



Issue 2 – 2005 March

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



The Morgan Aeromax as shown at the Auto Show in Geneva in March!

Prez Sez:

Martin Beer (mdbeer@idirect.com)

Spring is in the air! OK maybe a little optimistic however it is right around the corner. I'd like to thank all Club members that helped out at the Toronto International Auto Show. John Roden, Desi & Bill Benet, Trevor Davies, Ray & Liz Stevens, Stu Harvey, Dave Farmer, David McCrossan, Steve & Jenny Beer.

I am not sure about the actual success for promoting our Club. General feedback has not been wonderful. There was only one casualty, John Roden has a sore ankle? I'm not sure if he slipped on something or kicked someone attending the show, asking where these kits are from? Picking my Morgan,s up after the show was a relief. I expected to see a sold sign on one of them. The Trike was trailered home while Steve drove the +8. Sorry officer I didn't realize the plate expired! Time to have the "sniff police" check out the +8. Does anyone know a good mechanic?

March Pub lunch was enjoyable. Eugene Conte from the MG Car Club of Toronto attended the Pub to invite all our Club Members to their 50th Anniversary celebration this Summer. Details else where in the Blurb. Thanks to John & Sharon for organizing the Dinner at Tuckers Marketplace, A good time had by all. Past Prez Vern DJ Has covered the MOA that will be upon us shortly. I encourage any members that can attend & support the event, make your reservations & RSVP's it will certainly be a good time. John Collins, Ken & Judy Wightman & VDJ will be participating from our Club. Many long miles to be covered, I wish them well & good luck be in your tool box's.

The Aero Max was released at the Geneva Moor Show. It has been well received by the Press & public. There have been considerable changes at the Morgan Factory lately both staff & production changes, we are still hoping for a "Canadian Morgan" to cross the pond. The Power Torque Morgan Moor Company Challenge racing series has been introduced with a purpose built 250HP V6 Ford powered lightweight model. Not to forget, the re-introduction of the +4 with a 2 Litre powerplant. Vern & Amanda have sold their house in preparation for their retiring plans in Australia. House closing is in August, long before their departure. Will that make them "Homeless people"? I think not. April Pub is our next meeting & it has been suggested a May Pub also to finalize events organization. Maybe we'll see some Mogs out shortly?

Happy Motoring
Martin Beer

Past Prez Sez...

Vern Dale-Johnson (vdjmog4@allstream.net)

Despite the latest Toronto cold snap (-14C as I write this) I'm reminded by our members on the wet coast that spring is just around the corner (+19C as I write this). Have you lifted the covers of your Mog yet? If not, time to take a peak and begin the preparation for the upcoming driving season. True to my own advice, the +8's battery is being charged, tyres will have pressure adjusted this weekend, and I've phoned Martin to schedule some service left over from last fall... On the wet coast, the roads are dry and brother Glen is ready to take the +4 over to his exhaust man to fit the new SS system -- thanks to Ken Miles this one is going to last more than a couple of years and those traveling with us on MOA will be thankful the full-throated roar of OLBDII's is subdued... hopefully not too much. Porterfield front brake pads and some new conduit to bring fresh air into the cockpit will complete our preparation for MOA.

MOA... now less than 60 days to the start of this 4th run across North America. Thanks again to Elaine Fisher, Steve Roake, and Jeremy Harrison for the countless hours of planning, checking, preparation, replanning and rechecking. The excitement is growing and I'm sure this will be another memorable ride.

The MSCCC involvement in MOA IV is significant – Elaine & Phil Fisher, Jeremy Harrison, Ken & Pat Miles, Alan Marsh, Ken & Judy Wightman with many "friends" of the club participating as well.

Unfortunately Henry & Barbara Tutton have had to pull out of this run due to family commitments back in jolly old England.

As we move through Sault Ste Marie and down into Tobermory Sharon & John Roden, Desi Benet, David McCrossan, Allen & Kathleen Lyttle, and Martin Beer will be ensuring the travelers get a good Canadian welcome! A reminder to make your hotel reservations if you plan on traveling with the group, also ensure you've communicated with the local welcoming committee if you plan on attending dinners or other planned events – especially the dinners, we don't want you to be disappointed.

Key events planned and requiring RSVP's to the Roden's, Lyttle's, and Desi Benet are:

- **June 9th Dinner at the Sheraton FallsView Hotel Buffet overlooking Niagara Falls** -- contact Sharon Roden at 905-892-6907 to confirm your attendance and obtain info on cost for the evening.
- **June 10 BBQ "lunch" being hosted for the participants by Alan & Kathy Lyttle** as participants make their way from Niagara to Toronto – contact Alan or Kathy at 905-822-1606 to offer your assistance or confirm your "stop" for lunch.
- **June 11 Dinner at the Holiday Inn on King Street in Toronto** (on King just east of Spadina) – contact Desi Benet at 416-929-9569 to confirm your attendance. Space may be limited so please make your call early! Menu choices are "rack of lamb" or "pan seared sea bass", dinner wine is complimentary sponsored by Churchill Cellars and the MSCCC. Price for dinner is \$50 each, there is a cash bar available for those who arrive early. **Note you must pre-register and pre-pay for this dinner.**
- Informally, if you are in the Toronto area for the **evening of June 10 Desi is organizing a "pub crawl"** (sans Morgan's) for those MOA'ers who must have their evening quota of beer. Again, please confirm with Desi if you would like to assist in hosting this tour...

The summer weekends are beginning to fill with events. Check your local calendars and be prepared for a summer of fun & sun.

BLURB EDITOR:

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

I arrived in Vernon B.C. on March 12, 2005 and it was 23 Celsius. This compared to the -10 Celsius that I left behind in Ontario. I had travelled 4000 kms with my family to ski at Silverstar for March Break. The warm weather and blue sky got me thinking/dreaming about driving my Morgan. The dashboard is in Calgary being rebuilt in an exotic veneer! I can't wait to see it! Install it! Then drive it!

A sad note on the passing of Jeanne Long. My condolences to Ken Long and his family. I met Ken and Jeanne in October at Mog Midwest in Auburn, Indiana. Ken is the editor of "OHMOGGIE" which is the newsletter of the Ohio Morgan owners group.

We have an exciting season of events lined up for all British Car owners. Our own schedule for the MSCCC in Southern Ontario is a little thin with MOA and the Thunder Bay excursion in August to the Martin's cottage. MOA IV will be a real treat for any Morgan owners who recently purchased their vehicles. This will be a great opportunity to hang with some other hard core Morgan owners and absorb some international Morgan lore!

It would be nice to have a volunteer to organize a fall run to fill out the year. I see OLDBDII's in the press again having been selected as "Morgan of the Month" on the "SMOGTHIS" website operated by Tch Kamstra in California. Vern D-J's car looks great set against the mountains of the interior of British Columbia. Send your pictures to Tch and you too might see your car selected. David Farmer and I have already been surprised when our respective vehicles received the honour! Send photos to www.smogthis.net.

It was a nice gesture by our President to volunteer his two Morgan's as specimens to represent the marque at the Toronto International Auto Show. Apparently the Morgan's functioned well as upscale playground equipment and resting benches. I guess that security ropes are merely an inconvenience for young children looking for something to climb on or as a comfortable rest spot for those car nuts with weary bones. I now understand why the PREZ wanted my car down there for two weeks.

February 6 PUB Lunch

In attendance were Ted Zurbrigg and his brother in law Fred Rybka representing Fred's 1956 Royal Ivory +4. That is a good long drive for lunch! Also at the meeting were John Roden, Ray & Liz Stevens, Vern Dale-Johnson, David McCrossan, Chris & Gayle Taylor, Trevor Davies & Kathy Jackson, David Farmer, Desi Benet, Jenny Beer and Thomas Van Zuiden. John Roden conducted the meeting and it was stressed the participants on the Ontario leg MOA IV must reserve their own hotels and indicate which meals they will take with the group. John will be providing a route map from Tobermory to Niagara.

There was a brief discussion about the Morgan trip to Thunder Bay. This event will come together when the Martin's return from Arizona. Vern showed a Morgan promo movie on his laptop!

March 6 PUB Lunch

In attendance were Ted and Fred from London (I guess the pub grub makes it worth the drive to Burlington), Liz & Ray Stevens, Desi Benet, John & Sharon Roden, Trevor Davies & Kathy Jackson, Dave & Aaron Farmer, Brenda & Malcolm Taylor, Martin Beer, John Collins, Thomas Van Zuiden and Eugene Conte from the MG Car Club of Toronto.

Eugene Conte invited our membership to the "Brits on the Bricks" event coming on Friday June 17th and Saturday June 18th. This is the 50th Anniversary of the MG Car Club of Toronto. The event is at the historic Distillery District in downtown Toronto. The Club is the second oldest MG club in North America. There is a full page add for this event with the Blurb. John Roden suggested a fall run to Auburn Indiana. More MOA IV details were discussed.



Martin's Morgan's at the Toronto International Auto Show – Photo from Desi Benet

Central Canada Morgan Events:

Details

April 3	Pub Lunch , Queen's Head, Brant St., Burlington, 12 noon (905-627-3991) or tvanzuiden@sympatico.ca
April 17	British Sports Car Flea Market, Ancaster, Ontario, 10 AM, Keith Jewell, (905-578-1437)
May 28-June 5	9 th Annual British Car Week, "Flaunt your British Auto", BritCarWeek@arczip.com
June 7-12	MOA IV , Tobermory to Niagara to Toronto (details above)
May 28-29	"Spring Fling", Muskoka Region, Toronto Triumph Club, r.Searle@sympatico.ca
June 4	British Sports Car Club of London, Car Show, East Park Golf Gardens
June 17 th &18 th	50 th Anniversary, MG Car Club of Toronto, www.mgtoronto.com (see add in Blurb)
June 19 th &20 th	"Classics Against Cancer", Georgetown, Ontario, www.classicsagaincancer.on.ca
June 24 th &35 th	"Brits in the Park", Windsor, Ontario, clcstclair@campuslivingcentres.com
July 17	"Brits in the Park", Lindsay, Ontario, www.lindsaychamber.com
July 1-5	Mog 35, Shepherdstown, West Virginia, www.morgandc.com , (see add in Blurb)
July 30	Lobster Mog, Harpswell, Maine, Bill Alexander, 3/4 Morgan Club
August 05	Thunder Bay , Joan and Bob Martin (3-4 cars signed up already)
Sept 18	British Car Day, Bronte Park, Bronte, Ontario

West Coast Events for MSCCC and MOG NW:


Calendar of Events 2005

Note: Events in bold print are official club functions. Other events are included as they may be of interest to our members.

March 27	- All British Easter Run, Richmond to Steveston
April 2	- 9:45 AM at McDonald's, corner 216 Street and Fraser HWY - leave 10:15 sharp - call Les Burkholder - 604-533-3323, Lunch 12:30 Artful Dodger Pub, Langley
April 23	- Tulip Rally, LaConner
May 22	- Van Dusen Gardens ABFM,
June 19	- All British Meet Picnic in the park, Beacon Hill Park, Victoria
June 26	- BC Highland Games (Mike Powley)
July 8, 9,10	- Rally in the Valley, Kelowna, BC
July 10	- Royal City Car Show, New Westminster
July 17	- Brits on the Beach, Ladysmith - Minter Gardens Concours
July 23,24	- Western Washington ABFM, Bellevue
August 14	- Pitt Meadows Airport Car Show
September 3,4	- Portland ABFM
September 10	- English Car Affair in the Park, Victoria
September 11	- Hougou Park All British Picnic, Langley
September 17	- Whistler All British Run
October	- Halloween Run
November 6	- 10th Annual Ladner to Bellingham Run
December ?	- Northern Pod Christmas Party
December 26	- Boxing Day Run (Mike Powley)

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Notes from the East...




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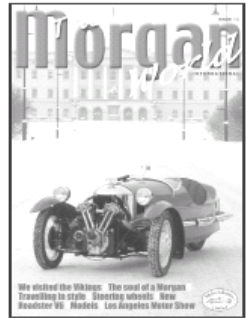
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Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

The New Year commenced with a bang as the annual Robbie Burn's run was held on Sunday Jan. 23. The day started with rain and cloudy skies so all Morgans except for Powley showed up with their tops up. By the time the run actually started the rains had stopped and only the clouds remained. Mike was in charge and keeping with the Scottish theme he had us meet at Clan MacDonald's for coffee and what ever. Four Morgans showed up and the remainder were driving their tin tops. We wondered through the highlands of Delta and Surrey until we reached White Rock where we ate Scottish Fish and Chips at RAFS. By the time we sat down for dinner our group of 12 had increased to 18 drivers and navigators. Mike won the eternal flasher award for the day, seems he got lost at one point didn't know which way to turn so turned on his 4 way flashers and drove for 3 1/2 miles with them on. We decided it was equivalent to 7 miles with a turn signal on. A good turnout considering the inclement weather.

Sunday Feb 13th was our annual Hearts and Tarts run and as in past years our outstanding heart and tart, Steve and Liz Blake arranged an outstanding day. The weatherman said snow, rain and cloudy and like their usual reliability we woke to not a cloud in the sky. Six Morgans showed up and two tin tops for a total of 18 drivers and navigators. We met at Fantasy Gardens (It is Valentines day tomorrow) and after the usual potty breaks for Mike and Les and the navigators checking out the merchandise we left for a pleasant drive through Richmond. After leaving Richmond we wondered through Delta to the home of Steve and Liz Blake where we enjoyed a wonderful lunch accompanied

with the usual liquid refreshments. One look at Steve's garage made the drivers either sick with envy or else disgusted with the cleanliness of it. How can you drive an English car and have no oil on your floor? How can you have no evidence of failed parts? The drivers couldn't believe it and the navigators were making comments about why our garages didn't look so good. Oh well!! After lunch we were treated to a movie on the Aero 8 by Steve. Everybody behaved themselves as no one won the eternal flasher award for the day.

Next month on Mar. 5 we are off to see some of the great pieces of 1950s heritage. Elvis Presley, Marilyn Munro, the road side diner, and gas station memorabilia and of course the great era of the North American convertible such as Pontiac, Chev. and Mercury. More about this later.

To make the all the Easterners green with envy, Pat and I returned from an excellent week of skiing in the interior of BC. and a hour afterwards were in our 4/4 top down on the way to Seattle in glorious sunshine only to return the next day in the same condition. However I did forget to mention that on Saturday morning the car was covered in frost.

Chris Pattenden

Hunting for Morgans in Vancouver B.C.

**He got lucky and
found one in the
parking lot at
Grouse Mountain**

Who owns this one?



Nigel Matthews Reports on his Factory Visit in 2004

MSCCC member Rick McGrath has recently built himself a second home in British Columbia. Rick had some insurance concerns regarding his 1990 Plus Eight and ended up in contact with Nigel Matthews.

Nigel Matthews, Manager of Specialty Vehicles for the Insurance Corporation of British Columbia wrote us recently regarding his experiences in the industry and of his recent pilgrimage to the factory. Nigel writes:

"In addition to administering the Collector and Vintage program and underwriting all of the agreed value policies, I am busy attending all of the auctions in Scottsdale, Monterey, Pebble Beach. Last

year I was the Chief Judge at the All British Field Meet at VanDusen Gardens (usually 500-600 British Cars attend) and also Judge at many other car shows. My dream is to Judge for Pebble Beach and my name is under consideration.

Before my position here at ICBC I was a Panel Beater for over twenty years working exclusively on Rolls Royce and Ferrari (I have spend time at all three RR factories over the years). So basically, I have the same background training as the employees at Morgan. I grew up in England, a mere 10 miles from the MG factory, and still have the RHD MG Midget that my Father purchased for me new in 1970. The Midget is with me here in Vancouver.

I write once in a while for the Vancouver Province newspaper in the Motoring Section. I was going to do a story on my Morgan factory visit, but the Motoring Editor was going to do the same. Instead, I did a story on my visit to the new BMW Mini factory in Oxford (the Minis are now built in the same building where the Rolls-Royce and Bentley bodies were produced since 1948 – a building in which I have also spent some time).

I went to visit the Morgan factory in May of last year, and they were wonderful. I made an appointment, and arrived with my wife and long time school friend. We were given a map of the factory, told to follow the red painted floor, go at our own pace, and enjoy ourselves. I returned immediately after spotting the NO PHOTOGRAPHY signs. I spoke to Mark Ledington and he said “don't worry about it -- go ahead and take as many as you like.” I asked, “and your name is?” This way, if I had encountered any flack, I was ready. “It's OK Mark said I could!”



**Two
Lovely
Morgan
Roadsters**



During our tour we spotted Charles Morgan (you will see him in one of the photos). It was busy at the factory: they were preparing the Le-Mans race car, and also a transporter arrived bringing the cars back from the recently-ended Birmingham Motor Show. I made a purchase in the reception area of a Morgan Rugby shirt, to my surprise upon returning to Vancouver I discovered that they had given me a Ladies large instead of a Men's! Off went an e-mail and soon the correct Men's shirt arrived in the mail. I had offered to send back the Ladies but they NO you keep it and find it a good home (my Daughter). What excellent customer service. Well since TVR have recently been purchased by the Russian chap that owns Chelsea Football club, MORGAN is now the only surviving truly BRITISH car manufacturer INCREDIBLE and they were told during the BBC documentary The Troubleshooters that they would be broke and out of business in a few years, that was back in 1990. Since then they have almost doubled production.

Well that is some info for you, I had better get back to work now

Regards Nigel



Thanks to Nigel Matthews and Rick McGrath for this article!

Nigel is the Manager of Specialty Vehicles at ICBC and describes himself as “The most powerful man when it comes to Collector and Vintage Vehicles in BC”. He administers the Collector and Vintage program and anything unusual or modified when it comes to Licensing and Insurance. He says “If you have an issue or problem with these types of vehicles you want to be my buddy and the phone is busy all day long”. A good resource for our western members.

**CONTACT: Nigel Matthews
Manager of Specialty Vehicles
The Insurance Corporation of British Columbia
Room 316, 151 W. Esplanade
North Vancouver, B.C., V7M 3H9**



The Sunday Jan 23rd, 2005 - Robbie Burns Birthday run the cunning route is undertaken successfully and here is our story. At the arranged time of 11:30AM we meet at our first site @ 11:30AM sharp!

At our first stop we again acquaint ourselves with Sir Sunbury McDonald's new monument to their landing now called McDonald's and for information a picture is provided; all were very impressed with this new erection. For the eastern Canadian fans - you will see the kind of snowy day we had here on Jan 23rd 2005 here in B.C.



After a muster stop here to pay our respects, the Blakes, Miles, Burkholders, Powleys, and Robb's under snowy skies proceed to take the perilous drive on River Road passing through Annieville, the bustling fishing village so named by Burns after his paramour Annie Laurie (kept a secret from real wife Jean Armour until now). We now are following the merry bond's only inland route known to date.

This crew of 3 Morgans, one white XKE Coupe and a tiny black Chevy proceed down through the area Burns named on his exploratory adventure as Lochlea hills (named after the family farm near Tarbolton) and now gentrified by the city of Surrey planning department and renamed Panorama Ridge, on, down to the road Burns named Mauchline Rd. that, once again has been gentrified by Surrey and renamed Colebrook Road. Pity, because it now has vicious speed "bump" ruts, we carefully navigate our way though, this done without incident or injury. As we wind our merry way along these historic paths, all the drivers are pleased that we have planned a view stop at the very first Brig o' Doon Bridge - so named by Burns way before the one in Alloway, this very original bridge close to Mud Bay spans the mighty Nicomamekl River (in the Gaelic tongue this means "wild waters").

The Brig 'o Nicomamekl as pictured here on the Nicomamekl River (right) was first discovered by Burns fellow traveler Simon Fraser on his first trip through the untamed region we are now traveling through. Morgans will be ready to traverse over it soon after special directions from the tour leader as noted next.



Pictured here to the right is our anxious group getting final instructions on the crossing of which their leader felt it prudent to engage his 4 way flashers to guide the group safely over the bridge and on to Robbie's All Fish Servery (RAF'S).



Once we safely arrive, the group poses for a "proof of concept" picture at left (surrounding the Blake's +4) before heading in for a great fish & chip lunch.



At RAFS we are joined by the Blake's in-laws, the Rennie's, the Seagers (thank God there was no visible fire alarms around at RAFS) along with our own Stu Rulka in regalia ("fresh" from his Bowen island Burns night) as noted here to the right - how Marilyn puts up with this kind of cross dressing we "dinnie know" at all.

We are 18 in all - a great turn out for this time of year. At the close of the festivities Steve Blake reviewed for all his plans for the Hearts and Tarts run planned Sunday Feb. 13th which will include a tour of his new railway running through the house, garage and "all over the place" according to spouse Liz; and Ken Miles reviewed his plans for the Great American Convertible tour scheduled for Saturday March 5th. The merry travelers now full of Burns history, food and anticipation for the next two runs bid adieu for the homeward tails.



American Convertible Caper

By Ken and Pat Miles

Since our last communication in late February, the Western fraternity of Morgan drivers has had one outing know as the Great North American Convertible Caper. This event was on March 5 and commenced with everybody involved meeting at Ken and Pat Miles' house where they served fresh coffee accompanied by home baked cookies.



Morgans at the Miles



Viewing the Miles New Morgan

The Morgans of Miles, Muehling, Green, Hutchens, Seager, and Rennie were lined up in front of Ken and Pat's garage where the birth of Ken and Pat's latest Morgan was speedily progressing. The tin tops of Blake, Fraser, Burkholder, Hayter, McDiarmid, and Reynolds were only permitted to

park on the street. The drivers spent time reviewing the progress of the new car and in general it met with their approval. After all, this car was last in this state of assembly in 1970 in New York State. Such is progress. The convoy was formed up with the Morgans in the lead at about 10:30 when we headed for East Langley to view some great cars. Some of us got lost on the way but thanks to the great effort of Les Burkholder all were collected, corralled and returned to their rightful place in the convoy.



Finally we arrived at our destination, a residential street in East Langley with pseudo 1950's Shell gas station in the backyard complete with service, oil and lube bays and a soda fountain off to the side. Inside was a great collection of 1950's and 60's convertibles. The great Chevie from the late fifties and early sixties, the mid fifty Mercury's, and a pair of 1957 Pontiacs filled a room in all their glory. In the back room was a 1958 Ford convertible, another Chevy, a Stingray and an El Camino. What a sight!!!! We wondered around oohing and awing, wandered up to the house to look in the garage where another Chevy convertible and a customized car were sitting. It was a great day for car nuts. After an hour we left for the Fort Pub in Fort Langley for some liquid and food. It was a great day only to have it spoiled by a person with difficulty turning a corner hitting Steve Hutchen's Morgan doing slight damage to the rear driver's fender. The person tried to run but we got him. All's well that ends well.

Our next run is on April the 2nd under the able control of Les Burkholder.

Fords and Stingrays



**Thanks to the Miles
for this Article**

Pontiacs, Chevs and Mercurys

Note from the Editor: I am beginning to think that our western membership is getting more time in their cars and therefore should be subjected to higher membership fees! Sort of like a Federal Government transfer payment to those less fortunate.

HogMog News...

This from Chris Pattenden:

This quote from George Carlin is starting to make more sense: "I don't have hobbies, I have interests. Hobbies cost money. Interests are free".



I mentioned that I'm doing a few minor repairs, right? Well, I think I just took things to the next level (see the attached pic). As good as my car is, it's still a bit of a sweater with a loose thread — don't pull on it!

[Asst. Editor: CAUTION – apparently nothing sent to the editor will be kept in confidence! ☺]

CARTOON CORNER



Miscellany

Special to HOG MOG Matters – For Women Only

By Stephanie Ragan

(Editor's Note: Reprinted with permission from Torque Tube Magazine, a publication of the 1937-1938 Buick Club, via the North Cascade Chapter of BCA, the Vintage Car Club of Canada and the Old English Car Club of British Columbia where it was submitted by Mike Smith. Steve Hutchens of MOGNW reprinted the article in the recent MOGNW newsletter. Could easily be compared to Morgan owners! Enjoy!)

I have some observations I would like to share with wives who are new to the hobby of car collecting. To those of you who say, "*Oh, we're not actually collecting; we're just going to have this one car,*" I respond with those perceptive words of the younger generation. "*Yeah, right.*" That's what I thought too, but there's this little word that's going to change all that: *parts*.

There are parts that your car needs and parts that it might need someday. There are parts that it doesn't need, but would be good for trading for parts that it already has, but needs better-looking ones.

At this point you might say, "*We're not going to show this car. We just want to drive it.*"

I have found that to a man, every car is a show car. You probably don't care if the left rear ash tray is missing. (*How often are you likely to have a left-rear passenger who smokes?*) But he cares.

And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (*another word you're going to hear a lot*).

"I know a perfectly good one, but it's incorrect for a 38". Even if your price and joy is not going into competition, his buddies are going to be looking it

over. In fact, it's going to be shown and it's got to be (*at least*) presentable. Imagine his embarrassment if some total stranger at a car meet-glancing casually under the hood – were to remark, "*Hey you know you got the wrong dipstick for that year?*"

There is never-ending need (*lust?*) for parts and they are frequently expensive and often hard to come by. You will find this out the first time you're sent out into a mile-long flea market to turn up a "*what's it*" exactly like the one weighing twelve pounds and covered with grunge which you have been given to carry around in your purse for easy reference.

If it hasn't already materialized, I would suggest that you prepare yourself for the imminent arrival of *the parts car*. It is, of course, the only practical way to go. All the parts your car will ever need, packaged in a rust heap that sat axle deep in cow manure for the last 20 years.

For some folks, it ends there, just like he promises. Not for us. Three or four days after the parts car took its place (*my place*) in the garage, it started: the rubbing of his chin, shaking of the head as he prowled around the soon-to-be-dismantled vehicle. "*You know honey, I hate to say it (not as much as I hate to hear it) but this darn car is just too good to part out. In some ways, it's better than our other one.*"

Yes. On the grounds that it would be a criminal act equal to the slaughter of the innocents, the plans for the removal of parts was abandoned and we ended up in due time (48 hours) with another parts car for our parts car. This was the one that was only going to be around for a couple of weeks until we could get all the stuff he needed off of

it. This Then it definitely was going to be hauled away.

Do you have any idea how much of a parts car is going to be salvaged? I didn't.

The doors came off, the hood (*It's better than either of the others*), the back seat (*for springs*), the rotten piece of smelly carpet in the trunk (*for the pattern*), anything that could sold or traded was leaned against a tree.

There was so much of the car still around after it was hauled away 16 months later that I didn't even know it was gone. Our thoughtful neighbour lady actually came over one day to inquire if we knew that heavy meal trash pickup day was coming. My husband was highly insulted.

***You are about to get
our priorities
straightened
out for you***

By the way, you don't really want to know what lives in parts cars, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason the entire floor of a certain car was rusted away was because of mouse urine. Yeah, right. He thinks I'll believe anything.

We did find enough tiny mice skeletons to construct a family tree going back countless generations and, in one of our parts cars, we even found a large family alive and thriving with new babies and a well-stocked larger of nuts and seeds.

We also found a very long shedded snake skin, which is why I'm not going to sit in that car no matter what he does to it! The back seat containing the rodent home was taken outside and left near the wood pile to encourage relocation.

Here's something else you need to know about parts. As a species, they may start out in the garage but they don't stay there. Some parts are too valuable. You never know when someone might break in a steal that set of NOS head gaskets or the really cherry taillight

assembly. Besides, he just plain likes to look at them during TV commercials.

That's why the rebuilt water pump is on the coffee table and the crankshaft is resting across the arms of the newly upholstered chair. There has been an item sitting on the side of the sink in our bathroom for the last six months.

A recent inquiry brought the following information. It's a '37 Buick slyfon, and that is not a typing error. Just before Easter I finally came to terms with it. I found an artificial zinnia of a coppery color that just matched and stuck it in the middle of where there is a little hole (*possibly for just such a purpose*). My husband approved and seemed pleased that I was finally appreciating the ornamental value of these things.

You should also know about the new library you may have already started to acquire. The books will include everything that has ever been written about your particular brand of car including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have been printed in – get this – the exact same year your car came off the assembly line!

There will be new magazine subscriptions, some of them costing more than your midwinter heating bill and, for God's sake, don't set a glass down on the cover of one!

Of course, there is Hemmings (*cross yourself*). It's the one in the plain brown wrapper that replaces your husband's face for the first several days after it arrives. It will often be found by the telephone with little pieces of paper sticking out of it.

That's another thing. Your phone bill is definitely going up. The phone rings one evening and your husband (*who never answers the phone once he is settled in front of the television*) makes a dash for it explaining. *"That will be the guy*

in Kalamazoo I called earlier about a '38 clutch disc" or Albuquerque or Australia. Antique car buffs are not bound by traditional mores regarding an appropriate our to call one another. When you grope for the phone ringing beside your bed at half-past midnight, the guy in New Jersey is not really going to understand why you sound so testy when he knows your husband has been waiting anxiously for the information on whether the rocker panels he has for sale are the correct ones for your car.

Lastly, I'd like to mention money. You are about to get your priorities straightened out for you. Any money spent on old cars is not money gone. It is an investment, unlike what you squander on food, clothing, travel (unless to a car show) and the beauty salon. You will be constantly reminded of *"what these cars are going for at the big shows."* You will be asked to read ads from Hemmings and you had better not say anything smart like, *"What you paid for that would have bought us an authentic license plate holder so we could have had the car on the road by Christmas."*

I hope all this forewarning doesn't sound too negative because the hobby is really a lot of fun. You meet nice people and your husband will have more friends than he has ever had before, especially when he is parting out a particular model or has lucked into a deal for an outhouse full of the remaining mildewed (but original) boxes from a car dealership that went bust in the '40s.

You'll go on neat tours and really thrill to the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. That's when it's all worth it.

So, keep your mind open, your sense of humour finely honed, and your money in a secret Swiss bank account. You're going to love the world of antique cars.



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