



# the open road





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[www.edmontonclassicsportscarclub.com](http://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.

**Edmonton Classic Sports Car Club**  
**PO Box 62068 Edmonton AB, T5M4B5**



ECSCC Executive Contact Info

Chair	Dennis Coulthard	454-5841	<a href="mailto:ecscchair@gmail.com">ecscchair@gmail.com</a>
Vice Chair	Michael Connolley	387-1145	<a href="mailto:mconnolley@aol.com">mconnolley@aol.com</a>
Membership	Gerry Borlé	461-1348	<a href="mailto:ecsc@shaw.ca">ecsc@shaw.ca</a>
Treasurer	Neil Rogers	482-1234	<a href="mailto:nmrogers@shaw.ca">nmrogers@shaw.ca</a>
Events Coordinator	Scott Lawrence	993-0962	<a href="mailto:crammondauto@xplornet.com">crammondauto@xplornet.com</a>
Meetings Coord. & Webmaster	Geoffrey Allan	904-3978	<a href="mailto:geoffrey.allan@gmail.com">geoffrey.allan@gmail.com</a>
Technical Advisor	Art Rutledge	994-2680	<a href="mailto:artrutledge@mgtf.ca">artrutledge@mgtf.ca</a>
Technical Advisor	Phil Johnson	803-5543 662-0295	<a href="mailto:philgj@yahoo.com">philgj@yahoo.com</a>
Technical Advisor	Scott Lawrence	993-0962	<a href="mailto:crammondauto@xplornet.com">crammondauto@xplornet.com</a>
Editor	Howard Jewell	951-0161	<a href="mailto:ecsceditor@gmail.com">ecsceditor@gmail.com</a>

**Noggin & Natter Meetings**

Royal Pizza West, 9977 - 178 St., on Thursday, December 8th. 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.

Wear our LOGO Proudly Nevi's Embroidery Suite 102, 111 Avenue & Groat Road (Westmount Mall by Safeway) Edmonton T5M 3L7. Prices vary.



**NAMGAR**  
 North American MGA Register

Photos in this issue by: Frank French, Dennis Coulthard, Bob Woodcock, Phil Johnson, John Crawley and Howard Jewell. Competition Hagerty photo shows Antique Car Club Member David Bodnar in his 1928 Porter at our English Breakfast at Footloose Caboose on May 4, 2014.

Cover Caption: Phil Johnson's latest acquisition: a 1957 MG Magnette ZA previously owned by John Crawley.





## ***FROM THE DESK OF THE MEGALO-MINIAC***

### **The \$3500.00 Fender Liner Job.**

It all started with a trip to Wetaskiwin. On the way out of town we heard an increasingly urgent squealing noise from the front of our daily beater, a 1996 Volvo 850. We took a look and determined that the plastic liners inside the front fenders were broken and falling apart. We went back home and swapped cars for our 1986 Peugeot Turbowagon. A few days later, the Volvo was in the shoppe and I got a call from Miles Import. How would I like to get the rust and numerous damaged areas repaired and painted by O'Brians Collision Repair? The price that O'Brians gave was really reasonable so I gave the go ahead.

Here's what they did: metal repair to olde accident damage on the right forward wheel arch, metal replacement of the right front rusty quarter panel, remove the rocker panel plastic covers, clean up surface rust and dents on the rocker panels, paint the rockers and plastic covers, clean up surface rust on the left front wheel arch, weld & repair the left side jack point, sand refinish and paint the front valance, pull out a misalignment with the right rear fender and boot lid, repair damage under the boot lid lip, remove fractured plastic from the roof stainless trim and replace with black-out tape, paint the body sides up to the roof stainless strips, paint the mirror caps and paint the bonnet and rear valance. The only parts not painted were the roof and boot lid! Oh yes, after O'Brian's were finished, Miles replaced the fender liners.

The result is that the Volvo is too nice to call it a beater any more! No more rust or dents. It looks like a new car!

This reminds me of the \$20,000.00 seat belt job that we did on my Healey a few years ago, but that's another story...

Dennis Coulthard, Chair





**ECSCC Christmas Party**  
**St. Albert Rugby Club**  
51 Riel Drive, St. Albert 780-458-1427  
**6:30 PM Saturday, December 10th.**

Tickets \$35 each and available from our Executive.

Why not write a cheque for the Christmas Party & Dues Renewal at the same time?

Can't get tickets? Mail us a cheque so that we get it before Friday, November 25th.,  
and we'll hold your tickets at the door.

Note: No Refunds as we pay based on our Nov. 25th., headcount!

Get ready for the White Elephant Gift Exchange (voluntary)  
by bringing a unisex gift ranging in price from \$15 to \$25.  
One gift per couple or individual. One of couple gets to choose gift.  
One theft per gift.

Our menu is the same as last year and it includes turkey, mashed potatoes, stuffing,  
gravy, cabbage rolls, vegetables, tossed salad, buns & butter, coffee, tea and a variety  
of pies for dessert.

Pop cost is \$2.50 per bottle, wine is \$5.25 per glass, beer is \$4.75 to \$5.00 per bottle  
depending on brand and a bottle of white or red wine is \$25.00



# Frank's Filler

## Get the LED out

Looks like things are settling down in the neighbourhood; might have some time to turn my attention to long neglected projects.

Once again I've started cleaning up my garage. Between helping the neighbours, taking loads of stuff to the Community League Garage Sale.. And then taking the leftovers to Salvation Army and Habitat for Humanity I'm finally ready to get to work again. Though the charities were really pleased with the multi tools and stuff as that'll sell.

All that has made more room, though not enough, so we've been organizing and shifting things around. Finally solved an issue I've had since I hung my first fluorescent shop light. I can now open the garage door without having to drop the last two fixtures as they hung too low.

Not only that but I replaced them with two LED tube lights. Smaller, lighter and just as bright. Though I will say they chintz out on the cord length compared to the old shop lights. That's on my list of things to do.. either that or wire them to the fixed lights in the ceiling.



To open the garage door I'd have to drop the tail end of the fixture.. bother.



Still lots to do to get the shop ready for work again though what I'm trying to do this time is get enough room to fit the MGB into the garage. I'm out of town for a couple of weeks and have to be able to move the B should Phil get space in his shop. Being frozen solid outside wouldn't help.

I picked up a couple of old metal cabinets that used to store ignition parts. They'd been in the garage of one of the neighbours we were helping clear the house. Rather than recycle them I decided to keep one and to pass one on to Neil who had a need of a cabinet (or four). Just sayin'.

They both need a bit of work but are kind of interesting.. Neil got Canada Motor Products.



LED fixture just fits over the garage door.

I stuck with Wells Ignition.. the cabinet had been splattered with something.. over its life and they didn't clean it up. And trying to clean it up now didn't work. Thought I'd try some Farécla polishing compound and the orbital polisher. Little dab on the panel and some slow speed on the polisher. We worked on a small section but in the end we were defeated. The paint went and the stain was still there. It had actually deeply stained the surface. I think one can go to a sign/decal shop and they can duplicate the logo and typeface and I could clean it up and paint and then apply the logo and type.



Bit disappointing but the cabinet is still good for storage.. and one always needs storage. Now I just need a bit of wall space to mount it.. next challenge. Oh, we got the B in the garage.. just fit.

#### JB WELD PLASTIC AND A STEERING WHEEL.

John Crawley mentioned that he'd found JB Weld Plastic Putty works well when repairing MG Banjo Wire Steering Wheels.

Betty B has a modern, steering wheel but I've hankered to put an original one back it. This may be the one. The price was right, it was free. Looks pretty



good in the wide shot but both sides of the banjo are badly cracked. We're going to get working on this and maybe have an article for the next issue.



Removed a hunk of wheel to check the banjo wires. They seem to still be attached but you can see the rust. Must of been in a roadster. We'll sand that, undercut the edges and start applying the putty. See how it goes... may report on that next issue.

#### MARQUE MEMBERSHIPS.

Been asked to consider joining the Marque Club for your vehicle? NAMGBR and NAMGAR for MGB's and A's respectively. Vintage Triumph Register for the TRs. There are a number of clubs for Sunbeam and Morgan. Why join, simple, it may help keep costs down here as there are insurance benefits if we reach chapter status.

As an owner who often travels in his ratty MGB GT, sorry patina'd MG, NAMGBR membership has already proven a big benefit with help on the road. The newsletters are great, the info invaluable and the big meets fun too. I'm a bit extreme, I belong to four international clubs, 3MG and the Morris Commercial (Austin J4) . Till next time.. I have some great club mags to go read. Frank

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[www.sportscarcentre.ca](http://www.sportscarcentre.ca)**Interior:**

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MGB 70-76 Autumn Leaf door panel kit.	\$95.00
MGB Dash cap 76-80.	\$85.00
MGB all years Black door capping cover set.	\$25.00
MGB all years Autumn Leaf door capping cover set.	\$25.00

**Exterior:**

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MGA left side B-post repair panel.	\$105.65
MGB 62-75 right rear fender outer shell.	\$210.00
Jaguar XJ front left hand upper door hinge.	\$125.00
TR4-6 pair of inner rocker panels.	\$110.00

**Miscellaneous:**

Sunbeam Alpine SRV1 and V set front springs (used).	\$50.00
Jaguar E Type SR1-2 (not 2+2) brass fuel pipe, rear bulkhead to front.	\$65.00
MGB set chrome plated air filter housings.	\$45.00
GT6 MK2 trunk badge.	\$50.00
AH Sprite winged bonnet badge.	\$35.00
AH BJ7-8 set wire wheels, painted, 60 spoke 15x4.5.	\$300.00
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Jaguar 4.2 Litre Engine, complete rebuild with upgrades.	\$8,000.00
Jaguar 420 and very early XJ Sr1 new chrome hubcap set.	\$180.00

**Tires:**

Set of four Michelin Red Wall tires 185X15 for show purposes only.	\$200.00
Michelin 155X13, new tire left over.	\$50.00



## LOTUS SUPER SEVEN SERIES III, ENGINE SWAP PART 2



So the engine arrived and the work started. The first issue was that the water temperature sender hole was too small and needed to be drilled out and tapped to fit the Smiths ether bulb. The oil pressure line was also too large so I needed to find an adapter. I originally thought that the block for the xflow was the same as the block for the Twincam but I was wrong. The block is a bit wider so the motor mounts didn't line up. The new dry sump also needed a different fitting to align with the pump and that needed more clearance so out came the grinder. Lot of grinding later it fit but I removed so much of the mount I needed to bridge and strengthen what was left. This was also added to the repositioned mounting eye on that side. My nephew stepped up with some welding. It might need another reimagining in the future to keep Colin Chapman from rising out of his grave since the end result would keep boats from floating away.



The biggest issues that confronted me was the clutch parts that didn't fit. The exhaust manifold that didn't fit and the stuff that used to fit that didn't fit anymore.

So the parts I ordered from Burton were a start but the fork was too small for the release bearing that came in the order from Vulcan and that bearing was too small to fit over the transmission input shaft bearing sleeve. So I could have turned that sleeve down but that wouldn't have left behind much metal. That still needed a release bearing to fit so off to Dash Distributors for the first of many visits. I took the sleeve with me and they found a bearing that fit. Surprise it was a Ford part. It was in fact the release bearing used on their small block V8's. It fits Galaxy, Maverick, Mustang, F100, ...it must have been the mother of all Ford parts, if you have a manual transmission. So now I had a release bearing but now I needed to get it to fit

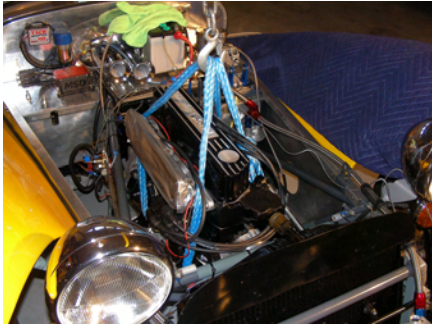
with the release arm I got from Burton. Those parts included a D clip, two retaining clips, a spacer, and a bearing carrier. The release fork still didn't fit over the bearing sleeve so I looked online for the mate for the bearing that had two clips riveted to a large thrust plate. It was time for a merger. The back half from Burton and the front half from Ford small block. Welding courtesy of John Page.



I started on a Monday to see if things fit. I've learned the hard way to check if the clutch is functioning correctly with the engine still out of the car and the hydraulic line connected to the pedal box. I must have attached and removed the transmission 20 times over the next two days. The clutch disk wouldn't release. At first I attached a weight to the drive shaft and then climbed into the car to press the pedal. If it released then the weight would rotate but nothing. I adjusted the pivot point. I adjusted the release rod. Nothing! I found a piece of 2x2 lumber and used that to hold the pedal down. Still nothing. So was it releasing but over traveling? I couldn't tell if the pedal was either on or off. I backed everything off and using the slave cylinder push rod I turned the adjustment up bit by bit

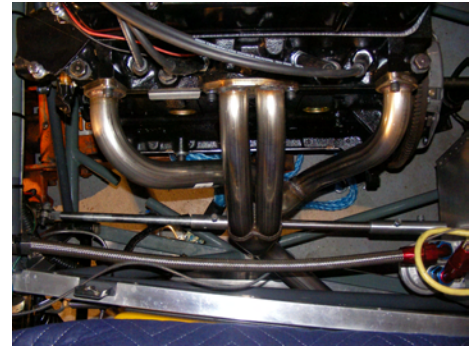


to see if it ever released. Still nothing. In the end I added a bit of plumbers putty to the release bearing and found that the input shaft release bearing nose piece {short description needed} was jamming up against the clutch disk. I have used the Sierra five speed for 10 years now but have never used that part. I had an internal concentric slave cylinder and release bearing installed which, if you remember, leaked! So a little trim on the Atlas lathe and I have clutch. After a bit of recovery I lowered the engine into the car hoping that the release fork didn't jam



and cleared the foot box. It hovered there for a week or so while I checked and double checked clearance. I emailed Redline in the UK and asked why the headers didn't fit. Seems that they used to manufacture both a RHD and LHD version but changed that design for a universal header one size fits all! I was going to order the balance of the exhaust until I found that the engine

mount on that side pointed the wrong way, a required option forty years ago to make the Twincam fit.



As it is with all things, it's best to do as little harm as possible so instead of drilling more holes in the frame and ordering a new motor mount that probably would also need modification, as it was forty years ago, the best choice would be to start over building a new set of headers. If I'm lucky I can use most of what I ordered and make a few tweets. Art Rutledge found me a header guru named Mike who has a passion for racing cars. I took over all the exhaust parts and some photos and waited for the call.

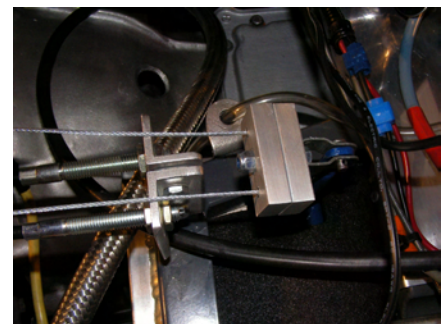
In the meantime on the list was install the oil tank, rework the upper rad hoses.. twice. Install the Pertronix module into the distributor and rough time the engine. I relocated the MSD timing control to the firewall and pulled the old boost gauge out of the dash. I now need something to fill the hole and ended up adding a voltage gauge. The starter is in along with the generator. The special water pump pulley came in from the UK, only \$118. Most of the oil lines are in but one is disconnected so I can prime the engine. The clutch line was too long and frayed at the midpoint so I needed to get a shorter one made up. Another trip to Dash, Gregg, Bosh or perhaps Greenline hose but ended up at Edmonton Brake and Clutch. I have seen areas of Edmonton I never knew existed. EB & C wanted to know what I needed the wire braid hose for since I think they don't want to sell hose for brake lines unless they add the fittings!

The Weber's are now fitted. They need linkage installed and the inner throttle plates need changing to allow them to be linked together including cutting the sync plate to match the distance between each carb. More modifications. The



linkage is dual cable and includes a block to attach to the pedal but after also modifying that one I needed to start over and make one a bit wider to match the new spacing. All for now. Two months until I head south.

Bob Woodcock



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# HAGERTY

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## **Bits & Bobs**

Gerry Borle

Time for winter storage. Here for your edification, is a reprint of Cam's article from 1997.

### WINTER LAY UP

Well, its that time of the year again, no longer can we zip down our roads with the tops off our buggies and the wind tossing about our ever thinning locks on top. Certain items should take place whenever storing a vehicle up for several months and I'm going to outline a few of them here for you.

1. Change oil and filter, grease up those suspension areas where needed. Run the engine to circulate the oil during the winter if you can at least every 30 days .
2. Check the strength of your antifreeze using the proper instrument, don't just look at the colour and think its OK. You could be really sorry next Spring if the block should crack or burst due to freezing conditions.
3. Charge the battery fully, remove from the car and store in a DRY,WARM place for the duration. Not on cold concrete or left in the car under cold conditions.
4. If you want to put some light oil in the spark plug holes , go ahead but only if you are not planning on starting the engine over the winter. At least turn the engine over somehow during its long layup.
5. Plug any holes into the engine, I refer to road draft tubes (pre emission era) and even the exhaust pipe, you do not want moisture getting into the engine. Just don't forget to pull the rags out next spring, might be embarrassing trying to start it with a plugged exhaust pipe.
6. If you don't plan to start the engine at all over the winter , slack off the tension on the fan belt, saves the constant pressure on both the water pump shaft and bearing as well as the generator bearing and the armature shaft.
7. If again, you are not planning on moving the car it is a good idea to jack it up but place the stands under both the rear axle shafts and the front spring pans, just like it would be when sitting on the ground. Don ' t let the front and rear suspension DANGLE by supporting the frame only. This can result in suspension damage due to the fact that it was never meant to dangle like this in the first place for months on end.
8. I hope this helps a bit, there be more items but everyone has their own way of doing these things or not at all. Merry Christmas and Happy New year.

**Cam Bailey**





# Happenings at the Bardo "Skinned Knuckles Garage"

Phil Johnson



Well, due to the snow that arrived in early October, I think mowing grass has finally come to an end!! I'm sure I put far more miles on the mower tractors this summer than I did on the MGs!! Seems I was cutting grass every three days. Too bad the cows can't trim it without adding copious amounts of fertilizer!

Didn't get much done on Dennis' Mini this summer. Well, the winter will be here soon enough so I can spend more time in the shop. I had another later Mini in recently for all new front sheet metal and a rear valence and part of the trunk floor. This one is a 90s Japanese import and had to be converted to earlier configuration. I was surprised at the amount of rust on this car. Must be a problem in Japan! Course, it's an island surrounded by salt water!



I got rid of a couple of big tractor projects. Two very rare Long Fender Allis Chalmers were sold to a young fellow from Wisconsin and he and his Dad came up and got them a few weeks ago. Took two trips to haul them both, so on the second trip I took them over to the Reynolds Alberta Museum for the day and gave them the grand tour. We had a great day while Sandi and friends were painting the inside of my house!! A great job they did, too!

Spent an enjoyable Sunday at the Ukrainian Village with my '28 Allis running their threshing machine. It ran beautifully, but we had to stop about 2:30 PM as it started to rain and you can't thresh wet grain! So we adjourned to the big shop and drank coffee and ate donuts.



I made a little progress on the Morgan project. Had to remove the sheet metal that I had installed and get it stripped again due to the rust that formed from our wet summer. Jamie is priming it and putting on the first coat of Hi build primer. I have the front cowl section done



and re-installed at this point. Should get the other two panels shortly and re-install them. I fitted the rear fenders then had them stripped at RMC. They need a few minor repairs of rust-outs under the wheel arches, then they can be primed. Finally got the new handbrake cable and a new grille but have yet to fit them. The brake cable is the last piece for the braking system. I got the correct routing for the fuel line from Steve Beer at CMC, which is the Morgan supplier in Ontario that I've

been dealing with. It goes over the left wheel arch and is clipped to the edge of the wood main sill inside the car alongside your left leg, then out through a hole in the firewall to the fuel pump! It is eventually covered by the upholstery on the sills.

A few new projects have come in this week. Brian Towne brought four fenders from his TR3 which need a little TLC and Harry Midgely's '74 MGB is in for new floorpans. The new aluminum bonnet for Scott's Lotus is just about finished. And I still didn't get the new engine installed in my work tractor!! Good thing the old one still runs OK; just uses oil. And....the TF engine still has to be pulled out to rebuild the bottom end as a rod bearing seems to have gone by the noise.

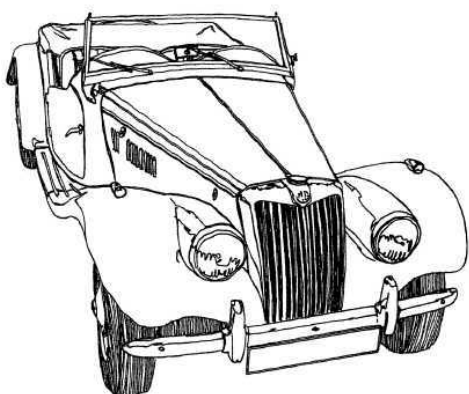


Going to need lots of time in the shop now to get these projects done! I hope I'm not going to be plowing snow all winter!

Until next time, Phil



# For Sale



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## **MG2020 Alberta Update - What Is It All About - NAMGBR Membership**

As you may remember from earlier club meetings, in conjunction with the Calgary MG Car Club we are considering jointly hosting MG2020 ALBERTA.

What is MG2020 Alberta you may ask? This is the annual convention of the North American MGB Register. A significant event! The register itself is not just for MGBs. It also includes MGCs, Midgets and *Newer or Post Abingdon* MGs, *so you really can feel included.*

One of the benefits that we hope to achieve is raising funds for our clubs. To achieve this we also need to be a chapter of NAMGBR. We will then profit share with the Calgary MG Car Club and NAMGBR. To become a chapter we need a minimum of 8 club members to also be Members of NAMGBR. NAMGBR Membership is only \$30 per year so it is not excessive.

So if you own an MGB, BGT, MGC, and or Midget, please join and you will receive the Driver, a good MG magazine 6 times a year. Apply online at <https://namgbr.org/join-us/>

Our small 2020 working group has identified 4 potential venues for our proposed event and we will present our final choice to our clubs and NAMGBR in the Fall. I am happy to act on the club's behalf should we become a chapter, though if someone else would care to represent us then that would work also.

If you are currently, or become a member, please let me know your membership number by email at [mconnolley@aol.com](mailto:mconnolley@aol.com)

Should you want to attend next year's convention, it will be held in San Diego from June 25-28, 2017. More information can be found at <https://namgbr.org/events/namgbr-mg2017/>

Mike Connolley,  
Vice Chair



### **GOOD NEWS for all members !**

Thanks to Skye Notte and the Autoshrine network, our club now has an online forum hosted on MGExperience.

What is it? I think it will be a positive addition to our club's network and communication system.

What and who is it for? It is for YOU, to post questions and maybe even request help or assistance for anything to do with your cars or the club's activities.

For example if you have to take an engine out and want some help, or are having issues tuning or fettling a part, post a request on the forum

Need a part or parts.....

Thinking of buying a different car? Ask for advice on what to look for and maybe a second opinion on viewing.

For events further afield, meetup points, departure and route info etc.

If you are planning a trip and maybe would like to know if any one has suggestions of places to visit... ask.

Letting members know about something you think could be important that could affect using our cars....

I am sure you get the picture.....So check it out <http://www.mgexp.com/ecsc>

I know quite a few club members already use MG Experience and Triumph Experience as general marque forums and there are other forums in the network. Most UK makes are covered including Austin Healey, Jaguar, Land Rovers, Minis, Morgans, and Sunbeams.... and it even caters to the Mazda MX5(Miata), Toyotas, Alfa Romeos and even the much maligned Trabant.

So register on the car forum of your choice and when you go to the club forum, sign in and you can post a new topic or reply to someone else's topic.

Take time to look at the vast amount of info available online throughout the different makes forums.... you can lose hours here!!!! and learn a lot.

Happy surfing!

Mike Connolley

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MG MIDGET 68 TO 74 LEFT FRONT FENDER \$100

MG MIDGET 68 TO 74 REAR FENDER PAIR, FLAT WHEEL WELL \$100

MG MIDGET 68 TO 80 REAR FENDER PAIR, LOWER HALF, FLAT WHEEL WELL \$50

72 TO 76 TR6 REAR VALANCE \$100

## From The LITTLEMORE GARAGE

Hi All:

The month has been filled with all of the things that keep us busy in life. First of all, Dee and I took an impromptu book-promotion road trip through Saskatchewan, visiting North Battleford, Saskatoon, Regina and Moose Jaw. The impetus for the trip came from an opportunity to present my book to the RCMP Heritage Centre in Regina for consideration to have it sold in their Gift Shop. We were very successful and sold a full case to the Centre.



After returning home I received the following:

John, I just finished reading "Lucy" and I have to tell you that I enjoyed it thoroughly. Your mother was a remarkable woman and I would love to have met her. Your way of telling the story was very, very good and the placement/mounting of pictures and notes was very eye catching, known only to a printer I guess.

You did a great job doing your mom proud and capturing a unique viewpoint of a very unique place and time in our history. I am certainly glad you stopped in for a visit and I hope you sell out and have to order more books. Every Canadian should read this book if they have any interest in our heritage, culture, people.

Well Done

**A.E. Nicholson**

*Chief Executive Officer*



I include this as an unabashed advertisement for my book. If anyone wants one for a Christmas gift please shoot me an e-mail.



Then we spent a great day, with our Granddaughter Allyssa, taking the trolley over the High-Level Bridge. We were fortunate enough to catch the tram that Chris Bamford was volunteering on. It was the last day of trolley service

for the season and, from the top of the bridge, we enjoyed a rare view of the river valley covered with snow.



Then, of course, it is hockey season in Alberta and if at all possible, every game is a must-see for Grandma and Grandpa. Matt and Ally had a great start to the season, playing their hearts out, and both scoring goals.

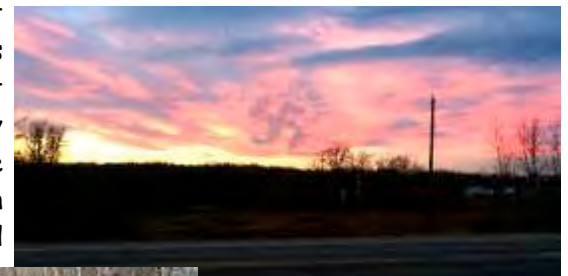
There was time for a Fall drive or two but the leaves seemed to last for such a short time.

Earl Grey is such a blast to drive and the new tires have changed the car's character. The tires that



came with Earl were a bit oversized; the new ones are almost exactly the original size. I made an interesting discovery, General tires are made by Michelin and, even though sold as their cheaper brand, are made to the company's high standards. And as a bonus, the ones I bought are branded as TIGER Paw.

I never get into political things in this column but c a n n o t resist this time. I got up the day after the US election and noticed



that the clouds to the south of Littlemore were a very ominous tone of red.

And Jayson and Theresa's family are certainly growing.

**God speed in Safety Fast . . . Jc**



# For Sale



**For Sale:** 1980 Triumph TR8. \$9,000. Call or Text Neil at 780-905-4077



**For Sale:** Triumph TR3 Gearbox. \$200.00. Call or Text Neil at 780-905-4077

**For Sale:** Triumph TR3 Factory Steel Hardtop. \$600.00. Call or Text Neil at 780-905-4077.



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**EDMONTON CLASSIC SPORTS CAR CLUB**





# 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.

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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)  
\_\_\_\_\_  
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\_\_\_\_\_

I agree to abide by the rules of the Society

\_\_\_\_\_  
Date Signature