

May/June 2020

the Oily Rag

The Newsletter of the Vintage Sports Car Club of Calgary



THIS TOO SHALL PASS!

Editor's Comments

Like the rest of you, I have been stuck in my house for the last several weeks broken only by the occasional visit out to the garage when the weather is warm enough that my tools don't freeze to the touch. Fortunately the monotony of the days was broken by the birthday of my Jaguar which turned 49 years old on April 29!



According to The Jaguar Heritage Trust, the car was dispatched to New York City on June 2, 1971. It still wears Signal Red paint, chrome wire wheels, and the seats are clad in Connolly black leather. The paint has been refreshed and the headrests re-stuffed but over all it wears its years better than its owner! Despite its six month sleep, it started on all 12 cylinders after 15 seconds of cranking which allowed the fuel to reach the carbs. Once warmed, it idled smoothly and insisted on a drive down the highway to stretch its legs. The view over the hood did not disappoint and I was pleased to find that the adjustment I had made to the kick-down switch worked perfectly and a prod on the gas peddle shot the RPM from 2200 to 3500 with a satisfying push and a muted snarl as it downshifted. As I drove down the residential street towards my home, I was rewarded by a teenage boy hollering "Cool car!" as I passed. There is hope for the young yet!

Although it seems like I am personifying an automobile, I am sure that the majority of our members feel the same. And, it is not only collector cars that exhibit these traits. My wife's 20 year old Caravan had a flat tire while parked in our driveway. I was amazed when I looked closer that the McPherson Strut had failed and was now impaling the left front tire! The van had brought her safely home and then, inexplicably, allowed the strut to fail. I shudder to think of the consequences if it happened while she was driving down the highway. That old van held on until it got home.

I sincerely hope that this issue finds all of you healthy and taking the time to reacquaint yourselves with your favorite vehicle and take it for a drive. We are going mad after just a few weeks, it has been sequestered for six months!

The Prez Sez

HELLO EVERYONE!



Well to fill a Prez says section in the Rag has been made even more interesting since all the Club activities have been cancelled due to this Covert 19 virus. I have to admit that with so many things shut down and being forced to stay home many people have turned to activities they would not have thought of before.

Myself I didn't realize how much I enjoyed baking and apparently my sausage rolls and Cornish pasties are the talk of my family.

Anyway I digress the Club Exec have been busy in the background trying to find what we can and cant do during this summer. As you know the ECCM in its present form has been cancelled for this year but we are working on other drives and activities that will replace in part the loss of the ECCM please see our website for all the updated drives and events.

The Executive has been having its regular meetings via computer and although its not the best we can continue to maintain our grip on all the current club business and activities.

The SVAA has asked that we remind our members to safety check their vehicles and fill in the form on their website. They are a great resource and go to bat for us vintage car drivers with the government agencies. Please support them.

We lost a great one this past while. Sterling Moss was one of the most iconic racing drivers of the past century. I was fortunate to meet him at his book signing at Goodwood in 2014 and my picture with him is one of my treasures. RIP

I will finish by wishing everyone well and hope that everyone is staying healthy

and safe and look forward to a time when we can all gather with our cars again.

Chris Durtnall

Your 2020 Executive

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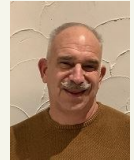
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The Board Executive Meets

Monthly On The Last Wednesday

MORGAN INTRODUCES UPDATED VERSION OF THE MORGAN 4



The all-new Morgan Plus Four has today been officially unveiled. Featuring a bonded aluminium platform and a 255 bhp turbocharged four-cylinder engine, it heralds a new dawn for the company. The car replaces the Morgan Plus 4, a model that started production in 1950 and for most of the last 70 years has represented the firm's core model. It is differentiated by the use of the word 'Four' in its name, replacing the numeral '4' in the outgoing model.

The much-loved appearance of the model has remained virtually unchanged, but under the skin it's a design revolution. In fact, 97% of its parts are all new. Gone is the steel ladder frame, and in its place sits the CX-Generation bonded aluminium platform, as used in the Morgan Plus Six. It brings with it not just reduced weight, but an exponential increase in rigidity, with a resultant dramatic improvement in the car's handling. While the car's wheelbase is shared with the Plus Six, the Plus Four is almost 8cm narrower, and its wings maintain the distinct rounded profile associated with the model.



Power comes from BMW, in from of its 2.0-litre TwinPower Turbo engine. Producing 255 bhp, 0-62 mph just 4.8 seconds, while top speed is 149 mph. It puts the car's performance on par with outgoing 3.7-litre V6 Morgan Roadster. For the first time, the model will be available with a choice of an automatic and manual gearboxes: an eight-speed auto with paddle shift, and a six-speed manual. CO2 emissions, meanwhile, are just 159 g/km for the automatic version and 165 g/km for the manual. Interior comfort has been improved with increased cabin space, extra luggage room, and easier access. Never-seen features such as central locking, LED front and rear lights, and ABS are now included, while previously optional items including sun visors, door check straps and a mohair hood now come as standard. A subtle but seamlessly integrated Bluetooth stereo system is one of the many all-new options.

In the creation of the future, however, the past has played a crucial role. The car is still handbuilt by the master craftsmen and women at Morgan's Malvern factory, uses the brand's core materials of aluminium, ash wood, and leather, and thanks to its low weight – from just 1009 kg , it retains the famous levels of driving involvement.

The launch took place at the Morgan factory in Malvern, UK. Following the outbreak of the Coronavirus, the Geneva motor show – where the car was due to be launched – was cancelled.

But, in a plan typical of the brand's can-do attitude, the show car was driven back from Geneva, a journey of more than 1000 miles the factory where it was unveiled to the public.

(Text and Photos courtesy of Morgan Motor Company)

ORIGINAL REVIEW - TRIUMPH TR3

First published by Car and Driver Magazine –1958



Seldom, if ever, remembering back over the last few years, have we ever met a man who bought a TR2 or a TR3 and regretted the purchase. We well remember the first time back in '54 when we climbed into a test TR2, one of the very first in this country. After a day with the car we were left wondering how they could bolt together that much car for so little money — it was one of those few cars that one is actually reluctant to clamber out of. Now, four years, loads of test miles and two models later we still get the same feeling — even more so. For sheer fun driving, the TR3 for '58 is hard to beat regardless of price.

TRIUMPH TR3



The paramount changes in this model are in styling. The new latticed grille opening is recessed into a suggested snout-effect, a la Ferrari. The headlight bulges are smaller, and are also incorporated into the theme of the car, and of course are sealed beams. Across the hood the name is spelled out in large (but not too large) letters. A fuller and sturdier bumper spans the front, protecting the headlights and fenders as well as the grille. The appearance is a lot smoother because of these changes.

The TR3 supplied us by Standard-Triumph Motor Company was not a super-tuned cream puff. Service manager Peter Snow felt that the best way to evaluate a Triumph is to test the one that the next customer would have bought, so he just drove one out and gave it to us. This one is now a demonstrator.

TRIUMPH TR3



But drive it we did! When we picked up the car, the odometer read thirty-five miles. Before making performance runs, or road tests of any kind, we just drove, putting over two thousand miles on the car in two weeks. This mileage ranged from close New York City traffic to ranging up to Belleayre Mountain on the Thruway for a weekend of skiing. The car behaved no matter what we did to it, averaged 26 mpg for the first thousand, and is now delivering in the order of 28 mpg. Unquestionably it will keep getting better. So far we've added no oil.

The Triumph TR range of cars was built between 1953 and 1981 by the Triumph Motor Company of Great Britain.



**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 electronically six times a year (January, March, May, July, September and November).

Editorial Policy: Articles and letters, 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).

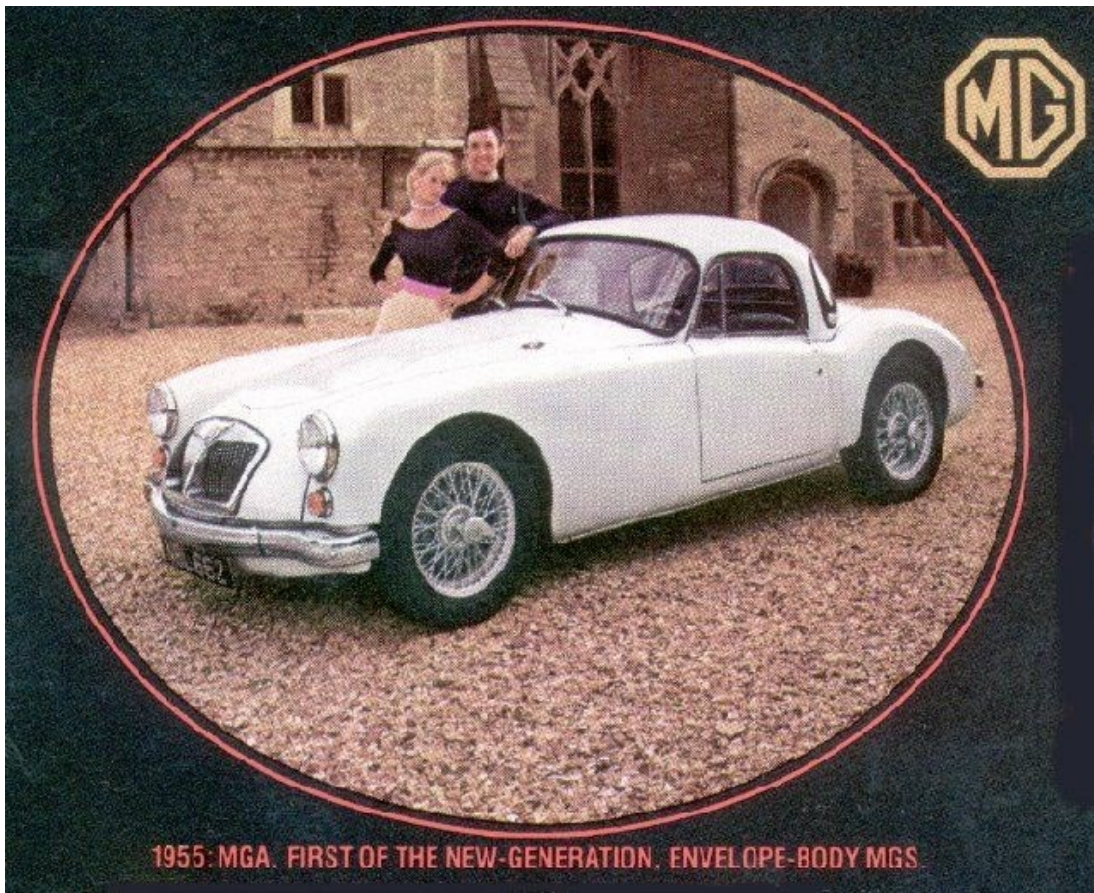
Send submissions to: VSCCC, 215 Dalcastle Court N.W., Calgary, Ab, T3A 2A7 or via Email.

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.

Copies of the Oily Rag are distributed via electronic means

FIRST MGA REVIEW– 1955

First published by Car and Driver Magazine –1955



The “T” Series of MGs was replaced in 1955 by the newly redesigned MGA which was a radical departure from the MGTF which still bore a strong resemblance to the pre Second World War MGs.

The controversial "aerodynamic" MG is a true 100- mph sports car. Our best one-way speed of 101.1 mph was, to be sure, achieved with the help of a gentle zephyr at the rear, but off-setting this is the fact that we reached the full-century speed in only one mile. With a two-mile approach to the measured quarter, undoubtedly, we would have had a few more revs on the tach and a slightly quicker passage through the traps. What counts is that the "A" is an easy 15 mph faster than the TD, 10 mph faster than the TF1500, and stiff competition for such performance rivals as the Alfa Giulietta Sprint and the Porsche 1600 Speedster.

FIRST MGA REVIEW— 1955



For most of us, nothing induces a friendly, responsive attitude toward a car—a willingness to be prejudiced in its favor—like a modest price. The "A" is a lot of sports car for its base price of \$2195. It's almost entirely new mechanically; the only parts interchangeable with the TF are the steering rack and some front suspension components. Its body is sleek and suave and it has perhaps the first really stiff frame in the long evolution of the little hot rods from Abingdon-on-Thames.

But in spite of all the visible and hidden changes and improvements, you have only to drive the "A" around the block to recognize its old MG character. The engineer who designed the TC's noisy tappets, harsh ride, and loud exhaust system is apparently still bending over the drawing board. In spite of its contemporary look, better handling and thrustier performance, the "A" is still pure old-line MG Midget.

1955 MGA Review



Like its ancestors it's a whole lot of fun to drive in spite of—or maybe because of—its imperfections. The steering as always is very quick over a large lock, and Detroit-conditioned drivers look somewhat palsied at the wheel until they sharpen their responses. Once they do, though, the alert steering naturally makes for excellent control of the machine. This steering is light, has a fairly strong self-centering action and is devoid of play. Minor road shocks are not felt through the steering wheel, but big bumps definitely are.

Another of the organs of the machine that retains the old MG's character is the gearbox. The remote shift lever is ideally at hand; stubby and short in travel, and the synchromesh is infallible. Pumping this lever through the cogs on our 5000 mile-old test car still took plenty of bicep power, but we understand that the transmission begins to limber up after seven or eight thousand miles.

The hydraulically-assisted clutch is light, strong and sure and upshifts can be made with lightning speed. Going down from third to second is slightly awkward and presents the possibility of crunching against reverse or even engaging it while moving forward at low speeds. Nevertheless, this is a good and very satisfying gearbox, despite the fact that low gear is overly low.

1955 MGA REVIEW



The "A's" ride is still another instance of blood telling. It's smooth on smooth pavement, and that's all. The rest of the time it's aggressively hard, in the spartan sports car tradition of the Thirties. Unlike a lot of modern light cars, which not only corner well but also absorb horrible bumps, the "A" and its occupants feel every surface ripple. Beyond about 80 or 85 mph, even on smooth pavement, the ride gets a little bouncy—this, in spite of the fact that a prototype of this chassis was run at better than 150 mph on the Bonneville Salt.

But up to this point the car cruises free and easy and still retains pretty good acceleration. It has a solid, substantial, all-of-a-piece feel that's largely due to the "A's" new frame. The big, box-section rails are tied together by cross-members at something like two-foot intervals and to these are added a box-section superstructure that gives added stiffness at the firewall line. This is a heavy frame but a very stiff one, and because of the reduced weight of the "A's" engine, transmission and rear axle, its chassis weighs just about the same as the TF's. The body is securely mounted to the frame and on the roughest surfaces there is no sign of frame twisting or of body panels "working" independently. The doors close with a solid sound and they stay closed, unlike those on some of the springier-framed MG's.

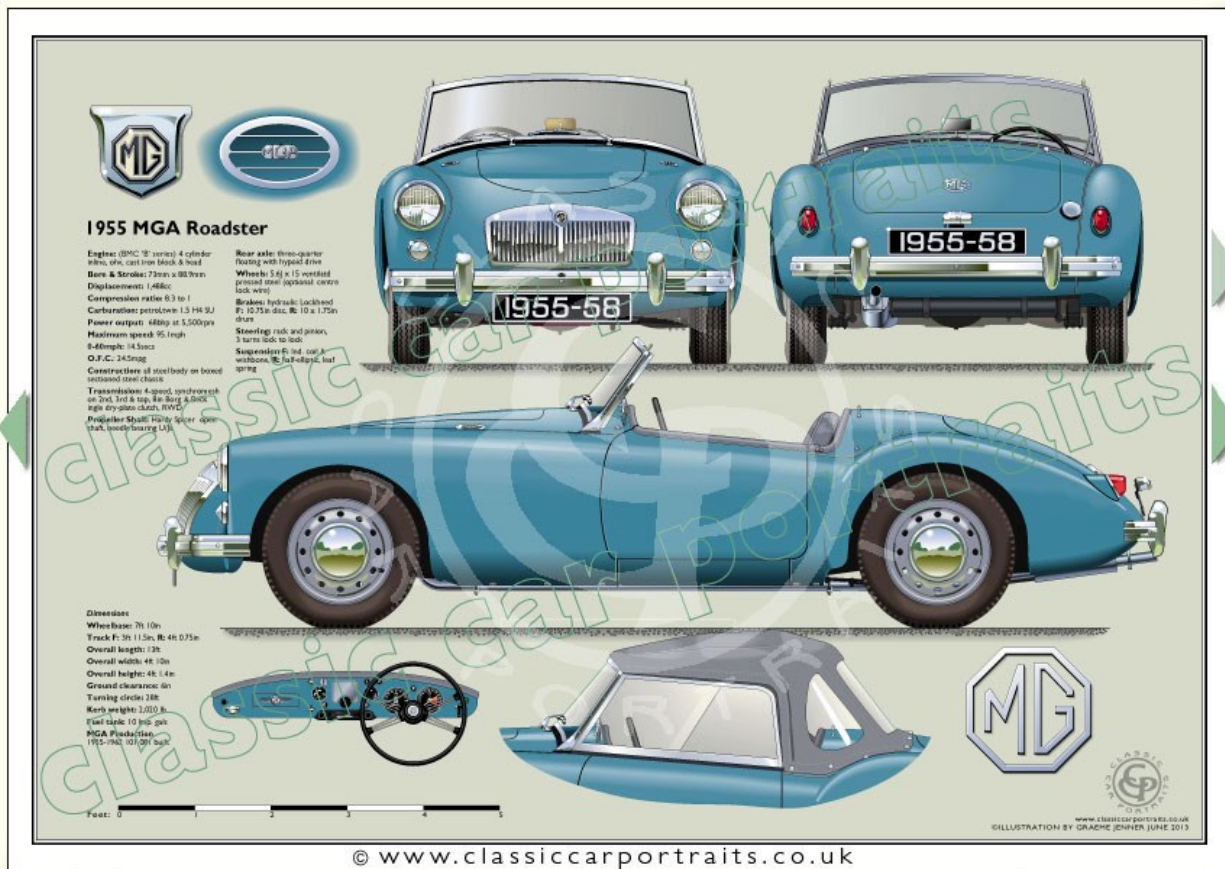
FIRST MGA REVIEW– 1955



With a full tank of fuel the "A's" weight distribution is very close to 50-50, and this, combined with the stiff suspension and a close tread/wheelbase ratio helps give the car its well-balanced cornering qualities. Its bite in the turns is softer than the on-rails variety, but it sticks to the road very well—much better than its forebears did. Body roll and tire noise are slight. The rear tires begin to slide only when sorely tempted. and then in a slow, controllable way.

As an accelerating machine the new MG goes much more briskly than the TF, in spite of nearly equal displacement and a 1.2 percent reduction in final drive ratio. Since horsepower and torque have gone up just 4.6 and 1.8 percent respectively, most of the gain in both acceleration and top speed has to be caused by the lower wind drag of the "A's" streamlined body. The acceleration curves of the "A" and the TF show that there's a big difference in the way that these similarly endowed cars penetrate the air.

1955 MGA REVIEW



The modified BMC B-type engine is basically the same as the one that powers the four-cylinder Morris, Wolsley and Austin except for its more sporting camshaft and dual carbs. The compact gauze-type air cleaners do little or no silencing and the moan of air being dragged into the cylinders gets really loud at about 70 mph. On the whole this is a pleasant sound, suggestive of gobs of power, but when the weather equipment is up it can get tiresome.

All the porting is on the left side of the engines. There are two intake ports and three for exhaust, feeding into a nicely contoured three-branch "header" type manifold. This style of porting is practically immune to the more advanced forms of intake and exhaust "ram" tuning, but since nobody is more aware of this than the factory, a simple remedy is undoubtedly already on the drawing boards. The throttle linkage is devious.

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.