

Spring Edition 2022

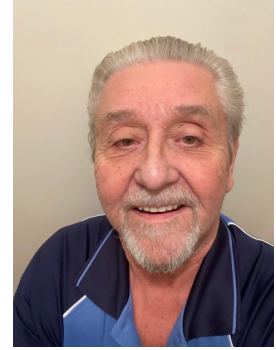
# the Oily Rag

The Newsletter of the Vintage Sports Car Club of Calgary



## MGB TURNS 60!

## From the Editor



During the last two years, Canada, (like the rest of the world), has undergone a traumatic period in which all of us have seen a a dramatic slowdown or complete shutdown of many of our usual activities. The Vintage Car Club of Calgary has been no exception with our summer European Classic Car Meet has been cancelled, the dinners associated with the Show and our annual Christmas parties gone as well, and the regular meetings of the Executive were held virtually.

Fortunately, even though activities were curtailed, our Club continued to hold road trips being careful to abide by the health mandates prescribed by our Federal and Alberta governments. Kudos to our executive who persevered to provide activities which allowed members to exercise their classic cars and maintain relationships with other members.

Finally it appears that the worst of the epidemic is behind us and most of the restrictions have either been eliminated or modified to where some semblance of normality has returned. Finally the Club held our Annual President's Dinner at the Ranchman's Club on March 19, 2022! The event was well attended by the members and a good time mingling with old friends and catching up on various automotive projects were front and centre by the attendees.

Good news on the Club's annual European Classic Car Meet! After the hiatus inflicted by the Epidemic, it is returning this summer on July 23 at Stanley Park in Calgary. The featured mark will be the MGB which is celebrating 60 years since its birth in 1962. As we have new members who will be showing their cars as well as several of our existing members, (including our Prez), have added new vehicles to their collections, it promises to be a fun event.

See you there! Regards, Larry

# The Prez Sez



Hallo Everyone!

## The Prez Says

Well, it's been a while since the last Oily Rag. It's been a very slow time for the Club due of course to the Covid Virus. It has prevented us from our usual get togethers and special get togethers like the Christmas Party. But most of all we have not had our Premier event the ECCM for the past 2 years. Despite all that has happened we as a club have faired well. Our membership is over 100 and we have a healthy bank account thanks to our treasurer Stirling who keeps us up to date with all financial matters.

I would like to thank the members who took the time to organize some excellent road trips last summer and fall despite Covid. As you can imagine people couldn't wait to get their cars on the road and many of the drives were very well attended. These impromptu drives seem to be very successful and will be added to our events calendar for this year. They are loose in format; we meet at a prearranged time and place every Wednesday and just go for a drive.

With the new restrictions relating to Covid it looks like this years ECCM will be a go. I have received a lot of interest from people and Clubs who have really missed the event. It is our premier event, and we should be very proud as a club for putting on such a fine show. We are very fortunate to have acquired a major sponsor for this years show thanks to the efforts of board member Ian Laird who has been looking after sponsorship. Thanks for your efforts, Ian.












Well, the snow is melting but more importantly the gravel is being swept so its time to remove the car covers and dust of those beautiful cars and get ready for a much better and needed driving season this year. I look forward to seeing you all soon on the drives and the many events that are being planned for this year. Keep safe.

Regards

Chris



# Your 2022 Executive

BOARD OF DIRECTORS		
<b>President</b>  <b>Chris Durnall</b> 403-901-5802 	<b>Vice –President</b>  <b>Brent Clark</b> 403-338-0822 	<b>Treasurer</b>  <b>Sterling Rempel</b> 403-229-3123 
<b>Secretary</b>  <b>Gary Beckstead</b> 403-278-1950 	<b>Membership Club Regalia</b>  <b>Chris Gorrie</b> 403-804-3031 	<b>Event Coord. Interclub Coord.</b>  <b>Graham Snyder</b> 403-809-4419 
<b>WebMaster</b>  <b>Oliver Buchman</b> 780-881-0403 	<b>Director at Large</b>  <b>Doug McIntyre</b> 403-276-6283 	<b>Director at Large</b>  <b>Ian Laird</b> 403-256-7188 
<b>Director at Large</b>  <b>Vic Perry</b> 403-669-8632 	<b>Director at Large</b>  <b>Tony Lamb</b> 403-283-3368 	<b>Director at Large</b>  <b>Mark Rintoul</b> 403-650-0589
		<b>The Executive meets every Month on the last Wednesday</b>

# MGB - SIXTY YEARS



Probably one of the most identifiable British sports cars to any automotive enthusiast, the MGB was manufactured and marketed from its birth in 1962 until 1980 by BMC. (British Motor Corporation) Variants include MGB GT which was a 3 door 2+2 coupe, the MGC for three years, 1967-1969, which was powered by a six cylinder engine and finally the MGB GT 2+2 coupe which had an eight cylinder under the bonnet.

Unlike most modern produced sports cars, the MGB retained its dimensions through to the end of production and rejected the idea that all sports cars should grow larger over the years. Replacing the MGA in 1962, production of the B continued until 1980. Combined total production was 523,000 cars which helps explain why so many are still on the road today. After 12 years a heavily modified MG RV8 with a limited number of approximately 2000 units were made before being replaced by the MG F.

# MGB - SIXTY YEARS

One of the main reasons that the MG F was a marketing failure was the advent of the Mazda Miata MX-5 which was unveiled in 1989. Widely noted for its small weight, technologically modern design, it was the embodiment of the British MGB and the Lotus Elan. Combined with the legendary reliability of the Japanese manufacturers as compared to the reputation of the Lucas electrics, the Miata was an instant success.



Mazda MX-5



MG F Roadster

When compared side by side, the two cars bear a remarkable visual similarity as well as the two passenger, front engine, rear wheel drive layout.

The MGB started development as early as 1958. The body design was an all new look compared to the previous model, the MGA. However most of the components of the car such as brakes and suspension were carried over. In fact, the B-Series engine had its origins in 1947! The 3 bearing 1798 cc engine producing 95HP was upgraded in late 1964 to a 5 bearing crankshaft. The original car was reported as having a 0 to 60 MPH time of just over 11 seconds. US cars produced for export saw power fall with the introduction of emission standards and the use of air pumps. Some California cars, which were modified to reach the stricter emission standards of the state, saw power reduced to 70HP as the compression ratio was reduced from 9:1 to 8:1 in 1972.



# MGB - SIXTY YEARS

All MGBs from 1962 to 1967 used a four speed manual gearbox with a non-synchronized, first cut gear, similar to the earlier MGA model cars. Optional overdrive was available. In 1968, the early gearbox was replaced by a full synchromesh unit based on the MGC gearbox with upgrades to handle the 150 HP output of the C model and was thus over-built when mated with the standard MGB B Series powerplant. An auto tranny was available but proved unpopular..



To meet US Safety Regulations for the 1968 model year, the MGB was fitted with a plastic and foam rubber dashboard. 1969 also saw the use of three wipers instead of two to clean the windscreen. High seat backs were installed and new side lamps were added. To meet US Safety Standards, in 1974 the MGB had the chrome bumper over riders replaced with huge oversized rubber ones. The new drastic change in the appearance of the little car seriously hurt the sales of the B.

Combined with the reduction in power, the MGB, never regained the dominance it once had as the small sporty car the average person could afford and enjoy. Fortunately numerous examples can still be found in the collections of the Classic Sports Car aficionados.



# MGB - SIXTY YEARS

## Original or Modified

Some collectors of classic cars insist that they remain as original as possible while others believe that the best way to use older vehicles is to bring them up to modern standards by replacing original components with more modern counterparts. MGBs are no exception with many now sporting new more powerful engines and new transmissions to handle the increased horsepower.

Although some purists will be outraged that the original MGB has been modified, there is no doubt that some of these modifications have made the old cars much more usable while retaining the original appearance to the casual observer.

This MGB has had an engine transplant which has given the car more than twice the original horsepower. This GM L32 3400 V6 has increased the power to 160 HP with 200 lb-ft of torque at 3600 RPM. In order to handle the extra power, a Tremec T-5 transmission.



Here is a photo of the tachometer and speedometer showing that at 110 KMH, the engine is only turning 2500RPM making it a very usable cruiser with no bonnet modifications.

**Photos and information  
courtesy of Glenn Carbol.**



## 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 20<sup>th</sup> 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**



# CONFESSIONS OF A CAR ADDICT!

BY CHRIS GORRIE

## The Road Trip to Pick Up a New (Old) Car

After you've finally found that cool car you've always wanted, there is the issue of getting it home. A local car is pretty easy to transport by driving or trailering it. The big problem is that it may be located at quite a distance from where you live. The question becomes whether you should have it shipped, usually by truck, or pick it up yourself.

If you pick it up, you can either trailer it on a flat deck or in an enclosed car hauler (if you have one) or drive it yourself. Sometimes the cost of shipping can be quite expensive, especially if it is far away and if you want it to be in an enclosed car trailer. You can save a lot of expense if you ship it with an open car hauler but then damage from rocks and weather can occur.

The brakes might work alright for your little pre-purchase test drive, but with 35C summer heat and going up and down mountain passes, they might begin to fail. Hopefully they fade gracefully but sometimes not. The clutch might also decide to act up and start slipping once it has been used for several hours. Overheating is another common problem that may plague you.

I had a dramatic geyser coming out of my E-Type when I first drove it. The potential hazards are many and varied and I've experienced more than my share of them. It is stressful and exhausting. There is outright danger and if not that, lots of worry which makes the trip very unpleasant. I am always amazed by people who fly and drive and have absolutely no issues. This is not the norm. I wonder if they're not telling me the whole story. Even with a professional pre-purchase inspection by a licenced mechanic, unexpected things still happen. Maybe a totally restored concours car might not be too bad. Trailering can be stressful too, particularly in the winter when the roads are icy.

I had a recent experience with this on my way back to Calgary from the US border with the XJ6. The whole rig- car, trailer and truck, were at times gliding uncontrollably over black ice. Shipping starts to look a lot less expensive after these types of experiences! I think this is definitely the way to go if you can afford it.

# CONFESSIONS OF A CAR ADDICT!

BY CHRIS GORRIE

## Fly or Drive?

Depending on the value of the car, I would always prefer enclosed over open hauler but the cost can be two to three times as much. A road trip to pick up a car can be a lot of fun, especially if you go with another car enthusiast. You get an opportunity to chat and check out other places that you may never have been to before and you get to enjoy the scenery along the way. This might not be so much fun if you're travelling to Winnipeg in the winter, but if the car is in say California, another alternative would be to 'fly and drive'. This has tremendous appeal. Imagine picking up your gleaming new Jaguar E-Type roadster in sunny southern California and then driving it up the Pacific Coast Highway, top down, on your way home to frozen old Calgary. What could be more fun? What could possibly go wrong? A lot. More than most people imagine. I have done this a few times and I wouldn't recommend it to anyone. I was younger then but I know better now and I'm here to warn you about it.

First there's weather. Many vintage cars have windows and convertible tops that leak when it is raining and the heaters can be very poor. The windows fog up. The wiper blades can be tiny, dried out little sticks and they may not even move when you turn them on if the wiper motor is burned out or the wiring is faulty. I've also seen them fly right off the car when turned on, leaving the metal wiper arms to scratch the windshield. If you are travelling in a 'shoulder' season, say April-May or September-October, you might even encounter snow. Most vintage cars are rear wheel drive and have summer tires. This can be really frightening on slippery roads. Headlights may not be functioning or they might be incredibly dim. Sometimes the exhaust system leaks, or the dried out rubber hangers give up and the system falls right off the car. Ever try to find an exhaust system for an Austin-Healey 3000 in a regular muffler shop? On a holiday weekend? In a rural area? The tires can look great, but they may be quite dated and as you drive, the petrified rubber begins to separate. I was driving in Hell's Gate Canyon when this actually happened. Hopefully you don't careen off the road when this happens. Try finding tires to fit your Austin-Healey in small town BC on a long weekend- nearly impossible.



# **MORE CONFESSIONS OF A CAR ADDICT!**

**BY CHRIS GORRIE**

## **Prepare to Repair/ Driving Trials/ Detective Work**

When you first get your ‘new’ vintage car, you start to take stock of what it needs. Some things are obvious and others are not. I usually start by doing a detailed inspection of the vehicle, starting with the body. Handwashing it often helps to accomplish this goal. You notice the details of the bodywork and you may see areas where the paint isn’t perfect or the fit of the fenders and doors is less than perfect.

You might wonder if it has been repaired before (not uncommon with the age of these cars). Maybe a small fender bender, maybe something more. The paint might not match perfectly in all areas. You check the lower parts of the panels as well as the sills, wheel wells and trunk for rust. Certain types of cars are infamous for rusting in particular places. Most British cars are generally prone to rust in the sills, floors and lower fenders as they were never rustproofed when made. They may have been properly repaired with new metal or they could be badly filled and appear lumpy and misshapen. Tapping on these areas can reveal a nice metallic sound (preferred) or a dull thud (lots of body filler which is bad). The interior is easy to inspect. Not uncommonly, pieces can be worn, cracked or missing. They may have been replaced with poor quality aftermarket parts that may or may not fit correctly or function as good as the original part. In the worst cases, the interior has been ‘restored’ in a completely nonoriginal fashion and bears little resemblance to the original. Having a book about the car with photos of original equipment or having a look at a club members’ properly restored car can be very helpful in this situation. Replacing the interior in most vintage cars can be very expensive, especially if the materials include leather and wood. Try all the gauges and switches and see what is working and what is not.

Keep the shiny side up!

Chris Gorrie



## 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

# 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](http://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.**