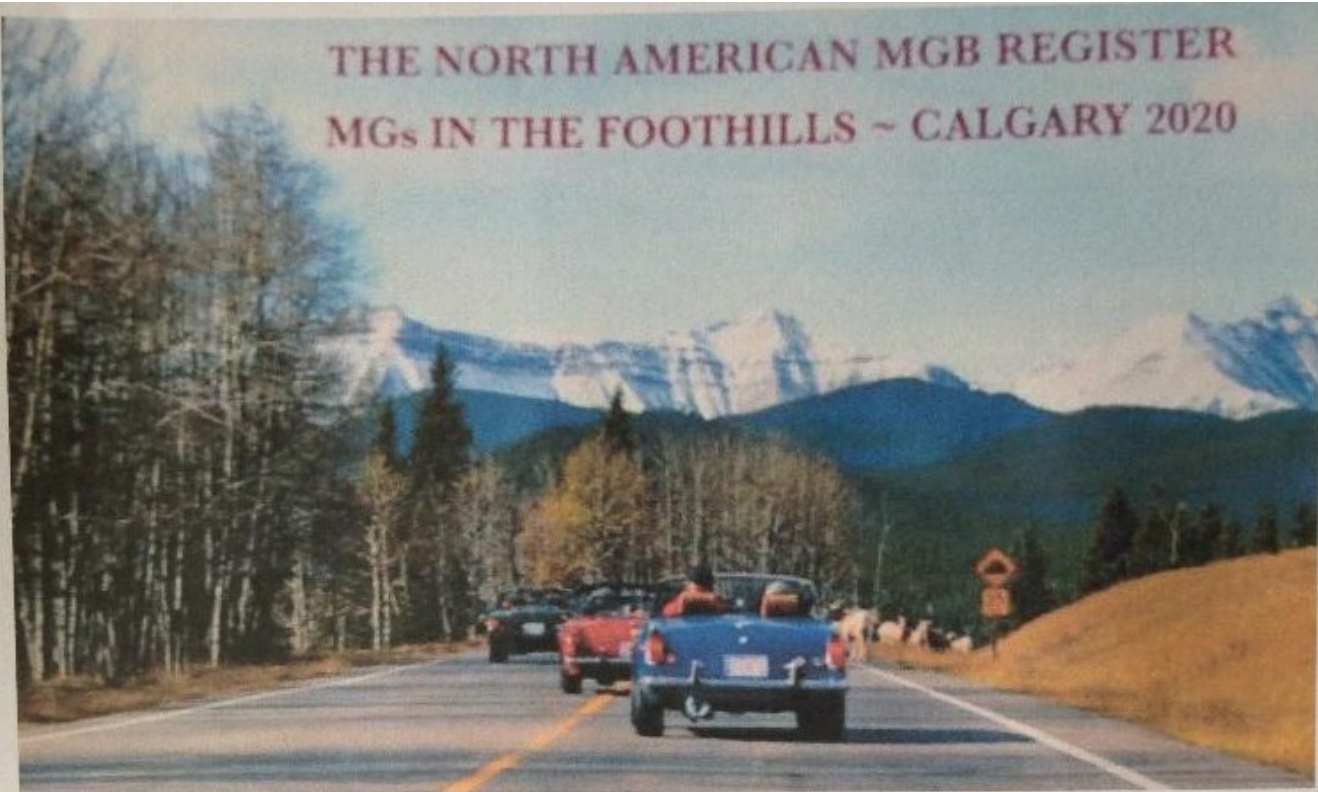
Part 3

1971 – ABS technology or ABS is a technological braking system that stops the wheels from locking up during hard braking. It was originally developed for use on the Concorde aircraft before being adapted for use on the Chrysler Imperial.

1973 – Catalytic Converters are mandated by the United States to reduce toxic emissions created by internal combustion engines. Thus begins the gradual strangling of the horsepower race and leads to the demise of the American Muscle Car for several decades.

Since the early Eighties, car technology has advanced in leaps and bounds that are happening so rapidly that a monthly accounting would be required to document the changes. I fear that future car enthusiasts will be reduced to perhaps cleaning the windshields on their vehicles while it sits silently charging its batteries in the garage.

THE NORTH AMERICAN MGB REGISTER
MGs IN THE FOOTHILLS ~ CALGARY 2020



MG 2020

*GET READY FOR THE...
ON THE CONTINENT!*



*BIGGEST MG CAR EVENT
JUNE 28th - JULY 1st 2020*

The Calgary MG Car Club is excited to host the North American MGB Register's 2020 annual Convention. Workshops, social events, scenic drives & an automobile show on Canada Day in Calgary's beautiful Stanley Park will see Western Canadian hospitality at its finest.

For visitors to Calgary, immediately after the Convention the world-famous Calgary Stampede begins its ten-day run, with agri-fair, rodeo, live music & midway. The City has world class art galleries, Heritage Park showcases pioneer history, & the Calgary Zoo has a pair of pandas.

Our Convention hotel is The Deerfoot Inn & Casino: we encourage attendees to arrive early & stay late! Only an hour west of the City are the magnificent Rockies: Banff, Lake Louise, Jasper & the Columbia Icefields are all thrilling drives with breathtaking vistas. The Prairies to the east also offer The Badlands, Tyrell Museum of Paleontology, and just south is the Bomber Command Museum of Canada. Mark your calendars for the experience of a lifetime: MG 2020.



www.calgarymgclub.org

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**V i n t a g e
S p o r t s C a r
C l u b
O f C a l g a r y**

Our members share a strong interest in their vintage sports cars and the friendship of like minded individuals. They share in the joy of a hands on restoration completed

VSCCC Regalia

Chris Gorrie, our Director of Regalia, would be happy to fill your order for any of the following::

- • • • **Club Jackets**— Stock on hand includes 9 Large, 7 Med, 2 XLarge Red with the club logo and fleece lining, each \$50.00 (actual cost is more- this is subsidized by the club) Order yours before the heat wave passes.
- • • • **Club Logo Patches** - 47 in stock
- • • • **Golf Shirts**—members cost is \$25-47 in stock
- • • • **Grill Badges** — \$15 - 29 new style, 7 Old style
- • • • **Window Decals** — two free to each member
- • • • **Can Koozies**—\$2
- • • • **Pens** - 217 on stock
- • **Mugs** - lots in stock

A b o u t t h e V S C C C

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, and having a keen 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, using it for mass email or for other purposes that have not been sanctioned by the VSCCC executive.

t h e O i l y R a g

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

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

Send submissions to: VSCCC, 215 Dalcastle Court N.W., Calgary, Ab, T3A 2A7 or via email: larry@carbolic.com

Authors and advertisers note: The "house style" of *the Oily Rag* is to set text in either Arial or Times New Roman. 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: 2016 rates are unchanged at 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.

Copies of the Oily Rag are distributed via electronic means

VSCCC CHRISTMAS PARTY 2019



VSCCC CHRISTMAS PARTY 2019



AND A GOOD TIME WAS HAD BY ALL!
HAPPY NEW YEAR!

Vintage Sports Cars – Better Poised for Survival

By Horace Huo

Taking a look at the North American vintage car market today, it seems like 60's muscle cars are all the rage, 70's SUV's and trucks are enjoying a revival amongst younger buyers. In contrast, prices for British sports cars have declined, and Italian cars remain stagnant.

However one shouldn't interpret these as signs of the times, because our small vintage sports cars do have a future.

The reason is simple: because these cars have the survival advantage compared to their larger brethren.

As the trend of urbanization continues, more people will move into cities. Houses will get smaller, and so will garages. That is, assuming there is parking at all.

This means storage will become an issue, an MGB will easily fit into a small townhouse garage, whereas a big tank may not fit and must be stored elsewhere, both an inconvenience and an additional financial drain. If no parking is available, a vintage sports car can also fit in a smaller storage unit, the savings from not having to rent the full size unit could be substantial for an enthusiast on a budget.

As gas become regulated out of the mainstream and becomes an expensive niche product, it'll make more sense to run a small sports car compared to a large muscle car. As more enthusiasts discover owning a large V8 is cost prohibitive, even as an occasional driver, they may migrate to more efficient machines such as MG's, Triumphs, and Fiats.

Furthermore, small European sports cars enjoy global popularity, not just a regional revival. A Triumph TR6 have recognition and a loyal fan base from London to Tokyo. The amount of collective knowledge, aftermarket parts vendors, and club support is unparalleled.

In conclusion, small European sports cars are leaner, fitter, less thirsty, and better poised for survival against a less car-friendly future. Not to mention the amount of support a new owner can receive from all around the world. If someone is considering a hobby car to keep for life, these advantages could be a great selling point.

BRITISH CARS YOU'VE NEVER SEEN!

TVR Chimaera

Produced 1992-2003 by TVR of Blackpool. This car was developed as a more practical GT version of the Griffin. It was powered by the Rover V8 and came only as a soft top roadster. Approximately 6,000 were produced.



Bristol Fighter

The Bristol Aeroplane Company diversified from producing wartime aircraft to automobiles in 1946. Early vehicles were copies of early BMW vehicles as Bristol received BMW blueprints as part of war reparations. 70 some odd years later the company is producing this new sports car. The Fighter's steel spaceframe, clad with a mixture of aluminium and carbon fibre weighs 3600 pounds and is powered by a Chrysler 8 litre V10 engine from the Viper.



MORE BRIT SPORTS CAR YOU'VE NEVER SEEN!

Ginetta F400

This sport car was developed by the British manufacturer Ginetta Cars. It was originally conceived in 2002 as the Farboud GT powered by a Twin turbo Audi V6. Three engine options were available featuring the supercharged Ford 3 litre V6 derived from the Mustang. The base model was described as able to accelerate to 60 MPH in less than five seconds.



Midas Cars

The Midas is built on the BMW Mini platform since the late 70s. Ownership of the company passed through several hands until it finally was dissolved in 2003. It is rumoured that the car may once again be made by a new entrepreneur based in Germany.



Classified Ads

Classifieds in *the Oily Rag* will be available as space permits.
Ads will be included for two issues unless cancelled or renewed.
All classified ads, including email links and photos are available by visiting
www.vsgcc.ca

NOTES: The VSGCC accepts no responsibility for errors or omissions of posted items or 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.

Classified ads will now appear on the VSGCC website. Please send all submissions to the VSGCC Webmaster.