



# the open road



Edmonton Classic Sports Car Club July 2014



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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, Bob Woodcock, Neil Rogers, Gerry Borlé, Howard Jewell and David Connolley (Clifford E. Lee wildlife photography & caption).

[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.

#### Noggin & Natter Meeting

Royal Pizza West, 9977-178 St., on Thursday, July 10. 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. Ice Cream Runs from RAM at 7:30 PM on alternate Wednesdays.

Cover Caption: Our June Garage Tour Hosts - Mike with Scott getting ready to test drive one of Mike's MGFs.



## FROM THE DESK OF THE MEGALO-MINIAC

Sunday, June 21, 2014 was a perfect day. It was a perfect day to take a walk. It was a perfect day to take a drive. The temperature was not too cold nor was it too hot. There was no rain and the wind was a gentle breeze. There was hardly a mosquito to be seen. Well, I have to admit that the paved surface of Winterburn Road was severely collapsing and heaving from countless trucks carrying heavy loads of chipboard to the urban sprawl east of the road, but that was the only downside to this wonderful ECSCC afternoon.

David Connelly in his Mini, Alec & Rose in their Triumph TR8, Howard in his Jeep and Linda and I in our Volvo ventured forth from the gardens of the Royal Alberta Museum for a restful drive to the Clifford E. Lee Nature Sanctuary. The Sanctuary is on the road to Devon, turn right a few miles

before the Devonian Gardens and travel about 2 miles West and South on quiet country roads.

The Sanctuary is 348 acres of marshland, open meadow, aspen parkland and pine forest connected by upland trails and raised boardwalk beside the marsh, about 2 miles in length. There were many birds and a few butterflies plus the odd wildlife to keep us entertained. Near the entrance to the park is a lovely grassy shaded area with picnic tables. On our return, we sat down to enjoy our picnic repasts and each other's good company. I even made good friends with one of the residents in the area. Altogether a lovely day.

Megalo Miniac  
(Dennis Coulthard)



Creatures seemed to gravitate towards Dennis much like his beloved Minis!

## Upcoming Events

### JULY & AUGUST

#### JULY:

**“Magical Mystery Tour”** Sunday July 6. Meet at Walmart / McDonald’s parking lot, NW corner of St Albert Trail / Villeneuve Road for a 1.00 PM departure. Come for a scenic 90 Mile cruise (with a stop for ice cream half way) culminating in an afternoon picnic by the shores of Lake Wabamun. Bring picnic food, drink and chairs. Jonathan

**“Howard Lengert’s Fabulous Rolls Royce and Bentley collection”** Sunday July 12. Meet at Visitor Info Centre, Gateway Blvd for a 1.15 departure. Howard Lengert will be giving us a personalized tour, full of interesting comments on each car. Howard also has a couple of interesting air planes and lots of memorabilia. Howard J. Ad on page 7.

**Wednesday July 16 Special event for monthly meeting – ARRIVE EARLY at Royal Alberta Museum– 6.30 pm for 7.00 pm departure.** Drive to Rod Bodnar collection <http://www2.canada.com/story.html?id=4515387> Admission by donation of \$10.00 (proceeds go to a local charity). A great collection of cars, tractors, and memorabilia.

**“Saskatoon “Brits by the Bus” c/w Lloydminster car show** July 19/20 weekend. Muster at Tofield Fast Gas Sat. July 19 for 8 AM departure. Lloydminster car show (11.00 AM to mid-afternoon) then drive to Saskatoon for “Brits By The Bus” car show on Sunday. See ECSCC web site for further details. E-mail [mconnolley@aol.com](mailto:mconnolley@aol.com) if you are planning to go so that he doesn’t leave anyone behind! Mike C. Ad on page 7 & suggested routing on page 17.

**“Calgary VSCC European Classic Car Show”** Saturday July 19, Stanley Park, Calgary. Ad on page 7. Check out [www.vscce.ca](http://www.vscce.ca). OYO, but if you’re planning to go, contact Events Chair to see if a group of us are going.

**“Whitecourt Air Show”** Saturday July 26. Meet at Petro Can / A & W, Acheson, for an 8.45 departure. Those with a classic car can park on site at airport. There is a great air show, ending at 5.00 PM so we should be home by 8.00 PM. Check out [www.whitecourtairshow.com](http://www.whitecourtairshow.com). Please let Jonathan know if you’re planning on going. Ad on page 7.

#### AUGUST:

**“Tofield Lions Heritage Classic Show & Shine and Phil’s Barbecue”** 12 PM to 3 PM, Monday, August 4th, Main Street, Tofield. Muster at the parking lot by A & W at 99 Wye Road (beside DOMO between Ordze Crescent and Wye Road) in Sherwood Park at around 9:30 AM for a 10 AM departure down Wye Road. After the Show & Shine ends at 3 PM, we are invited to Phil’s Barbecue. Bring your own meat, seat and drinks. Sandi is providing the rest. Desserts appreciated. Phil Ad on page 7.

**“St. Albert’s Rock ‘n August”** August 5th to August 9th in St. Albert. You must register on your own for Saturday’s “Classics Show & Shine”. For more information and to register, go to [www.rocknaugust.com](http://www.rocknaugust.com). If interested in helping with the Friday and Saturday events contact Art or Howard. Art & Howard. Ad on page 7.

**“2014 All Triumph Drive In”** August 15 to 17 in Tacoma, Washington. Tyee Triumph Club. OYO. Ad on page 17.

**“Rally in the Valley”** Saturday, August 23rd. in Peachland, B.C. <http://www.obcc.ca/events.htm> OYO.

**“Econo Run”** Sunday, August 24th. Stay tuned. Neil

**“Drumheller Run”** To be confirmed. Geoff.

***Please check the “Events” section of the ECSCC web site for event updates and further details.***

# GARAGE TOURS

Hosted by Scott Lawrence & Michael Connolley

It was a “two for the price of one” event with about a dozen of us participating in both garage tours on Sunday, June 1st. The event kicked off with Scott meeting us at the River Cree Casino for the 1 PM run to his home for a tour of his shops, garages and new storage building. This was followed by a mid afternoon departure to Chateau Connolley near Millet for a similar tour of Michael’s vast compound and a late afternoon barbecue.

Scott & Tasha’s acreage is located 15 minutes south west of Edmonton. Scott, a Red Seal Journeyman Auto Service Technician, is the proprietor of Crammond Automotive, a small Euro focused repair shop that he operates with Tasha. The name Crammond is a carry-over from his father’s business and is derived from a seaside village near Edinburgh.

Our tour started in Scott’s main shop where servicing of a 1959 Rolls Royce Silver Cloud I and a 1985 Ferrari Mondial were underway. After being briefed on the trials & tribulations of servicing specialty vehicles, we proceeded to his second garage & shop where his beautiful black 1989 Bentley resides along with Howard Lengert’s 1992 Silver Spirit which is undergoing transmission repairs. Our tour culminated inside Scott & Tasha’s new storage building that houses eight favorites including his late father’s 1963 Bentley S3, a 1937 Morris 8, a 1978 Ferrari 308 GTS, a 2001 Lotus 7 replica, a



**Above Pics:** Scott briefing us in his main shop and a photo of a few of the cars inside his new storage building.  
**Below Pics:** Rolly seated in Scott’s Bricklin and Bob assisting Scott with the bonnet on his Locost Lotus 7 replica.



1975 Bricklin, a 1969 Porsche 911 Targa, Tasha’s BMW M3 & Scott’s red Porsche 944, his second car purchased when he was 18 years old. After the tour, we headed towards Millet for a tour of Michael Connolley’s garages and car collection.

Michael, Issi and their son David live on an acreage near Millet. Towering trees surround their home which has three large "attached" garages built in a "L" formation. Sufficient land has been cleared to provide an expansive front yard for hosting outside events and for Michael and David to indulge their passion for collecting and restoring mostly British cars.

The Connolley collection includes five MGFs, a 1951 MG TD, five MGBs, a 1969 MGB GT, four Triumphs (TR4, TR6, TR7 and TR1300) and two Minis. A Mercedes Benz 560 SL rounds out the fleet and seems a bit out of place in a sea of British sports cars.

After perusing the many cars on the Connolley acreage, Mike



MGF parked at the entrance.

offered us drives & rides in his MGFs which are zippy little cars and a hoot to drive. Afterwards, we were treated to a barbecue complete with all the fixings including salads and desserts. It was a perfect way to kick back and relax after participating in two quite distinct garage tours.

Our sincere thanks to Scott, Tasha, Mike, Issi and David for hosting our season's first garage tours and for treating everyone to a fabulous barbecue thus wrapping up a very enjoyable day.

Editor



The Connolley home showing 1 of 3 garages.



Salads & Desserts Table.



Mike at the BBQ & his 2 garage extensions in the background.



Michael's 1969 blue MGB GT stored separately.



Tasha taking Bob for a ride in an MGF.



Unfortunately, we didn't get a photo of Mike's stunning 1951 MG TD, however, here's a winter pic provided by David.....Brrrr!

# Frank's Filler

## Hubabaloo...

We have done some work on the MGA again. I mentioned prior to Radium I got one side of the front suspension off and had done the bushes and started reassembly.

Then Radium came along and was great fun but I'll let others tell that story. I expect next year we'll have to go to the banquet but that's all I'll say other than the hot springs were wonderful and the ladies want to go to Invermere next year to walk around those stores. (it's a tad bigger than Radium)

When I got back other things interfered and we had to do some maintenance around the house and that even went so far as choosing between Picnic in the Park and History Road. History Road won out and Sunday saw me with a flat tire and a fast change and a blast down Hwy 2 to get there in time. But it was a good day.

I returned to the MGA and did the reassembly of the front suspension on the passenger's side. I had removed the spring by removing the pivot for the wishbone with a jack under the spring pan. It lowers nicely though it does kick the pan a bit as the pressure is relieved. Still easy and safe enough.

We then cleaned up those parts and painted them with hammerite. As they say, replacement is the reversal of removal though I put the pivot back on first and then attached wishbone arms and spring pan to the pivot. Then the bottom of the disc brake suspension assembly and we cleaned up the spring and greased both ends and put the spring in place and slowly jacked it up until we were able to get the bolt in the top Trunnion and loosely bolt everything together. A quick call to Art, one of the club's tech advisors, and he was able to pop over and tell me which way a few of the parts fit onto the spindle. Not enough pictures when disassembling me thinks.



*Hammer against Hammer breaks the steering arm free*

The next day I turned to the other side and found that it was in pretty rough shape. The "take apart" went okay until we tried to remove the kingpin assembly from the wishbones. The holes had gone oval and the nut and bolt were tight up against the edge of the wishbone. We did manage to get one off and hammered the bolt out of the kingpin bushing and all.

Another call to Art and we came up with a solution. I had a set of wishbones off the 1600 suspension I'd purchased for the disc bits; they had been repaired with washers brazed into place. Once I removed the brazing I



*The Pivot came off easily.. the Kingpin not so much...*

took them over to Art who will be able to weld them up and drill the replacement holes. I found some washers the same thickness as the wishbone and the hole fits the bolt so it might make the repair a bit easier. With that taken care of though repair will have to wait until he returns from Southern Alberta next week.

I turned to the brake hubs and getting the bearings out and cleaned and greased. We've managed to do one so far.



*Detergent Parts washer, slow and steady but it works.*

I used my Princess Auto Air powered Grease gun to put the grease on the bearing and then used my hands to push it into place. Something I learned at Cross Canada Flights where I was the gofer while learning to fly.

We had the B over at Bert's for a check up. He called me and said first restore the car. Well yes, that's probably true but he's worked on a few things to keep her going and identified a few more things that need to be done.

The tire that went flat on me went over to Miles and while there I checked on studs for the brake discs. Ken and I determined that grade 8 bolts as were used after a certain serial number on the 1600 will be just fine and those I can source locally.

Took two J4 panels over to be paint stripped but that's all I'm allowed to say about the J4 project.

The hub bearings and greasing will be done by the end of the weekend and we may even have discs and calipers mounted on one side though that sounds a little too progressive.

There are a few more club events which I'm sure will interfere. Mike Connolley tells me that the Taste of Saskatchewan is on at the same time as the Brits By The Bus car show and that's a very good thing. If you're available the July 20, 21 weekend, we do the run to Lloydminster for their car show on Saturday and then continue on to Saskatoon for the Saskatchewan British Car Club's show on the Sunday.



*Very Oval and close to failure*



*A safe repair but not optimum...*

Many stay over and come back on Monday. This year we're thinking of going to the Western Development Museum which is a pretty neat place and it's been a few years since we've been there. Just saying it's a fun trip and you know I don't think they've had a Big Healey or a Bug Eye there. T series MG's are rare there as well so would be popular with the folks at the show.

Check it out [www.sbcc.ca](http://www.sbcc.ca). The JagNuts from Regina make a good showing and we always wonder why some of the guys from the Manitoba Healey Club don't make the trek too. But then the downtown street where they park would be pretty full.

There'll be more info on this event and others in this issue and on our website under the events. Next time suspension build and maybe even more... unless the run to Sylvan Lake gets in the way... or Jonathan's Magical Mystery Tour or the Rolls Royce tour or... the other car collection.. Darn we're just too busy... till next time.

Frank





**Lloydminster Car Show** Saturday, July 19th., followed by **Brits By The Bus** hosted by the Saskatchewan British Car Club in Saskatoon on Sunday, July 20th. More info on Brits By The Bus at [www.sbcc.ca](http://www.sbcc.ca) Suggested routing on page 17.



Visit & tour of Howard Lengert's Rolls Royce Collection on Saturday, July 12th. Muster by the Oil Derrick at Gateway Visitor Centre for a 1:15 PM departure to see Howard's magnificent collection in Calmar.



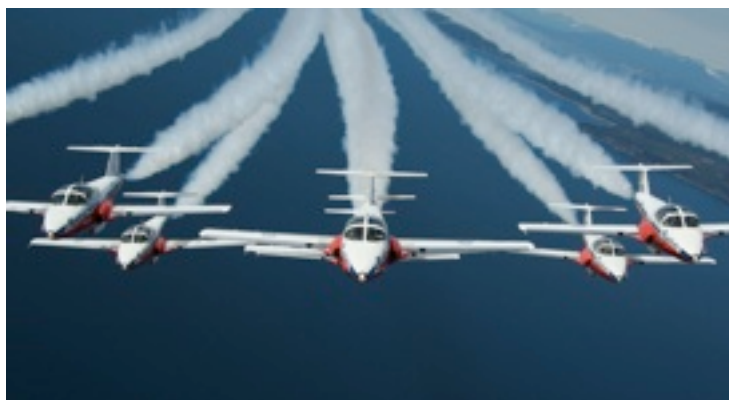
The Vintage Sports Car Club of Calgary's **European Classic Car Meet** is on July 19th in Stanley Park. Check out [www.vsccl.ca](http://www.vsccl.ca)

## Tofield Lions Heritage Classic



**Tofield Lions Heritage Classic** 12 Noon to 3 PM on Monday, August 4th on Main Street, Tofield. Registration is at NAPA on Main Street between 10:30 AM and Noon. Fee is \$20. Join us at Phil's Bardo BBQ after 3 PM.

## Whitecourt Air Show



**Hometown Heroes Air Show, July 26th & 27th.** More information at [www.whitecourtairshow.com](http://www.whitecourtairshow.com)



In support of the Alberta Diabetes Foundation

**August 5th - 9th**

**Rock 'n August** events start on Tuesday, August 5th and culminate with Saturday's 10 AM to 3 PM Shown & Shine in the Sturgeon River Valley. For more information and to register, log onto [www.rocknaugust.com](http://www.rocknaugust.com)

# Notice of Bylaw Change

There is a Motion to amend the Bylaws. As per the Bylaw copied below this notice is published. This matter will go to vote at a specially called meeting on September 17th Meeting prior to the monthly meeting. The current bylaw is published along with the proposed change in bold type.

The By-Laws of the Edmonton Classic Sports Car Club shall not be repealed or altered or added to except as follows:

(a) A special resolution passed by a three-fourths (3/4) majority vote of the members present passed at a special meeting or a general meeting of which not less than twenty-one (21) days' notice specifying the intention to propose the resolution has been duly given containing the actual text of the proposed By- Law change;

## **Membership/Secretary**

- maintains a data base of the current membership.
- prepares, maintains and presents membership reports to the Officers Meetings and to the Annual General Meeting.
- prepares the agenda and maintains minutes for the Officer's Meetings and arranges for minutes for the AGM where necessary.
- performs the duties of the PIPA officer in line with current privacy legislation;
- other duties as assigned.

Change to:

## **Membership/Secretary**

- maintains a data base of the current membership.
- **has cosigning authority on the bank account of the Society.**
- prepares, maintains and presents membership reports to the Officers Meetings and to the Annual General Meeting.
- prepares the agenda and maintains minutes for the Officer's Meetings and arranges for minutes for the AGM where necessary.
- performs the duties of the PIPA officer in line with current privacy legislation;
- other duties as assigned.

Due to the changing demographic of the club's executive there currently are times where the Treasurer is unable to get a co-signer for the clubs accounts and this makes it difficult to conduct the club business. The executive feels that having an additional signatory on the account will alleviate this problem.



# Brits Best 2014

By Michael Connolley

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Another 12 months have passed since our last visit to Radium Hot Springs. 2013 saw a great fun event, combined with great weather on the day. I wondered if this year we would again be blessed with good weather.

My planning and promoting started with the turn of the year; having made many friends within the Calgary MG Club, there was no shortage of reminders about the forthcoming event. I was told that the venue for the show was unchanged but the host hotel accommodation would this year move to the Best Western in the centre of the village. In previous years I had booked accommodation at the Cedar Lodge Hotel, where last year we were joined by Jamie and Sandi, together with Frank and Margaret. This year I booked early with the event hotel as it was at a reasonable rate for the show.

As the event approached, my cars were already prepped having just returned from the ABFM in Vancouver and from hosting our garage tour. David was taking his Mini and Frank was due to take an MGF once more. Howard told me that he would be going, as would Neil and Laura; Sandi and Jamie were also on the reserve list dependant on Sandi being able to travel. A convoy was forming!

Heavy rains filled the week leading up to our departure, but the forecast looked good. Departure this year was set for 10 AM leaving from the Petro-Can Gas station in Millet. A surprise arrival was that of Rolly in the Spit. Howard and Neil both had their tops up and there was not a cloud to be seen. Both MGFs were ready for some open top driving as Jamie arrived in the convertible MGB, top down as one might expect. .... After a couple of minutes it was apparent that all was not well with the B; it was backfiring and missing on the way to Millet. Bonnet up and spanner out; soon made an adjustment to the timing. Then we were off!

Our route was confirmed as the 2A to Red Deer with a little stretch of QE2 before Lacombe and on to Red Deer for the first bathroom stop, coffee and adjustments to Jamie's B. A spritely run down saw us arriving at Tims in Red Deer

Howard decided that he really should take the top down on the Morgan and managed to trap his seat belt behind his seat and under the tonneau. A little trick which caused him to lose touch with the group as we departed Tims bound for Innisfail on the 2A. We noticed quickly that Howard had gone astray, but Gaetz Ave in Red Deer is unforgiving with little real opportunity to stop. Jamie did wait awhile, but Howard never reappeared. Mobile phones are both a blessing and a curse; we rang Howard to let him know where we were and got the answer machine so we left a message that we would meet up again in Innisfail on Hwy 54.

After Jamie rejoined the group at the airport, we headed south to Innisfail. A refreshing drive on the 2A and about 5 minutes out, my phone rang and Issi announced it was Howard in Innisfail. We told him we were only a few minutes away and we would regroup and then head out on 54 towards Caroline. After a little bout of leg pulling we headed west at a reasonable pace enjoying the sun. I slowed a little as we approached the turn south onto 22 allowing our extended little group to close up. The run south had some amazing views. Never having

driven that road before, I was pleased with it being so scenic and having enough undulation and curves to make it an interesting drive. We arrived in Sundre warm and ready for another bathroom break, and an ice cream or two. The next stop was Cochrane at the A&W for lunch and also meet up with one of the Calgary MG club members. Refilling completed for cars and occupants, we headed for the hills with a change of plan, as we were a little behind schedule, which had us heading South on 22 to TC1, then West to the Park and the mountains. It never ceases to amuse me that as you head for the mountains you drop down quite a few long inclines before you get to Canmore.

As we passed through the park entrance I noticed Frank and Rolly pull over to the side; Dave had elected to pass through the toll booths and pulled over to join them when he got through. The rest of us were parked on the shoulder a km away, so I rang Frank.

He told me the F just stopped as I came through. Ooops they aren't supposed to do that! Howard and Neil offered a few tools just in case they might be needed and I set off to see what the problem was. A few minutes later and Frank told me he went over a big bump and the engine cut out. Aha, fuel cut off switch was now the principal suspect. Two minutes later we were on our way. We caught up with the others at a rest pullout a little way before Castle Junction, making a final bathroom stop before heading over Storm Mountain into the Kootenay Valley. Hwy 93 is always a pleasure to drive with its hills and valleys and plenty of curves to enjoy. There were a few bears along the way with a particularly large specimen close to the summit of Kindersley pass which heralds the drop down to Radium. We arrived barely in time for the meet and greet at the Hotel.

Expecting a burger and a bun with side salads etc., we were pleasantly surprised to find steak on the BBQ. John Crawley had been there a while. Cold beers were the order of the day and Frank found that the bar was stocked with Newcastle Brown.. always a HIT! After the food there was a disco provided with British hits from years past. Dave crashed out and the Cedar Lodge mob made their exits after grabbing the registration info for the show.

Saturday morning saw Neil and Laura hosting breakfast before car washing started. A quick trip to the visitor centre and we all had gleaming chariots once more. Another change in routine followed with the show cars entering the local parade as part of Radium Days celebrations. Starting from the car park we followed a



local fire truck and a few floats to the ball park. On the route around, characters in fancy dress were handing out candy and balloons, mainly to children, but near the end drivers were also plied with their wares.

Consequences of that arose later as some didn't like the taste!!! Many comments were heard about my vanity licence plate on the front. The 'OLD FART'.



Another change saw the local concession stands located around the perimeter, which attracted more visitors onto the field. The cars were sited around the edge of the pitching area lining up in order of arrival. The chairs came out and sunscreen applied. The Ladies set off to explore the town and its shops.

The show is a time to relax and enjoy the cars. 56 LBCs turned up, with 2 additions to the convoy; John's Tiger and Art Rutledge in the twin of his Locost 7 (albeit as a passenger). There was ample opportunity to chat with the owners of cars that we may have been enchanted with and some superb examples were on display.

Two such were a pristine Supercharged TD and an only just completed restoration of a Triumph TR250 which was making its way to its new owner in Vancouver. Enough to make one drool! Dave's favourite was the Minivan which had just undergone a \$50k transformation. The quality of work and paint was something else!

David made good use of his quadcopter taking an aerial video of the assembled cars. Check it out on YouTube on the following link. <https://www.youtube.com/watch?v=3H130w-en3s>

There was some pleasant background tunes played and a couple of live performers entertained from the bandstand. All in all a wonderful day..... for some! I went in search of sustenance in the form of a Burger at the Rotary Club kitchen shack. Returning I found Neil, who said "we could have done with you earlier" and then proceeded to tell me of Howard's earlier plight. Well, my sides were hurting as Neil related his story. More of that from Neil and Frank later. The news of this misfortune spread far and wide, and brought smiles to many a face.



At the end of the show the Calgary MG club had organized a bit of a Rally through the valley complete with a stop for pie. Neil and Laura decided to give it a try. The rest of us decided an Ice Cream was the order of the day and so off we went to Huckleberry's in Windermere.

Later on that evening, our group was split between attending the Banquet and a Barbeque at the Cedar Lodge. The Banquet was another fun affair with an excellent meal followed by the presentation of awards, Our "Edmonton" table won three trophies, John Crawley took the "Long Distance" award, Neil won the "Are We There Yet?" award for the Rally and David for the second year in succession won the "Oil Slick" award for his Mini. (You could follow the route of the Parade with his oil trail, and the ten or so parking spots at the hotel that he had used.)



After the Awards the live auction commenced. Always hilarious with some good stuff and some fun stuff, the proceeds going to the nominated charity. David picked up a hand made table which only just fit in the Mini and Howard won a superb travelling case for his Morgan which also had an excellent provenance. The following morning saw Rolly head off home via the Parkway up past Saskatchewan Crossing, David heading off for home and Issi and I off to Calgary.

The rest of the Cedar Lodge Mob were off for a soak at the Hot Springs before a bit of a posh dinner and home on Monday. Another great weekend in the Bag without question. Top down all the way, each way; you can't beat that.

Next month we are off to Brits by the Bus in Saskatoon, why not join us!

Next Year??? There could be a clash with MG 2015 in Niagara; I hope we can do both. *Michael Connolley*

### A FEW OF THE BRITS BEST CLASSICS



**Top Pics:** A 1964 Jaguar Mk 2 and a 2012 Caterham R 400.

**Left:** John's Tiger parked amongst various MG's.

**Bottom Pics:** A Jaguar XJSC parked beside a restored Mini Van and a red 1994 Morgan +8 parked beside Rolly's Spitfire..





# Have You Bin To Radium?

It was Saturday morning and the cars had just been arranged on the field for the Brits Best Car show.

I was wandering around looking at the cars when my phone started to ring.

“Who’s phoning me in Radium?” I wondered. I looked at the display and it was Howard.

“Hello”

“Neil, it’s Howard. I need your help. I’m stuck in a garbage can and I can’t get out.”

“What are you doing in a garbage can?”

“I threw some candy away and accidentally threw my Morgan keys away too. I climbed in to get the keys and now I can’t get out. Just walk up the hill to the right of the bandstand and I’ll wave at you.”

I walked up the hill thinking he must be in a dumpster, but I couldn’t see one. Then I spotted what looked like a regular garbage can with the lid off and there were eight fingers curled over the edge. Sure enough, there was Howard in the garbage can. This wasn’t your ordinary garbage can. It was buried into the ground and Howard’s head was about a foot below the rim.

Howard told me he had tried to pull himself up but couldn’t do it so he wanted me to try to lift him out. It didn’t take long to figure out that wasn’t going to work. I told Howard not to go anywhere and I would go find Frank or Mike for some help.



Frank was the first one I spotted and after explaining what happened, we headed back up the hill to rescue Howard. As we got close to the garbage can a woman was walking away from it. Frank asked “Is he trashed?”, but she must not have heard, or chose to ignore us. Turns out she was just throwing some garbage into the can and probably didn’t know anyone was in it.

We tried to lift Howard out, but that didn’t work. Then Frank had the idea to get a chair for Howard to stand on so we wouldn’t have to lift him so far. That worked and we got him out. Unfortunately, his Morgan keys were still at the bottom of the garbage can. We had no choice but to pull the huge garbage bag out so Howard could sort through the garbage to find his keys. Howard was quite disgusted that there were so many empty cans and bottles in there. “Doesn’t anybody recycle around here?” he said.

After a few minutes of rooting through the garbage, Howard found his keys and we returned the bag and its contents to the garbage can.

I kept apologizing to Howard for laughing, but it was really quite funny.

Some things you just can’t make up.

Neil Rogers



# Radium too!

Rather than go to the Best Western Event Hotel, a group of us returned to the Cedar Motel; good price, clean rooms. With a couple of kitchenettes and some BBQ's on the back deck, it fit us quite well last year.

Neil and Laura volunteered to do breakfast and so each morning we'd trickle in for breakfast. Laura did a great job of feeding us all and the early morning (relatively) conversations were always good. Better after coffee said some.



*Sitting around talking on a nice warm sunny day*

Radium is home to very nice Hot Springs and we spent a fair amount of time there. Very enjoyable getting par boiled bobbing around with friends.



*The Hot Springs building, no pictures of the pool, just to prevent cries of free the great white whales etc.*

The Cedar Motel deck saw us doing dinner Saturday night as we had decided not to do the banquet. The ladies did some grocery shopping while the men were at the car show. And in gender role playing, Art and Jamie cooked

up the meat for an enjoyable BBQ. Next year though we may do the Banquet. Which would mean BBQ Friday night! Sunday night John and Dee had booked us a table at the Strand Old House Restaurant in Invermere. A set menu between 5 and 6 at bargain prices.



*Sandi and Marg waiting for the guys to cook up the meat on the Barbi*

The Schnitzel was good as were all the dishes. Likely a return



visit next year. All in all a

very nice trip. Though we did hit some snow on the way home. Albeit at altitude in the mountains. Frank

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# Picnic In The Park



Picnic in the Park, a bi-annual complement to the Alberta All British Field Meet, was "A Grand Day Out" for all involved. Fifty sporting vehicles gathered in Victoria Park to afford their drivers the opportunity of breaking bread and nattering with like minded motorists. MGs, Triumphs, Jaguars, Austin Healeys, a Morgan, a pad of Loti and one Ford Pick-up graced the greens on a picture perfect afternoon.

Thanks to all who attended. Special thanks to all who helped with the set-up and tear down, the photography, the on field parking and a "Huge Thank You" to our friends at Competition Insurance/Hagerty Collector Car Insurance for their continued support of our events.

Don Spence  
Chairman, Alberta All British Motoring Society





[www.tyetriumph.org](http://www.tyetriumph.org)

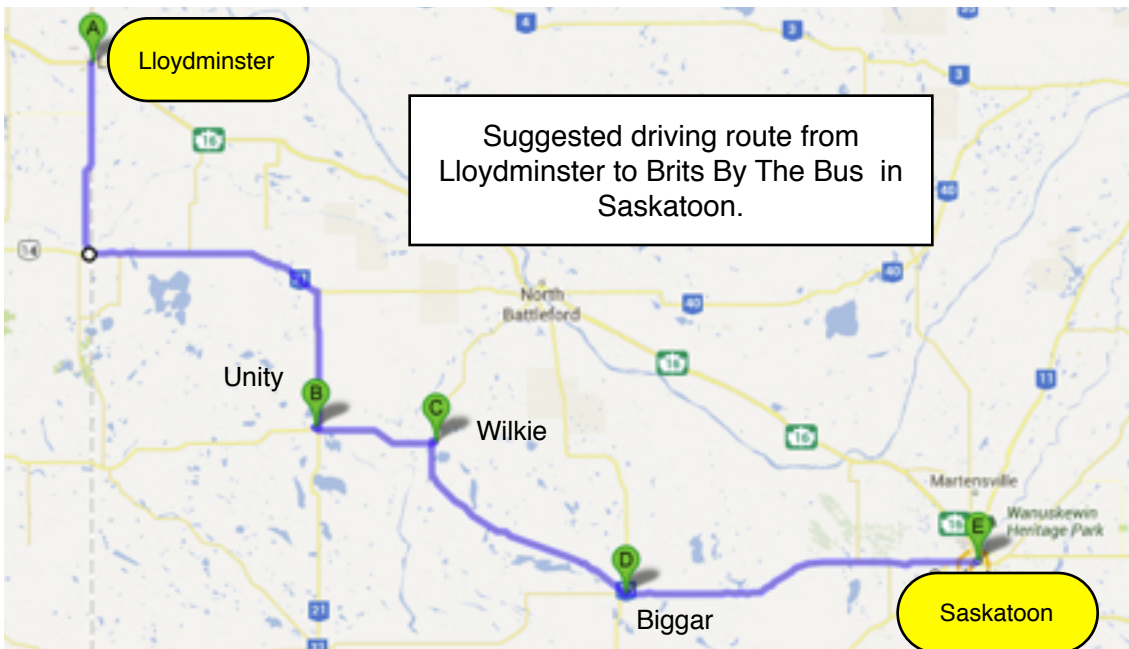


Join us for Tyee Triumph Club's 50th Birthday Party Friday night waterside at the historic Foss Waterway Seaport. Their website is [www.fosswaterwayseaport.org/visit](http://www.fosswaterwayseaport.org/visit)

Saturday's show will be on the grass at the LeMay Family Collection at Marymount Event Center. Check out [www.lemaymarymount.org](http://www.lemaymarymount.org) for additional information. Admission to view the collection is included in your registration. That night we'll dine amongst their cars!

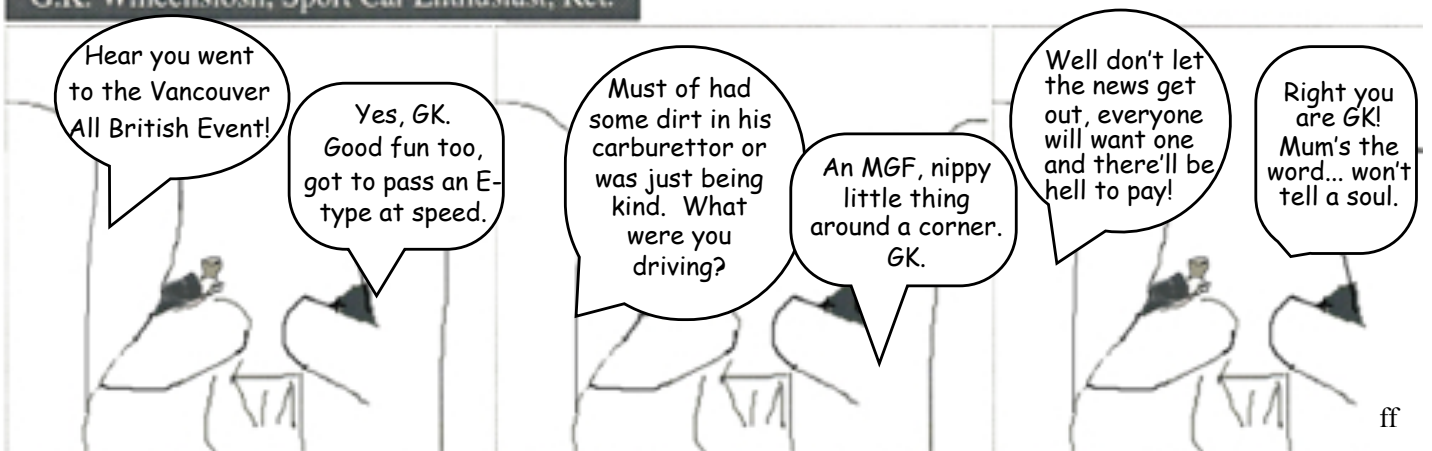
Host hotel booking link below for the 4-star Hotel Murano:

<https://aws.passkey.com/event/10594960/owner/18029/home>



From Lloydminster down Hwy 17 to Hwy 14/ Sask Hwy 40 and east to Hwy 21, south to Unity Sk, stop for Chinese food? Then East again on Sask Hwy 14 to Wilkie and on to Biggar and then into Saskatoon.

G.K. Wincenslosh, Sport Car Enthusiast, Ret.



ff

# History Road 2014

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"YOU CAN'T ALWAYS GET WHAT YOU WANT" but when it comes to MGB engines "you get what you need". That was the case this year at the Reynolds Alberta Museum History Road 2014. The turnout was good and it appeared that most of the 540 registered cars showed up. Again this year most of them were in Wetaskiwin Saturday when our club was holding Picnic In The Park. I heard reports that the museum was so crowded that day that the food trucks had a half hour wait for burgers.



Our History Road Participants.

A good number of club members made it out again Sunday to join the dawn patrol that saved space this year inside the oval. Among the cars was Steve Chambers in his MGB GT. People following him out reported blue smoke from the tail pipe and once he parked the brain trust assembled. Blown head gasket? No zinc additive in the oil! Dropped valve? Blown oil ring! We all had Steve sweating but it turned out that, to prep the car this season, Steve changed the oil but also washed off the engine. A bit of water got into the dash pot on the first SU and the piston ceased. The engine needed something to vacuum into the engine so it took the oil from the crankcase via way of the breather. The engine fouled the plugs and the crankcase was down over a litre but it could have been worse and a tow back wasn't needed with so many mechanics on hand to perform field triage. So the engine didn't get what it wanted but it got what it needed to burn, oil!



Fellow members assisting Steve with field triage.



Steve troubleshooting his MGB GT.

Bob Woodcock



# Sylvan Lake Barbecue



Friday night the weather forecast was pretty ominous for Sylvan Lake on Saturday. 25-30mm of rain and 25Km/hr winds. I was debating on whether or not to go, but a quick call to Michael convinced me to go as Evan and Sharon were prepared for bad weather and the event was still on.

I don't like driving the TR8 in the rain and didn't really want to take the truck. A call to Frank revealed that a seat was available in Ugly Betty.

Seven vehicles showed up for the 10 AM departure. Rolly was 20 minutes early and I wondered if his body had been taken over by aliens.

We had an uneventful drive down Highway 2A except that it seemed to rain every time we came to a stop light or sign in the towns we passed through. There were a few hearty souls who had their tops down for the trip. We arrived at Evan's about 12:30. It was good timing as it was almost time to eat.

The Calgary MG Club had a good showing with 12 cars on hand.

In all there were 38 people present. An excellent turnout considering the poor weather forecast.

Evan told us that it rained at 5 in the morning, but nothing after that. The day was overcast and cool, but the trees sheltered us from the wind. With a jacket on it was a pretty good day.

As usual the food was plentiful and excellent.



After lunch we toured Evan's garage and got an update on the progress of his Mini woody wagon. Evan has done a lot of work on it and it's going to be a really nice car when he gets it finished.

Around 4 o'clock people started heading for home after another enjoyable day at Sylvan Lake.

Thanks again to Evan and Sharon for all the work they do to put on this wonderful event.

Neil Rogers



Evan's restoration of Sharon's Mini is progressing nicely!



## VICTORIA TO OTTAWA JULY 4<sup>TH</sup> - JULY 14<sup>TH</sup>, 2014



'er 1.01Draft

**"Cruise to the Capital"** is a NAMGAR Regional Event, organized by the Canadian Classic MG Club, and associated with GT-39. The Cruise (C2C) is a drive for MGA's, Magnettes, MGBs and other British cars from Victoria, British Columbia to GT-39 in Ottawa, Ontario. You can join the group anywhere along the route.

### Route Schedule:

<b>Start:</b>	Victoria, BC	July 9:	Grand Forks, ND
July 4:	Surrey, BC	July 10:	Duluth, MN
July 5:	Sicamous, BC	July 11:	Munising, MI
July 6:	Calgary, AB	July 12:	Sudbury, ON
July 7:	Swift Current, SK	July 13:	Renfrew, ON
July 8:	Estavan, SK	July 14:	Ottawa, ON



[http://www.namgar.com/events/category/regional/2014\\_cruise\\_to\\_the\\_capital/](http://www.namgar.com/events/category/regional/2014_cruise_to_the_capital/)

Total Distance approximately 2,800 miles (4,480 kms), approximately 280 miles per day.

Participants will receive a C2C car plaque, a completion certificate (C2CCC), and the opportunity to wear a unique limited edition shirt identifying their love of cross-country driving.

We will be picking up participants along the route from both Canada and USA. We will assist any car owners who wish to truck their vehicle to the West Coast to join the drive at the start.

More information, including a route map, is available on the NAMGAR and GT-39 websites, and you should check these sites regularly for updates. An estimate of fuel and hotel costs for this drive from Victoria to Ottawa is available on request from the organizers.

Please make your hotel reservations for GT-39 in Ottawa directly with the host hotel - information is available at [www.gt39.namgar.com/?page\\_id=48](http://www.gt39.namgar.com/?page_id=48)

Please indicate your interest in participating by sending an email to [C2C@namgar.com](mailto:C2C@namgar.com) or calling Peter & Anne Tilbury at 604.535.0648.

**"Cruise to the Capital" is a NAMGAR Regional event with British Cars driving from Victoria, BC to Ottawa, ON for GT-39 in July 2014. We would like to invite members of the Edmonton Classic Sports Car Club to join us. We will be passing through Calgary on July 6th.**

**Route details and more information can be found on the website [www.namgar.com](http://www.namgar.com). A registration form is in the January/February issue of MGA! Magazine.**

All the best for 2014.

Peter & Anne Tilbury

Tel: 604-535-0648



2014 Vintage Triumph Register National Convention  
Back to the Blue Ridge  
September 9-14, 2014 | Dobson, NC and environs

<http://www.vtr2014.com/>



## Vintage Car Show Ukrainian Village

At 8 AM it stopped raining. I took the top off the MG and headed to the meeting point at Tim Horton's. I was met there by a couple of my friends in their MR2 and Alec in his TR8.



The wet weather forecast seemed to have scared everyone else off so the three of us set off. Shortly after we checked in Jamie arrived in Sandi's Spitfire, his MGB is getting an overdrive transmission installed.

Phil has two hobbies that he is passionate about. One is British sports cars and the other is vintage tractors. Today he arrived with an Allis Chalmers.







Because of the rainy forecast there were only 25 cars and 1 tractor on display.

Despite the small turnout there was a nice variety of vehicles on display, including this 1961 NSU PRINZ. It took home the judges choice award. I wasn't sure which end was the front.

Bert was there with his beautiful Jag. There were antiques, hot rods and more plus of course great food and the village to explore.



Gerry



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**ECSCC Dues Reminder!**

Dues are due at the end of March. If you plan on renewing your membership, please forward your \$40 dues payment to our Treasurer at the Edmonton Classic Sports Car Club, P.O. Box 62068, Edmonton, Alberta, T5M 4B5.

The North American MGA Register Invites you to Ottawa



**NAMGAR GT-39**  
A Capital Idea  
July 14 - 18, 2014  
**Ottawa, Ontario**




<http://gt39.namgar.com>

As Fellow Canuck R. Dean Taylor said "Indiana Wants Me."




NAMGBR's annual MG event this year in French Lick, Indiana June 15-19, 2014.

<http://mg-2014.com>



# 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, (membership is 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.

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