

the Oily Rag

The Newsletter of the Vintage Sports Car Club of Calgary



Editor's Comments

I must apologize for the lateness of this issue. As I have mentioned in the last issue, my Jaguar has been out of service as it receives repairs and the replacement of the entire exhaust system due to the damage caused when I ran over a starter or alternator that had fallen off the truck ahead of me. I therefore I haven't been able to participate in the



club drives which have taken place over the summer. As the Oily Rag is the club's newsletter, I have put off issuing this issue as I have not received any reports as to how these events have transpired and therefore one of the main reasons of the newsletter existence was missing. I must admit to calling for more participation should have occurred several weeks ago and I was remiss in doing so.

Recently I put out a plea to the Club's Executive to please submit some photos and possibly a short article to describe the latest Club outing which was a repeat of our annual Fall's Colour tour. I was very pleased to receive several photos from Keith Wilford, Sterling Rempel and Chris Gorrie who not only sent in several photos but also authored an article that is enclosed in this issue!

Hopefully the wonderful fall weather that has been the norm in September will continue through October which will allow me to reclaim my Jaguar and enjoy driving this amazing car until at least Halloween!

It is my fervent wish that you and your family and co-workers are all doing well. As the months pass and we are still under the necessary constraints caused by the Corona Virus Pandemic, we must all join together to protect each of our members and the population at large by wearing masks and keeping proper distancing when we are in the company of others.

Hopefully be the time I send out the Winter Edition of the Oily Rag, things will have returned to some sort of normal living and we can get on with our lives. Until then, I will be publishing the newsletter on a seasonal basis rather than every two months. Stay safe.

T h e P r e z S e z

HELLO EVERYONE!



The Pres Says

Hi everyone

I wish I had lots of good things to report but im sure you all know that with this Covid 19 plague still going around many things didn't happen this year. It was a shame that our premium event the European Classic car show didn't happen but that to fell foul to the virus.

A number of brave souls did manage to put together some drives which were successful and I thank those who organized them. Our next major event will be the fall colors run and hopefully if the smoke clears we will be able to see them.

We are always looking for interesting drives so if anyone has an idea for this event please speak up.

Like I mentioned previously our executive has been meeting in parks and on line so we are still managing to discuss relevant club topics. We have put it to the general membership via Email that the executive could run for a second term. This was decided as under the present conditions and the fact that we cannot congregate at the Austrian Canadian Club it would be difficult to gather for a general meeting. We hope that most members would be in favor of this but of course if anyone has any objection please let us know and we will discuss it.

For all up and coming events go to our website.

Stay safe happy and healthy

Regards

Chris Durtnall

Your 2020 Executive

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**The Board Executive Meets
Monthly On The Last Wednesday**

FALL COLOURS TOUR 2020

By Chris Gorrie



The annual Fall Colours Tour took place last Saturday. It was a beautiful day with the sun shining and the temperature predicted to reach 16C, not bad for a Fall day. The turnout was amazing with an estimated 20-25 cars of all kinds: 2 E-Types, 2 Opel GTs, a Citroen, 2 Healey 3000s, a Volvo 1800E, 2 TR6s, a Spitfire, 2 BMWs, an XJ6, an old Mercedes convertible, a DeTomaso Pantera, an early Mini, an XJS, a Datsun 280ZX, a Jeep and a few others. Most convertibles had their tops down and were enjoying the sun. We had intended to head out from our meeting place on Shawville Blvd SW via the 22X but due to road construction, we headed south on highway 2 to Okotoks, then on to Black Diamond for a brief pit stop, where we were joined by a few others who took different routes. We drove through rolling hills with the snowy mountains in the background.

FALL COLOURS TOUR 2020

There were large golden fields with bales of hay, bright yellow leaves and the occasional orange and red ones. We continued on to Longview, then to the Highwood Pass (elev. 2206m.) via highway 40. The temperature dropped to 3C and we got some rain and snow. Most kept their tops down despite the conditions. There were huge hoards of hikers, with vehicles parked along both sides of the highway for several kilometers on either side of the trailheads. It looked like half of Calgary was 'getting away from it all' out there! A grizzly bear was seen at the side of the road near Wedge Pond. The weather improved as we descended from the pass, and lunch at the golf club was mostly sunny until near the end, when it began to rain. Unfortunately, we had more people than the golf course had places for and some went to the Kananaskis Lodge for lunch. We headed back to Calgary via highway 40 to highway 1 and some went back through the pass. We had travelled approximately 200 miles (320km) round trip. All in all, a great event and we didn't even need to do any roadside repairs!



FALL COLOURS TOUR 2020



Sunbeam Tiger 1964 to 1967



The Sunbeam Tiger was a two-seat sports roadster built between 1964 to 1967 by British manufacturer Rootes Group, who had purchased the Sunbeam and Talbot brands in 1935. Essentially a more powerful version of the second-generation Sunbeam Alpine (1959-1968).

The project began in 1962, when racing driver and Formula One champion Jack Brabham went to Rootes competition manager with the idea of fitting the Alpine, which was normally powered by small-displacement four-cylinder engines, with a larger Ford V-8 powerplant. Realizing that the Alpine needed more power to compete successfully in the U.S., Rootes approved the conversion, which was designed in part by Carroll Shelby, who had carried out a similar V8 conversion on the AC Cobra

Sunbeam Tiger 1964 to 1967

Although Shelby hoped to be given a contract to produce the Tiger in America, Rootes was unhappy about Carroll's close relationship with Ford, so final assembly was done at Jensen's West Bromwich plant in England. Carroll was paid an undisclosed royalty for every Tiger built.

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The Sunbeam Alpine was by no means revolutionary in terms of design. Much like most sports cars created in the late 1950s, it had simple and clean side body panels accented by muscular front and rear fenders. While the front elements were rounded out to meet the round headlamps above the grille, the rear fenders were more pointed in order to match the oval taillights. Rear fins were still a thing in Europe in the early 1960s and the Alpine kept them throughout its entire production cycle. Up front, the sloping engine hood descended toward a thin grille mounted above the chrome bumper. An identical bumper was mounted to the rear. Although its styling was far from aggressive, the Alpine had a sleek profile and its sub-four-meter length (155 inches) made it seem very light.

Sunbeam made several modifications to the body to turn the Alpine into a Tiger. The roadster gained lighter alloy wheels, a revised grille, an additional exhaust pipe, and new fender badges. Granted, it wasn't much, but the new wheels and the lowered ride height were enough to set it apart from the standard Alpine.

FIRST ROAD TEST—Sunbeam Tiger



Imagine my surprise when I went to collect it and found a very normal-looking Sunbeam Alpine... normal except for larger-section tyres and the name Tiger on the side. At first I was disappointed because I thought I was going to get a Rootes version of a Shelby-Cobra, but I soon re-adjusted my ideas and realised that whereas the Shelby-Cobras are great fun, they are not exactly practical. But this Tiger was not only practical and usable but surprisingly pleasant. The 4.2-litre Ford V8 engine is absolutely standard and is fitted into the Alpine bonnet space so neatly that you would think it was specially made; there are no air scoops, power bulges or what-have-you, so the result is the best sort of Q-car. Even the V8 exhaust noise is very subdued and you can glide about the place looking like an innocuous Alpine at first glance, and when an MGB or TR4 appears in the mirror you just waft away in top gear, leaving them looking very surprised.

FIRST ROAD TEST—Sunbeam Tiger

The mention of an ohv Ford V8 immediately conjures up four double-choke Webers, massive exhaust pipes, 7000rpm and 300-350 bhp, but Ford also makes a cooking ohv V8 that gives 164bhp at 4400rpm without the slightest sound, and this is the unit in the Tiger. A Borg-Warner four-speed manual gearbox is coupled to the V8 engine and a short rigid central lever controls it in a lumpy sort of fashion, as gear-boxes go, but the torque of the engine makes use of the gearbox almost unnecessary.

For maximum acceleration it paid to forget third gear: after winding it up in second, a quick “around the corner” change into top brought you onto the peak of the torque curve and the car then really got along pretty well. The stability was much better than I imagined and, although the ride was choppy and the suspension uninspired, it was quite usable as a fast roadster and gave confidence to hold it flat out. Rootes blurb sheets claim 125mph but the one I borrowed would not even show that on its speedo. However, it did hold 4400rpm along the Stevenage by-pass, which is peak power engine speed, and a calculated 105mph on the 2.88 to 1 rear axle, but it felt as if it would have gone on all day at that speed. It weighed 2632lb in running trim, with radio, heater, hard-top and all mod cons.

The torque output is another matter and 258lb ft make it a very quick car about the place, the typical Rootes handling and steering being all right for road use, in and out of the traffic on the open road.

To find out if it did accelerate I took it along to the British Drag Racing Association practice day on a beam-timed ¼-mile standing-start and it did a best of 16.34sec in the dry and consistently beat 17sec, which was not bad for a fully equipped roadster.

FIRST ROAD TEST—Sunbeam Tiger

On a damp track it was impossible to do a fierce take-off as the cart-sprung rear axle stamped up and down like a jack-rabbit. Figures are not the best thing for the Tiger, its behaviour and manner being far more impressive, the engine being unbelievably quiet and smooth and the torque making the car extremely flexible and restful to drive.

There is rather a lot of wind noise around the windscreen pillars, which is accentuated in the hard-top version, and this, coupled with the jolting and pounding from the suspension, makes you feel you are really charging along, and when you think you must be doing 80 or 90mph in the dark you put the panel light on to find you are doing 65-70mph!

Now that it is available on the British market, it seems unlikely that Rootes will sell any more Alpines, for this Anglo-American-bastard two-seater is such good value, giving an effortless 100mph anywhere and a maximum speed that is also its cruising speed, while the engine should last for ever.





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.

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Ads will be included for two issues unless cancelled or renewed.
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