

The Oily Rag

The Newsletter of the Vintage Sports Car Club of Calgary



**NO WONDER ALL OUR VINTAGE CARS
ARE SUCH LOW MILAGE!**

From the Editor:

After forty years, I am sorry to announce that this is the last issue of the Oily Rag that will be printed and distributed to our advertisers. Like a lot of printed magazines, the Oily Rag will be distributed electronically to our members. Despite our affection for vintage automobiles, times have changed and print media has largely migrated from printed text to pixels.



The advantages of electronic issues are many, not the least being the savings to the club of printing and postage, but the Club's webpage allows us to distribute more timely notifications of events, drives and meeting agendas and locations. Articles that are not time sensitive will still be found in the Oily Rag and, for those of us with Ipads, replace the printed materials in our restrooms!

I thank our advertisers for their support and ask them to continue their patronage by inserting advertising in the electronic edition. Rates for advertising will change and, if you are an advertiser, the first completely electronic issue in the new year will outline the changes.

The Executive members of our Club held an all day meeting recently and numerous agenda items were discussed, debated, and some changes were made. One such change in the way our drives are handled is described in this issue due to input from some of our members. Thank you to Steve Crosby for his submission. As a club, we are experiencing a slow decline in our membership as the average age of vintage sports car collectors continues to increase. We would like input from any members to the Executive on ways to make our Club more relevant to the younger generations.

As one long time member of the Club described it after returning from the Jaguars on the Island Show in Victoria, BC, a fair number of the Alumni of the Calgary Club now reside in Victoria where the driving season is twelve months instead of four!



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FROM THE OFFICE OF THE PREZ

Well thats another season under our belt. Hopefully our cars are all tucked up for the winter It seemed to be a pretty poor year for driving our cars this past summer as every time we planned a run the weather would turn bad. Lets hope that next year will be better.

The Club exec met at the Plaza hotel recently in order to plan for the coming year. It was a brain storming session and a lot of good ideas were proposed. I would like to thank all in the exec who took the time to take part.

The AGM will be coming up on Nov 13th .If any of the membership would like to put their name forward they would be more than welcome. Please plan on turning up as afterwards we will be making an interesting visit to Photospace which is just around the corner from our meeting and looks like a very interesting company. Please join us.

Our Christmas party is the next get together after the AGM and as some of you know the Austrian Canadian Club puts on a great meal. There will be the usual door prizes and as in past years it will be a great time to visit and get into the Christmas Spirit. Fun kind that is although there is a bar!

See you at the AGM.

Regards, Chris

Your 2019 Executive

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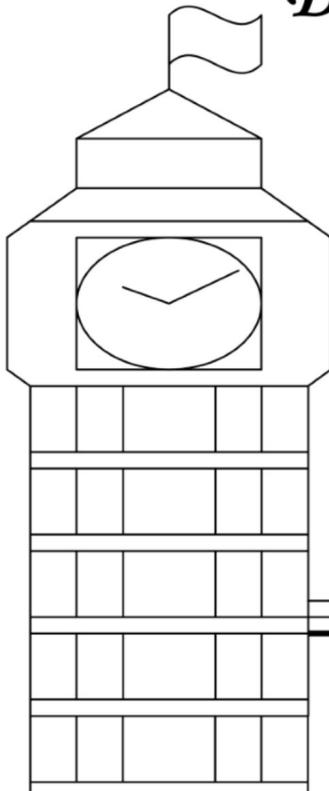
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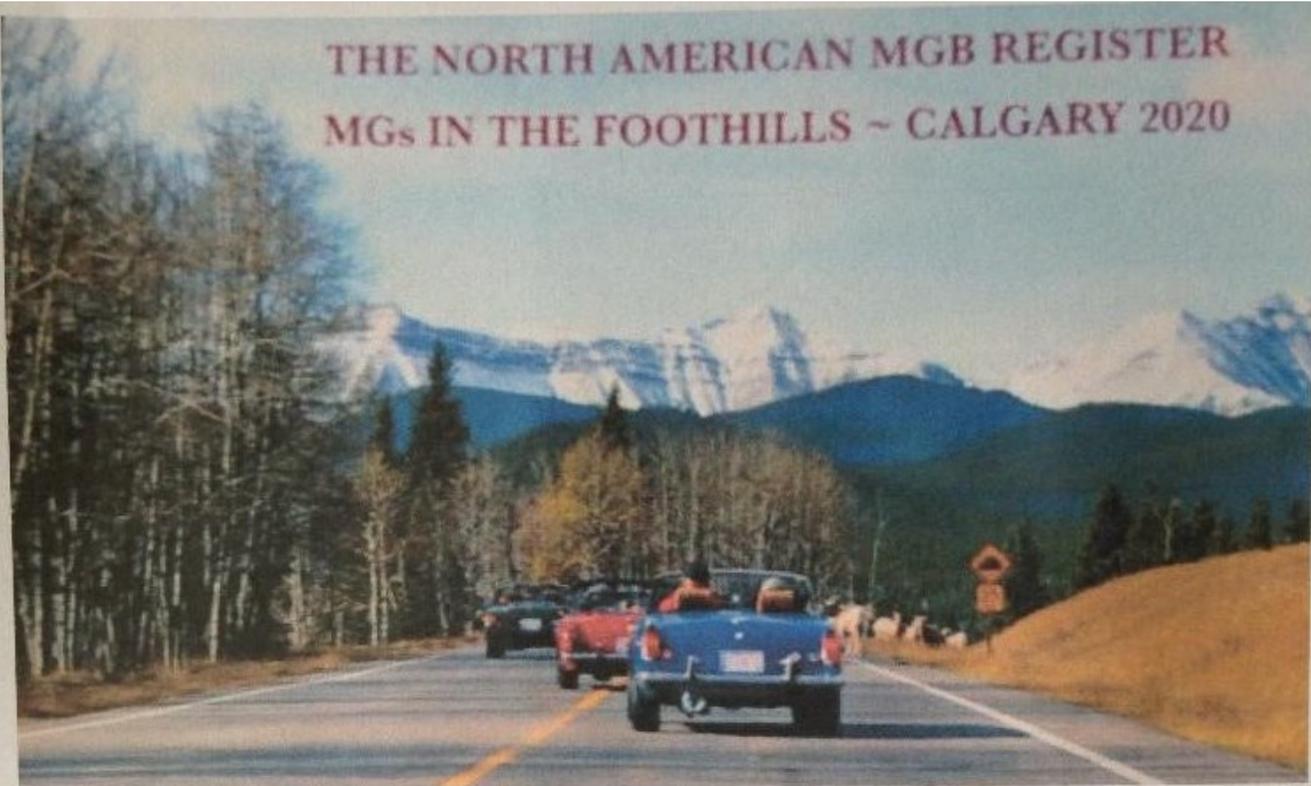
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DRIVING IN CONVOY

Rules of the road for Vintage Sports Car Club Members

For small groups of up to 5-7 cars, designate one vehicle as **Lead** (also called Head) and one as **Sweeper** (also called Tail). If the convoy is larger, it is good practice to have a Marshal as well. The Lead, as the name suggests, leads the convoy and the Sweeper ensures that no vehicle drops behind him. A **Marshal** is generally in middle of the convoy, however, can keep switching places to ensure that convoy practices are being followed. For all other vehicles in the convoy, the most important thing to remember, for each participant, is not to lose sight of the car in front or the car behind. It may be advisable for the Sweeper vehicle to have four seats in case the driver/passenger of a stopped/disabled vehicle requires a ride.

Preparation

Participants should aim to arrive at the nominated meeting point in plenty of time to leave by the appointed departure time. It is always better to be too early and therefore have more time to meet other participants for a chat before the driver briefing. Ensure you have sufficient fuel to complete the route so that you do not inconvenience others by having to stop and fill up en-route. It is also a good idea to use the bathroom before departing in the convoy, as it can be up to 2 hours to the next rest stop.

It is desirable to select a starting point that is outside the City. Attempting to operate a convoy within city traffic can be very difficult.

Before initiating the drive, the Lead driver should go over the rules to ensure that all drivers are aware of the convoy guidelines and the route to be followed. Maps and itinerary should be distributed at this time. Designated stopping points should be identified and agreed on.

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En-route Guidelines

Do not overtake the vehicle in front of you at any moment. NEVER overtake the Lead car.

If at a signal or toll, you get ahead of the group because your lane clears early, pull over to side, put hazard lights on and wait for the Lead vehicle to come in front of the convoy.

Only the designated Marshal shall move positions in the convoy - Never overtake the Lead or fall behind the Sweeper.

Do not let the vehicle behind you get out of your rear view mirror. If required, slow down. The vehicle ahead of you should also do that.

Do not Tailgate. Maintain at least 3 seconds of time (distance) in front. You'll be thankful in the case of sudden braking by the vehicle in front.

If a vehicle gets in trouble, nobody in the convoy stops EXCEPT for the Sweeper. Sweeper may call anyone to stop and turn back for help or inform the lead vehicle to stop the convoy. Be sure to park only where space is available and you're not obstructing the road.

Flash your headlights if in trouble so that the vehicle ahead of you notices, and put hazard lights on. Follow the turn indicators of the vehicle in front. A generous use of indicators when changing direction is good. Keep the low beam headlights on. This helps other vehicle in the convoy identify and distinguish non-convoy vehicles. Make sure you're not on high-beam.

If vehicles enter the convoy and you're not able to see the trailing vehicle, slow down gradually and let the intruder move to a faster lane.

Pace - Speed should always be at or less than the speed limit. If you have taken a stretch of road at a faster pace than the vehicle behind you, slow down on the next straight and allow them to catch up again. Form your own assessment of road hazards and conditions – just because the vehicle in front has passed through does not mean you can as different cars handle differently, have different tyres and other gear. Reduce your speed if road conditions or the weather warrant it. It is less important to lose the convoy than to have an accident.

Disperse at traffic lights –ensure that the convoy is shortened at signals and then let the Lead vehicle go ahead. Fall in line gradually. This will allow the convoy to get through lights without being split up.

To change lanes in traffic, use the blocking technique. - The Lead vehicle signals lane change by turning on the appropriate signal lights. All vehicles follow suit and turn on their indicators. The tail is the first one to change lane and slows down blocking other non-convoy vehicles so that the vehicle in his/her lane can change lanes. This is followed by all vehicles till the Lead changes lane.

Stops

Whenever the convoy stops, if at all feasible, make sure you pull completely off the road. When the convoy passes through a congested area, it should try to stop as soon as practicably possible to regroup before any turns are made. Use your indicators in plenty of time to guide other members of the convoy, as well as inform other road users. When making turns make sure that the vehicle behind you makes the turn and please inform the leader if the vehicle behind you or your own vehicle becomes separated from the convoy.

Conclusion

If you are unhappy about any aspects of the event then let the organisers know, but please do so in a positive way.

If you are unhappy with somebody else's driving, particularly if they are not adhering the spirit of these protocols, please inform one of the organisers in private.

Lastly, please don't expect perfection as we have to strike a balance of pace that suits all attendees and we are all on the drive to enjoy the day.

(Although the foregoing appears complicated, in practice it works out quite well. If for some reason you get confused - fall back on common sense and courtesy.)



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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

WHAT IS A CLASSIC CAR?

Editor's Comment

Recently, at our Exec meeting, the subject of how the Club defines what is a Vintage Sports Car? This is a much debated subject of course which has been going on for years among car collectors and no doubt will be the topic of much discussion for decades to come. There are so many factors involved that I doubt very much that there will ever be a definition that describes every person's idea of what a Vintage/Classic/Sports car is.



For most of us, the term Vintage Sports Car brings to mind some of the well known cars of the 50's, 60's and 70's, consisting mostly of small British cars such as Austin Healey Sprite, MGs, Triumphs, Jaguars, Morgans and Morris Minis. As well as open roadsters though, many of our members consider their Sedans of the period to be sporting type cars as well. These include saloons manufactured by BMW, Mercedes and others that were born in Europe as well as coupes and sedans from the British Isles.

The definition of Vintage or Antique in relation to automobiles depends very much on which part of the world is supplying the answer. In Britain, Vintage cars are those built before 1905, Edwardian or Brass cars are those built from 1905 to 1918, and Veteran cars were manufactured from 1919 to 1930. The Classic Car Clubs in Britain are struggling with coming up with more contemporary definitions to cover more modern examples. In the USA, it is common to list cars between 20 and 45 years old to be Classic, and those over 45 to be classed as Antique. These definitions are in flux when automobiles are discussed. Much newer cars such as Ferraris, Lamborghinis, Porsches and McLarens are generally called "modern Classics".

For many of us, a classic car is one that was on the road and coveted when they were in their teenage years. This explains the rapid rise of Japanese cars classed as collectibles in the last decade. One widely held opinion is that the value of the car must have bottomed out and begun to rise in value, especially those that now sell for more than the original price.

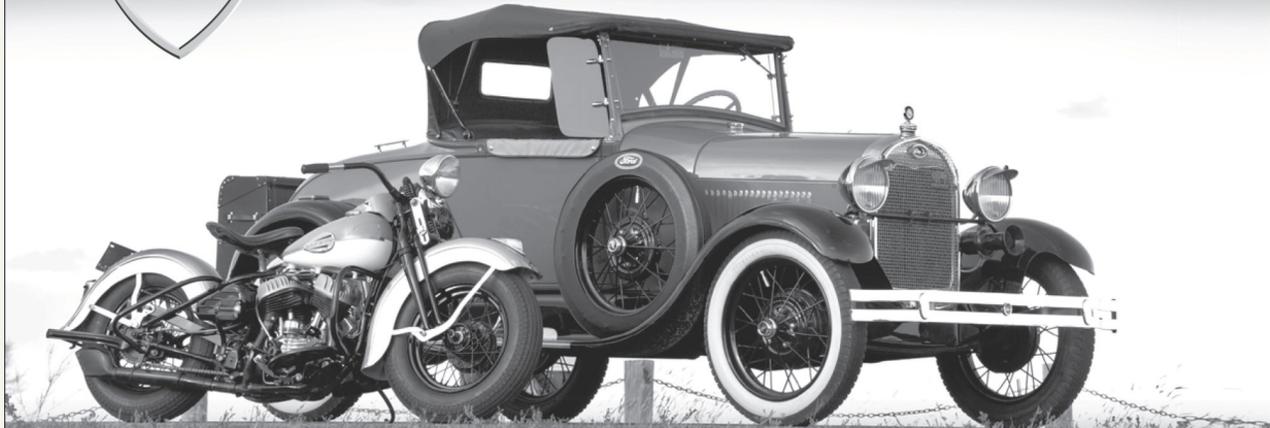
So it seems that we all have our own ideas, youthful dreams and desires that will differ from person to person, but there is common ground: Each car deserves to be cherished and loved despite the reasons for owning the vehicle - whatever the marque or model may be!



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WINTER STORAGE TIPS FOR YOUR COLLECTOR CAR

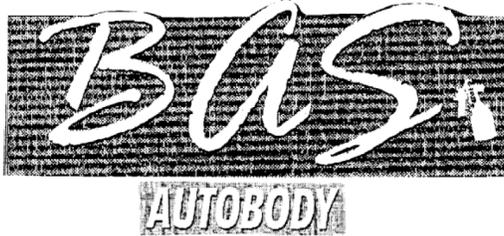
A collection of tips courtesy of Haggerty Insurance.

(Real life comments in italics added by the Editor)

1. Preferably store your vehicle in a a secure and dry garage. If you must store your car on a dirt base, place a plastic barrier under the it and place carpet scraps or plywood under the tires.
(Although it is no doubt best to store your car in a garage, I have stored cars for the winter outdoors in the driveway, covered in a sturdy car cover that is rated for outdoor use.)
2. Fill the tank and add fuel stabilizer. Run the car at least 10 minutes to ensure the treated fuel fills the lines and carburetors.
3. Change the oil and filter prior to storing the car. *(If you have less than a few thousand miles since last changing your oil, I personally would not bother with this step. May have something due to the fact that my Jaguar takes 12 litres of oil!)*
4. Check the anti-freeze coolant for level and freezing point.
5. Over inflate the tires to 10 pounds over the recommended pressure to prevent flat spots. *(I personally have never followed this practice and have yet to experience flat spotted tires after 4 to 6 months of storage. If you do decide to drive your car occasionally over the winter on nice days, do check the tire pressure as lower temperatures will result in lower pressure than originally set during the summer.)*
6. Support the car on jack stands? *(Haggerty recommends by one author to do so and a second writer in an article the following month recommends against it. The second person writing mentions that the suspension of a vehicle is meant to be compressed and therefore should not be jacked up so as to leave the suspension hanging. I have never parked my cars on Jack Stands and tend to agree with this practice of leaving it sit on its own tires.)*
7. Either remove the battery or leave it hooked up to the car with a Battery Tender Charging device hooked up over the winter. These chargers are designed to just trickle charge the battery as required but otherwise just monitor the voltage. *(I have used these chargers for several years and they work well. If power is not available, then the battery should be removed and stored in a dry cool space. It is good practice to hook up the Battery Tender Charger to ensure the voltage is kept at the correct level.*
8. *Ask the gods for a short winter and a long warm summer next year!*



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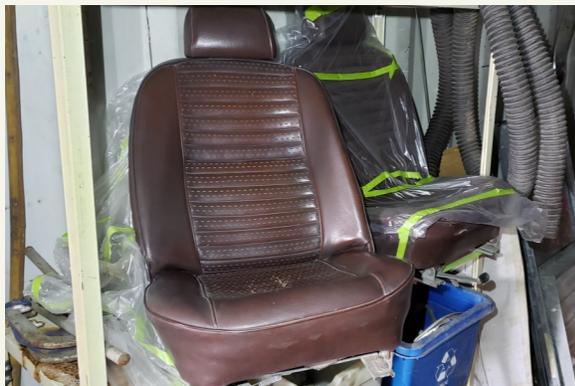
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