



# the open road



Edmonton Classic Sports Car Club May 2013



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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, it's 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 and Natter

Noggin & Natter Meeting is at Vi's for Pies, 13408 Stony Plain Road (780-454-4300) on Thursday, May 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.

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



**NAMGAR**  
 North American MGA Register

MG 2013 July 17 to 21 in Corvallis, Oregon

Photos in this issue by: Bob Woodcock, Art Rutledge, Jonathan Smethurst, Dennis Coulthard, Frank French, Evan Verchomin and Howard Jewell

"Time For A New Umbrella" - Bob in his Lotus 7 at stormy History Road 2012



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

Hello there fellow olde car enthusiasts, spring is coming. The rumour that summer will arrive in 2015 isn't true (it's coming in a few weeks). We had a great turnout to the April monthly meeting wherein Sharon Jones and Leslie Hartman of Competition Insurance made a presentation on antique car insurance, including gifts and prizes. Antique auto insurance is always a useful topic for an update. Many thanks to Competition Insurance!

Geoffrey Allan was doing a great job in going over our upcoming events, of which there are many and varied, when I had to leave early for AUPE business that cropped up. Thanks to Bob Woodcock, ECSCC Vice Chair, for taking over the meeting and to Geoff for

his able presentation. We have a great year coming up!

As for my projects, the engine block for my 1969 Austin Mini Cooper has arrived back to Miles Import Car Repair from the machine shoppe. Ken Miles will set the compression, send the head out for a valve job and then back for assembly. Hopefully it will be on the road in May. Happy roads everyone!

Megalo Miniac

(Dennis Coulthard )

Picture: Our 1996 Volvo 850 took us through a nasty winter without a complaint.





# The Word from the Old Spit



白者  
R-6

by Rolly Burton

I know I'm stalling. Can't think of anything to write, maybe I gotta sharpen a pencil or something. The Edmonton Classic Sports Car Club is, however, in the midst of a terrible conundrum. Our Friday noon lunch stop, the "Route 99" diner on 99 street, initiated by Cam Bailey and friends back in the previous century, has ceased selling beer. When ace waitress Mel and/or her mother Donna were on shift, I could just walk in, sit down, greet the guys, and take a sip of my Kokanee, which was on the table before I could remove my jacket, and way before I would think to order a beer. Now what do I do? Have the girls bring me a glass of milk before I get settled? It just isn't the same.

Of course, if that's all I have to whine about, maybe I should just zip it, or complain some about the weather. It's just lucky we have global warming, because without that, it'd be July before the snow melts away. I took the Spit down to the drugstore today- April 19, and it was way too cold to enjoy the envious stares and glares of the St. Albert yuppies on their way home from work. I suggest that they weren't thinking "Boy, wish I had an old classic like that". Rather, it would be "Boy, that guy is sure stupid, doesn't he know it's too cold to drive in Alberta with the top down?"



"Like I said, Route 99 doesn't serve liquor anymore. Am drinking milk now instead of my favorite beer".

It must be too late in the year to start any major (or minor) resto projects, so now I can plan some things to do and have a quick excuse why not. I still haven't painted the wheel rims--on the list of to-do things since 2008 when I repainted the rest of the car, so maybe I should take one off, clean it, sand it, prime it and lay on some white paint. But before I do that, I should really clean out the garage a little bit. There were some threats from my dear wife to do it herself, tossing out some of my precious junk. And we couldn't have that.

I guess the Route 99 guys went "en masse" to the new car show at Northlands, but I thought it would be more fun to address invitations to my fourth son's wedding in August. But next week will be really interesting with the all electric vehicle show at NAIT. A bunch of us went last year and saw some that were well engineered and built and some not so highly engineered. There were a couple of motorcycles there as well as some big dollar vehicles. It will be interesting to see it again this year.

Again, if anybody decides to take their old British car on a run, just knock off some rust, give me a call at 780-458-6666 or even just come out next Wednesday evening. Ice Cream (hot chocolate) runs can start anytime now. There must be other fools out there.

Rolly  
The Old Spit

## **Upcoming Events:**

### **May:**

**“Red Deer Swap Meet”** Friday, May 3 and Saturday, May 4 in Red Deer.

**“Season Opener – United Cycle”** Saturday, May 4. Geoff.

**“English Breakfast at Footloose Caboose”** Sunday, May 5. Phil.

**“Mini Vacation In Vegas”** May 15 to 19, at Red Rock Casino Resort. David C.

**“Vancouver ABFM in Van Dusen Gardens”** Saturday, May 18.

**“Knox Mountain Hill Climb”** May 18 & 19 in Kelowna.

**“High Tea At Rutherford House”** Luncheon reservations made for Noon, Sunday, May 19. Dennis.

**“ECSCC Body Work Course”** Austin J4 Van at Phil’s in Bardo, 9 AM to 4 PM, May 25 & 26.

**“Okotoks Car Collector Auction”** May 24 & 25.

**“Autorama”** 10 AM to 4 PM, May 26. Show & Shine in the St. Albert Centre parking lot.

**“High Level Bridge Ride”** Wednesday evening, May 29. Chris Bamford & Keith Wilson.

### **June:**

**“Pitt Meadows Jaguar Meet”** June 1 and 2. Hosted by the Pacific Jaguar Enthusiasts Group.

**“Alberta All British Motor Meet”** Saturday, June 8 in Victoria Park. Don.

**“BritsBest Classics”** June 7, 8 & 9 in Radium. Departing from the Millet Petro Can at 11 AM Friday. Michael C.

**“History Road”** June 8 and 9 at the Reynolds Alberta Museum. ECSCC attends on Sunday, June 9. Gary Leverett.

**“J. C. (Jack) Anderson Charity Auto Auction”** at Olds College. Viewing on June 21 & 22. Auction 10 - 5PM June 23.

**“Summer Solstice Barbecue”** Saturday, June 22. At Russ Anderson’s Cooking Lake Acreage. Gypsy theme this year. More information will be forthcoming.

**“Sylvan Lake Barbecue”** Saturday, June 29. Evan Verchomin’s Sylvan Lake Barbecue at his lakefront home on 169 Birchcliff Road on the east side of Sylvan Lake. Arrive between 1 PM and 1:30 PM. Food & Libations provided.

### **July:**

**“Ukrainian Cultural Heritage Village”** Monday, July 1.

**“Nature Walk”** July 14, Dennis & Howard.

**“MG 2013”** July 17 to 21 in Corvallis, Oregon. Michael C.

**“Lloydminster Car Show & Brits by the Bus”** Saturday, July 20 & Sunday, July 21. Sandi.

**“Calgary’s VSCCC European Car Show”** Saturday, July 20, in Stanley Park.

# Central Alberta Vintage Auto Club Swap Meet aka The Red Deer Swap Meet, May 3 & 4.

## C.A.V.A.C.'s 44<sup>th</sup> Annual Red Deer Swap Meet 2013

Friday May 3rd 3:00 pm to 9:00 pm  
Saturday May 4th 8:00 am to 4:00 pm

Westerner Park  
4847A - 19 Street, Red Deer, AB



Phone: (403) 896-1735  
email: cavacswapmeet@gmail.com

Club Run departing from Route 99 after lunch on Friday, May 3 for the drive to Red Deer. If doable, we share the ride and fuel. After taking in the Swap Meet, we usually stop at the "Toad N Turtle" for a bite to eat before heading home.



## Season Opener - United Cycle Saturday, May 4th.



The 780 Tuners Season Opener is on Saturday, May 4 at United Cycle by the Antique Mall at 7620 Gateway Blvd.

The event starts at 7 PM and runs until 9:00 PM. All makes and models are welcome! Get there early in order to get a parking spot.

There will be a barbecue and a raffle with all proceeds going to the Humane Society.

Geoffrey Allan.

## English Breakfast at Footloose Caboose Sunday, May 5th.

Join us Sunday, May 5 for an 11:30 AM Buffet Breakfast at Footloose Caboose. Cost is \$15 per person plus drinks, tip & GST. RVSVP to Sandi or Phil. Meet at Starbucks at 3904-17 St., just south of Home Depot in the RIOCAN Meadows Shopping Centre for a 10:30 AM departure and scenic 35 miles cruise to Footloose Caboose.





# High Tea at Rutherford House

12 Noon, Sunday, May 19

Our High Tea is booked for 12 Noon, Sunday, May 19, at Rutherford House, 11153 Saskatchewan Drive. Dennis has confirmed reservations for ten people in the “Nook” Room of the Arbour Restaurant. Cost is \$29 per person plus 18% group tip and GST. For our group billing, Rutherford House suggests that cash is the preferred method of payment. As ten people have booked so far, contact Dennis Coulthard at 780-913-2445 if interested as seating is limited and additional seating arrangements may have to be made. Note that there is limited free parking in a small area in front of Rutherford House plus metered parking along Saskatchewan Drive. There is also paid parking to the south in the main university parking lot.



## Mini Vacation In Vegas

May 15 to 19



David Connolley is the Contact Person for this five day Mini event in Las Vegas. Check-in & registration is on Wednesday, May 15 and the events conclude with a Mini run to Mt. Charleston (Brunch on the Mountain) on Sunday, May 19.

Check out [www.amviv.com](http://www.amviv.com) for more details and contact David at [mirrorclick@gmail.com](mailto:mirrorclick@gmail.com) for further information and trip details. Planning is currently underway.



# "My New Bottom"

*Evan Verchomin*

After many hours of modifying the new floor pan, lowering and bending areas for the future fasteners,



securing the bottom edges of the ash trim, the cutting out the old pan was easy. The old pan weighed 51 lbs. versus the new pan at 61 lbs. The new pan for the Mini Wagon is aftermarket as there is little market, no pun intended. The Salon Heritage pan can be purchased for the same price, though it's length is 5 inches shorter. Both units include inner and outer sills. I made up a temporary square bracing, tack welding to keep the body from expanding or contracting door openings. Caution is the key before removal.

The rear companion boxes were badly rusted so I had to add two and a half inches of new material doing an offset of half an inch and plug weld them in place before installing the pan. There were small details to address on both sides of the boxes. I called Marcel Chichak on the process of installing the pan. He said

he used a 10 ton ram? To place one on his Wolseley Hornet or Riley?

His advice - DO PLACE YOUR NEW REAR SUBFRAME IN PLACE WITH NEW BUSHES AND PINS. I did and found that a portion of the right rear pan which I replaced with 20 gauge, 18 gauge, and 16 gauge and a homemade bracket with 2 holes for the bolts that fit up to the frame which was out by three sixteenth's of an inch. Easy fix with a rat tail file and a little welding. But the real key (in my humble opinion) of the placement of the pan was to line up with the gearshift hole, wandering wand type on very early Minis. The old style was a blessing and the matching of the two front sub frame bolt holes (new on top of the old) was a good reference point. Tough move to do but I used a four foot pipe clamp and pulled the new pan forward, almost breaking the clamp. I used a block of 2x4 against the square crossover floor strengthener and the hole for the gearshift. The holes finally matched. Welding "wise"? I filled the rear holes of the upper pan over the new heelboard, then plug welded and seam welded the front to the old bulkhead. Quite strong. Betsy's lower portion ahead of the rear wheel well typically rust on all woodies. I replaced the areas with new aftermarket parts which included the in between sill. I purposely left the sills unsecured as I foresee the biggest problem on this Mini's restoration. How to set the door posts, A panels, inner/outer sills. The doors on Minis have full length storage boxes for maps, purses, cigars, cigarettes, gum and junk. You simply cannot see the fit on the underside from inside the car. I saved the old door seals and used the pieces for reference. Here is "Poor Betsy" completely toilet trained and a fresh bottom. NO MORE DIAPERS! , ,



The try to be  
patient  
Evan Verchomin .





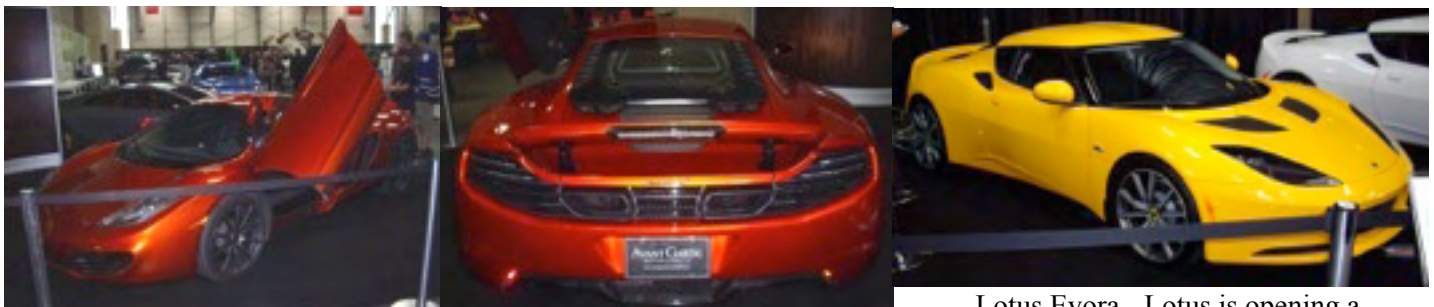


After lunching at Route 99 on Friday, April 19, a few of us went to the Edmonton Motor Show. There were some beautiful cars there again this year. On display was McLaren's new MP12-4, their first production supercar since Gordon Murray's team designed the steering wheel centered F1 in 1998. Other exotics included Ferrari, Maserati, Lamborghini, Fisker Karma, Bentley and Aston Martin. Joey's Place featured some head turners including a nicely restored 1929 Graham Paige along with a 1966 Stingray and a breathtaking 1960 Corvette. One little beauty that popped up out of nowhere and seemed a bit out of place, was a nicely turned out 1948 Ford Anglia with a "knock-your-socks-off" paint job. Furthermore, in the Ford display area, a 1926 Ford Model TT stood alone in a sea of muscular trucks. More at home was a stunning Volvo P-1800 sitting amongst new Volvo cars on display.

Red Deer's EG Auctions (Electric Garage Collector Car Auctions) were on site again for the third year in a row. Their three day auction commenced Friday with a few cars on the block and continued into the weekend with the main event on Saturday. On Friday, there were some fairly nice cars at this auction including a red 1984 Alfa Romeo, a red 1983 Ferrari 308 GTS, a 1956 Ford Thunderbird and Norm's yellow 1975 Triumph TR6. Having EG Auctions entrenched in our annual auto show seems to add some pizzazz to a somewhat traditional event showcasing new vehicles and prototypes.

Hopefully, it will continue.

Howard



The new McLaren MP12-4

Lotus Evora - Lotus is opening a dealership in Calgary next year.



Volvo P1800 above and a 1929 Graham Paige on the right.





1948 Ford Anglia Coupe above and a 1926 Ford Model TT on the above right.



1960 Corvette on the left and a Lamborghini Aventador above.



Aston Martin DB 9 above and EG Auctions on the right. Below are three cars on auction: a red 1983 Ferrari 308 GTS, Norm Goplin's yellow 1975 Triumph TR6 and a red 1984 Alfa Romeo.



# Copper Cure?



Along with the desire to escape winter this year there were a few car related items on my shopping list. I saw a Birken display at Barrett Jackson and saw the wind wings they have available. I found them cheaper through the Caterham USA dealer in Denver and guaranteed to fit but that wasn't the main item on the shopping list!

First a little background. Some may remember that when leaded gas vanished, for a time, premium gas was nowhere to be found. It was then that I started the "ping war". The engine had been rebuilt over the years and the head surfaced at least twice. The block had been decked once so who knows what the compress ratio was. I tried using octane booster but it didn't seem to work and cost a lot per gallon. I tried an aviation gas mix. Nothing seemed to work and during one of the rebuilds to install proper no-lead valves, I had the pistons flat topped. That cured the pinging but I lost power. That lead to the installation of the Turbo which brought the power back but also the pinging under max boost. I installed a knock eliminator and water injection and as long as I didn't push too hard I could keep the pinging away. That lasted many driving seasons and Turbo7 was born.

It was three years ago, during one last all out, push it to the wall acceleration run up the street from my place, when I cracked a piston. I replaced all them that winter. It wasn't easy. There was a mix up from the parts supplier over the size of head gasket needed with the new oversized pistons. That spawned the road trip from hell. The car overheated at every gas stop during the spring trip to Vancouver for the All British meet. When I got back, I found one of the pistons hit the fire ring causing exhaust gas to leak into the water jacket. I fixed that with a proper competition head gasket but it was time to remove the turbo and replace the DCOE Webers. I had left the domes on the pistons and the pinging was back.



I have since tried a new Pertronix distributor, a recurve on the old Lucas distributor with the Pertronix module, a MSD CD ignition, re-jetting the Webers and several flavours of spark plugs. I can eliminate the pinging but I need to adjust the firing position to top dead center. If I had read up a bit more on the CD ignition I would have gone with the next version up that has



timing control but that needs a trigger and the car doesn't have a CPU or enough vacuum to do that. It would have needed a switch on the pedal.

Modern cars have high compression engines but also CPU's to control the pinging. The Lotus isn't that sophisticated.

So that leads me to my next trick. A copper gasket to drop the compression ratio again. If I can balance the drop then perhaps I can get the engine to run on pump premium and still have enough power to keep it interesting.

I did a search on the internet and found a company down here that offers that service. I brought down a sample spare head gasket with me along with the cork chain case gasket. I got those gaskets to him and a month later I met him on a Saturday in Peoria for the pickup. \$240.00 later and I have two gaskets that are thicker than an American nickel. That's one size down from the thickest material he offers.

The work is perfect and with a little polish the gaskets would look great hanging on a wall but I bought them for the Lotus and sooner or later they will be installed in the Lotus. If it works, I will let you know!

Bob Woodcock

# Frank's Filler

## Well Hung II

I think I'd have to call it a flurry of activity. After months, nay years now of inactivity, the MGA has been the centre of attention. Early in the winter discussions were going back and forth between myself and Art Rutledge and myself and John Crawley. Art was away for a couple of months and in return for cleaning his shop he'd help me paint the car. It took about a month and a half to clean and organize the shop. I know where most things are... and Art's still looking for stuff. The power...

John had bartered for my parts MGA and is making progress on turning it into a MKIII. Should be interesting. In return he was to help me install the engine in the A and do the upholstery install. That takes a bit of skill. Recent snow storms delayed things but we finally got together and put the engine into the engine compartment. It's only taken five or ten years since the engine was last checked; should be fine.

John came over one morning and we got right to it, didn't take too long before the engine was hung over the very small engine compartment of the MGA. I controlled the hoist (so if we smucked something it'd

be my fault) and we wiggled and jiggled and lowered and pried and pulled and pushed and all of a sudden it was in place. Wow...



I won't say it was easy, and it sure had it's moments of excitement. Like, it's just a hair away from the side of the compartment.. take it easy!

But in no time we had a few bolts in and even had the drive shaft in place. Wooden floorboards do make things so easy some of the time.

Though of course they can catch fire.. down the Queensway in Ottawa at 70 mph and where's that smoke coming from.... the floors on fire! The Floors on Fire! Ah the memories... We threw the bag of ice on the floor and continued our journey. Though we did stop for more ice.. warm beer, no thanks, I like my LBC but I need my beer cold.



*John's left holding things up as I take a snap shot of the well hung engine...*



The engine mounts were bolted down and we have two ground straps just to make sure we're well grounded. Then it was off to the other end where we bolted down the drive shaft. Wouldn't do to forget that and try and go for a run once things progress a bit more. Nicely bolted down, lock nuts and lock washers.

Back to the engine compartment and the first to go on was the starter; only to find that a High Torque starter for an MGB isn't going to fit in an MGA.



Made contact with the brake lines and chassis rail on the side of the MGA. Darn or words to that effect.

On the bright side, it will fit in the MGB and I do have an MGB which will benefit from the addition of a High Torque Starter.

A quick search around and I have one coming by post. No worries as it's easy to put in from the top.

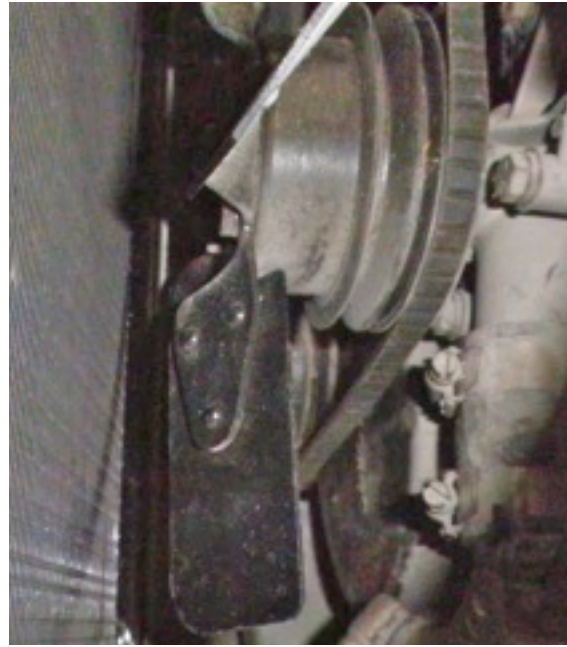
While at that side of the engine one might as well install the hydraulic clutch hose. Now where is a wrench to fit those bolts. Nothing I had in my tool box, must of used an adjustable back before engine was in place. Bit of messing around and finally I got under and removed the slave cylinder and screwed it onto the hose and bolted it back in place. Much easier than trying to get the strange nuts off. I'm sure someone will come up and tell me that it was a 7/8's or something but at least it's now on.



*Think I could find a wrench to loosen the hose.. no way... hose eh!*

Next came the Dynamo, fit like a charm, the belt went on and things were moving along. I was pumped.

Next was the radiator, going to a B engine I had a B radiator rebuilt with MGA side brackets and so it should of been easy peasy. No, the fan blades stopped the radiator from sliding down and into place. Finally grabbed an MGA radiator as there are differences



between the two and the MGA radiator slide into place but it was in contact with the fan blades and the front of the water pump. I really was pumped, not in a good way, back to the MGA Guru <http://www.mgaguru.com> and other sites and it looked like the only solution was a water pump and pulley from a rubber bumper MGB.

Everyone I talked to agreed and with pump and pulley off I went to to Brit Bits, Ken Mile's parts place and after a few sessions with a measuring tape and a pulley from the parts bin, we were on our way. The new shorter pump was in place and sure enough loads of room. Then it was over to Art's to centre and drill the fan and pulley to match the pump.





Bit of paint on the pump and the fan blades and it will be ready to go. We still have to see if the B rad cap will clear the bonnet but if not we have an A radiator to fall back on.

Things didn't stop there, no sir. Art got home from his travels and we had the bonnet and doors and boot lid over at his shop Wednesday night. Then Thursday we got the boot lid and doors wet sanded down. They had had some of the problem clear coat from my last attempt at painting. They looked a lot better after the wet sanding. Art said aggressive at first and so we did 180 grit and then moved to 400. Lots of water and a little soap in the mix and let the paper do the work. There were a few storage dings that took a bit of filler but that was about it.

Friday saw us over at Art's again, this time sanding down the bonnet which smoothed out really well. Few small dings there too and a touch of filler got applied. Being Friday it was time for lunch at Route 99 Diner and so we headed off. I had to go do some errands; home renos aren't quite finished and we're also on a committee for the Community League and I had to touch base with two Eastern companies. One success and one voice mail but I made it to lunch in good order.

We had a good turn out, few more people back from their winter holiday and so the chat went back and forth. Neil showed up and I asked about the



Triumph which Phil had completed repairing a couple of weeks ago. Turned out that Phil was at lunch, the Triumph had come into town today and the trailer was over at Neil's. Kismet, check with Art, okay to put MGA in his shop, check with Neil, he's up for it and all that left was Phil and he was happy to do it as well.

Early departure from lunch and a dash home in advance of Phil and Neil. I had to find tires, more importantly find wheel nuts. I found enough for three per wheel and we filled the tires up with air as well. Got the car almost ready when Phil and Neil arrived a few moments later. We had the car down on wheels for the first time in a long time. Out to the trailer and over to Art's as quick as can be. Very good week if I do say so myself. Thanks everyone; greatly appreciated.

I think there's been so much activity this week Sandi might actually have to have a drink.

I may be asking for more help as we go along just so you know. Now where did I put that MGB starter?

Frank



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I have since tried a new Pertronix distributor, a recurve on the old Lucas distributor with the Pertronix module, a MSD CD ignition, re-jetting the Webers and several flavours of spark plugs. I can eliminate the pinging but I need to adjust the firing position to top dead center. If I had read up a bit more on the CD ignition I would have gone with the next version up that has



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I won't say it was easy, and it sure had it's moments of excitement. Like, it's just a hair away from the side of the compartment.. take it easy!

But in no time we had a few bolts in and even had the drive shaft in place. Wooden floorboards do make things so easy some of the time.

Though of course they can catch fire.. down the Queensway in Ottawa at 70 mph and where's that smoke coming from.... the floors on fire! The Floors on Fire! Ah the memories... We threw the bag of ice on the floor and continued our journey. Though we did stop for more ice.. warm beer, no thanks, I like my LBC but I need my beer cold.



*John's left holding things up as I take a snap shot of the well hung engine...*

The engine mounts were bolted down and we have two ground straps just to make sure we're well grounded. Then it was off to the other end where we bolted down the drive shaft. Wouldn't do to forget that and try and go for a run once things progress a bit more. Nicely bolted down, lock nuts and lock washers.

Back to the engine compartment and the first to go on was the starter; only to find that a High Torque starter for an MGB isn't going to fit in an MGA.



Made contact with the brake lines and chassis rail on the side of the MGA. Darn or words to that effect.

On the bright side, it will fit in the MGB and I do have an MGB which will benefit from the addition of a High Torque Starter.

A quick search around and I have one coming by post. No worries as it's easy to put in from the top.

While at that side of the engine one might as well install the hydraulic clutch hose. Now where is a wrench to fit those bolts. Nothing I had in my tool box, must of used an adjustable back before engine was in place. Bit of messing around and finally I got under and removed the slave cylinder and screwed it onto the hose and bolted it back in place. Much easier than trying to get the strange nuts off. I'm sure someone will come up and tell me that it was a 7/8's or something but at least it's now on.



*Think I could find a wrench to loosen the hose.. no way... hose eh!*

Next came the Dynamo, fit like a charm, the belt went on and things were moving along. I was pumped.

Next was the radiator, going to a B engine I had a B radiator rebuilt with MGA side brackets and so it should of been easy peasy. No, the fan blades stopped the radiator from sliding down and into place. Finally grabbed an MGA radiator as there are differences



between the two and the MGA radiator slide into place but it was in contact with the fan blades and the front of the water pump. I really was pumped, not in a good way, back to the MGA Guru <http://www.mgaguru.com> and other sites and it looked like the only solution was a water pump and pulley from a rubber bumper MGB.

Everyone I talked to agreed and with pump and pulley off I went to to Brit Bits, Ken Mile's parts place and after a few sessions with a measuring tape and a pulley from the parts bin, we were on our way. The new shorter pump was in place and sure enough loads of room. Then it was over to Art's to centre and drill the fan and pulley to match the pump.





Bit of paint on the pump and the fan blades and it will be ready to go. We still have to see if the B rad cap will clear the bonnet but if not we have an A radiator to fall back on.

Things didn't stop there, no sir. Art got home from his travels and we had the bonnet and doors and boot lid over at his shop Wednesday night. Then Thursday we got the boot lid and doors wet sanded down. They had had some of the problem clear coat from my last attempt at painting. They looked a lot better after the wet sanding. Art said aggressive at first and so we did 180 grit and then moved to 400. Lots of water and a little soap in the mix and let the paper do the work. There were a few storage dings that took a bit of filler but that was about it.

Friday saw us over at Art's again, this time sanding down the bonnet which smoothed out really well. Few small dings there too and a touch of filler got applied. Being Friday it was time for lunch at Route 99 Diner and so we headed off. I had to go do some errands; home renos aren't quite finished and we're also on a committee for the Community League and I had to touch base with two Eastern companies. One success and one voice mail but I made it to lunch in good order.

We had a good turn out, few more people back from their winter holiday and so the chat went back and forth. Neil showed up and I asked about the



Triumph which Phil had completed repairing a couple of weeks ago. Turned out that Phil was at lunch, the Triumph had come into town today and the trailer was over at Neil's. Kismet, check with Art, okay to put MGA in his shop, check with Neil, he's up for it and all that left was Phil and he was happy to do it as well.

Early departure from lunch and a dash home in advance of Phil and Neil. I had to find tires, more importantly find wheel nuts. I found enough for three per wheel and we filled the tires up with air as well. Got the car almost ready when Phil and Neil arrived a few moments later. We had the car down on wheels for the first time in a long time. Out to the trailer and over to Art's as quick as can be. Very good week if I do say so myself. Thanks everyone; greatly appreciated.

I think there's been so much activity this week Sandi might actually have to have a drink.

I may be asking for more help as we go along just so you know. Now where did I put that MGB starter?

Frank



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# 2013 McCormick Classic Car Auction

Art Rutledge

This is my 2<sup>nd</sup> year for attendance at this event. Once again there were some winners and some losers. I actually weakened and bought a bidders card this year. Admission for viewing only for the 3 days is \$25 and a bidders card that also gives you two tickets for all the days is only \$30. Did I bid on anything? Read on.....

Please note that unless stated otherwise, all cars below were Southern California, or "Desert" cars in what we consider exceptional condition in Alberta. Many were only one or two owner cars and several were California Black plate cars.

All prices below are "hammer" prices and do not include a 5% buyers premium (a good deal this is commonly double or triple that amount at other auctions)

There were A LOT of Mercedes SL sports cars for sale at the auction. (well more a GT car but that is for another discussion and time). These represented good value in general. The cars all looked to be in good condition here are some examples of what sold:

1999 Mercedes SL500 = \$14,000  
 1991 Mercedes SL320 = \$9,250  
 1995 Mercedes SL500 = \$8,000  
 1980 Mercedes SL450 = \$8,750  
 1979 Mercedes SL450 = \$5,750  
 1984 Mercedes SL380 = \$7,100  
 1984 Mercedes SL380 = \$3,200  
 1987 Mercedes SL560 = \$6,800  
 1996 Mercedes SL500 = \$9,000  
 1979 Mercedes SL450 = \$4,250  
 1979 Mercedes SL450 = \$5,750  
 1993 Mercedes SL500 = \$8,600 very nice  
 1987 Mercedes SL560 = \$6,100  
 2007 Mercedes SL550 = \$31,000 no sale  
 1999 Mercedes SL500 = \$9000



These are only a portion of the SL's sold. For more details see the website at the end of this article.

1958 Mercedes SL190 = \$56,000 a rare car in driving condition, good ownership records but a little scruffy when examined closely especially under the hood. They really could have spent a dollar and cleaned it up. The Car was not in original unrestored condition so there was no benefit in preserving "patina" especially if it was not consistent across the whole car. The exterior has had a respray, and the interior has been replaced (very well done).

In my opinion the stars of the show were 4 Lexus SC430's. These are beautiful and expensive cars and the 10-15,000 dollar pricing on them was a bargain. The cars were all pristine as most of this particular car usually is, due to the original expense (\$90k +), Lexus quality, and the nature of the first owners demographics.

2002 Lexus SC430 = \$11,000 Friday  
 2002 Lexus SC430 = \$11,000 Saturday  
 2006 Lexus SC430 = \$29,000 Saturday  
 2003 Lexus SC430 = \$13,000 Sunday

There were 3 MGB's and a couple of TR6's in the show as well. Of all the cars in the show these were the only group that universally did not meet the "Desert" car condition described above. All were overpriced in my opinion.

1978 MGB = \$4,250 Tired and worn, no rust.

1964 MGB = \$8,700 Interior non-stock fresh paint but I would be careful on this one...

1976 Triumph TR6 = \$13,000 Straight 2 owner car, repainted some time ago, but not a top drawer job, good records, no rust. In short, a driver, not a show car. Compare this money to the Lexus SC430's that also sold in the same auction.

1976 Triumph TR6 = \$7,250, originally a yellow car, resprayed black, rough overall condition, no rust, no smoke, 60,000 miles

There were a lot of Jaguars at the sale, a couple of E types that fetched big dollars. The convertible was a little rough showing signs of damage and poor repairs on the passenger side and rust around the windshield. The XK8 cars were sold at a highly discounted price and were consistently under \$10,000. Most of these were in VERY nice condition, and notwithstanding your opinion on the 4.0 Litre engine, represented a lot of car for the money. There were a quantity of XJ6's, and XJ8's as well, some of which were in eye wateringly good condition visually. There was also an older XJ6 that looked nice from far, but far from nice that I watched the staff start up (had to be boosted) and drive up to the auction block. The owner cautioned that if they shut it off it would not restart.

1997 Jaguar XK8 = \$4,700

1997 Jaguar XJ6L = \$4,200

1972 Jaguar XKE Coupe = \$30,000

2001 Jaguar XJ8 = \$5,500

1965 Jaguar Mk X sedan (aka The White Whale) = \$8,500—rough—this sale made no sense to me.

2004 Jaguar XK8 = \$18,000

1976 Jaguar XJS Chevy conversion \$2,700 VERY Rough ???

1986 Jaguar XJ6 = \$2,600 Nice from far, far from nice....

1996 Jaguar XJ6 = \$3,500 VERY NICE

1990 Jaguar XK8 = \$6,250

1998 Jaguar XJ8 = \$4,750

I did bid on the Jaguar Mark II 340, and had the high bid. The car did not come off reserve and did not sell. It was nice but not perfect. The door fit was off although it did have an all new (read VERY expensive \$10k+) interior and fresh paint. The engine compartment was not up to the standard of the rest of the car.

There were lots of very high end hot-rods and some very nice 20's,30's and 40's cars. The auction sold a car every 3 minutes for three days solid. Very Impressive, and they printed a schedule of when a car would cross the block. At the end of 3 days they were within 5 minutes!

#### Mystery Sales, that made no sense to me....

1974 Fiat 124 = \$10,250 VERY scruffy under the hood, they didn't even wash it! A high price for an unexceptional car.

1975 Bricklin SV1 = 16,500 ?

Have some fun and a good cry; go look up the beautiful Black 2004 Maserati Spyder (\$25,575) and Quattroporte that went across the auction block. I saw the cars ---- they were stunning.



One of the highlights of the show for me was Carol Channing's 1970 Buick Electra Convertible, truly a one owner car since new with full provenance. And the best part – Carol Channing was there to ride in it across the auction block!

I managed to get her photo after the sale, and her smile is still there. It sold for just over \$19,000; well done!



Art

Homepage <http://www.classic-carauction.com/>

Results [http://www.classic-carauction.com/auction\\_results.cfm?auctionnbr=54](http://www.classic-carauction.com/auction_results.cfm?auctionnbr=54)

## Photos of other vehicles at the McCormick Classic Car Auction





# 2013 Vancouver All British Field Meet Saturday, May 18th

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# Austin J4

## The J4 back in the Mix

A few years ago I rescued a 68 Austin J4 van from BC. The idea was to use it as a learning tool for members to see what goes into body and mechanical restoration. The first course was brakes which was at Bert's. Next we took the van out to Phil Johnson's place and ran about a half dozen courses, a couple a year for awhile. Things then got quiet but we received a shipment of J4 parts from some Morris Commercial Club owners via Mike Connolley and his friend John in the UK.

From a total basket case it's moved on to a fairly solid van. This year we're having the final body work course, a few other smaller jobs but still a chance to learn some stuff. In the beginning of the course there were course fees but eventually as less materials were consumed the courses became free learning experiences. Everyone works pretty hard and things do get done so that by the end of a weekend we all have a feeling of accomplishment.

Usually room for six to eight people in a course and there's a fair amount of banter and what do we do now, how does this fit together? It's kind of fun.

Some funds still went to meals which Sandi would throw together, however, she is booked solid on this weekend. Darn... We'll have to see what to do about lunch, and desert...

If you haven't been on one of the courses, they can be a good introduction to basic body and mechanical. The J4 is a parts bin vehicle, brakes turned out to be TR6 and Healey, the engine was BMC B, a 1622 originally but we have a MGB engine to go in that spot. That, however, is another course.



I'm working on prepping the two NOS doors we have to get them ready for the course. Bit of work to do as you can see... home reno delayed door work and something got on the surface and so I have some work to do before we can assemble and hang this door. The course is out near Tofield, the info is in the advert below. Hope to see you there, just give me a ring or an email and we'll count heads and give directions. Frank

### ECSCC BODY WORK COURSE May 25th and 26th

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

#### Vana

A 1968 Austin J4

A new course begins... .

May 25 & 26th

Phil Johnson's place, Bardo Alberta

9 a.m. - 4 p.m.



Last Body course.. three doors and a pile of holes and new rear springs

Contact Frank  
moutard@mac.com  
780-451-0808

if interested in attending

## High Level Bridge Ride Reminder

Join us on the evening of May 29 for a ride on the High Level Bridge. Chris Bamford and Keith Wilson are members of the Edmonton Radial Railway Society and have arranged a round-trip ride for us. Cost per person will be \$5.00. Free for children under 6. \$15 family rate for any grouping of children/parents/grandparents. All funds go to E.R.R.S. <http://www.edmonton-radial-railway.ab.ca/highlevelbridge/>



We will muster at the Royal Alberta Museum on Wednesday, May 29 for a 6:30 PM departure and park in the gravel area between the trees and the tracks towards the east by the YELLOW arrow on the Map below. Entry is easiest at the west end from the church lot (paid parking by BLUE arrow) and there will be plenty of free parking by the YELLOW arrow. Note that the photo is enclosed by 85 Avenue on the north, 84 Avenue on the south and 103 Street on the east and 104 Street on the west.





# Bob's Scenic Drive Home

I guess this is a sports car run, Scottsdale Style. I spotted these cars on a Sunday afternoon while heading back to Canada. They appeared to be doing a Rally. I first spotted them heading north on Interstate 17 just north of Scottsdale. They were being followed by a pickup truck that appeared to be carrying parts and some

gas cans. I lost them when they turned west on 330. I then picked them up again east of Wickenburg at a Shell gas station. I didn't get a picture but there was also a white Bird Cage Maserati and some other cars lined up for gas. I'm guessing the D Type Jag is a replica along with the Cobra. The Aston Martin is a DB4 and I'm not sure of the year and model number of the Ferrari.



Bob Woodcock



# Triumphest at Phil's

Below are a few photos of Phil's work on Neil's red TR 3 as well as his own white TR 3 in the background.



Although Phil's work on Neil's Triumph is complete, work on his own TR 3 (formerly's Cam Bailey's TR 3) is currently underway in his shop. Stay tuned for Neil's upcoming articles on his TR 3 project.



Neil's rust free TR 3 with new grill



Phil's TR 3 Project



# The Alberta All British Motoring Society Presents



## *The Fifteenth Bi-annual Alberta All-British Field Meet*

*Saturday June 8, 2013  
In Victoria Park, Edmonton Alberta  
11 A.M. to 4 P.M.*

*A Celebration Open to all Vehicles of British Manufacture.  
(Cars, Motorcycles, Commercial Vehicles, Bicycles, Prams ???)*

*No Entry Fee or Pre-registration!*

*Hourly draws for valuable prizes.*

*Food and drinks on site.*

*Updated information at  
<https://www.facebook.com/alberta.allbritish?fref=ts>*



# BRITISH CAR & BIKE SHOW WEEKEND

**BBC**  
**5**  
CALGARY MG CAR CLUB  
**BRITSBEST CLASSICS**

## Radium

Hot Springs British Columbia  
Radium Resort the official 2013 venue

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**JUNE 7, 8 & 9**  
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BritsBest Classics, British car & bike show, continues once again for 2013. Organized by the Calgary MG Car Club as part of RADIUM DAYS, we'll be returning to Radium Hot Springs, BC, where this year we are celebrating the 5th annual BritsBest Classics event - and we are expecting the largest group of classic British cars and bikes ever! Participants will enjoy a variety of events and selected awards. The fun starts on Friday night with a "Meet & Greet" at the Radium Resort. The car/bike show will be on Saturday, followed by a "Punkhana", and ending with an Awards Banquet and Auction.

2013 will be the best BritsBest Classics, British car & bike show, EVER! Don't miss out!

Register Now!!! Go now to...  
[calgarymgclub.org](http://calgarymgclub.org)  
for event information.



**Michael Connolley is the Contact Person for "BritsBest" in Radium**

CALGARY MG CAR CLUB  
**BRITSBEST**  
CLASSICS

FRIDAY, SATURDAY, SUNDAY

**JUNE 7, 8 & 9**

**Radium**

Hot Springs British Columbia  
Radium Resort the official 2013 venue

The Calgary MG Car Club is your host with the BritsBest Classics all-British car & bike show weekend at the Radium Resort in beautiful British Columbia, Canada.

Located in Radium Hot Springs, British Columbia, a classic mountain getaway village at the gates of Kootenay National Park, Radium Resort welcomes you with breathtaking scenery, relaxed comfort and uncompromising service.

Surrounded by the vast open spaces of the Columbia Valley, the grandeur of the surrounding mountains and the fresh air of alpine forests, Radium Resort is set in a special place. In this neck of the woods, natural beauty is everywhere you look.

For BritsBest Classics registrants, Radium Resort can accommodate over 500 guests in comfortably appointed Premier Rooms, Executive Suites, Loft Units and Condominium/ Villa Units, all overlooking the beautiful Resort Course.

**Hotel Reservations** are \$109.00 plus taxes per night for a Premier Room (based on double occupancy) and includes hot breakfast. If you would like additional nights stay before or after the event, Radium is offering rooms at the same BritsBest Classics rate. Book prior to May 24/13 and please mention you are part of the BritsBest Classics Car Event! Call 1.800.667.6444 or visit [www.radiumresort.com](http://www.radiumresort.com).

BritsBest 2013 officially starts with a Friday Meet & Greet. After a short drive to the grounds, Saturday begins with the car & bike show at 10:00am, followed by a "Funkhana" and ending with an Awards Banquet and Auction at the Radium Resort.

P.O. Box 310, 8100 Golf Course Road  
Radium Hot Springs, British Columbia,  
Canada, V0A 1M0 1-800-667-6444  
[www.radiumresort.com](http://www.radiumresort.com)

**Registration Form** Deadline June 1, 2013  
[ NO REGISTRATION AT THE GATE ]

Name (please print): \_\_\_\_\_

Guest Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Prov/State: \_\_\_\_\_ PC/Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_

**Release of liability, please read carefully & sign:**

By registering for this event I agree to insure my vehicle & property against loss, damage and liability. I agree to assume the risk of any & all damages or injury to my vehicle, and to indemnify and hold harmless the Calgary MG Car Club, its executives, directors or agent for any acts of omission, which may result in the theft, damage or destruction of my property or injury to me and/or others, occurring as a consequence of my participation in the BritsBest Classics 2013.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**Vehicle Information**

**Car/Bike 1:**

Year \_\_\_\_\_ Make & Model \_\_\_\_\_

Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Modifications \_\_\_\_\_

**Car/Bike 2:**

Year \_\_\_\_\_ Make & Model \_\_\_\_\_

Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Modifications \_\_\_\_\_

Register before MAY 10 / 2013 & be entered into the early bird draw for Radium Resort Room Upgrade!

**Entry Order Form**

Car or Bike Entry - One .....@\$45/ea. \$ \_\_\_\_\_

Additional Car/Bike .....( )@\$25/ea. \$ \_\_\_\_\_

Friday Meet & Greet....( )@\$25/ea. \$ \_\_\_\_\_

Saturday Banquet.....( )@\$40/ea. \$ \_\_\_\_\_

Please advise of dietary concerns

**Regalia**

**Form** (Regalia MUST be pre ordered prior to May 24, 2013)

Each entrant will receive, as part of your registration package, a free BBC 2013 5th Anniversary commemorative T-shirt! The T-shirt is a very stylish black and features the BBC 5 logo. Please indicate size required. S M L XL 2XL

Additional shirts can be purchased at a cost of \$15/each. Please indicate numbers and sizes. S M L XL 2XL

BBC T-Shirt.....( )@\$15/ea. \$ \_\_\_\_\_



MGB 50th Anniv. Badge ( )@\$40/ea. \$ \_\_\_\_\_  
(Red, Black & Chrome 80mm x 80mm, made in England, very limited quantities)

**Grand Total** \$ \_\_\_\_\_

**Cheques made out to: Calgary MG Car Club**  
Please complete the order form and mail with your cheque to:

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Or register and pay on line at our website  
[www.calgarymgclub.org](http://www.calgarymgclub.org)

[NO REGISTRATION AT THE GATE ]

**Michael Connolley [mconnolley@aol.com](mailto:mconnolley@aol.com) is the contact person for BritsBest in Radium. Check out [www.calgarymgclub.org](http://www.calgarymgclub.org) for more information. A few of us will be attending this three day event in Radium on June 7, 8 & 9th. We will muster at the Petro Can in Millet for an 11 AM Friday morning departure to Radium.**



Registration

Registration Fee \$100.00

- ❖ Includes 10 tickets to the event
- ❖ Includes 10 tickets to the event
- ❖ Includes 10 tickets to the event
- ❖ Includes 10 tickets to the event

Event Details

- The event will be held at the... location.
- The event will be held at the... location.
- The event will be held at the... location.
- The event will be held at the... location.
- The event will be held at the... location.

Event Details

**NOTE: When Registering, please ensure that you note on your Registration Form (at the bottom where car club name is specified) that you are a member of the Edmonton Classic Sports Car Club so as to be directed to our assigned spot thus allowing all club members to park together.**





# 2013 REGISTRATION FORM

**PLEASE PRINT LEGIBLY ❖ ONE FORM PER VEHICLE**  
**Please Register by 4:30 pm, May 15, 2013**

Owner's Name: \_\_\_\_\_  
First Name Last Name

Address: \_\_\_\_\_

City Province Postal Code

Home Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Business/Cell Phone: \_\_\_\_\_

### VEHICLE SPECIFICATIONS

Year: \_\_\_\_\_ Make (e.g.: Chevrolet, Ford, Hudson): \_\_\_\_\_

Model (e.g. Impala, Mustang, T): \_\_\_\_\_

Body Style (e.g. sedan, coupe, convertible, truck): \_\_\_\_\_

### Mechanical Specifications:

Engine Configuration (e.g. V-8, straight 6, flathead): \_\_\_\_\_

Horsepower: \_\_\_\_\_ Displacement (cu.in. or c.c.): \_\_\_\_\_ Original Cost (US or Cdn) \_\_\_\_\_

Unique features and/or facts about this specific vehicle (point form please):

I will display my vehicle on (check one):  Both days **OR**  Saturday, June 8, 2013  Sunday, June 9, 2013

I will display my vehicle in (check one):  Chronological display **OR**

Motorcycle display **OR**

Hot Rod & Custom display **OR**

With my car club Name of Club: \_\_\_\_\_

Collection of the personal information on this form is authorized under Section 6 of the Alberta Historical Resources Act and is required for the purpose of staging the Reynolds-Alberta Museum History Road Special Event. The information will be used to maintain a contact list of participants and is subject to the disclosure rules set forth in the Freedom of Information and Protection of Privacy Act. For further information about the collection and use of this personal information, please contact Jim Takenaka (780) 361-1351.

Please register this vehicle for History Road 2013. Signature: \_\_\_\_\_

To register your vehicles(s) for History Road 2013, please forward to:

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Phone: (780) 361-1351  
Toll-free: 1-800-661-4726







# The First MG Meeting in the Dolomites

October 24 to 27, 2013

**1<sup>st</sup> MG Meeting in the Dolomites**  
**24<sup>th</sup> – 27<sup>th</sup> October 2013**



Dear MG-friends!

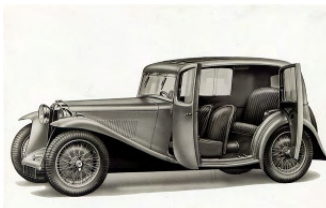
I want to invite you to this MG-Meeting, which will be hold from 24<sup>th</sup> to 27<sup>th</sup> October 2013 in the Dolomites/South Tyrol, a country that is often gladly visited by the owner of veteran cars from all over Europe. A country that has a lot of scenic attractions, which we will discover and visit together. The meeting should be an unhurried excursion with our cars driving on the roads of the alps. The centre of the meeting will be the village "St. Michael in Eppan an der Weinstraße".

I will be glad to welcome you.

Christian Bianco

Dr. Christian Bianco  
Postfach 02  
I – 39018 Terlan / Südtirol

Email = [christian@discohustle.info](mailto:christian@discohustle.info)  
Handy = +39 338 314 67 79



# Dr. Christian Bianco



I want to introduce myself shortly:

My name is Christian Bianco, I live in SouthTyrol. I have studied economics at the university of Innsbruck/A and informatics at the university of Olomouc/CZ.

I have always liked veteran cars. The reason why is probably because my mother bought a new FIAT 850 Spider 1<sup>st</sup> series when I was 7 years old. These car always was our favourite and in family property until today.

My first own car was a FIAT 128 Coupe, that was 9 years old when I bought it and that I have driven for 9 years. Already as a youngster I loved MGA cars and I promised myself to buy one, the day that it would be possible to do it.

There passed many years during those I have driven a lot of different cars. In 2005 I was driving a Volvo 850 GLT that arrived at his end of life. I have had to buy another car. This time the choice fell on a MG ZR Mk II as a new car. My first new car!! It was not a MAG, but it was a MG!

With the time I got to know several MG-Drivers. Weeks ago some German MG-Drivers asked me to organize a MG-meeting in the Dolomites/SouthTyrol, my home country. Because I have had organized more then one meeting for the FIAT 850 Spider Driver, I have enough experience and contacts and so it should be no problem to do the job. I agreed with the project. Like all my past meetings these meeting will be advertised internationally, too. I would be very glad to welcome numerous MG-Drivers with their wonderful cars from all over the world.

Yours sincerely

Christian Bianco

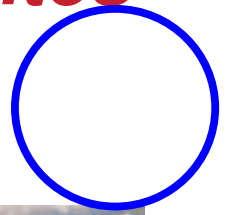
Dr. Christian Bianco  
Postfach 02  
I – 39018 Terlan / Südtirol  
(Italy)

Email = [christian@discohustle.info](mailto:christian@discohustle.info)  
Handy = +39 338 314 67 79



# 1<sup>st</sup> MG - Meeting in the Dolomites

24<sup>th</sup> – 27<sup>th</sup> October 2013



## N o m i n a t i o n

Driver	
Name	=
Surname	=
Address	=
Postal code/City	=
Birthday	=
Phone	=
Email	=
Member in the Club	=
Function in the Club	=

Passenger	
Name	=
Surname	=
Address	=
Postal code/City	=
Birthday	=
Phone	=
Email	=

Vehicle	
Producer	= <b>MG</b>
Type	=
Year of the manufacture	=
Number plate	=
VIN number	=
colour	=

I have remit 383,-- Euro pro person to your bank account.

I confirm to know the regulation and that I accept it in all its parts.

DATE \_\_\_\_\_

Signature \_\_\_\_\_



# 1<sup>st</sup> MG Meeting in the Dolomites

*24<sup>th</sup> – 27<sup>th</sup> October 2013*



## Regulation

### 01) Place and Date

The meeting will be held from 24<sup>th</sup> until 27<sup>th</sup> October 2013 in the Dolomites/South Tyrol.

### 02) Deadline for registration

The deadline for registration is the 29<sup>th</sup> May 2013. After the deadline no nominations will be accepted.

### 03) Program

24.10.2013 = 14.30 o'clock Welcome Cocktail, a special surprise, the evening free for yourself.

25.10.2013 = big journey in the Dolomites, in the evening "Törggelen"

("Törggelen" = special southtyrolean Dinner which is served only in autumn)

26.10.2013 = journey over 4 pass, in the evening Gala event with surprise

27.10.2013 = 09.00 o'clock - Goodbye

### 04) Prizes

The following prizes are projected for:

- the three winners;
- the participant who has made the longest way;
- the oldest participant;
- the oldest car;
- the youngest car;

A special prize is projected for the club with the most participants!



**05) Character of the event**

The meeting is a tourist-tour. We made no special trials with the cars.

**06) Cars which are accepted**

All "MG" cars which were build between 1924 and 2005 and are regular licensed for the road-traffic, are accepted.

**07) Traffic-attitude**

No road is closed! The drivers have to observe strictly the Highway Code!

**08) Rights of the organizer**

The organizer has the subject to the meeting slightly without notice or to cancel it. He has the right to issue some regulations which will be obligatory like this regulation.

**09) Liability**

In case of Veteran Car - meetings it isn't use to made protests, so we can not accept them. The course of law is out of the question. The organizer of the meeting declines each liability for each type of damage versus the drivers, driver's mate, competitors and participants. This is valid before, during and after the meeting. That is the reason why each person participates on the meeting at their own risk. They are responsible under civil and penal law for each kind of damage which is caused by themselves or by their cars. In case of a damage which happens in connection with the meeting, the participants renounce for themselves and their family at the right to call up a law-court, at any type of minor offence or recourse against the organizer, the club and his members, authorities, voluntary helpers and all types of people which are connected with the meeting.

**10) Acceptance of the Regulation**

With the sending in of the signed nomination the participant declares to know the whole regulation and to accept it without cuts.

**11) Nomination**

The subscribed nominations are only valid if the participants-fees are paid at the same time. It is possible for the organizer to refuse the nominations without specifications.

**12) Fees**

The fees are a contribution for the charges and a forfeit.  
The organizer refunds them only if he cancels the meeting or if he refuses a nomination.

### 13) Costs

The fee amounts 383,- Euro pro Person and include the following goods and services:

- ) Overnight stay and breakfast from 24<sup>th</sup> to 27<sup>th</sup> October 2013  
(Three nights in double room)
- ) Welcome Cocktail and special surprise
- ) lunch during the big journey in the Dolomites (except for drinks!)
- ) Törggelen after the big journey through the Dolomites  
(The first drink is included!)
- ) lunch during the 4 pass journey; (except for drinks!)
- ) Dinner and Gala event after the 4 pass journey (except for drinks!)
- ) Gifts, brochures that you will receive during the Welcome cocktail;

It is NOT included:

The additionally dinner of the 24.10.2013

The additionally costs or price surcharges that emerge from the personally needs of a participants must be paid by himself.

### 14) Nomination and remittance

The nominations and the transfer of the fees have to be done before the deadline to the organizer.

=) My contacts:

Email = christian@discohustle.info  
Handy = +39 338 314 67 79  
Address  
Christian Bianco  
Postfach 02  
I - 39018 Terlan Südtirol  
(Italy)

=) Bank details:

Name = Christian Bianco  
Bank = Volksbank Südtirol - Bozen  
IBAN = IT 10N 05856 116010 5057 1042266  
BIC = BPAAIT2B050  
Code word = 1<sup>st</sup> MG Meeting in the Dolomites

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With gentle collaboration:





**Just a reminder that our Dues payment deadline is March 31. If you haven't already paid, you can mail your Dues to ECSCC, PO Box 62068, Edmonton, Alberta, T5M4B5.**

**Dues**

**Are**

**Due!**



# Edmonton Classic Sports Car Club Membership Form

Please tick appropriate boxes

New member

Renewal

Ms /Mrs /Mr \_\_\_\_\_

Address: \_\_\_\_\_  
Street City Province Postal Code

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 if joining after May 31st.

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 wish to receive the club newsletter via:  e-mail  post please check choice.

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 an International Auto Clubs?  Yes  No \_\_\_\_\_

I agree to abide by the rules of the Society \_\_\_\_\_

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

Send to: P.O. Box 62068 EDMONTON AB T5M 4B5  
Payment by cheque / money order made out to Edmonton Classic Sports Car Club



## Mazda Miata For Sale By Owner

1992 Mazda Miata Special Edition - Sunburst yellow, 156,000 km, \$4,900. 5-speed, Factory hardtop with rear window defroster, power windows, factory am/fm stereo with cassette and non-functioning CD player. Headrest speakers. Upgrades and repairs include: new brake pads & rotors, timing belt, idlers and water pump all replaced at 135,000km. KYB AGX adjustable shocks, Racing Beat high flow air intake, new gel battery in 2012, Jeff Anderson radio modification for improved sound and ipod/mp3 player input, upgraded headrest speakers, new leather seats in 2010, new Robbins top in 2012, new rocker panels in 2010, new Dunlop Direzza Sport Z1 Star Spec tires in spring of 2011. Comes with a second set of wheels from a 1994 Miata. Contact [neil@alleykatbeer.com](mailto:neil@alleykatbeer.com)



## 1967 Triumph TR4A For Sale By Owner



1967 Triumph TR4A, British Racing Green, Pirelli's, AM/FM Radio, New Battery, World Hub Caps, 13,444 miles. All Receipts. \$16,000 for a really nice model requiring only TLC. Contact Mike Coe at 1-403-281-0363 or [coefront@shaw.ca](mailto:coefront@shaw.ca)

# CLASSIFIED ADS

These Companies support our club. We Thank them for their support and hope you'll support them.

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Edmonton, Alberta  
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Ken Miles

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Edmonton, Alberta, Canada T6B1H6email:  
[britbits@shaw.ca](mailto:britbits@shaw.ca)

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British Motorcycle Parts,  
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John P. Oland Owner/Manager



(Tel/Fax: 780) 988-8198email:[motoparts@compusmart.ab.ca](mailto:motoparts@compusmart.ab.ca)Website:

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**Bert van Riel**




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Edmonton, AB T5L 0A4  
Phone/Fax: (780) 440-9426  
[www.sportscarcentre.ca](http://www.sportscarcentre.ca)

Western Classic  
MotorsStorage  
Sales

Rod Thomas  
780-970-4128

[westernclassicomotors@gmail.com](mailto:westernclassicomotors@gmail.com)



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Polaris  
Real Estate Services, Property Management and Equipment

Cell: 780-691-8646  
Bus: 780-450-6300  
Fax: 780-437-2011

4107 99 Street  
Edmonton, AB T6E 3N4  
[ngoplin@normgoplin.com](mailto:ngoplin@normgoplin.com)  
[polarissells.com](http://polarissells.com)

**NORM GOPLIN**  
Associate Broker



**EDMONTON CLASSIC SPORTS CAR CLUB**

12116-121A St. Edmonton  
AB T5L 0A4