



the open road



Edmonton Classic Sports Car Club September 2016



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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.

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Noggin & Natter Meetings

Royal Pizza West, 9977 - 178 St., on Thursday, September 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](#), [John Crawley](#), [Gerry Borlé](#), [Phil Johnson](#), [Alec Cherwenuk](#) and [Howard Jewell](#). Competition Hagerty Photo shows a 1959 Chevy El Camino at the Tofield Lions Heritage Classic on August 1, 2016

Cover Caption: ECSCC at the Tofield Lions Heritage Classic and the Austin J4 Van's debut on August 1, 2016.



FROM THE DESK OF THE MEGALO-MINIAC

The more you do, the more you do! I thought that it would be a minor repair job on my 1969 Austin Mini Cooper. The right rear and spare tyres were leaking. Also, the caulking in the front upper wing seams was cracking. My plan was to carefully cut out the old caulking, re-caulk and touch up the paint with a modeling brush. I went to NAPA and got paint mixed and put in a touch-up bottle. It looked like a quick and easy job. But, then a phone call, "There are rust bubbles under the rubber seal on the lower flange of the front windscreen. We should get at it before the flange perforates." Also, there are bubbles on the left lower door sill and right lower A panel and the outer red paint on the rocker panels was peeling in strips exposing the black paint underneath.

No, we didn't paint the whole car. We painted the front cowl to the bonnet and blended into the front wings, painted the A panels and stripped the red off rocker panels and repainted them black. The front windscreen came out, the doors came off, the side rub strips came off the A panels and doors, and the lower seam mouldings came off.

The paint match went well and the Cooper came home, but it wasn't over yet. I took it to Car Pretty, who replaced the side rub strips and re-applied the red pin stripping. Then I adjusted the windshield wipers and washers, applied new lower seam mouldings, installed the interior door plinths, glued sagging door seal on the driver's side and while I was at it, the upper rear side window seals. But there's still more. The entire interior needs a thorough cleaning because it filled up with body shoppe dust when the doors and windscreen were out. The exterior needs a thorough cleaning and the new paint needs polishing. The engine compartment is full of dust and needs cleaning. A least a day's work, or more. And yes! We did remember to repair the tyre leaks - the valve stems were leaking.

All in all though, the Cooper is in remarkably good shape. It was restored in 1992 and after 24 years, if this is all that we can find, it has weathered the years well. It has been the back-up Mini to our daily driver all these years, often filling in for winter and foul-weather driving.

Even so, I hope that I don't have any more tyre leaks soon.

Dennis Coulthard, Chair





Tofield Lions Heritage Classic & Barbecue

Phil Johnson

The annual Tofield Lions Car Show was on the holiday Monday, August 1st. Our club was well represented even though the weather forecast was a little iffy. Total cars for the show this year was 187 which was only 40 cars less than last year.

New ones out for our group included Allen Dunn and Marie Prescott with their very nice '69 MGB GT which Allen has owned from new! Another of our entries that drew a lot of attention was "Vana", the '64 Austin J4 Van that club members have been working on restoring for a while now. She had a few running problems that seem to be occasional fuel starvation, but managed to make it to the show and back to the farm under her own power with Frank at the wheel.

My TF was notably absent this year having run a rod bearing a few weeks earlier. I had the MGB there and also attending were Sandi and Jamie with kids in the Spit and the TR3. Inez brought her purple MGB and Gerry arrived with his white MGB. Geoff came in his Jaguar F



Main Street Tofield.



"Vana" parked amongst MGBs.

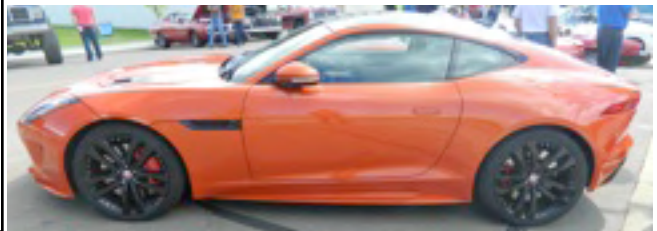


Jamie Horkulak wins Best of British with his TR3A.



A few of the girls find a quaint clothing store.

Gerry tries on Geoff's F Type Jaguar.



Type, Mike & Issi arrived in one of Mike's many MGFs and Pat & Shaunna Mireau entered their Mazda Miata. Jonathan & Deborah and Howard & Debbie brought their BMWs and Mike & Edith Spencer joined us in their daily driver. Over all we had a few less cars than other years, but it was still a nice show. Thanks to those club members who came out to support our show.



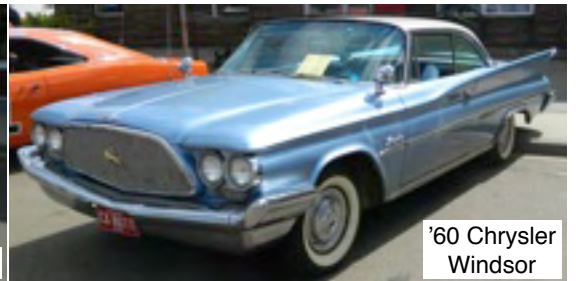
Issi and Inez by Inez's purple MGB and the Austin J4 Van.



'58 Ford Skyliner



'53 Hudson Hornet



'60 Chrysler Windsor

Most people came over to the farm for a BBQ after the show and we managed to get missed by any rain showers that were tracking around! Lots of good food as usual and some nice desserts....my favorite part! The Morgan was inspected for progress, but I haven't done much on it for a while as it seems that there is always grass to mow every few days this year! I know I've put more miles on the mower than the MGB this summer!!

Phil



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Frank's Filler

Victoria Trip and Reflections

We finished off the Folk Fest Week and needed a break so Marg and I booked a flight to Victoria to visit our son Tom. He's starting to look at condos and we figured we'd get the ball rolling.

Rented a little Mitsubishi Mirage; pretty well equipped for a compact car. Took awhile to get used to the CVT transmission that was really noisy on acceleration but then we were pushing the little 3 cylinder a little hard. Car handled well and was able to park in some really small spots.

Lovely weather; Edmonton had another heat wave while we were away so we counted our blessings. Tom is into Dragon Boats so we got to see the summer Festival that was going on while we were there. I have since heard there were two boats from Edmonton there. Really two crews as the boats are swapped around between crews during the festival. Quite fun to watch and we cheered them on with great enthusiasm. Never did get to see Tom paddling but probably wouldn't of seen him out on the water anyway.

Kept an eye out for LBCs and really the pickings were pretty slim. There was a garage with a Rolls and a couple of Jag saloons. The last day we did see a Bug Eye parked on the side of the road. A Sunbeam Alpine and a TR3A and after that a nice MGB roadster. The highlights were two Alfa Romeo 4Cs.. I think they were 4Cs. Didn't get a photo of either the white one or the red and black one I saw

on our travels. Not that it matters; I think they go for about 40 grand..

The sightings were a highlight of our time there though we got to have a meal at one of my favourite watering holes, the Beagle on Cook Street. A good burger at Pluto's also on Cook. They were "Must Go Tos" on the trip as we used to go there often when Tom was in University. There were other good restaurants too; Willies on Johnson Street.

Even got Tom going on condo shopping. That's one hot market and condo prices would buy a nice house in many places. No big purchase yet but the search is on at least.

We planned the trip so I could make it back for Rod Thomas' wake. That worked out well and we had a good turnout of club members come out to the wake at Rod's . Most of the vehicles that had been out there were sold to Drake's Automotive and the price was good enough which is good as the money was going to Rod's daughter and family.

Everyone wandered the piles of stuff that former club member Brian Lowes had worked at sorting. I got a few things and others did too. The ceremony was held in the shop. Besides our club members there were a number of former members and Burt van Reil and Ken Miles and Rod's friends from around the neighbourhood. Christian, the minister at the ceremony, has a few British cars and was a good choice to lead things off.



FRANK'S FILLER

He did a nice job of explaining the balance that Rod was able to maintain where we, the customers, wanted to get a real bargain and he, the vendor, wanted to make money. Rod usually managed to make everyone happy and often would tell you that he'd managed to find this part or other for your car that was very hard to find.. From the chuckles that went through the crowd, I guess most had experienced that happening.

John Crawley had done a poem for Rod but was unable to make the wake. I was asked to read it and got through it okay. Brian read a poem and a few other people spoke about what Rod meant to them. It was a short ceremony. Brian put on a song called "Going Home" and, as it played, I stood outside the shop where Rod and I used to share a beer or two. It was a good way to say goodbye to a good friend..



Driver's side mirror.. not much reflection.

On the car front there hasn't been much activity. I took the mirrors off the MGB. The driver's side had lost it's silvering on the back and one could hardly call it a mirror any more. The passenger side mirror was just loose. I had a mirror I got from Rod's as well that had broken. Got the three done for about twenty dollars which isn't bad. The mirrors on the 66 GT have the mount on the side of the back whereas mirrors currently available have the mount in the centre. Like to keep it somewhat original.

Also, this past week I went out with Phil and Mike Connolley and had a look at some cars that are for sale near Ardrossan. Phil had bought the 56 MG Mquette and was going to pick it up. There was an MGB GT that I wanted to have a look at. At first glance, the headliner was there and as the top panel is made of unobtainium, I was interested. Betty had the stock headliner replaced with black velvet.. something I really want to change.

I expressed interest and John, the seller, gave me a price and as Phil and I looked over the car we figured the front fenders were newer replacements on an older car



On the trailer heading for Phil's.

and were in good shape. So a deal was done.. Phil had to go get some wheels and tyres for the Mquette so we loaded the GT on the trailer and off it went to his place.

Betty's supposed to go in for some work this Fall so we'll have to get out to Phil's and do some dismantling. There's a lot of plastic filler on the back end but the hatch may be better than it looks. It has a heated glass which I'd love to add to the GT and somewhere I have the kit made up to do just that..



Phil getting ready to move the Mquette.

FRANK'S FILLER

Phil made it back and we loaded up the Magnette finding out, as it got into the daylight, that it was John Crawley's old Magnette; what goes around comes around I guess. Headed home after that; a good 1/2 day's work.

Other than that excitement we've been helping Neil Rogers get his garage insulated and drywalled. Howard has been coming over as well and we've put a few evenings into the project. Needless to say Pro Dry Wallers we're not. But we've got insulation up, vapour barrier and drywall in about a third of the garage so far and we'll likely continue next week and get as much done as we can. This is so Neil can get back to restoring his TR3.



Neil attaching things..

Speaking of restoration, I should throw some pictures in of the vehicles we saw out at John's. He's had a heart attack and so is selling off his projects. There's a nice MGA Coupe with a finished chassis and a body that needs work but a good stock of parts. That one is worth decent money. There are others in the barn that have to be considered parts cars or project cars. That being said John doesn't want to part them out; it's buy it and remove it

Here they are..



Mk 1 spitfire, Not sure on the MGB behind it. David Brown Cropmaster Tractor at the back and an interesting articulated German 4 wheel thing.



Two more parts MGBs.



LE MGB but on stock wheels.. and smacked on the right side.. parts. Beside it a Midget that has front end damage on the right side.

Didn't get shots of the Midget or the TR6. The Midget needs work on a rack to pull it straight and the TR 6 needs top and interior and a fair amount of other work. But for anyone doing a restoration, they all may provide some parts. And if the parts they have are what you want and if these parts are not available from vendors, then it's something to consider.

Phil Johnson's number is in the front of the mag and he'll be the contact and pass on your info. Better than flooding John with random calls. And that pretty well wraps it up for this month. Lets see what September has in mind.. Good weather for sports cars I hope.

Frank

East Coast Visit

By: Alec Cherwenuk

On a recent trip to Newfoundland Rose and I had an opportunity to spend a weekend in Halifax. While there we were able to get together with former ECSCC members Henri and Patricia Gauci.

Some members may remember that Henri served as club president in 2003 and 4 and that he and Patricia moved to Halifax in 2012. They are both firmly settled in Nova Scotia and carrying on with their careers. Henri is still a military bandsman but looking



forward to retiring from the forces in a year or so. He is also active in the east coast music scene both as a musician and in servicing and maintaining other people's musical instruments. Both areas hold good long term employment possibilities. Patricia is a dental hygienist during the day and a serious musician when time allows. Life is good in Halifax.

On the sports car side Henri is still driving the green MGB but has not joined another car club. Patricia continues to love her Smart car. And, both live in a part of the country where most of the highways have the twists, turns, curves, hills, valleys and vistas that sports car drivers crave.

Save The Date

Pie Run (Last Run of the Season)

Afternoon Sunday, Nov. 6, 2016

Details in the October *Open Road*



The ECSCC was invited by the Canterbury Foundation to display our cars as part of their 50's days theme party. We had a great time mingling with the residents, they enjoyed checking out and talking about the cars.



A nice turnout and no two cars the same. Thanks to everyone who participated.

Gerry Borlé



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

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



Econo Run

Sunday, September 11th.



Not sure of your favourite sports car's fuel consumption? Why not join us for Bob Small's Econo Run at 1pm on Sunday September 11th and find out. The Start & End Points will be the south east corner parking lot at the Westmount Shopping Centre (by Safeway Gas Station). Routing Maps will be handed out at our Driver's Meeting. We'll have a bite to eat (Lunch/Dinner?) at Boston Pizza afterwards.



“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 a few towns 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.



Happenings at the Bardo “Skinned Knuckles Garage”

Phil Johnson



Not a lot happening in the shop this summer as mowing grass seems to be the primary occupation this year! I finished the little Silver King tractor on steel wheels and the happy customer picked it up and brought another one for some minor repairs to the gear shifter as it was very worn. It is now done and gone back home again. Another recent arrival is a 1923 Fiat 702 which is a tractor that was never sold in North America, but was popular in Europe and UK. It needs some frost cracks repaired in the block and some carb work to get it running properly again. It will be a challenge to work on this one!



I’ve rebuilt the wheels for the Morgan and had them powder coated in a metallic silver. They came out very nicely and are now on



the car with the new tires. I had to remove some of the repaired sheet metal again and send it back to the metal strippers as it had become quite rusty with all the rain and high humidity this summer. It will be primed and then the inner side painted before it goes back on! The spare wheel mount has been modified to accept the slightly

wider radial tires now on the car. I also purchased some missing electrical items from Rod’s sale for the car.



I acquired another project car from John Williams, which is a lot rougher than it first looked! It’s a ‘57 MG Magnette ZA, formerly owned by John Crawley. The floor pans and trunk floor are pretty well shot and it will have to be determined if it’s even worth fixing. It’s a nice little car otherwise and is very complete. First thing will be to get it running and driving and then decide from there. The family thinks we should do it, but it’s going to have to wait until the Morgan is done! As if I didn’t have enough projects!

Phil



“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.

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.



From The LITTLEMORE GARAGE

Hi all:

Well, the summer has gone by as fast as a speeding bullet and what have we done? Everyone I have met asks themselves the same questions, "What have we done? Where has the summer gone?" The weather has been so wet and unpredictable that when we have been home I found it impossible to look ahead for even a few days to find a dry day for a car run. However, the Fall can have some warm days so maybe . . . just maybe, we will get to have a run "Back In Time".

So what has been happening at the Littlemore Garage? First of all, I have had a traumatic experience - I have sold a sports car - Ducky Blue is gone. I had every intention of slowly building Ducky up to be a real runner and a fine looker but I decided that Earl Grey's pedigree and desirable year of manufacture swung the pendulum in his favor. Now, if the truth be known, Ducky has a much better body than Earl since Earl has quite bad tin cancer in the rockers. So why would I keep the rustier car and let the better car go? The simple fact is that Ducky was not happy at Littlemore; he did not like playing second fiddle to Earl Grey so it was better for both of us that he has gone to a



fine home where he will be loved and nurtured. I know that he will be well cared for because even before he left Littlemore he was treated to a brand new Webber downdraft carburetor and intake manifold. Wow, did that carb ever produce horsepower; what a great upgrade.

And now for the next part of my auto-trauma; a second sports car has also gone to a better home. Stanley, my red derelict MGB, was last seen heading south to Airdrie. It seems like he was tired of sitting in a field and wanted to go and live with my son Pax and his two boys William and

Edward. He took the opportunity to abandon Littlemore by jumping on Pax's trailer as it was going past. In truth, I am extremely pleased that Stanley decided to do this since PR and the boys have started his restoration with great enthusiasm.

So with Ducky and Stanley gone I felt that it was time for our new Chevy Trax to be christened. Most cars that we own receive their name with no problem; they just look like a Tiffany, or a Road Toad, or an Earl Grey. Others like Ducky sort of grow into their names over time: Teal Blue . . . Mallard Blue . . . DUCKY! I was afraid that the Trax might be one of the latter. Its colour might suggest names like The Blue Bird of Happiness, or Blue Lightening, or The Blue Ox, or something of that nature but none of these suit the nature of



this diminutive little beast with a big heart. So what is its nature? Without much thought, I came to the

conclusion that the Trax is a bubbly little vehicle with a turbo-charged Harley-Davidson size engine giving it quite bristly performance. Combining this with its stubby looking miniature SUV style and it came to me . . . STUBBLY. Stubby seems quite happy with his name but Dee not too enthusiastic so I guess time will tell . . .

Now, those of you who may possess a saner mind than me might be thinking that because of my car naming obsession I have truly lost it and am now ready to be committed to the old age Loony Toons farm. This is perhaps true, but please consider that I have managed to fill an entire page of The Open Road with my car naming obsession and have gotten you to read it all the way through to the end, so hopefully that doesn't mean we're all loony now.

Godspeed in Safety Fast!

😊 Jc



Show & Shine Lions & Millennium Parks St. Albert

St. Albert's Rock 'n August Show & Shine was staged along the banks of the Sturgeon River again this year. The winding river banks and parks easily accommodated a record breaking 900 classic cars in a scenic setting that's hard to beat. Jonathan arrived before 7am to stake out ECSCC parking on the North side of the river where we parked in our preferred location immediately west of the Footbridge. This year, however, we had a huge General Motors Bus as our east side anchor. The Bus is owned by a member of the St. Albert Cruisers and it wasn't the only gargantuan vehicle on display. Jonathan entered both his Jaguar and his BMW and parked by the picnic table at the west end of our designated area. I arrived just before 8am and parked beside the Monstrous Bus and then spent most of the day with RnA staff directing the onslaught of cars where to park on the north side of the river.

This year it seemed as though the cars just kept coming and coming as the inflow didn't subside until well after 1 pm. Although Jonathan and I were the only ECSCC members parked in our assigned area, we ended up



Calgary's Jim Herbert & his 1951 MGTD and Morinville's Gerry Blank & his 1974 Midget parked with us along with other non-member MGBs.

with a total of eleven cars in our group. Rolly showed up in his Spitfire later in the day and ended up parking elsewhere as our allocated parking spot was filled with mostly non-member cars. Surprisingly, a fair number of British cars were sprinkled about the event including two classic Jaguars and a handful of MGBs. There was also an impressive display of Vintage Military Vehicles near the Legion where John McEwen was working the event and had his Vintage Military Willys Jeep on display.



Former member Helen Hamilton's 1960 Austin Healey Froggy Sprite.



Raymond Robinson's 1960 Lotus Elite.



Jonathan's BMW & Jaguar S Type R parked beside a 1966 Sunbeam Tiger.
Below: a 1937 Ford Thames Panel, a 1968 Jaguar 420 and a 1970 Jaguar XKE.



Left: Antique Car Club Member Ryan Surbey wearing "Roaring 20s" period dress with his 1929 Ford Model "A" Phaeton.



Right: Cars lined up on the south river bank in front of the Train Trestle.

Bottom: Display of Vintage Military Vehicles by the Legion. John McEwen's Vintage Military Willys Jeep is the second vehicle in from the right with spectators on both sides of his vehicle.



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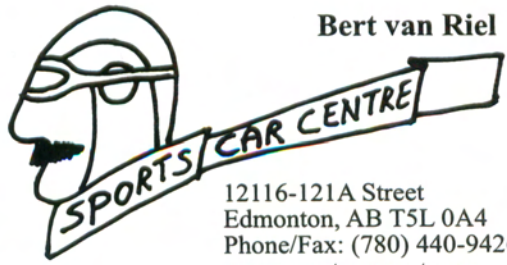
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NAMGAR Get Together GT-42



Save The Date!

NAMGAR announces the location & dates for GT-42:
 Solvang, California.
 June 19-23, 2017

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.**




MG 2017 • JUNE 25 - 28, 2017 • SAN DIEGO, CALIFORNIA
MG2017.NAMGBR.ORG



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.

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