



the open road



Edmonton Classic Sports Car Club May 2016



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The Edmonton Classic Sports Car Club is a Registered Society under the Societies Act of Alberta and is dedicated to the active preservation of the Classic Sports Car. Membership is open to all who love or hate, who own or aspire to own a Classic Sports Car. It is dedicated to what we consider classic wind in the face, top down motoring! We even recognize the occasional coupe. We only ask that every member thrill to a crisp shift at the top of the R.P.M. scale, tingle to a staccato exhaust note on a still fall day and have an on going love affair with the Sports Car. Note that the articles appearing in the Open Road are the personal opinion of the authors concerned, and that the Edmonton Classic Sports Car Club, its officials or individuals cannot be held responsible in anyway for the effects of any information published herein. Privacy Statement: All organizations that collect personal information are subject to Privacy Legislation. ECSCC collected information is only used to communicate with members. No membership information is published in any publication without permission. Publication of pictures and within articles is covered under fair use. Any concerns should be raised with the executive or at regular Club meetings.

Noggin & Natter Meetings

Royal Pizza West, 9977 - 178 St., on Thursday, May 12th. Meet at 6 PM, order, start the business meeting and then pause when dinner arrives. Finish meeting after dinner and usually out by 8:30 PM. All are welcome to attend.

Monthly Meetings & Ice Cream Runs

7:30 PM on third Wednesday of every month (except December) for regular club meetings at the Royal Alberta Museum which will continue until December 2017. Ice Cream Runs from RAM at 7:30 PM on other Wednesdays.



NAMGAR
 North American MGA Register

Photos in this issue by: Frank French, Dennis Coulthard, John Crawley, Rolly Burton, John McEwen, Bob Woodcock, and Howard Jewell.

Cover Caption: Chris Bamford and Jerry de Jong in a 1904 Two Seater, Twin Cylinder, 10 HP Vulcan at the November 2009, London to Brighton Run.



FROM THE DESK OF THE MEGALO-MINIAC

I am thinking ahead towards the end of May for our trip to Jasper. Which car should I take? In the past my biggest problem with Spring driving has been snow. I have a trip to Banff this weekend and then Jasper at the end of the month. Just in case, I have kept the snow tyres on the Volvo and the 1966 Mini. If we get snow, I can take either. I'd like to take the Austin Healey but its top needs replacing and a new one is on order. It's a job to install it. The Sprite has olde rain/race tyres on it and if two flakes of snow fall on the road, it heads directly to the nearest ditch. So does the Mini Truck. It's hard to imagine all this, given that the temperature in our back yard was 30.9C today, but weather is changeable, especially in the mountains. The VW Van has aggressive-looking all season tyres but they aren't that good in snow; the rubber compound is too hard. The Chrysler Windsor is in the shoppe. The Chrysler 300L tires are OK and it might be a choice but the air conditioner needs charging if the weather is hot. The MGA tyres are over 30 years olde, not cracking, but still a concern.

So does it boil down to the Austin Mini Cooper or the Peugeot 505 Turbo Station Wagon? The Cooper has Dunlop Aqua-jet rain tyres and they make formidable snow tyres. Equally good in hot dry conditions, rain and snow. The Peugeot has a new set of Nokian All Weather Tyres. Equally great in the dry as well as snow. The Peugeot has a great air conditioner if it's hot and, umh, adequate heating if it's cold, but what a great highway car, the best ride of anything this side of a Citroen, and a good stereo!

I just don't know which I will choose. It makes me tired just thinking about it! The Red Mini could be a choice, if we want to do some canoeing. Decisions, decisions!

Dennis Coulthard, Chair.





Jasper Jaunt

May 28th & 29th.

(Returning Sunday)



Scott Lawrence & Geoffrey Allan (contact info on the Index Page) are the Contact Persons & Organizers for this event. If you have not already booked your room at the Sunwapta Falls for the Spring Rocky Mountain Run, time is running out and availability may not be guaranteed. If you cannot get in touch with them by telephone, email them at info@sunwapta.com

The details are as follows:

1.- We'll meet at 8 AM Saturday Morning, May 28th for breakfast at the A&W at the Acheson Petro Can and then depart at 9 AM for Jasper. We'll stop in Hinton at the Petro Can for fuel before entering the park. We'll be staying Saturday night at the Sunwapta Falls Rocky Mountain Lodge on 93 and returning home on Sunday.

<http://m.sunwapta.com/jasper-park-hotels-en.html>

2.- We are taking advantage of one of their specials but with some changes. Room cost is \$174.95 (note that all relevant fees, taxes, etc., are extra) for quad occupancy (sleeps up to four people - has two double beds) cabin style. Room cost includes a \$50 voucher for dinner, 10% off in the Gift Shop and a bottle of champagne per room. We had a one week window to book a room with them and this was for the period March 2nd to March 9th. However, speak to Hillary and please mention that you are with the Edmonton Classic Sports Car Club. These rooms are a special deal which is why we have to get back to them ASAP. Remember to email them at info@sunwapta.com if there are any problems reaching them by telephone because of the season.

3.- Bring a swimsuit as we'll be going to the Miette Hot Springs. We had Dinner & Breakfast at Sunwapta Falls Rocky Mountain Lodge last Fall and the meals were excellent. If a group would like to leave on Friday after lunch, please feel free to do so! We can meet in Jasper/Miette on Saturday.

HOMETOWN HEROES AIRSHOW

Show & Shine Saturday, July 23...be there at 10am.

Whitecourt, July 23-24, 2016

Contact Lana & Richard chuckm@telusplant.net for more info.

<http://www.hometownheroesairshow.com/>

<http://www.whitecourtairshow.com/>

As Saturday's Car Show is adjacent to the airport, ECSCC attends on Saturday, July 23rd. We leave early Saturday morning from the Acheson Petro Can so as to arrive & get parked right next to the airport by 10 AM. OYO, unless someone would like to lead this event!

Upcoming Events

Van Dusen Gardens ABFM: Vancouver, BC, Saturday, May 21st

Vancouver to Whistler Run: Sunday, May 22nd

Departing Acheson Petro Can at 9am on **Thursday, May 19th** for a leisurely drive (really), overnighing at Sun Peaks Resort, then departing on Friday morning via Kamloops and the Fraser Valley to Richmond, BC.

Venue for two nights is the Sandman Hotel at the Group Rate as per the ABFM info from Western Driver.

Alternatively join David for a one day run out starting 5am at the Petro Can on Friday 20th

The Aussie Tourists:

Our Return Run from Vancouver on Monday will be in the company of five Australian MGs.

The Aussies were at the Van Dusen ABFM last year having just completed their epic trip on the Pan American highway from the tip of Argentina to Alaska. They plan to go this year to MG2016 in Louisville in Kentucky before heading North to Canada once more. Their final destination being St. Johns in Newfoundland.

From Whistler we travel via Kamloops, overnighing in Clearwater before continuing to Jasper where the Australians will be staying at the Maligne Lodge.

Our small party will head back to Edmonton and on Wednesday, the Aussies, at around 8am, will head south down the Icefields Parkway to Lake Louise for a late lunch, joining up with members of the Calgary MG Car Club and then on to the Red Carpet Inn overnight, departing the following morning to Calgary.

The Calgary MG Car Club is hosting a BBQ for the Tourists on Friday at Bowness Park (Site 3); Starting around 5pm. ECSCC members are invited to attend and meet up with these intrepid travellers. If you are free and would like to drive the Parkway with them, you will be thoroughly welcomed. In either case, please RSVP to me mconnolley@aol.com or text to 780-387-1145 where I will keep you informed of any alterations in the schedule.

The Calgary MG Car Club have asked to be apprised of possible numbers attending their BBQ for planning food etc., **by next Monday, May 9th.** If you are thinking of going please let Mike Connolley mconnolley@aol.com know ASAP.

Brits Best: Radium Hot Springs, BC, June 17-19th.

Departing Millet Petro Can at 0900 on Friday 17th June. Join us for a fun weekend in the Mountains at Radium. Brits Best is a 'Fun' car show and a feature of the town's "Radium Days". Take part in the parade and then show your car on the Baseball Diamond. The Banquet is one not to miss with a hilarious auction also. Register at <http://www.calgarymgclub.org/register.html> Preferential rates at the Best Western Hotel (\$45.00 off), or join the regulars at the Cedar Lodge Motel. Contact Mike Connolley if you want more info.

Brits Round BC: BBQ at Mike Connolley's Acreage, June 9th.

The Old English Car Club from BC holds this annual Brits Round BC event which is usually confined to the byways of their Province. This year, however, they are breaking out and are visiting the Reynolds Alberta Museum in Wetaskiwin. There are 15 cars in the tour with 14 couples.

Mike Connolley is hosting a BBQ on the evening of Thursday the 9th June for the group and there is an open invitation to all club members and their partners to join us and welcome the group to Alberta. To help planning for food and drink please RSVP to mconnolley@aol.com by the 2nd June. For Food & Drink we propose a cover charge of \$7.50 per person.

Directions will be posted in next month's Open Road for those who have not been to our shack before.

The Alberta All British Motoring Society Presents



The
Alberta All-British Field Meet

Victoria Park
Edmonton Alberta

Saturday June 18, 2016

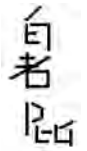
11 A.M. to 4 P.M.

Pre-register at:

www.albertaallbritishmotoringociety.ca



The Word from the Old Spit



by Rolly Burton

Well, I think it's time to get our toy cars and ourselves out of mothballs. Winter is over!. A while ago, Gerry, with his newly painted MGB, Geoff, with his newly manufactured big-red Jaguar, and I, with my newly painted but not quite finished Spit, tried-on the first ice cream run (I think) of the year. I had borrowed Frank's big buffer, which made it easy to remove most of the orange peel that seems to come whenever and however I try to paint anything, but now it needs some finer work, and that's my problem. Maybe if I go out and buy a big buffer, I won't have an excuse. But I have an acute allergy to that word "work". Enough about non-running cars here!

Donna and I went to Arizona for a couple of months to see...almost no British cars on the roads and a whole bunch of professionally done up hot rods, lead sleds, and the neatest concept. Just south of Phoenix at a one horse town called Maricopa, there is a guy who has built a 39 Chev, a 32 Ford, a 46 or 42 Ford convertible, a 54 Chev hardtop to match his real 54 Chev., and is working on a 1940 Ford coupe, all at 11/16 scale. He starts with a 72 Toyota Corolla (1200cc engine and rear wheel drive) and a whole bunch of 20 gauge steel 4x8 sheets, and takes about 5 years per car to make an exact copy. The guy, Ernie Adams and his buddy, Gene Tweedy, build all the components; such as 11/16 scale taillight housings, door handles, dashboards, instruments and taillights. They build wooden bucks, then form the sheet metal around them, and the cars look exactly like the prototypes. The cars all seem to be about the same size as the average Spitfire; 80" wheelbase vs. 83" Spit wheelbase, and can hold two smallish adults, again, same as a Spitfire. Ernie lives full time in Maricopa, with a family and a good sized junkyard around the house, and Gene just winters there from Minnesota. These guys are very friendly, so you may get suckered into giving a hand to do something on a 11/16 big car.



Just down the road from Maricopa is another neat place, in Eloy. There is a big parachute centre there that has a vertical wind tunnel, so you can try skydiving without an airplane, a parachute or worrying about the inherent dangers, even if you're 75 and have such slow reflexes that it would make it risky doing the real thing safely anymore. We also saw Santa Barbara and the Grand Canyon.

And that's what I did for entertainment this winter. So even if we missed all the planning meetings, we all can get involved in good weekend runs and Wednesday night ice cream runs all summer long.

Rolly,
The Old Spit

AUTORAMA

PRESENTED BY THE ST. ALBERT CRUISERS

Sunday, May 29th.



10:00 – 15:00 \$10/vehicle

Main Parking lot Downtown St Albert
Vintage & Classic Cars and Trucks
Muscle Cars, Hot Rods, Motorcycles

Silent Auction, 50/50 & Raffles, Swap area, Family 
Introducing the  Classic Car Passport contest

Info Bob 780 718-2257 or Ron 780 945-7329

 Find us on: [facebook](#) **St Albert Cruisers**  [twitter](#) #Autorama24

This is a fun car show with many activities.
All proceeds go to “**Stop Abuse In Families**”.
OYO, however, if planning on attending, arrive early and hopefully we will be able to park together.

Brits By The Bess Sunday, July 17th.



Season Opener - Between Costco & Yellowhead Casino Saturday, May 14th

The **780 Tuners Season Opener** is on Saturday, May 14th., on the lot between **Costco and Yellowhead Casino** between 149th Street and 156 Street, immediately south of the Yellowhead, The event starts at 5 PM and all makes and models are welcome! Food Truck on site.

Get there early in order to get a parking spot. Geoff



English Breakfast at Footloose Caboose, Sunday, May 15th.

Join us and a few Antique Car Club members on May 15 for an 11:30 AM Buffet Breakfast at Footloose Caboose. Cost is \$15 per person plus drinks, tip & GST. For food prep purposes, please RSVP to Sandi (sdihk@shaw.ca) or Phil (philgj@yahoo.com). Meet at Starbucks at 3904-17 St., just south of Home Depot in the RIO CAN Meadows Shopping Centre for a 10:30 AM departure and scenic 35 miles cruise to Footloose Caboose.



May 27 to 29.

OCCEA

Okotoks Collector Car Auction

The Okotoks Collector Car Auction is held INDOORS (Rain or Shine) at the Okotoks Recreation Centre located at 99 Okotoks Drive, Okotoks, AB T1S. Okotoks is 12 miles (19 km) south of Calgary on Hwy 2. OYO. More info at www.okotokscauction.com or 403-938-4139

Frank's Filler

Pumped up about Brakes

After the problems we had with the brakes, lots of action to get fluid down the line but not much fluid and then the master was obviously leaking. I was going to rebuild it as I had a kit for both sides that I got NOS out of Oz. Then I



New Master and Lid in place..



Mike handled the jar and the wrench while I pumped brakes

saw a new master with the high top for disc brakes on for \$115 US. Which is a good price, there were others on the auction site asking double that for what were cores. Put in my bid and actually won and they refunded me a bit on the shipping so very happy with that. NOS Locators on eBay is Scarborough Faire one of the major MGA parts suppliers. Cynthia is a bit of a character whom some don't like and some do, I'm in the do camp as she's always treated me well over the years. I'd buy parts on sale at the MGA Get Togethers and after not seeing her for ten years she remembered me at the NAMGAR meet last summer. "I know you, your from Canada, Edmonton."

The part arrived in good order, I installed it right away after annealing the copper brake washers. As it happened Mike Hrycyschyn called and asked how things were going and then came over the next evening and we had brakes and clutch in short order. That's nice.

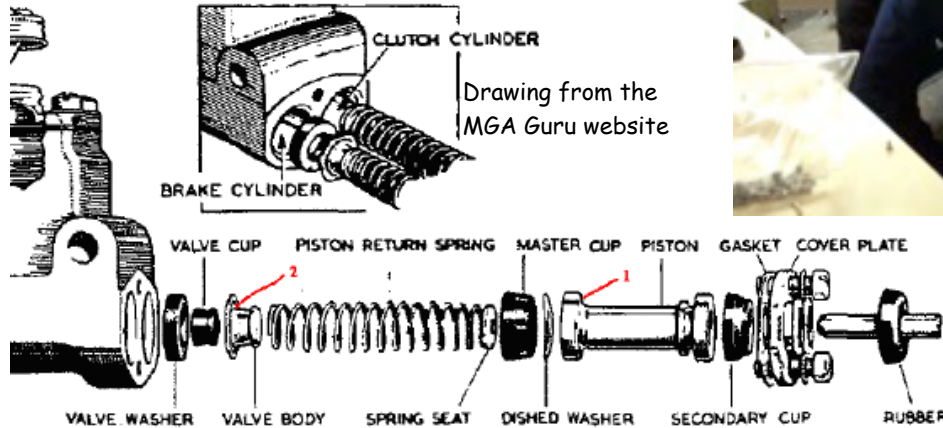
Before he left we figured out a pattern to connect the exhaust pipe to the header that's installed on the MGA. Dennis Coulthard gave me his old header years ago and so we installed it on the car for that little bit more performance but it doesn't line up with the stock exhaust. Mike suggested a cardboard pattern and I said I have the Loc Line vacuum hose. Bends



and holds it's shape and so a few moments work and we had things lined up. The pic is from Lee Valley Tools. Worked like a charm. After the weekend I took up up to Kar Tunes who bend custom pipes. The pipe should be ready by the 29th and with a little tweak or so the exhaust will be on the car.

And that all happened before the next workshop. Which was good as we were a little thin on the ground workshop day as life got busy for the other members. Which happens.. but we still got a few things done.

Howard and I started the workshop up by rebuilding the TRW master cylinder that leaked. I had started off by leaving some of the new brake parts sit in the silicone brake fluid for about two weeks. No obvious swelling or distortion. Couple of issues on the rebuild, the valve cup on the replacement kit had a hole in it's base, the TRW one did not. I think the hole is necessary for the 'valve' to work in releasing



Howard and Neil worked on fitting the floor until Neil had to head off again.

pressure. Could be wrong but that was one difference we noticed. That and the Valve body in the kit was a bit larger than the Valve body in the TRW.. so fitting the body into the spring was a bit harder than the TRW part. Howard managed to get it to fit and after lubing everything up with brake fluid we assembled it without too much problem. It did take both of us to fit the cover plate so we knew things weren't sticking. The rebuilt master went on the shelf just to have on hand.

Didn't get any pictures of the reassembly as it was slippery work and no one was free to take pictures.

We next turned our attention to fitting the passenger side floor. The rubber seal went down easily. The wooden floorboard wasn't so easy. There was a fair amount of prying and jiggling and wiggling to get the screws to fit properly.

Neil stopped by to see how things were going and got put to work for a few minutes before having to leave. Howard and I persevered and finally got the floor fitted. The drivers side we're leaving off until the exhaust is fitted. It turned out to be a successful workshop. Thanks Guys.

Till next time.. FF



History Road



Reynolds-Alberta Museum History Road:

The Ultimate Car Show: June 11 & 12, 2016.

As members of the Saskatchewan British Car Club are attending History Road on Saturday & Sunday and returning home Sunday after lunch, many of us will be joining them at History Road on Saturday and then departing for Phil's BBQ afterwards. Regardless of HR attendance, members are invited to join us and Saskatchewan British Car Club members at Phil's for a BBQ at 5 PM on Saturday after History Road. Please RSVP to philgj@yahoo.com a week in advance. Feel free to meet at 9 AM Saturday and/or 9 AM Sunday at the Leduc McDonald's (across from the LA Mazda Dealership) for a 9:30 AM departure for Wetaskiwin. OYO.

For a registration form, [click here](#) (PDF | 467 KB)
Attention Registrants – [What you need to know!](#) (PDF|385 KB)

Garage Tours

Mike Connolley
&
Scott Lawrence
Friday, July 1st,

WHAT HAPPENS
IN THE GARAGE
STAYS
IN THE GARAGE



“Back In Time”

Coming Soon!

John Crawley's “Back In Time” event involves our “Little British Time Machines” exploring small town Alberta as per his recent **Littlemore** articles. Stay tuned & get ready to participate after a few days notice as these daily excursions are weather dependent.

John has identified four towns; Athabasca, Stony Plain, Millet, and Tofield all of which are still alive and thriving with no big box stores and chain restaurants. Plus, they have active Main Streets with many local attractions all of which will make for a genteel, laid back day reminiscent of life in the past in small town Alberta.

NAMGAR'S DRIVE YOUR MGA DAY

(or any other sports car that you own)
SATURDAY, MAY 7th.



NAMGAR, the North American MGA Register, has declared Saturday, May 7th, 2016 to be “**Drive Your MGA Day**”! We invite all our members with MGAs or other sports cars to take their cars for a drive and then meet at “Fargos” at 4 p.m. for a Chat & Snack. “Fargos On Capilano” is located at 5804 Terrace Rd NW.



“Maintaining the Breed”

June 13th. to 17th.

Info at MG2016INFO@AOL.COM
Click here for the MG2016 Promo Video https://www.youtube.com/watch?v=jlX4bd_wp24

The Reincarnation of Bob Woodcock's 1970 Lotus 7

With parts meticulously laid out not only in his garage but also in his living room, Bob was going to do an article on his Lotus 7 rebuild. However, he's a little busy right now but has provided these photos instead. And the Lotus acronym? "Lots Of Trouble, Usually Serious"! However, knowing Bob, he'll have his restored Lotus on the open road shortly.



THE GREATEST SHOW ON BRITISH WHEELS
ABFM 2016 - SAT, MAY 21 - 2016

Daimler
 Celebrating 120 Years

LAND ROVER
 Paying Tribute to 58 Years Land Rover Series II

Featuring Vintage Motorcycles

ABFM VanDusen Botanical Garden
 17th & Oak Street, Vancouver
 • Register online: <http://www.abfm.ca>
 • Parking & events info: <http://www.vandusen.com>

VanDusen Botanical Garden Saturday May 21st.

2016 ABFM & Whistler Run:

Dubbed “The Greatest Show on British Wheels,” the Vancouver All British Field Meet (ABFM) will host more than 500 classic British-built vehicles and motorcycles on the Great Lawn of the world renowned VanDusen Botanical Garden, while celebrating its 31st year, on **Saturday May 21, 2016.**

On Sunday (May 22, 2016) after the VanDusen Car show, British classic cars and motorcycles assemble at Park Royal South, North Vancouver, **between 8:30am to 10am**, for the start of the traditional All Brit Run (ABR 2016) to Whistler’s Olympic Village.

The annual All-British Whistler Run give owners an opportunity to participate in one of the world’s most scenic drives, followed by a display in the town centre from 11am to 3:30pm.

Each car entry receives a metal dash plaque and is eligible for applicable Special Prize Draws, including a trip for two.

Welcome BBQ at Mike Connolley’s for “Brits Around BC Tour” Thurs., June 9th.

One of the things suggested by Bob Kosinski during our February Planning Meeting was trying to link up with a group from BC visiting the Reynolds Alberta Museum in June. I took the initiative and contacted the tour organizer, Ken Miles from the Old English Car Club in BC, inviting them to join us for a BBQ at my home in Millet. After consultation with the tour group, Ken called me to confirm that they were all appreciative and looked forward to meeting fellow car enthusiasts here in Alberta.

To fit in with their tour plans, we have agreed to a date of **Thursday, June 9th starting around 5.30pm** at my acreage lasting hopefully until much later. There are 15 cars currently in the tour group so we are looking at a fair sized gathering of interesting cars and occupants.

This is an open invitation for club members to join us and welcome the tour to Alberta. To accommodate planning for food etc., an RSVP would be appreciated by June 2nd to mconnolley@aol.com with the header BC Tour BBQ. There will be a small cover charge of \$7.50 per person for Food & Beverages.

For those who have not been out to my place, access is via paved roads and directions will be in June’s Open Road. Lets make it a great night by treating our guests and welcoming them to Alberta. You could also try out an MGF while you are here.

Issi and I look forward to seeing you on Thursday, June 9th.

J4 Workshop

The Suspension Builds at the J4 Workshop

Talked to Phil and we're good to go for a springtime workshop on the J4. Anyone who wants to come out to Bardo and lend a hand or have a look is welcome.

We've a few things to do, some will take a bit of time and some will be pretty quick. There's some rust stopper that'll have to be sprayed, a leaky heater valve replaced with another of unknown quality. Hey, this is a budget rebuild.

There's a missing throttle stop, just there to keep one from stretching the cable trying to wring another couple of mph out of the J4.

Tyre transfer, though it might be tyre removal and then take the rims in to town for a for a clean up and paint. The jury is out on that one at the moment.

Seat belts to be installed, wheel nuts tested.. we have a small container of them to try out. All sorts of things to do and then we come to the elephant in the room.

The bushings in the front suspension are shot. More than gone, they're hardly there at all. The good news is that being a BMC creation the parts were all used in other vehicles and so the front end uses bushings that fit everything from Austin's to Magnettes.

I found a set online and then called Brit Bits as Ken had been working on a number of Austin's lately. He was pretty sure he could get them and then said basically that if the bushes were that far gone then King Pins should likely be replaced.

I passed on the link to the complete kit that I'd found and he got back to me with a price; king Pins are in stock and bushings are ordered. We don't have a lot of largesse to pass around but supporting local from time to time is good for business.

Should be an interesting workshop. Phil will be there to help when we need him and he knows how to ream but the swap over will be up to the group. Never done one, should be a good experience. (yeah right what is he into?)

The workshop's happening on May 14th. It's a drive out towards Tofield and when you get to the town turn off go right up Range Road 192 instead, cross two township roads and then on your right you'll see the Bardo Grain Elevator. Phil's drive has a big Allison Orange Tractor wheel at the entrance. The workshop usually runs from 9ish till about four unless we're really on a roll. We break for lunch and go to Tofield to Tilly's on 50th St. 11:30 or so. Good Pizza..

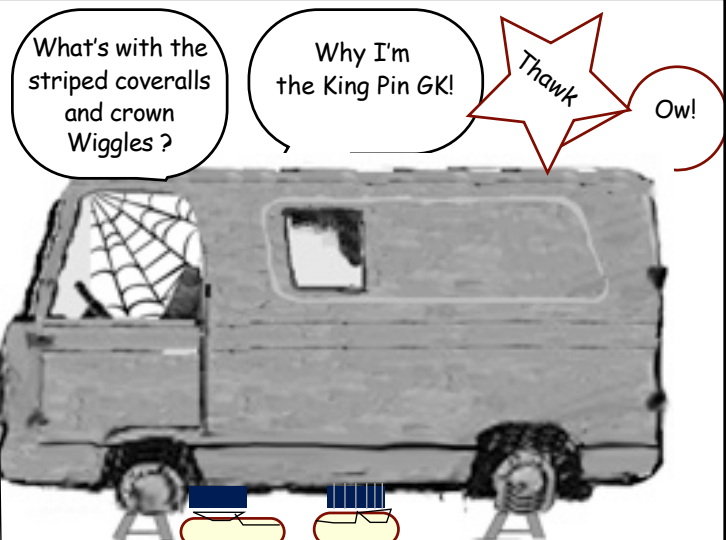
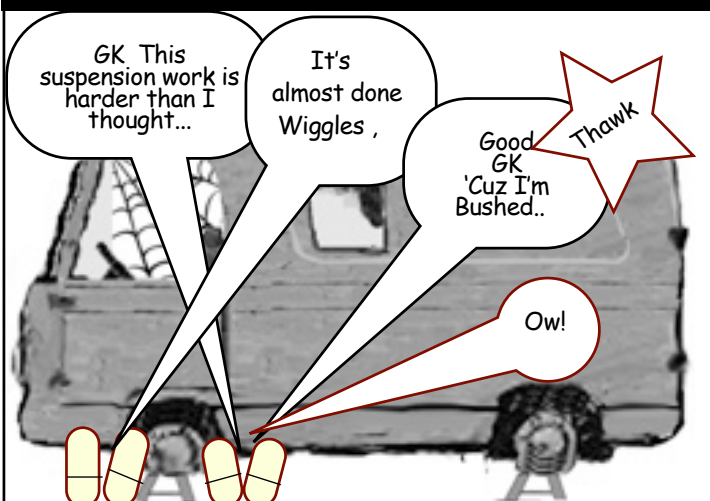
Have to let you know it's country gravel road from the highway to Phil's. You can take Highway 834 to Township Rd 502 bit shorter time on gravel. And you may be put to work.. but that's part of the fun and adventure of the J4 workshops.

Frank



This is from the Earlparts Ad on eBay.co.uk.. I've dealt with them before as well and are good to deal with. If you're looking and don't have someone like a Brit Bits or Sportscar Centre to deal with locally.

GK WINCENSLOSH, SPORTS CAR ENTHUSIAST, RET



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From The LITTLEMORE GARAGE

Been a busy month; so busy I have not had time to drive my sports cars very much. I got back from Atlanta, Georgia late Friday night and thought to myself, "Home again, home again, said the fat hog." Southern food sure is good, even at a \$1.20+ on the exchange. For the entire week I ate fish or chicken for every meal except breaky, but still gained a pound or two, so I guess I shall have to have hot ice cube soup lunch for a few days.

Because I was away, I had to forgo putting a table into the Red Deer Swap Meet so I decided to take Saturday off and at least attend the sale. Dee was away in Calgary for the weekend taking the Grand Kids to a comic book convention, so took the opportunity to drive Earl Grey to Red Deer.



Earl is starting to loosen up after sitting for so many years and ran like a clock there and back. The BGT truly is "an average man's Aston Martin"; the delightful little Gran Turismo that John Thornley, MG's General Manager, visualized so long ago. Thornley never did call it the "Poor man's Aston . . ." but always claimed to have been misquoted.

What a great social event the Swap Meet is. I met dozens of friends and spent some time visiting with all of them. I talked to Ron and Joan for a bit and used their table area to center my search from as I roamed around enough to cover the entire Sale.

A vendor that I have known, only at the Sale, for 25 years owned an MGA and I have always bugged him to sell me his car. When I stopped at his table for the usual good-natured ribbing about not finishing his MG he told me that he had sold it but that he had brought all the magazines that he had collected with articles about "A"s in them. He offered them to me for \$5.00 so I had my first find of the day - three magazine cases full of great reading.

Next, I found a present for my older sister Ann - an Alberta chauffeur's badge from 1954. I have

another one that I bought a while ago and wear to remember Ann's husband Walter who was like a big brother to me. When Ann saw it on my hat, she nearly cried and asked if she could have it so I told her that it would be hers as soon as I found a replacement.



Back-in-the-day all truck drivers were considered a licensed professional and held a chauffeur badge as proof. It was a matter of pride to wear one; some drivers wore them on their belt, lined up by the year to show how long they had qualified. Others wore the current year on their cap.

1954 was the year that Ann met her husband Walter. He wore only the current year, on the side of his belt if I remember correctly. I was only 11 but I remember him showing it to me with pride. I guess it was your driver's license on public view to show that you were qualified to drive a big rig. Those were the days when truckers were the most considerate drivers on the road. If your car was in the ditch, you could depend on the next truck along pulling your car out. A friend of mine says that Lorry drivers in England used to be called "The Knights Of The Road".

Last find of the Sale was a set of 1967, Canadian centennial, Alberta license plates for Earl Grey. I wish they started with the letters MG or GT but that is asking a lot so I had to settle for CR, for CRAWLEY. In '67, Alberta coated plates with a reflective "glass sand" which held dirt and moisture so it's difficult to find ones that are not rusted; \$25 for a pair of good ones was a real find.



Hope you join my favorite girlfriend and me in your Little British Time Machine - watch out for the first "Back In Time" event . . . coming soon.

God speed in Safety Fast. . . Jc

BRITISH CAR & BIKE SHOW

Saturday June 18th 2016
Legends Field #13

Part of Radium Days
RESTAURANT



Saturday, June 18th, 2016.
11 am to 3 pm Legends Field, Part of Radium Days.



Special Events Contact:
Karen Johnsrud
karen.johnsrud@gov.ab.ca
Tel: 780-662-3855 ext. 1112
www.ukrainianvillage.ca

SAVE THE DATE!

The Ukrainian Cultural Heritage Village invites you to participate in our annual

VINTAGE DAY SHOW AND SHINE

Sunday, June 26, 2016

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- ✓ Complimentary dash plaque for the first 200 vehicles
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- Exhibitor booth space at special events
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Visit CalgaryMGClub.org for details and registration



Evan & Sharon Verchomin's Sylvan Lake Barbecue is on Saturday, June 25th.



Evan Verchomin's Sylvan Lake Barbecue is on Saturday, June 25th., (arriving between 1 PM and 1:30 PM) at his lakefront home on 169 Birchcliff Road on the east side of Sylvan Lake. Food and libations (beer and red & white wines) provided. Bringing deserts, beer or wine is fine. Please RSVP to esiverchomin@gmail.com a week in advance. Michael Hrycyschyn is the Contact Person/Coordinator for Evan's Sylvan Lake Barbecue. michael.hrycyschyn@shaw.ca

Reminiscences on Cars, Sports Cars and Sporting Cars That I Have Known: By an Old Member - Part 14 – Triumphs and their Kin, Part 1

By John McEwen



An early TR2. I owned a yellow one, like this, for a short time in 1959. It was old and tired even then, but it had grunt. More later.

I have owned several cars that were labeled "Triumph" and some that were not, but were from the same family. Following WWII, the company was "Standard-Triumph" and it was the result of the usual amalgamation of firms of different sorts. The name is always hard to understand, unless you know Brit-car history. Prepare yourself!

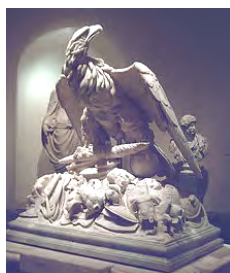


Rear view showing the overriders. The panel on the back where the license plate is mounted holds the spare tire and tools. The most important is for Dzus fasteners used in many places in a TR.

The story of the Triumph car goes way back in British car history to 1903, and a car named the *Standard*. The big problem today is that few people know all the many meanings of that word. How many can you name? The emblem of the Standard was the Union Jack flag. The earliest example of a Standard goes back to Roman days where an important man had his own standard, the emblem of his noble house. In this case, it was not a flag.

A Roman Standard

An ancient kind of business card.



Standard also meant a target to reach to meet a high level of superiority or to take pride in work, by having high standards. It was also a kind of flag carried in wars to rally about in battle.



The Standard Logo

So having knowledge of standards we can talk about the cars that resulted. Standard cars was a successful company for years and many of its products were shipped here, one of the most famous being the Ferguson tractor. The other was the Triumph automobile, which many of us are proud to have owned. We've all heard the jokes about Triumphs having tractor engines, but the reality was that the tractors used Standard-Triumph engines – because Standard built the engines that ultimately powered our sports cars and various saloon cars bearing various names. No, a saloon car is not the bar on a railroad train!

In postwar Edmonton, there were a number of different Standard cars, one of the most popular being the Mayflower with its pretentious knife-edge styling. It had two speeds - slow and stopped - as its tiny 1.3L engine struggled to hurry. Its direct opposition was the Ford Prefect and Anglia. All were little black cars with tiny engines.

With the importation of the very important pre-war design MGT-series cars and their later updating, the bar (or standard) was raised for sporting cars, and the competition struggled to meet or exceed that standard. While it seemed that only Austin and Morris, with their successful small saloon cars; the A40 and the Minor as well as the T-series, would be the winners, we cannot overlook the also-rans. In this case it was Standard-Triumph and to a certain extent, Ford of England. However, come 1955 and the entry of the MGA, things got decidedly more difficult for Standard-Triumph, who had introduced their first popular sports car, the TR2 in 1953 and had to rush to replace it in '55. There had been two earlier roadsters, the 1600 and 1800, but these were nothing like

the sparse and peppy TRs. Triumph had the edge then, but it was badly dulled by what became BMC (British Motor Corporation) with its very beautiful MGA.

During the early post-war years, Standard-Triumph introduced a new concept car as well as a new sports car. The concept, like the idea behind the VW, was to be a world car for the masses. The new car was called the Standard Vanguard, and it was sold successfully in many parts of the world, including right here in Alberta as well as the rest of Canada. Vanguards were a fairly common sight in Edmonton during the late '40s, and persisted until the mid-60s while undergoing a number of facelifts and re-designs. It was the Vanguard that introduced the engine that many of us know so well, as the engine in our Triumph sports cars. It was a very sturdy and quite powerful 2.1litre four with wet cylinder liners and overhead valves. The engine used a single downdraft carburetor in the Vanguard, but received the usual twin SU carbs for the TRs – and many of us still enjoy checking the damper oil and trying to balance them today. The Vanguard was advertised as able to travel at 65 mph, which was very fast in those post-war years.

As some of you know, I restored a Type 1, 1950 Vanguard a number of years ago, and found it to be a capable and comfortable vehicle. I did not attempt to reach 65 mph but it could plod along all day at 50. I drove my Vanguard to Penticton for the Rally in the Valley, after restoration, and it took Best of Show. These early Vanguards had a high "Cute Factor"! Below the Vanguard, was a smaller car that formed the base for some of the future, more sporting Standards and Triumphs. This was the Pennant, or the Standard 10.

Triumph Mayflower



Standard Vanguard



Standard Pennant



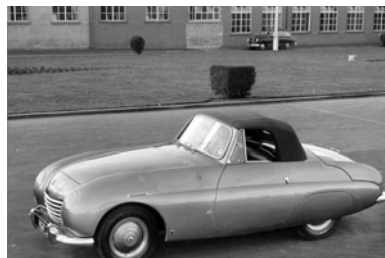
Following the success of the TR2, and the Vanguard, it was decided that sports cars would be badged as **Triumphs** and sedans, like the Vanguard and the later smaller sedans, would be badged as **Standards**.

These cars soldiered on, with the TR2 becoming the TR3, (in two versions). These cars were upgraded and improved in the form of the TR4, which was never my favourite design, and which introduced wind-up windows and more luxury, as had been done by MG with the MGA coupe, and later with the MGB and its coupe variant, the GT during the '60s. The point is that we sporty car lovers went from the classic T-series to the streamlined MGA then to the MGB in just over a decade, and the same applied to Triumph.

Triumph tried to keep up and did so by aping the competition! When BMC gave us the Sprite and the Midget, Triumph gave us the Spitfire. Note that I'm ignoring the A-H and the Euro cars, as they are not in the same price range or the same league.



Triumph 1800 Roadster,



A roadster prototype seen at the factory. Note Vanguard in the back.



The earliest Roadster, 1945/46 huge fenders, stalk headlights, exposed rad. Few exist today!

My experience with the TR7 was short. I couldn't stand it! Noise inside was terrible. Interior was low-dollar brown plaid ugg. Engine was a disaster waiting for a place to fail. Otherwise it was ok.... ☺ I drove with windows open to let out noise, rain or shine.



TR4. I never liked the lumpy bonnet but better latches were welcome. No more flying bonnets - and lots of grunt!



TR6-Performance and rust.



The TR7 – So much promise, so much noise!
So Japanese.....



Triumph Herald - almost a sports car! It spawned the Spitfire and sold well with its high cute factor!



With a nod to Rolly: the Spitfire, still a popular small sporty car.

See Part II next month...*John McEwen*

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Hello Edmonton Classic Sports Car Club!

One of our newer club members, Bob Drew, suggested we sent you this information to pass along to your club members who drive a Jaguar. Our event, Jaguars on the Island held in Victoria, B.C. is the largest Jaguar Clubs of North America sanctioned Jaguar event in North America. We consistently have over **140** Jaguars on the field at Windsor Park Cricket Pitch in Oak Bay, a little bit of England in Victoria.

Here is the information:

JAGUARS ON THE ISLAND, VICTORIA, B.C.

ACCOMMODATIONS UPDATE AND REGISTRATION UPDATE** FOR MARCH SEE BELOW

Hello Jaguar Enthusiasts:

Jaguars On The Island 2016 is scheduled for July 22, 23 and 24 in Victoria, B.C. hosted by Jaguar Car Club of Victoria, B.C.

- Friday, July 22nd, 5:00 – 7:00 PM - **Welcome Reception*** – Marina Dockside Eatery overlooking the scenic Oak Bay Marina
- Saturday, July 23rd 9:00 AM – 3:00 PM - **JCNA Concours d’Elegance and Jaguar Car Show*** for Judged Jaguars and Enthusiast Class Jaguars - held on the lush green cricket pitch on Windsor Park in Oak Bay
- Saturday, July 23rd, 6:00 PM - **Awards Dinner*** - Oak Bay Beach Hotel
- Sunday, July 24th, 9:30 AM - **Scenic Country Prowl** (no charge) around Greater Victoria ending at Royal Colwood Golf Club
- Sunday, July 24th, 11:00 AM - **Delicious Brunch*** at Royal Colwood Golf Club, a private golf club located in Victoria. Designed by Arthur Vernon Macan in 1913, Royal Colwood is a traditional style parklands championship course set amongst 450 year old Douglas Firs and majestic Garry Oaks. One of a select few in the world, Royal Colwood received its Royal designation from King George V in 1931.
- Sunday, July 24th, 1:00 PM - **JCNA Slalom*** at the Western Speedway Parking Lot, a short drive from the golf club
- **HOST HOTEL:** Oak Bay Beach Hotel – 1175 Beach Drive, Victoria, B.C. V8S2N2
www.oakbaybeachhotel.com [1 800 668 7758](tel:18006687758)
- A number of special rate rooms have been block booked for Jaguar enthusiasts for the period July 21 - 25. There is a limited number of these rooms with the special rates and they are: [Guest room with Residential Views](#) (1 King or 2 Queen Beds \$209; [Guest Room Marina View](#) (2 Queen Beds) \$259; [Guest Rooms with Panoramic Ocean Views](#) (1 King or 2 Queen Beds) \$339; [Boutique Suite with Residential Views](#) (King Bed) \$239. All prices are in Canadian funds and are subject to taxes. NOTE: These special rates are guaranteed up to **April 22, 2016**; thereafter the rates will be applicable only if rooms are available. Accommodation in Victoria is in high demand in the summer so early reservations are recommended. Telephone the Oak Bay Beach Hotel toll free [800-916-4339](tel:8009164339) or local call [250-598-4556](tel:2505984556).
- **As of February 2016, 1.00 Canadian Dollar(s) = 0.74 U.S. dollar(s). Do note that exchange rates fluctuate daily.**
- * Note: Pre-registration is strongly recommended for these events. Registration Form is on: **NEW** <https://vijaguars.ca/wp/joti-welcome/>
- **** Please note that hotel/motel rooms are filling up very quickly in Victoria for July. Contributing to that is the booking of many hotels by participants of DEUCE DAYS – a gathering of more than two thousand hot rods and their owners on the same weekend. If you are coming to Victoria and require accommodation we strongly suggest that you secure a place to stay right away. Rooms are booking up fast and it is only March.**
- Here is the link to Tourism Victoria for accommodation listings: <http://www.tourismvictoria.com/about-us/contact/>

So, do plan to attend. We look forward to seeing you. Bring whatever Jaguar you have whether it is a concours restoration, daily driver, modern or classic, older or newer. All Jaguars are most welcome.

The featured Jaguar models for this year are **Modern Small Saloons (X-Type and S-Type)**.

Regards,

Graham Walker, Jaguars on the Island 2016 Committee Chair grahambwalker@shaw.ca [250-479-7364](tel:2504797364)

“Going to the Sun” and “Lolo Pass” Event

In coordination with Calgary MG Car Club we are suggesting a five to seven day - 1600 km to 2200 km event featuring a drive on the “Going-to-the-Sun” Highway in Montana and optionally a drive over the Lolo Pass in southern Montana. Following this it is proposed to attend car shows in Nelson and Kaslo, BC. The Nelson car show is a Road Kings show for all collectors and appears to be mostly Detroit iron. The Kaslo show is “Brits Invade Kaslo” which appears to be all British.

This is an opportunity to drive our cars over a longer distance with lots of company and includes a car show-and-shine as well as other activities. There is potentially a shorter and a longer version of this trip with a provisional itinerary for versions of these, however, participants can join, alter or leave the trip as it suits their preferences.

The event is open to members from ECSCC, The Calgary MG Car Club, The VSCCC and The Cranbrook Car Club. Please confirm your interest to mconnolley@aol.com for further info.

Itinerary: 7 Day Trip Dates: September 6th to 12th.

Tuesday, September 6	Depart Calgary at noon– drive 260 km to Waterton. Ideas:- accommodation and barbecue at Palmer Ranch near Twin Butte.
Wednesday, September 7	– drive 380 km to Missoula, Montana. Features: “highway-to-the-sun” drive and sightseeing.
Thursday, September 8	– drive 400 km to Moscow, Idaho. Features:- “Lolo Pass” drive and sightseeing.
Friday, September 9	– drive 450 km to Nelson, BC (alternate Kaslo, BC). Ideas: - stop at an orchard in Creston.
Saturday, September 10	– attend car show in Nelson, BC (alt Kaslo, BC). Features: - Road Kings car show in Nelson.
Sunday, September 11	– drive 70 km to Kaslo, BC to attend car show in Kaslo, BC, then drive 260 km to Kimberley, BC. Features:- Attend “Brits Invade Kaslo” car show. - take ferry from Balfour to Crawford Bay on drive to Kimberley via Creston, BC. Potential barbecue at Doug Kerr’s place in Kimberley.
Monday, September 12	Return Home.

Itinerary: 5 Day Trip Dates: September 8th to 12th

Thursday, September 8	Depart Calgary at 9 am to Whitefish, Montana. Features: - “highway-to-the-sun” drive and sightseeing.
Friday, September 9	-drive 430 km to Nelson, BC. Features:- Kootenai Falls, west of Libby.
Saturday, September 10	– attend Road Kings car show in Nelson, BC.
Sunday, September 11	– drive 70km to attend car show in Kaslo, BC, then drive 260 km to Kimberley, BC- take ferry from Balfour to Crawford Bay to Kimberley via Creston, BC.
Monday, September 12	Drive Home.

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Edmonton Classic Sports Car Club Membership Form

Please tick appropriate boxes

New member

Renewal

Ms /Mrs /Mr

Address: _____ Postal Code _____
Street City Province

Phone (Home) _____ Phone (Work) _____ Mobile _____

E-mail _____ Significant Other / Contact _____

Vehicle/s owned, Marque and Year _____

Membership Rate: \$40.00 Annual Fees are based on the financial year & dues are due March 31st. Members renewing are paying for the year they are renewing no matter the date of renewal. New Members will have their membership extended a year if joining after June 30th. Mail to ECSCC. Box 62068, Edmonton, T5M4B5

The Security of your Personal Information is Important to us: Your personal information is used by us only for the operation of the club and access to your personal information is limited to those members of the club who need to have access to it.

We retain your personal information as long as you are a member of the club in good standing or between events. If there are legal requirements relating to the period of time which we must retain your personal information, we comply with those requirements.

What can you do if you want to limit the use to which we put your Personal Information? If you do not want us to use or disclose your personal information in a particular way, i.e. Club directory, please indicate this on the membership form or contact the membership director to discuss with you how we can limit the use or disclosure of your personal information.

I would like to receive club notices via email: Yes No

I would like to be included in the club directory: Yes No

Are you a member of any International Auto Clubs?
ie: NAMGAR, NAMGBR, Triumph Register of America. Yes No Which Club(s)

I agree to abide by the rules of the Society

Date Signature