



# the open road



Edmonton Classic Sports Car Club October 2017



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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>
Event Coordinators	Bob Small & Zach Small	908-8184 435-7458	<a href="mailto:bob.rds@mail@gmail.com">bob.rds@mail@gmail.com</a> <a href="mailto:zsmall87@gmail.com">zsmall87@gmail.com</a>
Meetings Coordinator	Mike Spencer	974-1132	<a href="mailto:mike.edith2011@gmail.com">mike.edith2011@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:philj@yahoo.com">philj@yahoo.com</a>
Technical Advisor	Scott Lawrence	993-0962	<a href="mailto:service@crammondauto.com">service@crammondauto.com</a>
Editor	Howard Jewell	951-0161	<a href="mailto:ecsceditor@gmail.com">ecsceditor@gmail.com</a>

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



### **Noggin & Natter Meetings**

Royal Pizza West, 9977 - 178 St., on Thursday, November 9th. 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 Dec.) for regular club meetings at the Royal Alberta Museum, 12845-102 Ave, which will continue until December 2017. Ice Cream Runs from RAM at 7:30 PM on other Wednesdays.

Photos in this issue by: Frank French, Dennis Coulthard, Alec Cherwenuk, John Crawley, Phil Johnson, Michael Connolley, Jonathan Smethurst, Will Keith, Harry Midgley and Howard Jewell.

Cover Caption: Craftsmen hand building Morgans at the Morgan Motor Company. Photo taken during our factory visit (Will Keith, Frank French, John Chorny and Howard Jewell) on September 6, 2017.



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

### The MGA, Part 2: The Romance

In my July-August instalment, I left off with “*grinding the sides of the soles off my shoes*” so I could actually drive the MGA. As it turned out, I found that I could press the gas pedal by tilting my foot to the left and so many years of wonderful driving ensued, but I found that life cycle began to take over me, and the MGA was an integral part of that life cycle.

Remember the times of the mating game? I went through some of that time of life myself; got my heart broken once. Well, one day, the mating game ended for me. I was sitting at home relaxing, when the doorbell rang. I opened the door and there she was, standing there. She had a caste on her nose and bandages across her forehead (from a basketball game) and below all that was a huge smile. A man of few words, I said, “Yes?” She said, “I’m with them” I looked over her shoulder and no one was there. I fell in love that day.



One thing led to another and the time came to take Linda out on our first date. I thought that I would impress her as a man about town with my fancy sports car. Unfortunately, it was raining...hard. I walked up to her door with a large black umbrella. Linda came to the door and she looked terrific! (She still does). She wore a lovely blue dress with a short skirt and stunning legs. (She raced bicycles).

As we walked towards the MGA, I saw a problem. The MGA was parked against the curb, and getting in required crouching in the soaking wet grass, a panty-revealing sitting on the seat, folding up the legs, swivelling in and stretching the legs into the foot well, in the rain. I thought, “I have to hold the umbrella over her, but I don’t want to be seen looking up her skirt like some pervert, on our first date”.

As we approached the MGA, Linda said, “We are going out, in that”? Somehow she managed to get in the MGA without getting too wet and without me making an ass of myself. As we motored away, Linda said, “Your car is peeing on my leg”. I handed her a dirty rag and said, “Here, wipe yourself off, and while you are at it, could you wipe the water dripping from the wind screen header”? I tried to be as nonchalant as possible but the words just didn’t come out right. Already in love, I thought, this date is not going well at all.

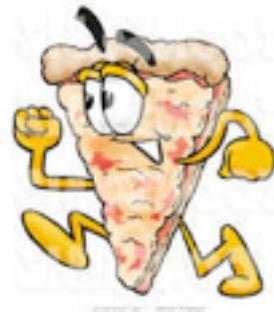
As it turned out, it went well after all. Six months later, the time came for the marriage proposal, which of course happened while driving in the MGA. Being closet romantics, it came down like this: “You know, I’ve been wondering, do you think we should get married”? “Oh, I don’t know, well, why not”? As you can see, we hadn’t yet seen “Romeo & Juliet”.

Stay tuned for the next instalment of “The Times of Our Lives in the MGA”.

Dennis Coulthard, Chair

## Remaining 2017 Events

Sunday, November 5th.  
Last Run of The Year - Pie Run  
as per Rolly's ad on page 5.



Sunday, December 10th.  
Christmas Party & Awards Night  
at the St. Albert Rugby Club.  
Stay tuned as we finalize menu,  
ticket price & Christmas Party Details.



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## Canada 150 - Tour of Elk Island National Park



Strange as it may seem driving your sports car and stopping for ice cream are not on the Participation 150 list of things to do to celebrate Canada's 150<sup>th</sup> anniversary. Nevertheless, the ECSCC tour of Elk Island National Park occurred on July 9 to help honour the sesquicentennial.

It was a warm day when the group departed Capilano Mall parking lot for the park. Stopping at the visitor information centre, the bison loop and Astotin Lake we were on the lookout for elk and bison. But, maybe the day was too warm because no large animals were seen. However, Astotin Lake was crowded with people picnicking, swimming and generally enjoying the summer day.



Stop at Visitors' Information Centre



Astotin Lake boardwalk view

Leaving the lake it was a pleasant drive to Fort Saskatchewan for ice cream at Miller's Ice Cream. As usual there were plenty of flavours to choose from and a shady gazebo to sit under.

Overall, Elk Island National Park is a great place for a sports car drive any time of the year and, if you haven't done it yet, you should mark it on your calendar for 2018.

## Our Club at Rock 'n August

What appears at first glance to be an encampment on the Mersey River in Jolly Olde, is in fact our ECSCC members displaying their cars on the mighty Sturgeon River bank in St. Albert. Thanks to Howard "the Hook", about 10 British Cars were variously buttonholed at the North entrance and guided down to our site by the river. There were British vehicles (including a 1952 Nash Healey roadster) scattered throughout the show, but at least we got 10 LBCs together in one place.

Members who brought their cars included Jonathan Smethurst, Rolly Burton, Howard Jewell and Doug Wilson & his son.



1952 Nash Healey

Also joining us was Raymond Robinson in his Lotus Elite and John Crawley's son and two grandsons in John's Mini TOONCAR convertible. The Crawleys erected the usual British Flag to display our colours.

Howard and I were talking after the show that, as clubs, we should try to display our ECSCC and AABMS banners at such gatherings. We also talked about erecting one of our new feather flags at future shows. Overall, we're thinking we could do more to promote ourselves and attract new members by trooping our colours and ensuring an adequate supply of business cards and flyers to distribute to those in attendance at such events.

Will Keith



Early models of Corvette and Land Rover.



1947 Lincoln "Zephyr" Club Coupe.

# Last Run Of The Year - Pie Run

## Sunday, November 5th, 2017

Are we ready?? Copy this page for directions if you're coming.

### **LAST RUN OF THE YEAR-PIE RUN NOV. 5, 2017- 1 PM**

**START AT TIM HORTONS 118 AVE & 129 ST. (1 BLOCK EAST OF ST. ALBERT TRAIL)**

Trip is about 32 miles /1 hour or less.

1. TURN LEFT ONTO 118 AVE AND GO (3 ½ MILES) WEST TO 184 ST.
2. TURN RIGHT AND RUN (3 MILES) NORTH ACROSS A. HENDAY DRIVE TO 137 AVE.
3. TURN LEFT AND CARRY ON (9 MILES) WEST/SOUTH-WEST (ROAD CHANGES TO 199 ST. THEN TOWNSHIP ROAD (TWP 532) TO NORTH WEST JOG TO HWY 44. (WELL MARKED)
4. STOP AT WEIGH SCALES AND WEIGH YOUR CAR AND CONTENTS AT THE HWY 33 (DEVON HIGHWAY} INTERSECTION.(HWY 60) JUST PARK ON THE WEIGH PAD AND LOOK WAY AHEAD TO THE LITTLE SIGN THAT SAYS "900" OR HOWEVER MANY KILOGRAMS, THEN MULTIPLY BY 2.2 FOR POUNDS. This doesn't count for anything on run, but is interesting.
5. TURN RIGHT ON HWY 44, SPEED (2 MILES) NORTH TO MEADOWVIEW DRIVE. I'M SERIOUS, TRAFFIC REALLY GOES ON HWY 44.

ENJOY THE COUNTRYSIDE, IT'S THE ONLY VIEW OF COUNTRY( on both sides of the road) ON THIS TOUR.

TURN RIGHT AND PROCEED (9 MILES) EAST TO MCKENNEY DRIVE.

6. STAY THE ROUTE, GOING NORTH EAST. WHEN MCKENNEY CROSSES ST. ALBERT TRAIL, (1 MILE) IT CHANGES AGAIN TO BELLEROSE DRIVE (1 MORE MILE) AND RAMBLE ON TO BEAUDREAU ROAD.
7. TURN RIGHT, AND ONWARD SOUTHEAST TO HEBERT ROAD (1 MILE).
8. TURN RIGHT AND ADVANCE SOUTH WEST TO AKINS DRIVE (1/2 MILE).
9. TURN LEFT AT THE MORMON CHURCH AND TRAVEL (1 BLOCK) SOUTH EAST TO ALPINE ROAD.
10. TURN LEFT AND PERAMBULATE (1 SHORT BLOCK) TO ALCOTT CRESCENT. I'M RUNNING OUT OF SIMILES FOR "GO".
11. TURN LEFT AGAIN AND LOOK FOR A PARKING SPOT CLOSE TO #4 ALCOTT CRESCENT, ROLLY AND DONNA BURTON'S HOUSE. EITHER PARK ON OUR DRIVEWAY, THE STREET OR AT THE 7-11 ACROSS THE STREET
12. EAT PIE AND DRINK COFFEE, TEA OR WHATEVER. VISIT.
13. PROBLEMS? ... CALL ROLLY AT 780-239-3643(CELL) OR DONNA 780-458-6666.



## Happenings at the Bardo “Skinned Knuckles Garage” Phil Johnson



The Morgan project has not progressed very far since the last report. I had the original Lucas ignition switch/light switch assembly rebuilt and new keys made as the aftermarket Chinese made replacements are of dubious quality. I'm still waiting on the parts and repair order from Melvyn Rutter in England. Apparently just waiting on the instruments to be finished.

I had Al Morrison's TF in the shop to repair the driver's door after the wind had caught the side curtain and tried to wrap the door around the left fender. The door framing was broken and the door skin buckled along with bent hinges. I had to



make new wood framing pieces and repair the door skin and replace the metal edging on the bottom and the hinge side, then re-paint. The repair went well and his car won the second place trophy in the Brit Car class at the Tofield car show. Must have been all the polishing I did on it!! LOL.

Frank's MGB GT fenders are back from the metal cleaners and are waiting their turn for repairs (and unfortunately, collecting surface rust due to the excess rain and humidity)!

I've got the manifold and carb repaired for the 1923 Fiat 702 tractor, but there are a large number of freeze cracks in the engine that must be repaired. The engine is the type that the head and cylinders are a one piece casting,...no separate head, so repairs are difficult. Welding is probably not an option as the casting is corroded very thin in places and the inner water jacket is too dirty to weld the cracks. I'm going to use Devcon Plastic Steel, an epoxy compound that I have used successfully on past jobs..



John Page's E type front nose section is in for repair of damage caused during the theft of his car. The right front got quite a whack against something and needs a new fender and headlight assembly plus straightening and repair of the lower valence and internal bulkhead fittings. I've stripped and repaired the lower valence and now have it re-installed. Next, I have to mount it on a wheeled frame and fit and mount the new fender and then repair the centre section at the headlight opening to fit the new parts. A lot of critical work!

Jamie and I have purchased 3 more project cars. These belonged to former Club member, Les Klar, who had them for many years. There is an early '55 TR3 with the small grille. This was Les' first TR which he owned for about 53 years. It has been off the road since '99 for a restoration. Most of the mechanical work has been done, but the body still needs extensive repair as it has the usual TR2/3 rust issues.



The second car is a very rare '62 Sabra, which is a fiberglass bodied Israeli sports car using the TR3 power train. The fiberglass shell has some damage to the front nose section which Jamie has the expertise to repair!!  
The third one is a TR3A of about 1960 vintage. This one belonged to a friend of Les' who passed some years ago.



Les had taken the engine for rebuild and got most of it apart when his friend passed away, so work stopped and Les ended up with the car. Les and I took an adventurous trip out to Myrnam last Friday and brought it home here to the farm after fetching it out of a fairly decrepit shed up on a hill. It cleaned up pretty well and is a pretty solid car for restoration.



Here are some pics of the three cars. I had the windshield here for the TR3A and fitted it back on the car. Still have to clean out the old dirt and grain dust from the farm building it was stored in. The Sabra and the early TR3 are in the new Sea-Can that I bought from Mike Connolley so better pics of those two cars will wait 'til the next edition of The Open Road!! The early TR3 has a nice factory hardtop on it.

'Til next time. Happy Motoring!

Phil

## Hagerty Youth Driving Experience



I had volunteered some months ago, before my cardiac issues, to attend and help at the second Youth Driving Experience, staged by Hagerty Insurance at Wetaskiwin's Reynolds Alberta Museum. Bryce Walsh (the Alberta Hagerty Rep) had maintained contact throughout the year and was truly enthusiastic about staging the event. We met again at History Road in early June and I confirmed that I would participate and would bring one of my manual transmission cars.

Hagerty Insurance is, as you may know, probably the largest issuer of classic car insurance in North America. It has grown in Canada significantly over the last six or seven years and in my opinion has brought respect to companies insuring classic cars. Why So? Very competitive rates for insurance, knowledgeable reps on the end of the phone or in person, a claims process that is easy to initiate and, in my experience, is dealt with without quibbles. Aside from direct Insurance though, Hagerty supports the younger generations becoming involved with collector autos. They provide scholarships and training opportunities, with a support team for youth initiatives. One of these is introducing young drivers to cars with Manual Transmissions.

So that is what the youth driving experience is all about. Getting the Owners of Classic cars and youngsters who would like to learn about driving a "standard transmission", together for a taster session using something special as a tool to kindle their enthusiasm. It targets young people between 16 and 25, who have a driving permit to try and enjoy a unique learning experience.

My original intent was to take my 1951 MG TD with its newly rebuilt engine, but that was not yet ready, (next year for sure). Option two was the 1970 MGB GT but when I was prepping my cars in June, I found it needed some serious work on the brakes and carburation and because I was well into Dry Walling my somewhat large garage, it took a back seat, so we were down to an easy option (for me anyway) a RHD MGF.

As you know the weather this year has been somewhat challenging for many events, with storm clouds threatening most weekend events and the days leading up to this one were no different. But, for Saturday July 22nd the forecast was good. After washing my car, I arrived shortly before 9 am and parked the MGF in the closed off, large and empty parking lot at the Reynolds. There was a basic course already laid out with traffic cones and I was greeted by Brianna, a Hagerty Rep from British Columbia who had travelled to assist with the day's event. Inside I (healthily) avoided the donuts and joined Bryce in the lecture theatre. The day was to be split into morning and afternoon sessions each following similar formats.



Firstly, an introduction to how the basics of a manual transmission works, the layout of foot controls and typical gear change layouts. How the session was planned to progress with brief rules for driving and changeovers, an introduction of the owner / instructors followed by an opportunity for a short Q & A.

Then it was out to the cars and on with the fun. There were three cars on the parking lot; a 1953 International truck with a 3 speed column gear change (or 3 on the tree) which was part of the Reynolds Collection and Darrel, one of the museums senior restorers was in charge of it.

Jim Herbert had travelled up from Calgary with his Red 1970 MGB Roadster and my Red 1995 MGF were all waiting for the students.

Each of the cars were completely different and the students faced different challenges with each of them. The aim was to demonstrate how to operate the vehicle safely and introduce the students to a manual transmission.

The abilities of the students varied significantly, from a couple who had never sat behind the wheel of any car, through some with basic experience with an auto transmission to one returning student who now owned his own 5.0 Mustang GT with a 6 speed manual installed. The morning session was a little light on students so a couple of accompanying adults and the Hagerty Reps also participated for the first time in a RHD car. It proved a bit of a challenge for some of those as much as the students. Jim Herbert also took the opportunity to have a “Blast” in the MGF and seemed amazed when he discovered that the MGF was powered by a 1.8L 4 cylinder powerplant. He thought there had to be a 6 cyl motor behind the seats, but the 4cyl K series made him smile!

A hot lunch was provided in the museum’s dining room for AM and PM students and hosts together with the Owner Instructors. It was encouraging to note the interaction of the students from both sessions with the Hagerty reps and the owner instructors. It was certainly a forum to introduce younger drivers to the fun and challenges of owning and operating a collector vehicle.

The afternoon found us with a fresh car for the students to drive, a 1929 Ford Model A from the Museum collection and one which had a propensity to jump out of 2<sup>nd</sup> gear. With a larger body of students in the afternoon there were no opportunities for the accompanying sponsors to try their hand but watching seemed to provide plenty of opportunities for photos to preserve memories. The range of abilities almost mirrored the morning session with my final student telling me he had saved the best till last. An experienced driver returning for his second year, he was the only driver to get into 4<sup>th</sup> gear in the MGF.



The session drew to a close, just on the scheduled time of 4pm. And all the students made a conscious effort to go around all the owners and thank them for bringing their cars and allowing them to have the challenge of driving something completely outside their own experience.

Bryce also made a point of thanking each of the instructors and presented them with a PetroCanada Fuel Card to cover the day’s expenses. He told me that he would like to grow the event and introduce a wider range of vehicles to a larger body of students next year. It will be on our club’s calendar next year as I am sure a few of you would truly enjoy the experience as well.

Michael Connolley

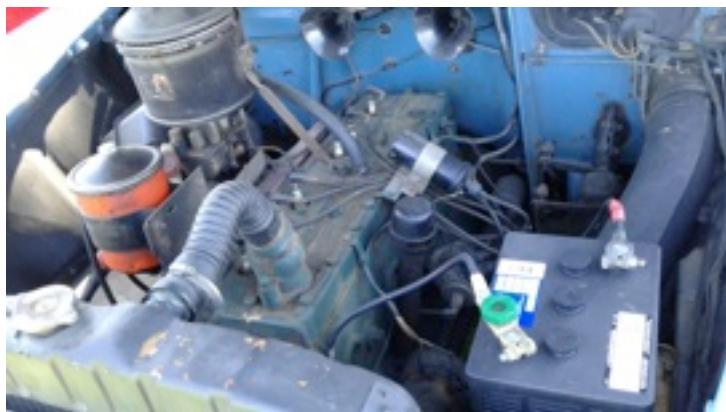
## Alberta Beach Show & Shine August 26th.

Jonathan Smethurst in his 1975 MGB-GM Special and Reg Lukasik in Col Mustard, his 1980 Triumph TR7, made the 45 minute trip to Alberta Beach on a glorious late summer Saturday with clear sunny skies via highways 633, 44, 37, 43 and 633. It was top down weather and all the convertibles were top down. We were among 77 cars and trucks that participated.

There were only a few other British cars; a red 1975 Spitfire special who hung out with us, Lana Whitehorse's 1978 XJ6 Jaguar Saloon from Whitecourt, a 1970 green Jaguar XKE convertible from Grande Prairie and a 1955 Nash Metropolitan. Jonathan's favourite cars were the 1949, 1950 and 1952 Pontiacs.

Many visitors, young and old, stopped by our trio of British cars and reminisced about previous trips and adventures. Some even tried them on for size in front of wives and girlfriends. I was amazed that some folks believed these cars were ultra expensive. Organizers said last year they had 87 cars and trucks. However, they were happy with the variety of vehicles exhibited this year. The most expensive vehicle was a 2006 Ford GT40. At 100 kmh in Col Mustard, the TR7 was standing still as the GT40 blew by on the wrong side of a double line. Hope he made it home alive with his license intact.

The food was inexpensive; \$3 hotdogs and \$4 cheeseburgers, with \$1 soft drinks and it was GOOD. The organizers even suggested grabbing a few beer on arrival so that we might be "ok" in time for the trip home. We passed on their suggestion. There were lots of door prizes and 11 balloted awards.



Engine of a 1950 Pontiac Silver Streak.

The British car owners were skunked of all prizes, including a couple of cases of beer. Unfortunately, in announcing the award winners, the actual vehicle was not connected to the announcement.

We were all done and on the road by 3:30 PM.

Reg Lukasik

# Frank's Filler

## Back to Reality

Nice to be home; must be said that trips of a lifetime are really great but it's still nice to be back in one's own bed. Will Keith, Howard Jewell and Will's friend John Chorny and I headed to the UK at the end of August.

Planning started in January; many meetings and discussions of where to go and what to see finally gave us a list and a timeline. Land and museums and museums and then home base and more museums and then Beaulieu, one of the biggest Swap meets around. Everyone did research, John lined up a tour of a Rolls Royce collection and not what one would expect. Howard arranged for the tour of the Morgan Factory and other information was gathered and plans made. Will handled the airfare and I got to book the Air BNB's.

We spent some money then and started saving up for the rest of the trip. Lots to see and do and the idea was we could sleep when we got home. And then we just sat and waited for the departure with some last minute changes coming along there was a bit of shuffling and some items were removed and some added.

We flew WestJet and met up with John in Calgary where we had a layover. The flight was good; we were scattered around the flight and got some sleep though Will's seat was a bit drafty by the exit window. He got a free blanket out of the deal but still not much rest.

John had been the UK often and so he was the leader and got us to the next terminal at Gatwick and our rental. First museum was closed.. only open weekends. Darn. No Shackleton this trip. Then it was on to Brooklands; that was neat though the sleep when we get home didn't seem to

last... I would of joined them but I didn't dare sit down...



What a collection of cars... and motorbikes and race cars.. we didn't get through all of it, just not enough time. I did miss the Bus Museum, One of my summer jobs was driving AEC's around Ottawa. Did get the tour of the Concorde which was interesting.

The Air BNB was very nice, we had our own bedrooms and a nice garden area out back. Plus three pubs all within

walking distance. That and a corner store across the street with a good selection of beers and cider.



But we had some museums to see first. And the first turned out to be really good. Haynes Motor Museum, the company that makes those manuals has a really good Museum too.. We started off with lunch, I ordered the steak and ale pie and the





1971 Gilbern Invader Estate

But I think I'll leave that till next month and just throw a few more pictures in to give you an idea of what we saw. Row upon row.. it was really neat. I'm sure the others will add their own info.



lady cut me a generous piece. Then she piled on the potatoes and veggies and salad. One of the best meals of the trip. Then I got to see cars I'd only read about and what a treat.. So many cars, two that stood out for me were the Gilbern and the Gordon Keeble..



1965 Gordon Keeble GK1

We all had a great time at this museum. And Howard started the theme, he was the last one out of the museum as they were closing the doors. The next museum was the Fleet Air Arm and that was pretty impressive too..



The intrepid Motorists in the Haynes Workshop

## Same Car, Different Cars

I love my '74 MGB. I love the sound it makes. I love the way it looks and with the top down, I love the feeling of wind through my thinning hair! All of this is why I'm spending a Tatra truckload of money restoring it to my idea of what its condition and look should be. Then I bought the GT. Fine. It's just an MGB with a fixed roof...And yet it isn't.

I've just finished an 8 day road trip in the GT where I covered 2040 trouble free miles. In those miles I learned what a truly exceptional car the GT is and why I might just like it more than the roadster! Much of my trip was driving main highways like Hwy 1 or Hwy 5, but there were a few exceptions. Sports car roads are where the GT really was in her element. Roads like Hwy 5a between Kamloops and Merritt; the "Sea To Sky" from Vancouver to Squamish; and the upper sections of Hwy 101, up the Sechelt Peninsula and the winding road from Saltery Bay to Powell River. On these roads I really learned to love some of the GT's features.



This year I have driven the Sea to Sky Highway in an Audi R8, a Ferrari 430 Spyder and my MGB GT. YES OF COURSE THE FERRARI WAS BETTER!! But I did enjoy my GT more than that German car. It made much better noises. Not surprisingly I really enjoyed the overdrive transmission. It is great fun flicking it in or out on fast, winding stretches.

The GT is shod with low aspect Goodyear Eagle GTs on 15 inch bolt-on wire wheels. Some people like them, some don't. It changes the look of the car. Before the trip I was thinking of changing back to normal 14" wheels and tires. But now I know I will keep them.



I like the aggressive/racer look the wheels give the GT. Yes, the ride is rather harsh at times and the steering somewhat heavier but, when accelerating around 30 kph hairpin turns, the GT feels glued to the tarmac and roads with lower speed limits. Great fun! Perhaps it feeds the inner "Boy Racer" as opposed to the middle-aged tourer.

I like the compact, spartan interior, especially the non-functional rear seat. (Now occupied by "Gavin the Bear"). But really, how could you get four human beings into this car? It reminds me a bit of my 240Z, but 2/3 the size and with half the power. It has that "Classic GT" look and feel.



I keep finding myself compiling a mental "to-do" list for the GT instead of thinking about further work on the roadster. Things like new shocks and bushings. A bigger radiator. And, as I want to have fun with the car, I'm getting a set of white number circles made up. Perhaps some "Prince of Darkness" and MGB decals too!

The GT has been my everyday driver for the last several months. Even on these dark, cool mornings when I'm heading off to work, I don't consider taking my Sonata. It's dark...I can use my new Hella headlights. Like the two, old pals in "Gumball Rally" I need..."a bit of inspiration at that time of the morning". It's the best, and lowest car in the ETS parking lot and a treat to get into after work.

No, I won't sell the roadster. Eventually it will be the car I've always wanted. But the GT,...Well,...It's just that little bit more.

Cheers: Harry Midgley

## Tofield Alliance Church Show & Shine Fundraiser

Tofield Alliance Church held their first ever car show on Saturday, September 23rd. It was organized by the Youth Pastor, Erin Dixon as a fundraiser for the youth group projects. In spite of the cool weather, there was a significant turnout of vehicles. Our Club was represented by John and Dee Crawley in Earl Grey (MGB GT), Sandi in her Spitfire and myself with my MG TF and '71 MGB.

There was a wide variety of vehicles in the show ranging from Joel Litwin's modified quad to muscle cars, sports cars, trucks and even Pastor Calvin's and his wife's touring motorcycles. There were a couple of very large all wheel drive mud bog buggies that belong to a couple of church members and they demonstrated some of the capabilities of these machines! The largest one is powered by a turbo diesel engine and has front and rear drive axles from a 6X6 military truck that steers at both ends.

There were about 35 to 40 vehicles which just about filled our small grass field. The youth group had burgers, hot dogs, chips and drinks available all day which kept everyone well fed. Coyote Auto salvage provided an old Mazda 626 for an old car smash which everyone had a few whacks at with either a sledge hammer or baseball bats. The poor old Mazda took quite a beating and raised a few bucks for the youth group. The bog buggies finished it off by driving over it and flattening it down some more!

It was an enjoyable and fun day as these small shows often are. Thanks to club members who came out and helped make the event a success.

The local newspaper gave good coverage of the event.

Phil Johnson

### T.A.C. Show & Shine Newspaper Photos

**LISA JOY PHOTOS:**

**Right:** Joel Litwin, 16, enters his Honda Raptor.



**Far Right:** Wayne Lyons of Tofield with his 1932 Plymouth Coupe.



**Below:** A 1967 Chevy Chevelle owned by Joe Yurkowski.



**Left:**  
Ben  
Luymes  
checks  
out the  
1954  
MGTF  
owned by  
Phil  
Johnson.

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# The Littlemore Garage

Hi All:

This past month has been all about cars. Dee has gone back to work until January and the weather hasn't been great for the past couple of weeks so I have done a lot of work in the shop as well as a little bit on the computer. You may remember that I am in the process of forging a copy of the 1967 National Parks sticker - or perhaps I am simply enhancing the image. While perusing Earl Grey's documentation I discovered that early in his life he made a trip to Eastern Canada so I have been trying to find period stickers, for the rear side window, to commemorate this and other memorable journeys that he may have made back in the day. These are some of the candidates that I have come across but I can't make up my mind on which ones to use.



So how about some feed back? Please let me know which ones you would display if Earl was yours.



Dee, Domino and I also got in a few days camping in The Road Toad (RT) but nothing like our usual 25+ days.

Unfortunately, the last camp ended with a ride home "on a string" when The Toad refused to start. Back at



the shop Jayson quickly determined that it was a rather minor problem that was remedied with a R & R (remove and replace) of the distributor. The ignition/fuel-injection sensor is an electronic pickup board located under the rotor and since the RT is now an Antique vehicle, according to the Province of Alberta, parts are no longer available from your local Dodge dealer so I had to opt for a rebuilt dizzy. The fix came late enough in the Fall that I had to winterize the van and park it ready for next Spring..

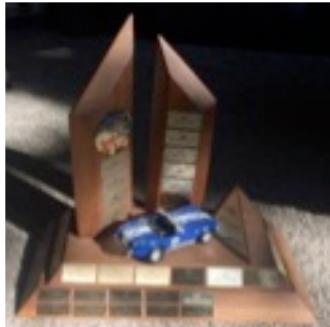
Next in the shop was a simple fix to a small, but nagging booboo on Earl's front bumper; at one time in its life somebody backed into him leaving a toonie sized dent. Since I want to leave the car basically in an as-found condition I didn't want to replace the bumper nor have it re-chromed. Even though Earl came with an English licence plate on the front, I am sure that it was never licenced in England. Someone, at one point in time, must have thought that it would add to the car's character. (The plate has the notation "Brighton" penciled on the back). So, following this logic I added a 1967 British AA badge to hide the dent.



We decided that Prrrowl, the TIGER, had not had enough miles on him this year so we entered him in the Club's annual guess your mileage event; The Econo Run. Being a competitive type I was most pleased to be awarded the trophy for the 5<sup>th</sup> time, cleanly pulling further ahead of Cam Bailey's 3 wins. Much to my chagrin I subsequently received an email informing me that due to some minor technicality my win was being taken from me. (American gallons were inadvertently used in the calculation rather than Canadian gallons - as I said, a minor technicality).

Just a little history of the Econo Trophy: I made it in 1985 using only my handheld skill saw. The club badge on the left-hand spike is the prototype sample that was produced for the Club's approval.

The Cobra model was chosen because no Club member was ever very likely to own one and the 427 Cobra probably got the worst fuel economy of any sports car ever made. The bottom level was added in 2007. Not many car clubs have a trophy that has been awarded for 32 consecutive years.



Then we were off on the Fall Colours Run. Dee and I took a short cut from home and, while sitting beside Highway 21 waiting for the Club to go by, a chap, in a huge half-ton with a car trailer in tow, stopped and inquired if he could help us out with a lift home. There still are some very nice people on the roads of Alberta.



The Colours Run ended up at Reynolds Museum where they have a special display of military motorcycles.



This very low mileage TRW (Triumph War) bike is in the show. And me with my example of the same motorcycle.

Next it was out to Tofield for a small show and shine at Phil's church. It was fun to do, had some interesting cars and good hamburgers and hotdogs.



I think that these machines are called mud boggers; parking is no problem in a tight spot.



Phil's TF won a prize at the Tofield show.



Back at Littlemore I decide to fill a cold snowy day or two by going back to work on the single seater. Because the bonnet is so close to the



engine, the air cleaners need to extend outside of the body. I wanted quick connect/disconnect filters so designed and fabricated a pair and am quite pleased with the end result. I also needed to finish building the exhaust so worked on that as well.

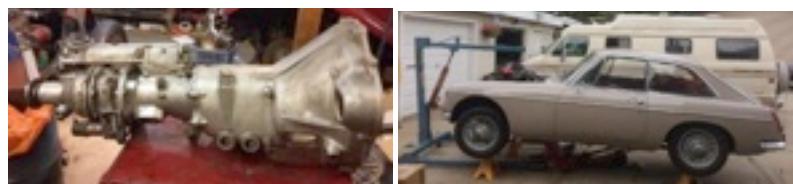
The ARATA muffler ended up looking pretty good. Next, I need to make a heat guard so that the driver does not cook his arm on the hot exhaust pipe.



The twin air cleaners and the exhaust can be seen here. Seen from above, the narrow confines make it apparent that I need to keep my weight down or I'll never be able to drive it.

The list of what has to be done to make it drivable is slowly getting smaller.

Next into the shop was Earl Grey for a "new" overdrive transmission. I bought this O.D. transmission in 1985 in California for \$200. It came out of a low mileage 1967



MGB. The garage that had it said the owner had swapped it out for a later model with synchro on 1st gear. Nobody wanted a non-synchro tranny back then so

that's why it was not too expensive. Now they are very rare and worth a good dollar. When we crossed back into Canada Dee and I were over the duty-free limit so Jayson had to declare the tranny as his. The customs officer took him into the interrogation room by himself and demanded to know what a 15-year-old kid was doing with a transmission. Jay told us that he said that it was for his vintage MG that he was restoring so I'm not sure but perhaps it legally belongs to him.

While the engine was out I decided to install new seals and gaskets and to do any maintenance that might be



required. The cover had never been off the engine so the timing chain and gears see daylight for the first time in 50 years. I wonder where the chap is who buttoned it up so long ago.

Most of the engine looks like new with a few exceptions. I hope to get it together to give it a test run before the snow falls.

There is, of course, a few things besides car stuff happening, including a day spent at Words in the Park, a book Sherwood Park fair and sale for local area authors. I didn't sell a great deal but some exposure is better than no exposure.



And finely, Donald, the president of the US of A, decided that my little consulting business is a threat to his country's well being, so I find myself not as welcome as I used to be doing business south of the 49<sup>th</sup>.

Oh well, perhaps it is time to retire once again . . . and spend my waning days racing my single seater - The Littlemore Ghost.

Anyway, that is all for this time . . .

Godspeed in Safety Fast, Jc



# Goodwood

## Introduction:

Late last year when Will Keith and his friend, John Chorny from Olds, were planning on going to Goodwood, Will asked Frank and I if we would be interested in joining them. Will and John did this trip in 2008 with two other close friends and were interested in doing it again. However, this time Frank and I completed the foursome and a series of planning meetings got underway on a fairly regular basis starting in January. The meetings resulted in the development of a “Gearhead Trip To England Itinerary” which was put together by Will and finalized by the four of us during our many meetings, emails and telephone calls. The end result was a seventeen day itinerary complete with full days. And the trip was spectacular!

Our wish list of places to visit was widespread requiring AirBnB bookings in Brockenhurst, Barrow Upon Soar and Bosham. We gathered at Frank’s home for reviews of available AirBnBs where pricing, location, accommodation and amenities are concerned, and after agreeing on where we would stay, all AirBnBs were eventually booked on line by Frank. Frank also took charge of getting GPS maps for England installed on his Tom Tom. In the meantime, Will purchased the Goodwood and Beaulieu tickets and booked flights for three of us (we met John at the Calgary airport) and I booked our Morgan Factory tour. As John is a member of the Roll Royce fraternity and has been to England many times, he arranged the car rental and scheduled our tour of the Rolls Royce Heritage Trust Museum in Derby. All other tours and visits were pay as you go. It was a lot of advance planning to ensure that we would be at the right place at the right time and the end result was a total of 1,584 miles logged on our rental car...with special thanks to John and Frank for doing all the driving.

## Itinerary Summary:

We left Calgary at 7 PM on August 29th and landed at Gatwick at 10 AM London time on August 30th. After collecting our rental car at the airport, we drove to the Gatwick Museum which was unfortunately closed during the week. We then drove to Brooklands where we spent the rest of the day. At 6 PM we left Brooklands and drove to Brockenhurst for our three night stay. From our base in Brockenhurst, we toured the Haynes Museum in Sparkford on the 31st and the Fleet Air Arm Museum in Yeovil on September 1st. This was followed by our September 2nd and 3rd attendance at the 51st International Auto Jumble at Beaulieu where we also visited the National Motor Museum.



Our Brockenhurst AirBnB.

On September 4th we left Brockenhurst and headed towards our next AirBnB at Barrow Upon Soar. On route, we toured the Shuttleworth Collection in the Old Warden Aerodrome in Bedfordshire. Our next AirBnB was at Ryecroft Farm on the outskirts of Barrow Upon Soar. It took awhile to find our AirBnB as we found ourselves traveling on seemingly endless rural roads through vast fields of greenery surrounded by distant farms with subdued signage. Plus, it was dark and starting to rain. We searched everywhere and after checking out a few places that we thought were in close proximity to the difficult-to-find address, we returned to the known and signed rural intersection where we had stopped initially and flagged down a Volvo Station Wagon and asked the driver for directions. While chatting with the fellow, we noticed a row of dead chickens arranged neatly on a plywood platform in the back of his Volvo. Although it was a little unnerving, the fellow was quite amicable and suggested we follow him to what he thought might be our destination but it was a lost cause. We drove back to

the vicinity of our known rural intersection with our strained eyes wide open when suddenly a timid Ryecroft Farm sign appeared in the lighting cast by our headlights..and “Voila”!, we had finally arrived. Too bad there wasn’t a pub nearby. And the guy with the chickens? Think I may have noticed a bloodied chainsaw sitting on the passenger seat.

During our stay at Ryecroft Farm near Barrow Upon Soar, we toured the Battle of Britain Flight

Museum in Coningsby and the Lincolnshire Bomber Aviation Museum on September 5th. On September 6th, we toured the Donington F1 Grand Prix Collection and the Morgan Factory in Malvern. After two more full days of being mesmerized, we packed and left Barrow Upon Soar at 9 AM on September 7th. Our goal was to reach our scheduled appointment with Peter Barber at the Rolls Royce Heritage Trust Learning Centre in Derby. John had booked this tour for us in March and we needed to be there by 10 AM. After the tour and after having a bite to eat at the Heritage Centre, we left at 1:30 PM for our long drive to our next AirBnB at Bosham in the south of

Our Ryecroft Farm AirBnB near Barrow Upon Soar.

England. We arrived at Oak Cottage on Smugglers Lane at around 6 PM on September 7th.

Oak Cottage in Bosham was our last stop and the nicest place we stayed in England. While there we spent September 8th, 9th, and 10th at Goodwood which was a phenomenal experience even though it rained occasionally. On September 11th we drove to Portsmouth where we toured the HMS Warrior, the Mary Rose Museum and the HMS Victory which was a great way to wrap up our England adventure.



Our Bosham AirBnB at Oak Cottage along Smugglers Lane.

On Tuesday, September 12th, we packed and left Oak Cottage for Gatwick Airport where we returned our rental car, checked-in for our flights and then reconnected on the passenger boarding side. John was returning to Calgary on West Jet while Will, Frank and I were leaving for Reykjavik, Iceland on Icelandair. We had booked our flights so that our Gatwick departure times were roughly similar which allowed us to meet after checking in so that we could have brunch together. In the beginning it was Frank’s suggestion that we stop over and see Iceland on the way home and it was well worth it. Plus, it converted our trip home into a three hour flight from Gatwick to Reykjavik on September 12th and then a five hour flight from Reykjavik to Edmonton on September 14th. Reykjavik is a very colorful and exciting city and we had a full day of sunny sightseeing followed by an evening dip in the renowned Blue Lagoon. Our AirBnB was also nice and spacious, however, as we were staying on the far east side of Reykjavik, we used taxis and bus service to get around which worked out well.



Our AirBnB in Reykjavik, Iceland.

With the Itinerary Summary complete, the following is the The Full Report of where we went and what we did along with a few photos highlighting each event.

## The Full Report:

After arriving at Gatwick Airport at 10 AM on August 30th, our plan was to first visit the Gatwick Aviation Museum, however, as it was only open on weekends, we drove straight to the Brooklands Museum where we spent the rest of the day. Although we saw a lot, we also missed a lot. We didn't make it to the renowned Brooklands racing circuit built in 1907 as the world's first purpose-built race track where some of the banks are almost 30 feet high. Unfortunately, sections of the track have deteriorated, however, there is a move afoot to restore the final section of this circuit.

The collection of racing cars, motorcycles and aircraft consumed most of our available time and we also missed touring the London Bus Museum. As we were so immersed and transfixed on the remarkable collection of motorcars, many of which raced here, our time went by quickly. Fortunately, an hour before closing time, Frank and I managed to tour the Concorde which was also on display. After leaving at 6 PM for our AirBnB at Brockenhurst, we discussed a possible return to Brooklands prior to the end of our trip as it clearly required much more time to see it all. Attached are a few photos.



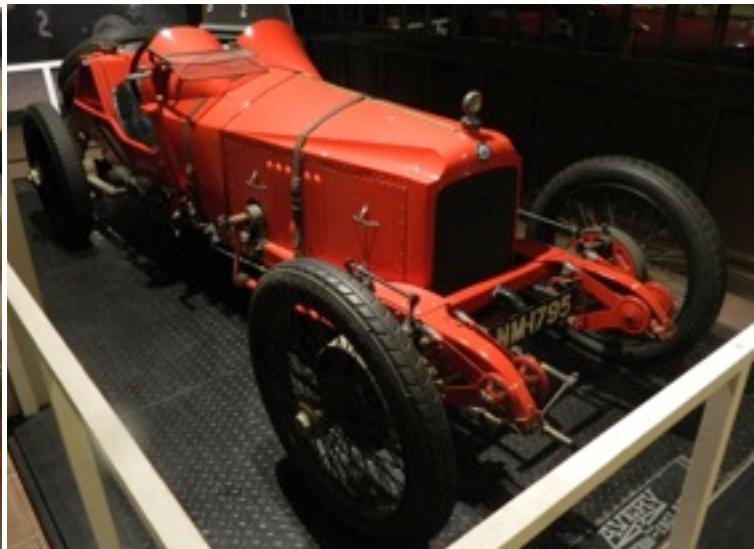
Will, Frank and John at the Brooklands entrance.



Above: A row of vintage race cars with a photo of Graham Hill on the wall. Above Right: A 24 Litre Napier-Railton built by Thomson & Taylor in 1932/33 which became the fastest vehicle in 1935 to lap the Outer Circuit at 143.44 MPH (231 km/hr).



Above: 1963 Lola GT MK 6, the inspiration for the Ford GT40. Above Right: Two Austin 7s: 1934 Sports beside a 1935 Speedy.



Above: A 1912 Lorraine Dietrich 15 Litre GP "VIEUX CHARLES III", the sole survivor of the French Team of four cars built in Lunéville for the 1912 Dieppe Grand Prix. Above Right: A 1922 TT Vauxhall conceived as a Grand Prix Car but never raced.



Of all the places we stayed, Brockenhurst was the most convenient as it was within easy walking distance of local pubs plus there was a small grocery store across the main street from our AirBnB located on a side street. This worked well because we made our own coffee and breakfast every morning and dined in pubs every evening. Lunches were always at the museums/events we attended as most had restaurants and some also had Food Trucks.

After settling in at our first AirBnB we headed off to the Huntsman pub just down the street and had drinks and a scrumptious meal after a very long day. Plus, the pub had free WI FI which was convenient as it wasn't free where we were staying. In general, pub food was amazingly good with a nice selection of beer, wine, cider, tasty desserts and not overly expensive. As it was an eventful day with long hours of traveling and sightseeing, a good night's sleep was in order.

Stay tuned as the saga continues in November's Open Road.

Editor

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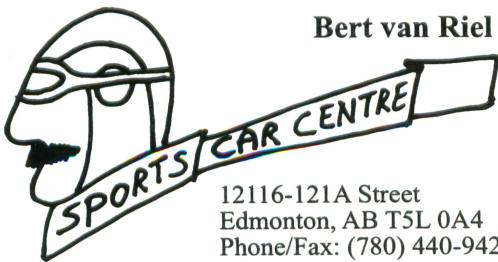
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