



the Open Road



*Edmonton Classic Sports Car Club
November 2020*



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ECSCC Executive

To Contact Us, click “Contact” on our website & follow the prompts.

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Treasurer	Neil Rogers
Events Coordinator	Will Keith
Meetings Coordinator	Pat Mireau
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Technical Advisor	Phil Johnson
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www.edmontonclassicsportscarclub.com

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.

Current Noggin & Natter Mtgs

Noggin & Natter Meeting are now via ZOOM and are usually on the second Thursday of every month unless informed otherwise. **Note that December’s Noggin & Natter Meeting is cancelled.**

Monthly Meetings

7:30 PM on the third Wednesday of every month (**except December**) for regular monthly meetings at Laurier Heights Community League, 14405 - 85th Ave.

Covid-19 Guidelines Apply.

Photos in this issue by: Dennis Coulthard, John Crawley, Pat Mireau, Neil Rogers and Howard Jewell.

Cover Caption: “Smash Palace” Auto-Wreckers in Horopito, New Zealand. Photo taken on April 11, 2019 when Harry Midgley, Will Keith & Howard Jewell were touring New Zealand.



FROM THE DESK OF THE MEGALO-MINIAC

Greetings, Fellow Sports Car Enthusiasts! Once again, I must apologize for bringing business to you that must be done. The new club Bylaws will be presented at a Special Meeting on our AGM date of January 20, 2021 for your approval. We have added an Indemnity Clause for insurance purposes. In effect, we will be having two meetings in one night, the AGM & The Bylaws Special Meeting. Regardless of what the pandemic throws at us, we will be having these meetings either in person or virtually, or a combination of both, so write this date in your calendars.

It's time for me to provide the next installment of, "Cars In My Life". I have previously covered my Dad's 1935 Chrysler and 1947 Chrysler Windsor. All right, the 1935 was before my time, but I feel a strong attachment to it. The next car for my Dad was a 1951 Chrysler Windsor. By that time, I was olde enough (being 6 years olde) to appreciate and remember this car. It was medium blue in colour, a four-door sedan, and I recall it was very comfortable. It accommodated my two brothers and sister and parents and our Rough (Long-haired) Collie, Andy. Andy was a gorgeous black & white Collie and a loving member of our family. The Chrysler took us everywhere, including vacations to the mountains, three kids in the back with Andy across our laps.

The Windsor had a six-cylinder inline flat-head engine of 250.6 cu. in., 116 hp, with a 4-speed fluid drive semi-automatic transmission. (See my previous article in the June Open Road on the 1947 Chrysler for details). Top speed was 85 mph, acceleration was 0-60 mph in 22.4 seconds, quarter mile time of 24 seconds. Average fuel consumption: 16.8 mpg.

In 1953, the Windsor took us to Jasper for a vacation. The highway west of Hinton was under construction and was so rough that we had to wait to be towed through the mud behind a huge Caterpillar Tractor. Unfortunately, a muffler was torn off. I've hated car exhaust noise ever since. My idea of a pleasant exhaust note is no noise at all; I love electric cars!



Dad had us booked for the large cabin at Becker's Bungalows south of Jasper. However, when we arrived, we were told we had been, "bumped" into 2 small cabins. Why? Because they gave the Large Cabin to Marilyn Monroe whilst they were filming "River Of No Return"! My Brother John got her autograph whilst we were in the dining room. Of course, he later lost it!

Overall, the Windsor was notable for being ideally suited for its purpose. Large, comfortable and reliable. In its day, a superb family cruiser, that would run at 70 mph whenever the roads of the day would allow.

See photo of a 1951 Windsor at the below link:

https://www.icollector.com/1951-CHRYSLER-WINDSOR_i9341316

As for other news, our work on the MGA Hardtop refurbishment continues...see the photo of the MGA, all dressed for winter.

Dennis Coulthard, Chair

Fast Company ...

Will Keith

LAST EVENT OF THE SEASON!

And now for the last event of the year: properly storing your special car over the winter. The following tips, many offered up by members of the Wild Rose Miata Club, are designed to protect your vehicle, and to ensure that it starts and runs properly come spring time. No doubt some may think some of these suggestions are unnecessary or overkill - it comes down to personal preferences. We also welcome other helpful suggestions we may not have thought of.

1 Wash & Wax - store your car clean, with a fresh coat of wax for protection, and to ensure any corrosive deposits (bird, air pollutants) are removed. Protectant on the roof is never a bad idea as well. Be sure to rinse the underside well to remove all road salt. Vacuum and clean the interior to avoid unusual odors.

2 Oil Change - It's better to store the car with fresh oil than to change it in the spring, so that any harmful materials in the oil (corrosive acids, moisture, etc.) aren't able to separate from suspension and/or interact with the metal over several months of storage. Before draining be sure your oil is thoroughly warmed up so any contaminants are freed up and able to drain out.

3 Put up on Blocks or Not? - Some people like to put their car on blocks to take weight off the suspension, bearings, tires, etc. It prevents "flat spots" on the tires. However, the majority of advice suggests that it's better to store a car on the suspension

than to block up the car with the suspension extended. The natural position for all the flexible bushings is with the full weight of the car on the suspension. Leaving the car up on blocks over the winter means these bushings will be twisted out of their normal position for many months - not good for them!

As well, leaving a car up on blocks means the full weight of the wheels, tires and brake assemblies will be pulling down on the springs for many months. I've seen cases where the springs have stretched significantly as a result.

During storage inflate tires about 5psi above normal to prevent flat spots, and as well that way they'll be at normal pressure come spring time.

4 Cardboard under the Tires - Do this to protect the tires from any corrosive stuff that may be on or in the concrete.

5 Fuel Conditioner - Pour the correct amount of a fuel stabilizer such as Stabil into a full fuel tank, and then run the engine for a bit to circulate the stabilizer throughout the system. Your fuel system and injectors will love you for it. As well, a full tank leaves less room for condensation while stored.

6 Type of Fuel - Some owners use non-ethanol (some premium branded) fuel for winter storage. This is because the ethanol (in almost all fuel these days) attracts moisture, which isn't usually a big issue because it gets burned off

within weeks of a fill. But ethanol can become problematic with prolonged storage, particularly if there is moisture present in the storage environment (ie a heated garage with cars coming in and out).

7 Moisture and rodents be gone! - Maybe I'm being somewhat overly careful, but I put foil pie plates full of charcoal briquettes in the interior, the trunk, and the engine compartment. The charcoal absorbs humidity and thus keeps your car drier while in storage. I also put Oil of Peppermint (not peppermint oil) in open bowls in these same locations. Oil of Peppermint (from health food stores) keeps mice and other pests away from your car. Even more effective as a rodent repellent is fox urine, but I'm not that desperate!

(I've used these same measures while storing our kayaks and trailer.)

Stuff steel wool in your exhaust pipe to prevent rodents from getting in and finding a new place to build their nests. Sealing off air intakes will also help in this regard.

Want to corrode the underside of your vehicle? Store it over grass or bare ground. The moisture evaporating from the ground will do the job! If you must store outside, at least park over top of a plastic tarp.

8 Oiling the Cylinders - While stored, condensation may also occur within the cylinders. Some suggest putting about a half teaspoon of oil down each cylinder - the same oil you use in the crankcase. Then give it a bit of time to spread around and drain down the cylinder wall (hours or days is best), and then turn the crankshaft a bit by spinning the engine over with the

starter without firing up, or rotate with a ratchet on the crankshaft bolt. It probably wouldn't be a bad idea to turn the crankshaft a few more times over the winter to prevent the rings from being seated in one place for a lengthy period of time. Fogging oil would probably work well as well. One of the challenges is that whatever you use, you'll want something with a pretty long, stiff neck because it's a long way from the top of the valve cover to the top of the piston below, and you don't want to drip oil along the spark plug wells along the way, as this may pull dirt or other contaminants into the cylinder. Use a big thick straw (McDonalds or 7 Eleven straws work well) on the neck of a small funnel. Also it's a good excuse to go buy a slurpy.

9 Belt Tension - Some owners back off the tension on engine drive belts to take the pressure off of bearings and prevent flat spots. But you have to remember to re-tension the belts in the spring. Turning the engine crankshaft a few times over the winter would probably have much of the same effect.

10 Battery - Many owners remove the battery every fall and store it in the house - ideally in a cool but not freezing, well-ventilated location. Also try to charge the battery once every few weeks.

A more recent innovation is a battery charger that at regular intervals produces a "spike" of higher voltage. This spiking keeps the voltaic plates in the battery from building up with the deposits that are caused by charging. One suggestion is to charge or put the battery charger/tender on the battery when it's stored in the house. A

caution here: many batteries discharge an explosive hydrogen gas when they are charged. Pretty much every battery charger comes with warnings to charge batteries only in locations that are well ventilated.

A specialized battery shop advised to never put any automotive battery on concrete for more than a matter of minutes - it's easy enough to find a piece of wood to put between the battery and the floor.

11 Protection from outside forces - Sadly, many of us have probably incurred almost as many dings and scratches during storage as while driving. Try to put the car in a place where it can't get whacked by car doors, have things dropped or put on it, have plant pots dragged past and (oops - along) the bumper, or where it can be bumped (oops again) by the snowblower, and so on. We've learned the hard way that other people using the garage may not be as diligent as we are about protecting our special car! A quality car cover helps in this regard. As well, I went to an art store and purchased several 1/4"x24"x60" corrugated plastic display boards. They're cheap, light, easy to store, and provide an effective barrier.

12. Parking Brake - Make sure to take the parking brake off before storage. This probably helps keep the parking brake cable from being over-stretched, and the rear pads and rotors from being over-compressed. Leaving the car in gear and using a couple of wheel chocks will keep the car from rolling.

13 Washer Fluid - Make sure you have a mixture of windshield washer fluid that's good to about -20 - -25C or so.

Some years when storing I drain the fluid reservoir completely to remove any dirt and debris from the reservoir.

14. Windows & Roof - Leave soft tops erected to avoid creasing. Leave the latches on the top unbuckled so the top isn't under tension during storage. The roof will sit pretty close to the header, but leaving it open a small bit allows for any expansion, contraction due to temperature changes, and reduces the stretch and stress on the vinyl and seams. Also roll down the windows just a bit so that the top surface of the glass does not touch the window seal on the roof. This prevents the door seals from being compressed in one place by the window edge, and also allows for air to circulate. It's also a good idea to clean and apply a thin coat of silicone or dielectric grease on the header seal, window seals, door seals, trunk seal, and underhood engine seals. It helps protect the rubber, keeps it supple and prevents leaking (I've had intermittent window seal leak issues since the car was new, and the silicone has all but eliminated the problem).

Silicone coating the rubber seals on your regular car every fall also helps prevent moisture from freezing the seal to the door surface, thus preventing doors, hoods, trunk lids and fuel doors from freezing shut. It also prevents seals from tearing when they're frozen to the metal on the doors and you wrench the door open.

15 Moving the Car - Avoid starting or running the car during winter storage. Roll it a bit forward or back to a new spot to help prevent flat spots on tires or bearings. Ideally, it would probably be best to move it every few months to a new position.

16. Springtime startup! - Check and adjust tire pressures and fluids. Disconnect the spark plug wires and crank the engine until the oil pressure is right up - only then should you start it. There's usually a bit of oil smoke out the tailpipe when you first start the car - presumably because of the oil remaining at the top of the cylinders and pistons. Then let it idle for a few minutes driving, and drive slow and gently for the first half mile or so to get all fluids well circulated and mechanical seals lubricated.

Try to burn off most of the now old gas (ideally down to below 1/8 of a tank, but above the "E" line) before putting stain fresh gas.

***Hope to see you on the road next spring!
Stay safe, stay sane, and help others to do the same.***

Will Keith

Annual General Meeting Wednesday, January 20th, 2021

Stay Tuned For Details



Planning Meeting Wednesday, February 17th, 2021

Stay Tuned For Details



ELECTION 2021

It is not too early to start thinking of joining the executive of the ECSCC

Every two years we have a chance to elect new members to the executive so now is the time to think about running or talking to that member that might be good for the job.

This year voting might be different. If the Covid-19 restrictions prevent us from having a regular AGM meeting, the meeting will be on ZOOM with a combination of voting on line or by proxy.

The members running for reelection are:

Chair	Dennis Coulthard	Membership/Secretary	Gerry Borle
Treasurer	Neil Rogers	Editor	Howard Jewell
Tech Advisor	Art Rutledge & Phil Johnson		

We need to fill the following positions **Vice-Chair, Events Coordinator** and **Meeting Coordinator**, but feel free to run for any position on the executive.

Duties of Officers of Society

Chairperson:

- Communicates agenda items to the Membership/Secretary
- Chairs meetings or delegates the chair
- Calls Officers Meetings
- Shall have a casting vote in case of a tie
- Coordinates activities of Officers and *Committees*
- Has cosigning authority on Society accounts.
- Shall prepare and submit at the annual meeting a statement and report of the preceding year

Treasurer:

- Administrates the funds and accounts of the Society
- Has cosigning authority on the bank account of the Society
- Prepares, maintains and presents financial reports to the Officers Meetings and to the Annual General Meeting
- Prepares annual return for filing at corporate registry and then files such return

Membership /Secretary:

- Maintains a data base of the current membership
- Prepares, maintains and presents membership reports to the Officers Meetings and to the Annual General Meeting.

Prepares the agenda and maintains minutes for the Officer's Meetings and arranges for minutes for the AGM where necessary.
Performs the duties of the PIPA officer in line with current privacy legislation.
Has cosigning authority on Society accounts.

Editor:

Solicits articles for the newsletter
Designs layout and assembles the newsletter
Assists in publishing other items for the club
Where possible performs web design and maintenance
Delivers newsletter for printing
Other duties as assigned

EventsCoordinator:

Chairs committee
Assists members in the runnig of Events
Advertising of events
Reporting of events at meetings and AGM

Meetings Coordinator:

Chairs committee
Assists members in the running of meetings
Contacts potential presenters
Advertising of meeting events
Reporting of meetings at AGM

Technical Advisors:

offers technical support for members;
information;
direction;
phone support;
may be called upon to offer technical workshops;
other duties as assigned.



If interested in running for any executive position or wish to nominate someone please contact Gerry ecsc@shaw.ca .

The executive will give you all the support you need to settle in and enjoy your new position.

Stay safe and wear a mask when inside.

Gerry Borle

Notice Of Special Resolution

A Special Meeting has been called by the elected officers of the Edmonton Classic Sports Car Club.

The meeting will be held in conjunction with the Annual General Meeting on January 20, 2021 at 7:30 pm.

The meeting will be held at the Laurier Heights Community League or on ZOOM or a combination of both depending on the COVID-19 restrictions at the time.

The reason for the Special Meeting is to update the Society By-Laws.

The main changes to the By-Laws are:

- 1: The books of the Society may be inspected by any member upon request.
- 2: The borrowing powers of the Society are clearly defined and restricted.
- 3: An indemnification and limitation of liability of officers clause is included.
- 4: An affiliation with the Alberta All British Motoring Society clause is included enabling the AABMS to be covered under our insurance.

The By-Laws may be altered, rescinded or appended by Special Resolution of the Society as defined in the Societies Act. Special Resolutions must be passed by a majority of not less than 3/4 of voting members that are present in person or represented by proxy. After one month's written notice specifying the intention to propose the resolutions, a Special Resolution must be duly published in the Society newsletter.

Each member will receive a copy of the proposed By-Laws along with this notice in advance of the meeting.

Gerry Borlé

From The Open Road Archives January 1990; by the late Cam Bailey.

A CHANCE ENCOUNTER

Early last October I decided to not worry about job hunting but to get away a bit to the mountains and take a small trip through Jasper, Banff and then Calgary. The TR and I had a nice drive up to Jasper at a rather sedate rate, obeying the limits for once, it was probably going to be the last nice few days this Fall. So, it was top off for the next three days. I stayed at one of the local homes in Jasper, so the cost was right at around \$20.00 or so but I can't recall if that included tax or not. Most of these private homes are very tide and the owners are just really nice people to get to know. Anyway, after a great meal at one of the local Hotels, I returned to my (home) to enjoy a book after walking off said meal.

Around 11 P.M. I hears the sort of exhaust note which only can belong to a TR-3, but not mine, this one is with the stock mufflers, I Grabbed my shoes and went around to the front but it was gone from sight and my car was still parked at the curb. I arose after the sort of sleep that one can only find in the Mountains and was packing up the car when again I heard the same exhaust note and lo and behold a blue grey TR-3 came up the street, honked, did a U-turn and pulled up behind mine, I could not help but grin like a nut at seeing another old buggy like mine on the road. The couple in question, Phil Irwin and new Wife were on their Honeymoon from Winnipeg area. Turns out that this is the first trip for the car in something like 10 years as it was scattered all over Winnipeg, even locating the camshaft he said took 3 months to track down, he also has a Spitfire and a TR-4 in the stable as well. Turns out that some Local High School did the body work and it looked it, try to imagine using a putty knife to remove paint and then just simply paint over the whole mess and you'll have some idea of what it was like. The fellow and his Bride were real keeners and looked way past the shortcomings of the car and were simply just looking forward to getting to see some Relatives in Victoria.

Names and address were exchanged and they jumped back in and fired up to continue on the way, as soon as I heard the engine run I mentioned for Phil to hold up and motioned for him to get out and get the hood up.

What kind of gas milage are you getting, I asked, as the engine just lumped away in a real rumpy sort of away and acted like a Diesel out the tailpipe. Why, not bad says he, about 19 to 21 M.P.G. so far but its a new engine. only about 1,100 miles on it so far. I cringed inwardly, thinking of all that raw gas and new rings and pistons and what else might be amiss. So we opened the hood and there was the sorriest looking engine I;ve ever seen, just rocking away from side to side just as far as the motor mounts would bend. I explaind just why I hate the choke set ups on these engines as once things wear these babies really jam up and will not release until you pull forward on the choke levers, which I did. At once the enging speed went to 3,000 r.p.m. more adjusting the idle speed screws brought it back down to where it should be. A couple of yanks on the throttle linkage did produce the most God Awful rattle and pinging I've ever heard in any engine. How long has this been going on I asked Phil, why all the way from Winnipeg.

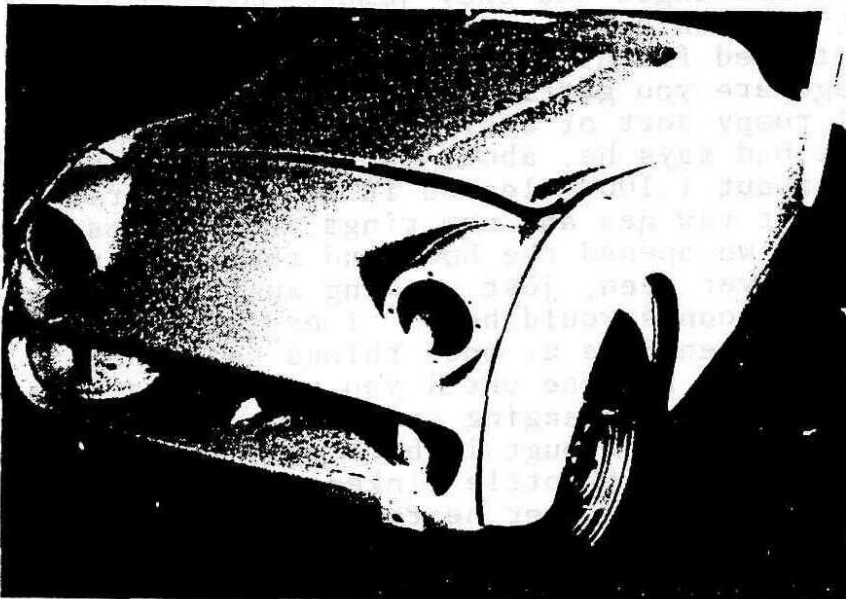
One look at the distributor told me that this poor engine was probably running about 35° of ignition advance at IDLE. Yeah! says Phil, it even pings going downhill! did you adjust the timing before you left I asked him, no he says, a pal set it up for him, really knows his stuff too, is he a good friend I ask thinking maybe he's also taken out a like insurance policy on this guy. So, out came a small wrench and I retarded the distributor about a whole bunch and then some before I was happy. When asked about valve settings the poor chap could only say that he went by the book and no they were not adjusted for high speed cruising, some more tinkering with the mixtures and the offer of breakfast was made which I accepted on the spot. Over this and that I told him that he should be getting around 35 MPG and not 21 which was the actual case, as the car was equipped with overdrive as well.

I made out a list of things for him to watch out for and left it with his wife to administer the orders when it came due, including a valve adjustment before they left Jasper. The rest of the trip was a real joy indeed. hardly any traffic and an overabundance of fresh air were my only companions down the Columbia Ice Field and then on to Banff.

Great scenery was in abundance, all the leaves were turning into their beautiful fall colours mile after mile. Lake Louise came and went sure lots of construction going on there but thats the cost of being a World Class attraction. I stayed overnight with the Maslecks in Calgary and was hosted with the friendliness that I have learned to accept over the years with Jim and his Wife. The drive to Edmonton was slower than usual, like only 60 MPH as I just wanted to drink in the last of the warm weather and remember it over the winter months.

The car ran like a top and this trip put the milage up to 255,000 plus and over 10,000 miles since the car went on the road in early May.

Oh yes, I got 34 mpg to Jasper. 36 mpg to Calgary and 40 mpg from Calgary to Edmonton. I sure hope that this year(1990) that our Club can get away for a few days and do something of the same, I know we would really enjoy it. Best to you all in 1990, see you at Election time.



off for now.

Cam

Monthly Meetings

Laurier Heights Community League

14405 - 85 Avenue, T5R 3Z3



Map Showing Access Routes to Laurier Heights Community League:

Access routes coming from the south Whitemud Drive and 87th Avenue & 142nd Street Traffic Circle.



As per our recent survey results, we have cancelled our
ECSCC Christmas Party at
The St. Albert Rugby Club
on Saturday, December 5th.

A Tale Of Two Undercoats *By Pat Mireau*

In my pursuit of finding someone to refinish all of my chrome bits for the restoration of my '62 Alpine, I was referred to Ted Cantlon at Sublime Surfacing. Sublime Surfacing is a facility that uses dry ice as a medium for blasting parts in preparation for refinishing, including preparation for a non ubiquitous undercoating. My Apline's Chrome bits are currently at Sublime Surfacing being processed.

Sublime surfacing uses a wax based product for undercoating similar to that of a few European manufacturers including Volvo, Mercedes Benz and Porsche. Hearing that, I was intrigued, not being a fan of traditional North American undercoating. I promptly made an appointment to have the undercoating procedure done on my 30th Anniversary MX5.

What follows are articles provided to me by Richard Dekker of the Wild Rose Miata Club. The Miata Club has kindly given me permission to submit these articles for The Open Road seeing as they might have interest to the membership of the ECSCC.

SUBLIME SURFACING REVIEW

Through a referral via club member Patrick Irwin at Rivercity Motors, I contacted Ted Cantlon at Sublime Surfacing for a rust-proofing for my new 2021, 100th Anniversary Edition Mazda CX-5.

Not your usual undercoating (spray on guck that eventually fails by permitting water behind it as it peels off) or the oily sprays (Rust Check or Krown) which turn the underside of your car into a mess, which every mechanic will curse you for. Sublime's treatment is a wax-based coating that's OEM to a few European manufacturers (Volvo, Mercedes-Benz and Porsche). Ted's company is the only purveyor of this treatment, per the European supplier, in Canada, and the business is a direct result in the recent "upgrades" to winter road maintenance with calcium chloride. If you're happy that the city of Edmonton has dropped its over-zealous use of calcium chloride, please realize that Alberta Transportation uses it exclusively, so if you drive on any highway within the province, including Anthony Henday Drive or Stoney Trail, you're still plastering the underside of your vehicle with the stuff.

I went the wax route having previously known of Fluid-Film (the world's best lubricant spray) which is lanolin wax-based and is also an excellent rust-prevention film (you can buy it in spray cans for lubricating or by the bucket for rust-proofing). PartSource and Canadian Tire carry it by the aerosol spray can and Gregg Distributors in both forms.

Ted offers his HoneySeal wax treatment for new cars (or ones that have never seen winter) at a lower cost vs. used cars, which first receive a full dry-ice media blasting to clean off all accumulated rust, dirt, debris and oil on the underside of your car. There's no sense in applying any rust protection to the underside of a dirty car! As we all have "winter" cars, this may be of considerable interest for all of us, not just for our Miatas.

Look the company up on Facebook and Instagram as his before / during / after photos and videos are amazing.

Apart from the aforementioned rust proofing and dry-ice media blasting (which is the gentlest form of media blasting as compared with ground walnut shells, glass beads and sand), Sublime Surfacing also offers vapour honing (resurfacing using glass beads in water in a closed loop environment to thoroughly clean all types of engine parts, transmission parts and other loose parts) as well as metal plating (in zinc or cadmium) for various fasteners from the engine bay or elsewhere. Non-rusting bolts!

If you're a fan of 'Bad Obsession Motorsports' YouTube channel and their years-long "Project Binky" series,

you'll have recently seen the outcomes of vapour honing and zinc-plating as they worked on the rear drivetrain, transmission and engine refreshing in the most-recent three episodes.

The Porsche Club has had two technical events at Ted's business and I will be working on arranging a similar event for our club. By the time of publishing, this occurred on October 17.

© Richard Dekker, © Wild Rose Miata Club



BEFORE: Pat Mireau's nearly new 2019 30th Anniversary Edition ND-generation MX-5 RF.



Never winter driven with only 3,000km on the odometer, and yet it's already showing signs of dirt and debris at the rear.



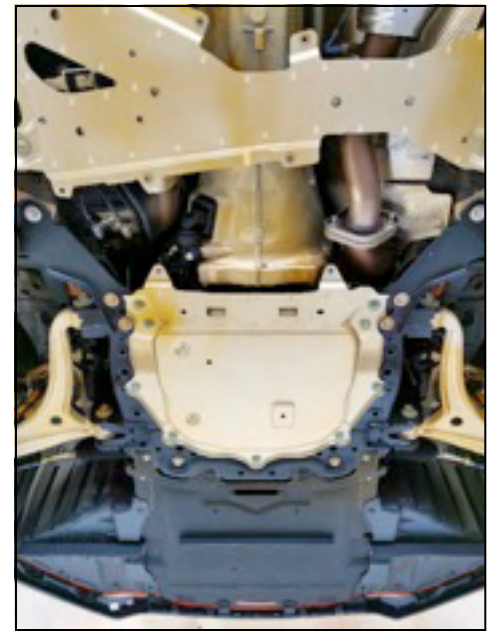
The front is still relatively clean underneath with factory undercoating. Aluminum front suspension arms, black painted steel rear suspension arms, and exposed metal (steel or aluminum) bolts and braces.



AFTER:



Dry-ice media blasted to clean it completely and prepare all surfaces for the application of the HoneySeal wax to all components and surfaces except for the muffler and catalytic converter.



The HoneySeal wax shows up very well on bare aluminum, but note the subtle change in hue to the undercoating and the black painted sub-frames and rear suspension arms.



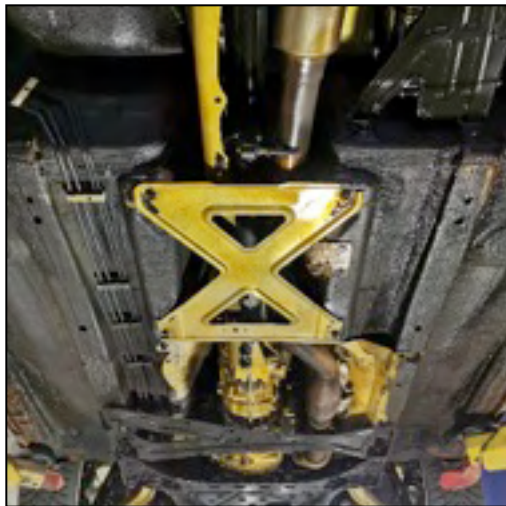
BEFORE:

Michael Liesner's supercharged 2006 NC-generation MX-5 GS at over 350,000km with many aftermarket upgrade parts underneath that are now indistinguishable from the stock parts... all are dirty and rusty. (Stainless-steel mid-pipe and muffler, anti-sway bars, and coil-over shocks.)



A daily-driven car through all four-seasons with many aftermarket parts underneath, hidden by the grime. The recent swap to a new transmission stands out as clean amongst all else.

AFTER: Clean and waxed with HoneySeal to all except the muffler.



Note the rust on the steel Y-brace and exhaust bolts.

Existing rust fully dry-ice cleaned and prepared prior to special paint applied and cured before being further sealed by the HoneySeal wax coating.



These two examples of MX-5s are what Sublime Surfacing deems as a “new” car (Pat’s car which has never seen winter service) versus a “used” car (Michael’s car which has been winter driven) and both show that the end result is essentially the same regardless of the car’s prior condition. The only differential is that a new car can generally be accomplished in 2 days (one overnight to allow the wax to cure) versus 3 days for a used car.

For a used car, all areas of existing rust are dry-ice media blasted to remove the surficial, loose layer of rust, and then it is painted with a special rust paint (I cannot recall what it was, but we were informed) which is allowed to fully cure overnight, after which the HoneySeal is applied and allowed to cure over the second night, and thus the three-day job.

Regardless of whether the surface was new or rusty, all surfaces are completely clean and properly prepared prior to the HoneySeal wax being applied. Once waxed, all surfaces are rendered virtually impervious to disastrous effects of water and salt. In the second of Arthur Potts' accompanying articles, you can read as to the results of this preparation and the resulting test results proving Ted's abilities.

So what's your vehicle worth to you? Given that they are the second-biggest purchase that most people make, and certainly one that is repeated time and again during the course of your adult life (far more often than a house for "normal" people), is this something worth considering? Do you keep your OTM (Miataophile speak for "Other Than Miata") long enough for this to make a difference? Do you keep your Miata long enough for this to make a difference? Food for thought...and good questions all!

© *Richard Dekker*, © *Wild Rose Miata Club*

SUBLIME SURFACING – CORROSION PREVENTION TECHNICAL SESSION

Protecting our vehicle in winter has never been more important. Even with the application of Calcium Chloride being suspended this year, it is fully expected that Sodium Chloride will continue the trend of the last three years of a greater than 100% increase over the historical averages for a total exceeding 42,000 tonnes! Chloride based salts are harmful to infrastructure, garage floors, driveways, pets and your vehicle. So, not only is it critical to wash these corrosive chemicals off your vehicle, but it is also equally important to protect those areas that you cannot effectively clean; your vehicle's underside.

Sublime Surfacing showed us metal samples of various types, including aluminum, stainless steel and steel. Each sample was half sprayed with the rust preventative, HoneySeal (think Cosmoline, a product that Porsche has used for many years) and the other half left untreated. These samples were then sprayed with a salt solution and this was repeated three times a day for 10 days. The untreated side of each sample was damaged in every example, no matter the metal, while the side protected with HoneySeal was unblemished.

So, what is HoneySeal? It's a product that leaves a waxy coating on any surfaces. HoneySeal protects the surface from corrosion with a thin layer that, unlike conventional coatings, does not allow liquid to penetrate and accumulate behind, nor does it drip on garage floors or require annual application like some hydrocarbon-based spray coatings. The waxy nature of HoneySeal is exceptionally effective which is one of the reasons this type of product has been favoured by Porsche and a number of other manufacturers for decades.

We next were shown a vehicle that had been undercoated with HoneySeal. The coating was only applied to those surfaces that require protection and this is managed through careful application. What we saw was a wax like protection covering all areas on the underside of the vehicle that would otherwise be exposed to corrosion. The coating is warranted for three years, however, the application is lifetime if not chemically removed.

Sublime Surfacing applies HoneySeal to new and older vehicles alike. On new vehicles the underside is thoroughly washed, dried and then HoneySeal applied. Older vehicles with dirty, even corroded surfaces are cleaned with Sublime's dry-ice media blasting, so a strong bond will be formed between the vehicle's surface and the HoneySeal.

You might ask me, as a Professional Chemical Engineer with a background in corrosion, would I recommend

this; absolutely! In fact, I have just had two vehicles protected; a brand-new vehicle and a 2006 vehicle. Sublime Surfacing used media blasting on the older vehicle and the outcome for it and the new vehicle was fantastic. Please be aware that I paid retail pricing for these services, just as anyone would. And the pricing is a bargain for the protection provided. For a new vehicle that cost is \$499 (car) to \$599 (truck or SUV), and for an older vehicle starting at \$749 (car) to \$949 (truck or SUV). Please contact Sublime Surfacing if you are interested in protecting your investment. If you have any questions about my personal experience, feel free to contact me. I want to thank Sublime Surfacing for providing a thorough, informative Tech Session.

© *Arthur Potts*, © *Polar Region – Porsche Club of America*

SUBLIME SURFACING – CORROSION PROTECTION PROVEN TO BE 10/10

Some of you will recall a Tech Session we did at Sublime Surfacing, the company that protects your vehicle underbody against the corrosion caused by salt, sand and stones on winter roads.

There are three main factors that affect the ability of a material to protect your vehicle. The material must adhere well to the surfaces being protected, it must have some top surface movement to protect against abrasions (say stones or sand); think of it as self healing, and it must repel the moisture and salt solutions that are fundamental to corrosion. Sublime's HoneySeal (a form of Cosmoline) is a wax like product that has these necessary attributes and why Porsche, BMW, Volvo and many other manufacturers have been using wax corrosion inhibitors for years. Despite the widespread use, there are significant areas of your vehicle's underbody that are not treated to protect against the salt spray from our winter roads, which Sublime Surfacing then protects.

While we know HoneySeal works, but does Sublime Surfacing properly prepare the surface to allow for optimum protection? Well, the answer is a definite yes. Without getting too technical, Sublime Surfacing prepared some metal sheets, then protected them with HoneySeal. These sheets were then subjected to a salt spray for days using the American Society for Testing and Materials (ASTM) Salt Spray Test B117 and the rating given by the laboratory for corrosion resistance was 10 out of 10, indicating less than a 0.01% change in the base metal after the rigours of the test. Using a wax like product without the proper surface protection will result in less effective protection.

What does Sublime Surfacing do to attain this outstanding result? They media blast with powdered dry ice to clean the underbody which leaves an exceptionally clean surface to which the HoneySeal adheres. This cleaning process, coupled with years of experience, ensures there is no damage to delicate systems like electronic steering boxes, wiring, hoses, brake lines, connectors or the primed and painted surfaces that make up a contemporary vehicle undercarriage.

There are other choices that claim to offer protection. They tend to have little to no surface cleaning done, some are not well applied, and most materials are inappropriate; either prone to damage and/or trapping contaminants underneath which actually accelerates the corrosion process (concentration cell corrosion).

As a Chemical Engineer, I have some background in Materials Engineering focusing on corrosion and I can tell you, with the misguided approach that the City of Edmonton has taken to salt use, I wouldn't expose my vehicles to the winter without this needed additional protection. And in the interest of full disclosure, not only have we had this done to our vehicles, but we were happy to pay full price for the effort expended and the level of protection provided.

If you would like to know more about Sublime Surfacing and the protection against corrosion they offer, contact Ted Cantlon directly. For a reference or questions about this article, please feel free to contact me.

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She Said The Grass Was Looking Pretty Good!

Last year I got the electric heater in the garage wired up and I thought that I would be able to work in the garage over the winter. That didn't work out too well. The big door was uninsulated, the garage was quite big and the heater just wasn't up to the task.

That all changed this summer when Laura said, "The back yard grass is looking pretty good this year; you should dig it up and install a gas line". Before she could change her mind, I was getting quotes to have a gas heater installed in the garage.



I had quotes from a couple of big outfits, but they wanted me to get the trench dug for them. To me, that defeated the purpose of paying someone to install the heater. John Brian of J.B. Mechanical gave me a reasonable quote for everything, including digging the trench and providing a gas connection for the BBQ. Nobody else suggested a BBQ connection. Plus, Laura liked him because he took the time to talk to her when he saw her working in her garden.

Within a week I had a destroyed back lawn (it'll grow back eventually) and a gas heater in the garage.

I ordered an insulated garage door at the end of August, but unfortunately due to shutdowns at the factory, it still hasn't arrived. Hopefully, it will arrive soon.

The uninsulated door means that it cools down quickly, so I only run it when I'm in the garage. Once the door arrives, I can keep it on just above freezing so that I can keep stuff that freezes in the garage.

In the meantime, it's toasty warm when I'm working in the garage.



Neil Rogers

From The LITTLEMORE GARAGE

Hi Folks:

As promised, I am back to car stuff –

As autumn progressed to the point of being too cold to work outside, my thoughts turned to what my winter projects would be. Since my SeaCan is inaccessible during the winter, I had to decide what to have in my shop when the snow comes.



Prrrowl leaves the Stony Plain Body Shop with his fresh coat of paint in June of 1993.

I considered having the TIGER in the work bay because after 80,000 plus miles it needs a good service, a suspension rebuild and attention to the interior. In addition, I have a header system to install which would also necessitate fixing the muffler shop's poorly made exhaust pipes where they pass through the frame. All of this requires that the engine be removed so new bearings and seals might be considered at the same time.



Earl Grey enjoyed a day of crunching leaves.

I next thought about working on Earl Grey during the winter. While Earl looks pretty good in pictures, he does have a “rust-in-the-driver’s-rocker-panel-problem” when you look closely. Fixing this requires a fairly major amount of time, money, surgery, panel replacement and paint.



MINI *Tooncar* got a few miles in this summer but nothing like the 4,000 plus km that was seen last year.

MINI also needs a bit of body work. When I was building her I only wanted a neat little car to tow behind my class C motor home that I then owned; I had no intention on building what turned out to be a real show stopper. The right front fender had been crunched and repaired with Bondo. At the price of a new fender, it was easier to buy one rather than fix the original. The repro fender, though, didn't quite fit at the back edge. Rather than fix it properly, I filled the $\frac{3}{4}$ inch gap with Bondo and forgot about it. MISTAKE! I knew better but it was late at night and I was tired and lazy and stupid – so about a year after it was painted a little bubble developed along the offending gap. The little bubble wanted to be a big bubble so it slowly grew up and twenty-five years later it blossomed into a full-fledged crack. The fix is relatively easy: chip out the Bondo, weld a $\frac{3}{4}$ by 2-inch bit of metal in and then spend \$1000 plus on paint . . . painful but simple and it must eventually be brought back to show condition.

So, those were my choices but there was a problem – I didn't have a spare work bay in my shop; in fact, because I have Pax's '62 MGB in the garden shed, I am short one storage spot. Before any work could be done the first thing I would have to do is give the entire shop a good tidying and a thorough clean up.

My shop was a disaster . . . it now is only ½ a disaster since I have been working at it for the past week or so. I always thoroughly clean my shop on one of the first nice days of spring, but I failed to do this when winter finally broke this year. However, my CornyVirus induced apathy caused me to fall into slovenly ways so I simply ignored the wanton mess in my shop all summer. When the first snow of winter hit Littlemore, I went out to the garage and was appalled at how cluttered and dirty it was. As the junk was thrown out, the garbage confined to the dust bin and order was restored, I began to realize that I have three projects already underway in the shop.

So, the hard decision was made . . . the MINI will have to spend the winter on the driveway and I will work this winter trying to finish projects that are already underway.

My longest ongoing project is the *Littlemore Ghost*. My last "To-Do-List" for it is:

- ☒ The fire wall and footwell changed to stainless steel
- ☐ Check all the wiring
- ☒ Headers removed & final welding - reinstalled
- ☒ The carbs installed and all hoses connected.



The MONOPOSTO today.

- ☒ The brake master cylinder needs replacement with duel system
- ☒ Oil system plumbed
- ☐ The lines run and nozzles for on-board fire suppression system
- ☐ Body work & paint
- ☐ Attach the grill, chrome trim and Austin logos

As all of you well know, my efforts to build a Monoposto have been an ongoing passion for years. This summer a chap, who I have know for years, asked if I have a burning desire to be a race car driver and if that's why I'm building it. I had to answer that I learned very early on that exceptional Race Drivers were excellent athletes with incredible reactions and an inherit gift of being able to recall events in time-blocks of milliseconds. I knew that this was not me and that although I could have fun at driving fast, I would never be great, nor even good at racing. However, as a kid I loved single seater racing. A machine built to hold only one person, made with only one purpose in mind – beat the other driver – brought to mind all the mystique of the old single-seat biplane fighters of the past. As a young boy I poured over the car magazines seeking articles of Monoposto racing, dreaming of the day when I could buy one. As I got older, I realized this was a dream that I could never financially achieve. If I was ever going to achieve this fantasy, I had no alternative but to build one for myself. I'm now close to accomplishing this and hopefully a winter of work will bring this project to completion.

The second longest project on the go is *Freddy*, the B-powered, MG TF that has been languishing in the shop for a number of years.

Freddy is only a few numbers off from being the “on-the-line-mate” of my original TF, *Tiffany*. Both TFs are amazingly alike; they are painted almost the same colour, have been driven nearly similar distances from new (55,000 miles) and are totally rust free.

Freddy, though was not treated as well as *Tiffany* - a DPO (Dreaded Previous Owner) lost his engine and transmission. The next DPO was a train engineer and he had rewired everything as if it were a diesel locomotive; all wires are the same gauge and black – identification is by a tiny numbered tag on each end on the wire. I found the electrical work rather daunting and as my interest in it waned, I got bogged down.



Freddie, as it came to us some time ago with oversized bias-ply tires.

The 1976 MGB Roadster *Black Phantom* came to Littlemore a year ago. Last winter I refreshed the engine and transmission and began to do some of the minor body work that it needed. My lack of interest in doing anything stalled the progress of getting this gem back on the road but it is so close to being done I’m sure that some attention this winter will make it ready to go.



The Black Phantom that I bought from Pax.

So, what else is new?

I acquired a huge collection of old car magazines – most of them from the early ‘50s and ‘60s. Included in the find was a collection of perfect condition, 1970’s car and truck dealership brochures. I have been perusing this find over the past month and the old sports car reviews and racing articles are real treasures.



**Godspeed In Safety Fast,
Jc**

Smash Palace

Love a good Scrap Yard? According to the November & December 2008 issues of “Retro Cars”, Smash Palace in Horopito, New Zealand is one of the best in the world. It all started in the early 1940’s when Bill & Mavis Cole opened a garage and repair shop in an old sawmill in Horopito. As Bill’s philosophy was to keep any dismantled cars and parts that couldn’t be sold, he ended up having to clear his land and build sheds to house the ever increasing collection of cars and parts. Bill died in 1987 and his daughter, Barbara Fredricksen, now runs it with her husband Colin.

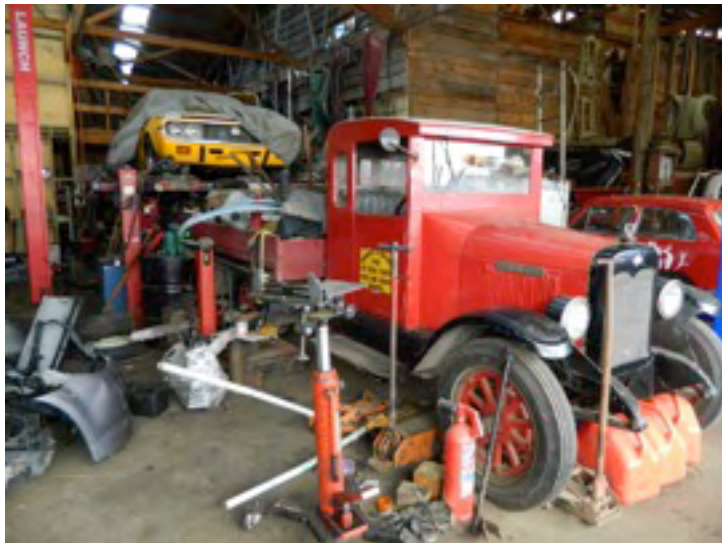


On Thursday, April 11, 2019, Harry Midgley, Will Keith and I visited Smash Palace Auto-Wreckers in Horopito. We spent hours perusing their sea of antiquities. We also meandered the narrow passageways between towering shelves inside a series of interconnected buildings filled to the rim with parts galore.

Restored cars are also part of their collection. In 1981, the renowned New Zealand film entitled “*Smash Palace*” was filmed here and Horopito Motors became internationally known as it was used as the home and workplace for the lead character in the movie. The car used in the film was a 1930 Ford Model A Roadster. Bill and Mavis Cole restored a 1930 Ford Model A Roadster which is on display in their museum.

Their show room also includes a replica of the famous yellow Mini used in the low budget movie “*Goodbye Pork Pie*” filmed in 1979. The film is about the adventures of a teenager and his friends who are pursued in a stolen yellow 1978 Mini by the New Zealand police. Horopito Motors is featured in the film as a place to stash the Mini amongst the graveyard of motor vehicles to avoid capture by the police. Furthermore, the New Zealand movie “*Hunt For The Wilderpeople*” made in 2016 specifically references “*Goodbye Pork Pie*” and “*Smash Palace*” in the latter part of the movie.

Editor



HOROPITO MOTOR WRECKERS

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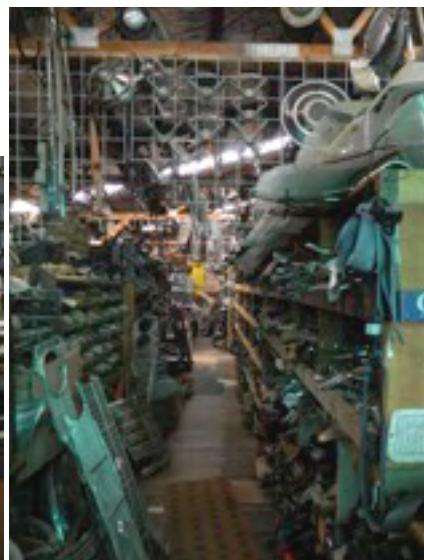
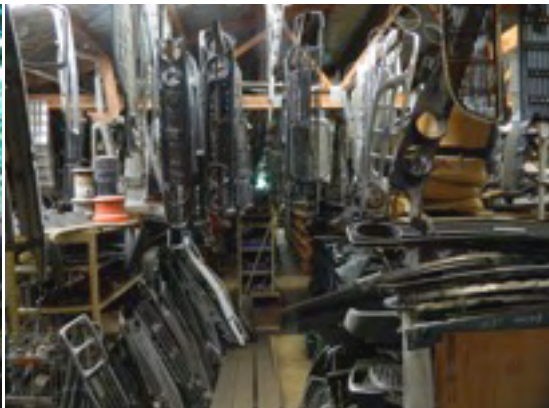
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Above: The Work Shop and a few restored cars in the collection including a similar 1930 Ford Model A Roadster featured in the movie "Smash Palace" and a replica of the yellow Mini made famous in the movie "Goodbye Pork Pie".
Below: Multiple rows packed with floor-to-ceiling parts.





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