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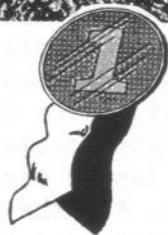
THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



**Lynn & Fred Kuzyk
ready to lead the
MSCCC 2nd Annual
British Car Toy Run**

Photo from The Canadian Champion,
Oct 2/96



**Vern Dale-Johnson takes 1st
in class at British Car Day**

Photo by Fred Kuzyk



THE CO-PREZ SEZ

We welcome the new members who have joined recently: Ken & Elizabeth Chisholm, ON; Dr. Anthony Leong, BC; Yvon Galarneau, QUE; Neil Young, ON; Tony Moon, ON; Derrick Howe, ON; David & Carolyn Rees-Potter, ON; Ken Lumb, ON; Peter & Margot Heyerhoff, ON; Steve Bridges, ON; Terry Brown, ON; Richard & Fearon Blair, BC; Air Commodore (Ret.) L.J. Birchall, ON; & Penny Bates, PA.. Thanks to you all! We also have an "Honourary Member", Steve Meyer, in recognition of his contributions to the BRITISH CAR TOY RUN, both this year & last. * To the established members, it is time to think about getting your re-newals in for 1997! * Speaking of the TOY RUN, Ken Chisholm brought his beautiful '62 Bentley out for the event. We understand that Ken is in the market for a Morgan, while Dr. Leong's is up for sale - perhaps they could help each other! We thank Air Commodore Birchall for his letter. ("Birchy" is a former Honourary Commander of my old Air Force Squadron & we're honoured to have you aboard!) As some of you know, we received a request for assistance from a chap in England who wished to have his Morgan flown over by military transport for the TOY RUN. Alas, insufficient time & an abundance of politics prevented this goal. Perhaps in '97! Thanks for the advice "Birchy" & good luck with your Jaguar acquisition. The Club is sending a plaque to Peter Morgan & the Morgan Motor Company, in gratitude for their financial support as our principal sponsor of the TOY RUN. Many firms & organizations contributed this year. As a result, we had excellent door prizes & goody bags for the 100+ cars in attendance. More importantly, about \$3000 in toys were collected & about \$500 in cash for "Operation Santa Claus". Sadly, all the folks mentioned earlier who had offered to help with the event, for one reason or another, were unable to do so. Happily, people pitched-in where needed: Marlies Sands, Audrey Beer, Nigel & Joan Birch, Malcolm & Brenda Taylor (Presidents of the Toronto Triumph Club), and Ray Shier & Al Sands, as our judges. Chris Walker (of the Triumph club, one of our biggest supporters of this project) was also unable to attend, due to being in hospital with a ruptured appendix. Happily, he is on the mend & a get well card & visit were delivered. We look forward to next year's event on September 28, 1997. (Think "Santa" on the last Sunday in September).

* The Alliston FALL GETAWAY WEEKEND was a wet one (but then so was Watkin's Glen), thanks to Hurricane Fran! As a result, it was a small, intimate affair. The facilities & hospitality were excellent, so we'd like to employ this locale again in 1997, if they'll have us! As to the happenings this time, the Past Prezes cleaned-up. Paul & Barb garnered Best In Show, People's Choice, & 1st Place in the Rally. Steve & Jenny Beer's Jaguar took Best Non-Morgan. There were the usual gag awards & high-jinks, such as toilet papering "Head Judge" Al Sands Morgan. The concours was judged in the pouring rain & the planned gymkana failed to materialize. In addition, my '69 Mustang needed a tow home! The DOUG PRICE AWARD was awarded to Brian & Linda Rumohr, for their years of service & enthusiasm that is too extensive to list here. Since there is only one Doug Price Award, this year the Prezes decided to award a couple of PRESIDENT'S AWARDS to honour un-sung individuals - Marlies Sands & Orrin Geeting. Marlies was recognized for her years of pitching-in: on the Executive, doing registrations, etc., & for hosting the Piper Hills events through the years. Not to mention that she always has to live in the "shadow" of her illustrious spouse! Orrin, although more active with his other club, the Great Lakes Group of Michigan, he has always attended our Fall event since we can remember, driving 6 hours or so to get here. He helps out as a judge, has a fleet of matching two-tone Morgans, & is an international ambassador, a positive example of the kind of inter-club Morganeering we'd like to encourage. We wish him well in his bid for Sherriff in Saginaw. * BRITISH CAR DAY was also a bit damp. This resulted in lower attendance, about 550 cars with about 9 of them Morgan. The weather scared away American & Non-MSCCC cars, resulting in a clean sweep of the Morgan class for our members! Although one car from Michigan attempted to attend, Jim Diamond had a break-down & failed to make the field. We staged an excellent display for "Operation Santa Claus" & donations were received that day and presented at the Toy Run. Our Thanks to the Toronto Triumph Club for their support. * The Club received a courtesy call from the MSCC (Britain) recently, advising of the application by the Ottawa Morgan Group, GOMOG, to become an affiliate club with that body (as we are). We were asked if we had any objections or comments regarding a 2nd Canadian Group. For the record, we welcome the formation of new Morgan groups, whether in Saskatoon or Saguenay, to better serve Morganeers in this vast land. We'll continue to offer the same support & courtesy, that is reciprocated. * Nominations have closed for the '97 Executive, with none received. The current Executive will stand. Ottawa-area member Ed Burman wishes to serve as a national "clearing-house" for Morgan event co-ordination. This is a welcome idea & we wish that he will be able to promote & inform of all activities in Canada to all interested. * Finally, Russ & Sylvia Balfour have graciously offered to host the annual MSCCC Christmas Party at their Cambridge home. See the flyer & we hope to see you there! Happy Holidays! -Fred Kuzyk.

CONTENTS:

"THE BLURB"
6-96 NOVEMBER 96

- 2 The Co-Prez Sez
- 3 Events Calander, Editor's Notes & News
- 7 2nd Ann. British Car Toy Run, Lynn Kuzyk
- 9 "Operation Santa Claus"
- 11 "GoMoG goes to Stowe", Dave Rees-Potter
- 13 "The Yellow Morgan", Rick Rosenthal
- 15 British Sports Cars stamps
- 16 "Etiquette in British Pubs"; club photos
- 17 "English Grenadier Guard becomes renowned Canadian coachbuilder"
- 18 "SMOKE -- Lucas Electrical Theory"
- 19 SVAO information and various "clunker law" newsclips
- 25 "The demise of the pollution-friendly car", Joe Duarte
- 26 "Preparing your favourite auto for its winter nap", Dennis Simanaitis
Classified; Membership renewal / Executive

SCHEDULED EVENTS FOR (REST OF) 1996 & INTO 1997:

- Nov 23 *Scorpion Time Again Tour*, MOG NW, Vancouver (see inside -- details -- 604-291-0901).
- Dec 1 *Mog Mass at the Kaufman's*, GoMoG, Ottawa (details -- 613-832-3620).
- Dec 8 *MSCCC Toronto Pub Brunch*, Queen's Head Inn, Burlington (details -- 905-336-0251).
- Dec 14 *MSCCC Toronto Christmas Party at the Balfour's* (see inside -- details -- 519-621-1772).
- Dec 26 *Boxing Day Run again*, MOG NW, Vancouver (details -- 604-291-0901).
- Mar 23 *Pub Lunch HOGMOG - GoMoG groups*, somewhere along the 401. (details -- 613-832-3620).
- Apr 20 *British Sportscar Flea Market & Car Show*, Ancaster Ontario (info Carol @ 905-957-2429).
- June 7 *MSCCC Country Tour Above Toronto* (info -- 905-336-0251)
- June 15 *Classics Against Cancer*, Georgetown, Ontario (info -- 905-877-7239)
- July 4 wkend *MOG 27*, Harpers Ferry West Virginia (info -- Dave Childress 804-285-5541).
- July 13 *Spencer Classic* (Scouts Canada), Spencer Park, London Ont (info -- 519-432-2646).
- July 13 *Carriage Classics*, Tralee Farms, Mono Mills Ont (info -- 905-678-8900)
- July 19-20 *"Under the Gate Gathering"*, GoMoG/HOGMOG combined event (details -- 416-530-4599).
MSCCC Wine Tour, Niagara (details -- 905-336-0251)
- Aug 23-24 *"Moggies on the Grass"*, GoMoG, Ottawa (details -- 613-256-4280)
- Sept 5-7 *MSCCC Fall Getaway*, Barrie-Alliston area (details -- 905-336-0251)
- Sept 14 *"British Car Day"*, Bronte Park, Oakville (info -- 416-410-4002)
- Sept 19-21 *British Invasion*, Stowe Vermont (registration -- 802-253-2106).
- Sept 28 *MSCCC 3rd British Car Toy Run*, Burlington (details -- 905-336-0251).

✓ **Nominations** for the 1997 executive have closed. Welcome to Ed Burman of the Ottawa group who, after some discussion, will be our "Interclub Events Coordinator". That is a fancy title -- duties are expected to be: information on events (Morgan and multi-marque) across Canada and the Northern US; promotion of events by inclusion of snippets in regional and national mags -- the Blurb, Morganizer, NW Mogazine, etc and assistance -- discussions with travelers and help in bringing them together with others across this vast land. Thanks, Ed -- we welcome the help. For those who are traveling in Canada, please give Ed a call.

✓ **HOG MOG Christmas Party** has been finalized. New members Russ and Sylvia Balfour have volunteered to host the rowdy bunch at their place in Cambridge on December 14. More info and a map are inside...

Editors Notes: (e-mail: vern_dj@msn.com.)

Vern Dale-Johnson

September 15 was the Toronto Triumph Club's 13th annual "British Car Day" at Bronte Creek Provincial Park in Oakville. Fine weather, as guaranteed, although the threatening clouds did have to part as they moved over the park -- we only got enough to cause panic for those with fine leathers exposed. Good showing -- about 15 Morgans plus the club cabana for those who fancied a spot of "tea". OLBDII took home top honours, Stu Harvey 2nd, and Ray Shier 3rd (at least that's who collected trophies) in the Moggie class -- when it threatens rain the fair weather cars stay at home and we do have a chance. The photo on the cover captures the moment.

September 29th was our 2nd annual MSCCC British Car Toy Run. Superb job by Lynn and Fred with help from many -- thanks for the support. Also, with over 100 cars in the run, thanks to all clubs and British Car owners for coming out. Lynn & Fred with Moggie share the cover.

Several articles are included in this issue on the "clunker laws" being proposed (or enacted) in Ontario, British Columbia, and other provinces. The SVAO material discusses this in detail, and subsequent newsclips and an article from *World of Wheels* by Joe Duarte



talk the pros and cons (Duarte seems to be pro-removal of cars 20 years old or older -- definitely not our position, important to understand even among enthusiasts there are those who would rid the road of older machinery albeit Duarte is not pointing fingers at us hobbyists). **Please take the SVAO material seriously -- if you write but one letter this year, make it on your hobby -- send it to your Premier, Minister of Transport, Minister of the Environment and local MPP! If we let them enact without our voices being heard we have no one to blame but ourselves.**

On October 1 the **British Post Office** released a series of "Classic Sports Cars" -- Triumph, MG, Jaguar, Healy, and Morgan. Address for the stamps (courtesy of Mike Powley) is **British Philatelic Bureau, Freepost, 20 Brandon St, Edinburgh, Scotland EH3 0HN**. Look inside for an article pulled from the Toronto Star.

Many have noted **Seagull Pewter** from Pugwash Nova Scotia has stopped making their line of Morgan accessories. These included a business card holder, letter holder, letter opener, fridge magnet, luggage tag, pewter box, and picture frame (did I miss any??). I've been scouring gift shops for these for the last few months and have managed to obtain several business card holders (\$20) and letter openers (\$30). Unfortunately it seems the rest of the items seem to be long gone. Order now (416-530-4599 and leave a message) if you need a "stocking stuffer".

Last of my notes is a thank you to Fred & Lynn Kuzyk, Mike Powley, Greg Kaufman, David Rees-Potter for contributions -- I've had to trim pages from this edition so my apologies if material is missing, look for it in January. The rest of our members -- remember, we like your input! Last, apologies for the reduced type size (to get more material in) -- sorry, time for a prescription change!?

Notes from the East:

Greg Kaufman, Ottawa

Saga of the Silver buckle: We have product, and they are beautiful!!! The run was 15 only (numbered) with most already snapped up at a bargain price of only C\$180. If you must have one, please contact Greg Kaufman or myself. After working to get this 15 produced, Greg is determined there will be no more! The buckle is sterling silver and designed to be worn on a 1 inch dress belt (suitable for both men and women). Contact Greg (613-832-3620) or myself (416-530-4599 or fax 536-3621 -- *note new FAX number*).

Included in the last issue was a 97 calendar (with Moggie and Santa featured) courtesy of **Lynda Grant**. She will produce a colour calendar for you, using any photo you desire (of your Morgan, or other treasure) on coated 11 X 17 stock for \$5.00 per copy. Why put up with whales or someone else's restored Chevy when you can have your own pride-and-joy proudly displayed! Lynda can be contacted at 613-987-5475, fax 987-5516.

Report on **Stowe** from **David Rees-Potter** is located elsewhere in this issue. Next year David is planning a Morgan representative gathering on Sept 20 (mid day of the 3 day event). We (the royal "we") have a commitment to join this event in 1997 -- accommodation has been sourced thanks to David and Carolyn, call Vern Dale-Johnson (416-530-4599) for details.

Notes from the West:

Mike Powley, Vancouver

TRIAL BY RAIN AGAIN!

Once again Dr. Dave was able to take the intrepid crew into the eye of the storm - two years running - all fooled by the gorgeous Saturday proceeding must have taken vows of allegiance to turn out in their MORGAN - give that the Sunday was a bit "off" weather-wise. Enthusiasm for the run however was very high with 6 MORGANS turning out "TEW-DO-THE-DEWDNEY" run. First, the "pretenders" must be noted. As I arrived in my FORD telling all just to tap on the window to let me know when we were to leave I was dismayed to find that the POTENTIAL NEW POTENTATE TO BE KNOWN AS THE P.A.N.N. was not bringing a fresh new spirited direction to the office - showing up in the JAG - with the top up! - It seems the Whistler hypothermia experience has really gotten to the THEROUXS - and the intrepid SCOTSMAN - JONATHAN RUSSELL and DALE - out in a ... NISSAN PATHFINDER??? have they no pride??? (new unit says the RUSSELLS) what a way to show it off! Looking around for TED CAREW-GIBSON for a bit of NON-MORGAN esprit-de-core; I was dismayed to find him with the boys and "OLD-YELLOW" but with the top up - well maybe for me it is the MADNESS OF KING GEORGE coming on?

AND SO TEW-DEW-THE DEWDNEY TOUR

This was one of the best fall tour routes that DR. DAVE has ever devised all were saying along the run how nice this would be in the sun! So good in fact the POT. was unable to use the cruise control device. Not having cruise control but needing a form of control KEN MILES was spotted exploring the off-road pleasures so necessary to a person of his advanced age, PAT was seen rolling her eyes skyward as we all drove by. God knows what kind of stop JOHN McNULTY and TRACY were making at a little cluster of stores on the way around. Behaving on the run this time (no Westwood shenanigans) were AL and HELEN ALLINSON and our leader DR. DAVE and TED CAREW-GIBSON. Finally, in spite of the run not being Sunshine Coast-like but up-holding the 4/4 4 seater tradition the POT. "tailed" the BURKHOLDERS to the PUB site at the JOLLY COACHMAN for the post game rehash.



MORE ARRIVALS AT THE PUB

To every one's surprise LARRY SHARP was on time for lunch! - and all immediately asked after his MORGAN'S health - just fine says LARRY but, not healthy enough to brave the elements we suppose?and along with LARRY in comes LEO and TRISH LEE - and of course we all ask in what conveyance? - V.W. German extraction 'um rain and all that keeps the "baby" at home you know how could the recalcitrant POT. argue with that!

Just as we are moping up from the feeding frenzy - in comes MALCOM BAIN, who of course has the ultimate (unfortunately) excuse for not bringing the MORGAN - hasn't got one! ... and worse than that he has the family in the car outside and that means they can't come in due to the pub license being so restrictive. But he has as promised a whole bunch of paraphernalia from the JAGUAR XK-8 unveiling napkins and other stuff - one item distributed to all was a whatizzit that took a lot of less gentele folk to figure out and got a lot of laughs when they learned how to use it - our group as opposed to the JAG psychographic - we would prefer to spill food than wine! - the POT. will bring some of these devices down to SEATTLE just to test the American level of social decorum - I'm sure the test will be failed

THANKS DR. DAVE

Yes in spite of the weather it was a great day and a great tour well done R. DAVE of the DEWDNEY run ...

THE SMOKE HAS BEEN SEEN FROM THE NORTHERN POD BASILICA ... and

Yes the new POPE is ...'er the new POT. is ... 'er yes that is it the new P.A.N.N. is ... 'er RON THEROUX - yes RON left Whistler early and therefore got the job! Actually we are all pleased that RON will undertake being the rep for the NAUGHTY NORTH in January of 1997 - congratulations went all 'round at the JOLLY COACHMAN for sure ... and if you want to find out what the P.A.N.N. means you will have to ask RON!

WHAT IS NEXT?

The SCORPION run and LARRY SHARP has this well in hand - key note of interest to the Middle and Southern PODS would be the tour of the Peter Welch MG collection - if you can make this please call LARRY or any of the NORTHERN POD and we will get you on track and even get you a "rack" for Friday night if you want to come up and see this fantastic collection of cars...so the greater detail is as follows ... starting at 10:00AM ...

THE "SHARP" SCORPION TOUR OF THE GREATEST COLLECTION OF M.G.'s IN THE PACIFIC NORTH WEST - SAT NOV. 23rd

WHERE: Meet at The Park Royal Twin Theatres - same location as we use for the Whistler Run in West Vancouver off Marine Drive. WHEN: Sat. Nov. 23rd @ 9:30AM WHAT: An approximate 1 1/2 hr. drive conducted by Larry through the wilds of West Vancouver - British Properties and/or Cypress Bowl WHAT NEXT? down to Thunderbird Marina (approx 11:00AM) - 5776 Marine Drive. for PETER WELCH'S MG collection - note the garages are to the rear on the south-east side of the Marina. WHAT AFTER? Arrive at PETTICOAT LANE for lunch and things about 12:30PM 1863 Marine Drive West Van. WHAT-TO-DO-TO GO? Please call and let LARRY know your plans @ home (604) 986-6621

THE POT (pwl6079@bcit.bc.ca)

For Sale: Several "items" of interest have come to our attention.

Terry Brown (905-655-4164) has 1) a pair of rear wings for a flatrad (fit 52 or 53). These are new from the factory in primer. Offers?? 2) 57 Morris Minor convertible. Complete, running but no brakes. Needs body off restoration. Asking \$3000. 3) 52 Sunbeam Talbot 90 Mark 2A Sports Convertible Coupe (4 seater). Complete, original, rare. Alberta car, stored 15 years, not running. Some bodywork done -- needs to be finished and painted. Asking \$4000.

69 Morgan +8, #R7899 available from Larry Suglia (Philadelphia 610-642-7653) Over US\$70K spent in development and remanufacture. Balanced and blueprinted 215 V8, purposed engineered Borg Warner 5 speed, Librands SS exhaust, over \$23K in paint and body work. Consistent 1st place concours winner. Jaguar Regency Red with brown leather. Low mileage, Cobra fast. Call or fax Larry for details. Asking for fair offers over US\$40,000.

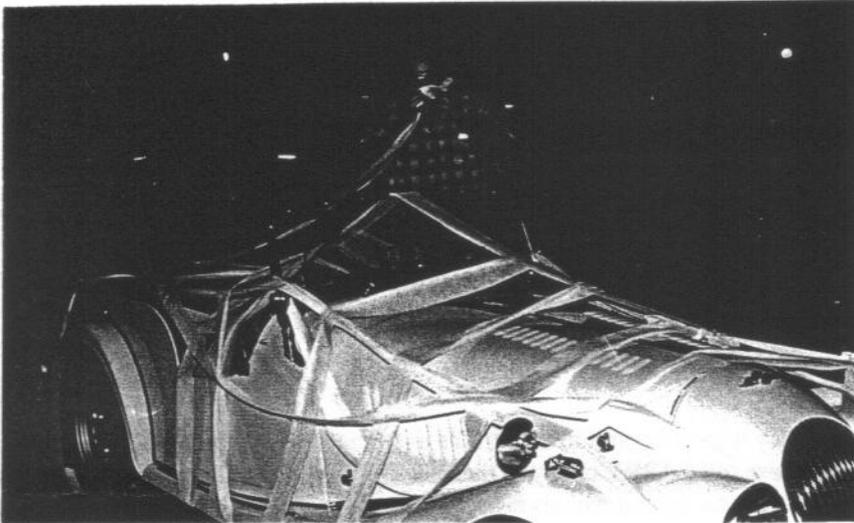


69 Morgan +8, #R7009 (7th +8 produced) available from **Anthony Leong** (Victoria BC 250-595-2090). blueprinted and campaigned by George Sterne, 4th owner (since 87). All original, never rebuilt, right hand drive, 78,000 miles. Asking \$35,000.

Check **Martin Beer** for this Morgan recently advertised in Hemmings: "1970 4/4 4 seater, 22,000 miles, royal ivory, black leather, wire wheels, pristine -- US\$21,995" (This is **Jeremy & Arlene Hinchcliffe's** car for those who know it) -- phone Martin at CMC Motors, 905-857-3210. By the way, anyone looking for a Morgan, check with Martin at CMC Motors and with Hemmings monthly -- November had 22 listings from a 1938 4-4 (US\$10,000) to a 91 +8 Turbo (US\$45,000); from US\$8700 for a 53 flat rad +4 dual spare to 64 SCCA racer (no model noted) for US\$40,000.

Rob Vary, Port Dover 519-583-2137 has his 1957 SVRA/VARAC prepared +4 for sale. Comes with original TR3 engine, all original street parts, and a custom trailer. Asking \$39,500.

Wanted by **Greg Kaufman** (Ottawa 613-832-3620). Original Fergus Motors Nameplate, Snap on tools 6 point box wrench number XV1618S.



Cont'd from page 27

Tra la, it's spring already

EVENTUALLY, THANKFULLY, IT'LL be springtime. I'm tempted to put these suggestions in a followup article, but I realize most of you keep issues handy for months and months.

Getting your car back on the road is quite straightforward. Install the new or recharged battery. Check all fluid levels. Pull the sparkplugs again, and squirt a tad more light oil into each cylinder. Before reinstalling the plugs, crank the engine over a few times to ensure lubrication and preclude any chance of a hydraulic lock.

Start it up outside because that oil will be exiting the exhaust pipe. Warm everything and give all systems, brakes included, a gentle road check. Then put in fresh oil and filter. True, that previous fill has had no mileage, but it's had plenty of time for water absorption and acid buildup.

Now give Sleeping Beauty a little dustoff polishing, and your favorite automobile is most definitely not a hibernated bear. 

Alan Sands new lighter-than-air car cover.

Photo by V. Dale-Johnson

IAN KORTLANG, 1975 Morgan Plus 8.

"THERE is a period in the 30s and 40s of which I am very fond. Watches, cars, even boats. I've just bought an old boat which is being restored.

"It's not head or image stuff, this car. At the Morgan club you don't find two people alike. Some people like messing around with motors, others like a Morgan for its lines.

"It's a car for collectors and I'll have it in another 20 years' time.

"Morgan owners describe the car's looks as 'agricultural', a reference to the fact that they have barely changed since they were first made. They still have a wooden chassis, they still have rough suspension. They are still handmade in England in a factory that produces nine cars a week.

"I'll never make this car in concourse condition; then you lose the pleasure of driving, fretting about the possibility of damage.

"It gives me a true sense of going motoring. Each time I drive it, before I start the engine I have to check the coolant, check the water -- it's a rather nice ritual.

"It's beyond a toy. That's the Porsche category."

WHERE TO HIRE A CONVERTIBLE

Sportscar World Rentals, 80 William Street, Sydney (02 380 6886) hires cars on a 24-hour basis with full insurance and the first 100km free. Cheapest is the Ford Capri at \$120, the Mazda MX5 is \$150, the BMW convertible, \$450 and the Porsche convertible is yours for \$700 a day.



BEYOND A TOY: Ian Kortlang in his 1975 Morgan.

THE SUN-HERALD — TEMPO April 21, 1996

When travelling to Australia, tour in style
(but only if you've won the lotto!)





We awoke to a great weather report and started the day completing final touches for the Run.

Santa's helpers Sean Morrison, Steve Meyer and friend Bill arrived just before 10:00a.m. at the Kuzyk residence. Fred & Sean headed out to the banquet hall with door prizes and awards. Santa (Larry Rees) Steve & Bill loaded up with registration forms, goody bags & waivers and headed up to the Mohawk Inn with Lynn. We thought we were going to be the first ones to arrive but low and behold there were already twelve (12) cars in the parking lot - talk about keeners and it was barely 10:30a.m.

First problem of the day - our room was still being occupied by a wedding party who were to have vacated the premises by 10:30a.m. but it was well after 11:00a.m before we were able to claim the given area and start registration. By this time the parking lot was filling with cars and people anxious to register.

Marlies Sands to the rescue to aid with the deluge of participants. Registration went very well and Malcolm & Brenda Taylor from the Toronto Triumph Club also offered a helping hand with the multitude. 50/50 Tickets sales were handled with care by Fred & Larry. The boys handled the positioning of cars with their usual finesse and had us geared for an easy get away.

Everyone appeared to be in good spirits despite the wait for service, bills & change at the Mohawk Inn (a different starting location is being sought for 1997). Halton Regional's finest arrived half an hour before our departure to go over the route and have a look at the cars. We had only been expecting one cruiser and were delighted to see we had two for the police escort.

Russ & Sylvia Balfour arrived in the true spirit of the event and came dressed as Santa's Elves. We just loved the red long Johns (including trap doors) and the crowning touch to the fab ensemble were the Santa's hats with flashing pompoms - but Russ just couldn't get Sylvia turned on. (see photo). Although we didn't have an award for them, the Balfours were certainly the "Most Christmassy Couple".

Registration closed promptly at 1:00 p.m. to the dismay of some and Santa arrived to take his ride with Debbie & Wayne McGill in their 4 - seater Triumph. Triumph was the Featured Marque this year & the McGills jumped at the honour of carrying our "Old St. Nick"!

The Milton Champion was on site to take photos and I must agree we were quite a sight to spectators with over a 100 plus cars stretching 1.8km and a large number decked out in Christmas finery. We started off thru Cambellville with the locals cheering, waving and cars honking. It was an unbelievable sight. Mike Richards of the British Sportscar Club volunteered to video the procession enroute & you could see him beside the road at several scenic spots.

We arrived at Mapleview Mall at approximately 2:30p.m. Santa's helpers once again had the parking situation well in hand and a good number of cars were already in the lot. CFTO & CHCH TV were there to greet us. Photographers from the Burlington Post & Hamilton Spectator were also snapping away. In addition, the Mall had their own videographer recording the event this year. Also on site was the Oldies 1150 AM 1957 Chevy "Blue Angel", as well as Sir Winston's Austin Mini. Draw tickets were available for a chance to win these beauties. KRUZ Radio DJs played tunes while the Quickshine 99 folks demonstrated their instant wax aerosols.

With the cars parked, the participants began setting up their Christmas displays. Elf Al Sands & Elf Ray Shier went about their tasks of judging the Best Morgan, Best Triumph, and the Santa's Choices. Meanwhile, the participants handed-in their donations to Jimmy & Susan Lomax at their "Operation Santa Claus" van. We were told that they collected approximately \$3000 in toys & \$500 in cash! CMC Enterprises & the Guild of Automotive Restorers were firms that donated toys. As well, toys & cash were presented that had been collected by us at British Car Day.

The 50/50 draw was held at 4:00p.m. and the winner of the \$165.00 was Rob Fazackerley. We then made our way over to King's Court for our Pre-Christmas Party. After everyone had eaten, awards were presented to:

Nick James (TR7) - Al's "Favorite Triumph"
Al Sands (Morgan) - Ray's "Favorite Morgan"
Larry Read (Ford Prefect) - "Santa's Choice"
Trevor Easton (Land Rover) - "Santa's Choice"
Jim Hilton (51 MGTD) - "Most Christmassy Car"
Bill Leacock (Land Rover -NY) - "Furthest from the North Pole"
Steven White (Lotus 7) - Jimmy Lomax's "Santa's Choice"

Audrey Beer received the award presented by Jimmy Lomax to the Club for staging this event. Jimmy also presented a plaque to Fred & I, as the organizers. We're running out of wall space, so perhaps Jimmy will listen next time when we say we don't need a trophy! By the way, the awards that Jimmy presents come out of his own pocket, as he refuses to use "Operation Santa Claus" funds for such purposes. Everything donated is distributed, with almost zero overhead.

Peter Javcock from 102.9 K-Lite FM attended in his MGB & helped with the draw for the door prizes. There were so many prizes we had to have two draws. I doubt that anyone went home empty handed. The door prizes were phenomenal. We had gift certificates for: dinners at the Queen's Head, Sir Winston's and The Dickens (Milton). Gift certificate for the Sheraton Hotel, Bell Mobility Emergency Kits, Jaquar models, socket sets, steering wheel lock, K-Lite mugs and McDonalds coupons, Johnny Walker Jacket & T-shirts, Heineken serving trays, baseball caps, Land Rover mugs, Tilley hats, oil, Bentley racing print and a gift basket from Across the Pond, Melvin Rutter voucher for £40, Moss Motors coupons for \$25.00, \$50.00 & \$75.00 just to name a few. Besides the chili, buns, coffee & desserts; there were free bottles of IRN-BRU soft drink for the 150 or so people who attended the party.

Paul Whittaker of the Toronto MG Club is such an enthusiast of the event he wants to be the first registrant for the 3rd British Car Toy Run. He also received a "Santa's Elf" cap from Jimmy Lomax (He likes that Bugatti!). We also received a call the next day from a couple in the Triumph Club who thanked us for the event & wished to register for '97 too!

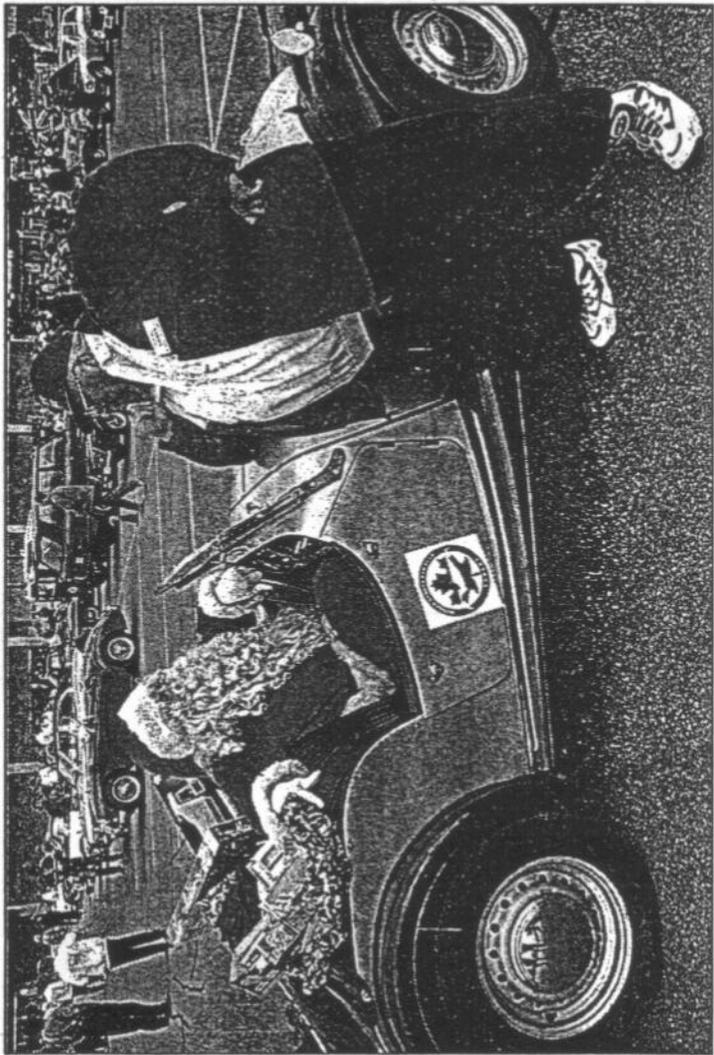
As a result of our actions, Mapleview Centre is collecting articles for Operation Santa Claus from the general public, from December 1-16. The mall would like to promote the British Car Toy Run with an indoor display prior to the event next year. Also, the firm of Dodsworth & Brown is collecting donations at their employee Christmas party on December 14, as their contribution to our event. Sir Winston's Pub in Stoney Creek is also planning to do something of their own for "Operation Santa Claus".

Two weeks prior to the Run, we received a request from Ian Bower of England, to assist with his attempts to have his Moq flown over by military transport. Numerous phone calls & faxes to MPs, the RAF, Canadian Armed Forces (including Defence Minister Collette) failed to accomplish this request. We hope that Mr Bower appreciates the efforts at this end but such things require more time than was allotted. Such charitable goodwill flights are possible, given time to go through channels.

It costs our Club to stage this event, as there aren't any registration fees or compulsory charges. Expenses are offset by food donations, draw tickets, and this year by financial support from: the Morgan Motor Company, Tony Moon's "The Mechanics", & Howe Motor Works.

We thank all the attendees & our contributors. We are already looking forward to next year's event on Sunday September 28, 1997, with more cars, sponsors and hopefully more volunteers. So mark your calendars and plan on joining us for a truly worthy cause & a unique day. The Featured Marque will be Jaquar, so tell your Jaq friends (or bring your own, if the Morgan is laid up!). We hope to have a display of new Jaqs & perhaps we'll succeed in having a Morgan from Britain flown over!





TOYS AND CARS

Jimmy Lomax of Operation Santa Claus talks things over with Santa himself in a 1967 Morgan as they collected toys for needy kids at Mapleview Centre as part of the British Car Toy Run.

Photo by Ron Pozzer, The Spectator

THE SPECTATOR Wednesday, October 2, 1996



British Car Toy Run

IN SUPPORT OF JIMMY LOMAX'S "OPERATION SANTA CLAUS".

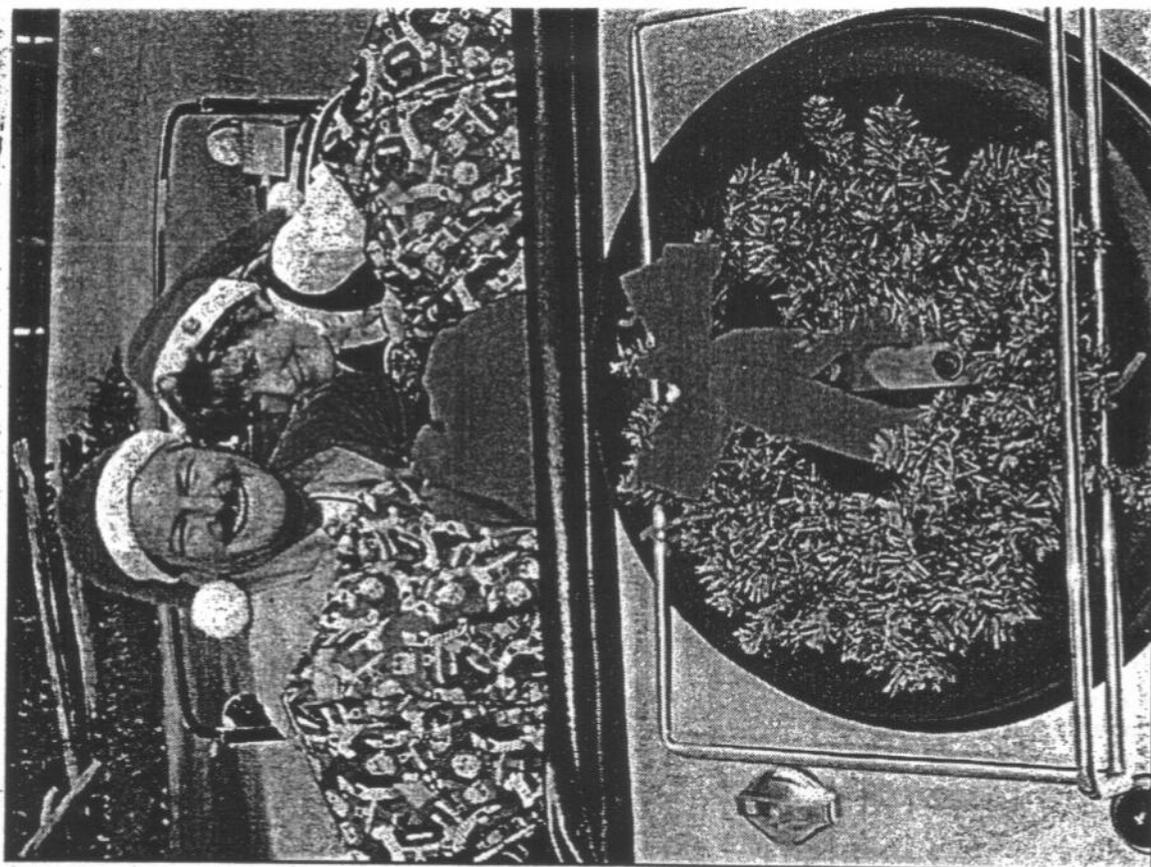


Photo by GRAHAM PAINE

Operation Santa Claus

Fred and Lynn Kuzyk, organizers of the second annual British Car Toy Run in support of Operation Santa Claus, made their way from the Mohawk Inn to Burlington in their 1967 Morgan 4/4 competition model with lefthand drive. In the spirit of the occasion, they dressed with Santa toques and had bags of Christmas toys.

British cars drive in toy run

Call it the automotive British invasion.

For the second year in a row, the now-annual British Car Toy Run will be taking its one hour convoy of U.K.-made car enthusiasts and their treasured wheels this Sunday.

Hosted by the Morgan Sports Car Club out of Burlington, it's a part of Operation Santa Claus. The program has been running since 1958, when it was started by Jimmy Lomax and collects toys and donations of cash and personal gift effects to distributed at Christmas to "kids 1 to 10," for a merrier holiday.

While there were around 80 cars of various British makes, over 150 is expected this year, including a man who is going to arrange to have his car flown over from England.

All entrants are required to bring a toy or small item.

On September 29, starting at 1 p.m., the entourage of vehicles will leave from Mohawk Inn in Campbellville, going through Milton and Waterdown on its way to Burlington's Mapleview Mall where a Chili Bash will take place until 5 p.m.

The gathered fleet of MGs, Morgans, Triumphs, Range Rovers and other makes is estimated to enter Waterdown between 1:30 and 1:45 p.m. coming west along No. 1 Side Road to Parkside Drive. It will then head south on Mill Street to Mountain Brow Road.

There will be cars from all over Canada participating. Organizers said there are some Flamborough residents, who are part of a local MG club, expected to take part.

For more information on the event, contact presidents of the Morgan Sports Car Club of Canada, Lynn and Fred Zuyk at 336-0251 in Burlington.

BURLINGTON POST

British cars rolling for a good cause

The British Car Toy Run is ready to roll again.

About 150 classic British cars are expected to participate in the second annual event, which will be held Sunday.

The event is held to support Operation Santa Claus, which collects gifts to be distributed to the needy at Christmas.

British cars owners will depart Mohawk Inn (Guelph Line and Hwy. 401), starting at 1 p.m.

They will travel to Mapleview Centre, where they will be on display from 2-5 p.m. Music, displays and draws will also be part of the fun.

Participants and spectators are asked to contribute unwrapped gifts like toys, toiletries, clothing, books, cosmetics, groceries, etc.

For more details, call 336-0251.

CHARITY

Santa will ride in style at British Car Toy Run

What's that you say? Santa has traded in his sleigh for a Morgan?

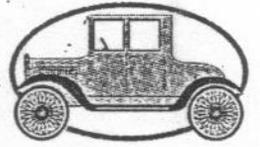
Well, only temporarily.

Santa, aka Jimmy Lomax, will appear in Burlington Sunday along with about 150 classic



British Cars participating in the second annual British Car Toy Run.

The cars will be on display in a roped-off area of the parking lot at Mapleview Centre from 2 to 5 p.m. People who bring a toy or other suitable item for Christmas gift giving to help Mr. Lomax's Operation Santa Claus will be allowed inside the area to view the cars. Organized by the Morgan Sports Car Club of Canada, the afternoon will also feature music and displays.



The cars will arrive at the mall after an hour-long scenic tour from the Mohawk Inn, on Guelph Line just north of Highway 401. The "Cruise for the Santa Cause" will travel through Milton, Waterdown and Burlington.

Anyone with a British car is welcome to take part in the tour — so long as they bring a donation. Cars and drivers are meeting at the Mohawk Inn.

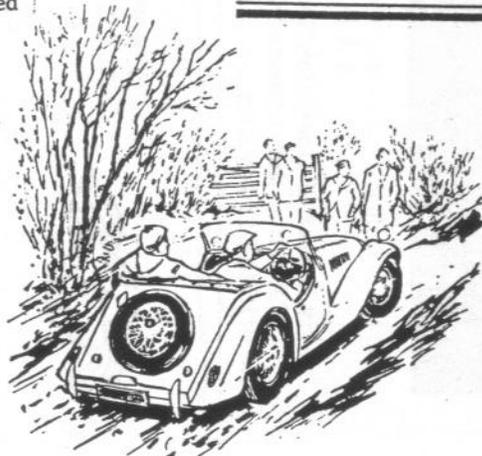
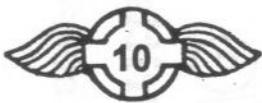
Ego page 12

British Car Toy Run Join the British cars for Operation Santa Claus 2 to 5 p.m. Sunday at Mapleview Centre, Burlington. No entry fee. Please bring donations of toys and small items for kids from 1 to 101.

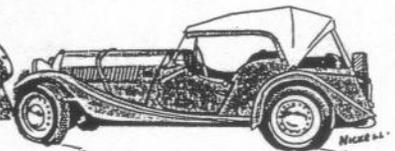
★THE TORONTO STAR Saturday, September 28, 1996 H17

MORGAN SPORTS CAR CLUB: Presents British Car Toy Run for Operation Santa Claus. All British vehicles welcome. Starts 1 p.m. at Mohawk Inn (Guelph Line and Hwy. 401), Campbellville. Arrives 2 p.m. at Mapleview Mall (Fairview and Maple), Burlington, for car show. Awards for most festive-looking cars and door prizes presented 5 p.m. at pre-Christmas party at Kings Court. Dash plaques for first 150 registrants. Entrants and spectators asked to bring Christmas-gift donations to aid needy. Info: Fred or Lynn (905) 336-0251.

THE SPECTATOR ■ FRIDAY, SEPTEMBER 27, 1996



Seasons Greetings



GOMOG GOES TO STOWE

It's September, it's a bit cold, a bit dark, it's seven AM, the top is down and we are on the way to Cornwall. As there are few reasons to go to Cornwall it must be time for Stowe and the Sixth annual British Invasion.

Indeed it was and five GOMOG stalwarts set out in the early hours. To greater or lesser degrees almost all made it! Your correspondent met Greg and Edward at the appointed place and time and once Greg got his coffee and I stopped moaning about snapping off the top half of a plexi wind wing with an over zealous effort to "exclude a draft" we pushed off to meet the others. The meeting point was a 417 exit and Claude and company were waiting at the side of the road. After a brief chat we merged back into traffic and headed for our planned breakfast meeting with Andrew in Cornwall.

Greg and I moved on ahead a bit quickly in order to avoid being taken out by an eighteen wheeler and soon lost sight of Edward and Claude. Turned out Claude had been taken out of the run by a broken selector fork in his venerable moggies tranny. Claude made a valiant effort to make repairs but it was not to be. True British car fan that he is he parked the Mog and fired up the Honda.

Claude had phoned Andrew at the coffee shop so once everyone arrived we pushed on. Pushed on a Lotus that died at the intersection outside the coffee shop that is. British cars are great! We checked various oil leaks, odd noises and other perfectly normal things and headed for the bridge, passing Greg who had almost been wiped out by a little old lady in a large American thing. Regrouping after being allowed to enter the US of A we stopped again for some good Mohawk gas and pushed on regardless.

We made progress towards Stowe before Edwards car started to overheat. Removal of some of the coolant seemed to do the trick and off we went again. The voltmeter in my car started to bounce about this time and I spent the rest of the trip wondering if the alternator would give out completely. We actually got quite close to Stowe before we had to stop again. This time it was Andrews turn as his borrowed Mog threw a fan belt. Somebody up there was looking out for us as there was an auto parts store a few hundred yards from where we stopped.

From the fan belt stop it was a good run up and down the Notch to the chalet. We got to the show grounds about 3:45 and registered getting our goody bag. (Overheard at the Meguiar's truck, "I really like your products, I still have some left from last year with me!" Not, I suspect, what the marketing man wanted to hear. We're supposed to BUY them.).



I had arranged to meet Carolyn, who had an AM meeting in Ottawa, in Stowe village on the hour starting at five so off I went. I expected to have to go back at six but Carolyn, with the Honda, was there having left Ottawa at 12! She said she had enjoyed watching all the cars go by as she waited for me.

We all got together at the cocktail party and you could actually get a drink and some food. This party seemed much better organised than last year. Not finding we were quite well enough fed Claude, Edward, myself and our significant others went to the Bavarian home of the famous "Slippery Nipple" for what turned out to be quite a good feed even if the headwaiter did not seem pleased to see us. A long memory perhaps?

Some like myself were at Stowe for only the first or second time and others like Andrew have been coming since the beginning. First time or sixth the show grounds on Saturday morning are something to stir the blood if you love cars. Lines of British cars blipping their way up the winding road to the show field, the odd puff of blue, a few worried glances at temperature gauges and the sound of all those engines is a great way to start any day.

There were not as many Morgans as the previous year but the make was well represented. On a ratio of cars at the show to cars on the road I suspect that Morgan had the largest turn out by far. The cars at the Concours were terrific this year and the judging very complete. Very few cars did not belong there.

The day wore on and got a bit long at the end of the afternoon even with a side trip to an ice cream factory by some of the crew. Something will have to be done about the award presentations as they seemed to go on forever. Naturally the sole three wheeler and the only flat rad won placings with no GOMOG cars in the ribbons. It would seem appropriate to split the Morgans into three groups rather than two as the trikes always win. Not that they mind I'm sure.

The day finished up with a gourmet feast prepared by chef Greg at Chez GOMOG. The gathering seemed subdued this year prompting a suggestion that we host a MOGGIE party next year as we have the room and nothing else seems to go on on Saturday night.

On Sunday we were once again entertained graciously by the Lymans with a super brunch at their beautiful home overlooking Stowe. The group moved on to the show field but the day seemed somewhat anti-climatic after Saturday. We double checked the booths and looked in on the tailgate competition. You had to be impressed by the Rover people and their safari theme. The group split up at this point with Edward and Andrew staying on and the rest of us heading home independently. Everyone made it back to Ottawa with no dramatics and another Stowe was over. The planned party next year will be something to look forward to as will the possible presence of some cars and people from Toronto. Keep the middle of September open in '97.



The Yellow Morgan

by Rick Rosenthal

Its shape is perfect: the elegant fly yellow curves flow into one another with such smooth synchronization that sometimes I just sit there and gaze at it like a modern sculpture. From the 72-spoke wire wheels to the leather strap across the bonnet, this is a car you wear when you drive it. This is a Morgan.

To the cognoscenti, the beautifully rounded chrome radiator grill immediately distinguishes it from its flat-grilled cousin, the MG, that the uninitiated often confuse the Morgan with, but in terms of pure performance and "sportiness," there is just no comparison.

Although there are only three models to choose from, the Plus 4 with a Triumph TR-3 engine, the 4/4 with a Ford Cortina engine, and the Plus 8 with an aluminum Rover V-8, with all three you'll need a termite protection plan, because this is the only automobile still made with a wooden frame and plywood floorboards.

I had flirted with buying a Morgan once before, in 1971, just after my graduation from college. Pooling together some money from the three different jobs I held while finishing school and from the sale of a Rover 2000TC that had nearly disintegrated from the harsh New England winters, I visited the Elm Street Horseless Carriage Company in Charlestown, run by a former Harvard doctor who specialized in buying and selling classic sports cars.

There, a beautiful 1962 coupe caught my eye, but a dark-haired California girl had previously captured my affections and she voted for a faded red 1965 Porsche 356 Cabriolet. Both relationships turned out to be remarkably short-lived — and both broke my heart.

However, in 1979, flush with cash from the sale of a B-movie script, I spotted a yellow Morgan sitting on a used car lot in Santa Monica. The car smiled at me and I did more than smile back. I stopped and made an offer and I've had the car ever since.

I paid \$2,200 in cash for my Morgan. Seventeen years later, I've been assured my car would bring between \$13,000 and \$15,000 as is, and maybe as much as \$22,000 — ten times my original investment — if I spruced it up a little.

But, you don't buy a Morgan for its capital appreciation. You buy it because it drives like no other car in the world — when it drives. Sure, there are faster sports cars; cars that don't creak and rattle and groan over imperfections in the road. But, there are few cars you can actually feel hunker down and come alive when they hit their stride.

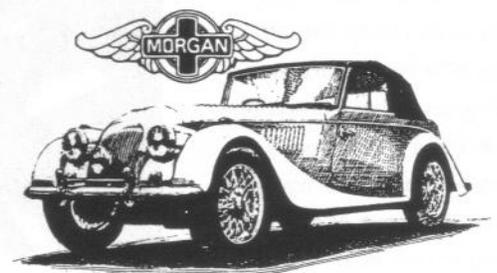
Owning and driving a Morgan takes you back to another era: motoring. Owning and driving a Morgan labels you a bit of a rebel. And owning and driving a Morgan can take you on a journey to another dimension when it comes time for servicing. Because

there are only two authorized dealers in the country, Isis Motors in San Francisco and Cantab Motors in Virginia, and parts are exceedingly hard to come by. Of course, there is a fellow in England — Melvyn Rulter is his name — but, unless you're extremely handy with a wrench, you'll still need a good mechanic.

I thought I had found an excellent one in Christopher Lawrence, a soft-spoken Englishman who raced Morgans for nearly a decade. When I first met him, he had just arrived from London as the personal mechanic of a California multi-millionaire with an extensive car collection. Servicing British sports cars as a sideline, first in a rather spotless facility in Costa Mesa, then later in a series of increasingly smaller garages in downtown L.A., Lawrence always seemed like a little bit of a lost soul, but I never doubted his integrity for a second.

Luckily, my car was not in his shop a couple of years ago when he sold all the Morgans that were there — some of them twice to different buyers — and then disappeared with the money.

I guess automobiles have been in my blood ever since my grandfather owned one of the first automobiles in Winnipeg, Canada — a Stanley Steamer. One day, Grandpa Mike decided to figure out how his car worked, so he took it apart. When he finished putting it back together, there were three parts left over. The car, however, ran like a top. Later on, he owned two Stutz Bearcats, two Will St. Claires (both stolen), and a LaSalle.



"Yellow" Morgan of
Alan and Marlies Sands
@ British Car Toy Run

Photo v. Dale-Johnson



'79 MORGAN PLUS 8 Mint, rare lhd, silver/blue, only 17,000 miles. Price \$51,000. 613-820-5395 Ottawa.

The Globe and Mail, Saturday, November 2, 1996



“Green” Morgan of
Ray & Mary Shier
@ British Car Toy Run
Photo v. Dale-Johnson



My father was also a car enthusiast. Growing up, the first family car I can remember was a black 1953 Buick Roadmaster convertible followed by a beautiful silver grey 1954 Olds convertible with red leather upholstery. Then in 1955, my father took delivery of the very first T-Bird on the East Coast, a stunning black 2-seater with wire wheels, a Continental mount and snazzy black and white genuine leather upholstery.

Unfortunately, my father's enthusiasm for the car was short-lived. The roof leaked incessantly, despite the best efforts of the local Ford dealer to fix it. This, coupled with a series of other small annoyances, caused my father to write a series of searing letters to the head of the Ford Motor Co. — maybe even Henry himself — and in 1959 Ford capitulated, offering my father a brand new 1960 4-seater T-Bird free of charge — if he would just stop writing them and, of course, he needed to turn in his '55.

Even though I was only 10 at the time, I argued long and bitterly for the '55 to remain in the family. I said it was destined to become a classic, that a little leak was a small inconvenience to pay for such beauty and — most of all — I had been counting on

driving the car when I turned sixteen. “Wear a raincoat,” I suggested. But one morning in late 1959, a FoMoCo representative pulled up in front of our driveway in a boxy, metallic gold 4-seater T-bird and



drove away with “my” classic black 2-seater.

My father's luck with cars changed irrevocably after that. He even ended up buying a Corvair in 1964, just before the Mustang was introduced to America and Ford had another

classic hit on its hands while we had one of the all-time clunkers.

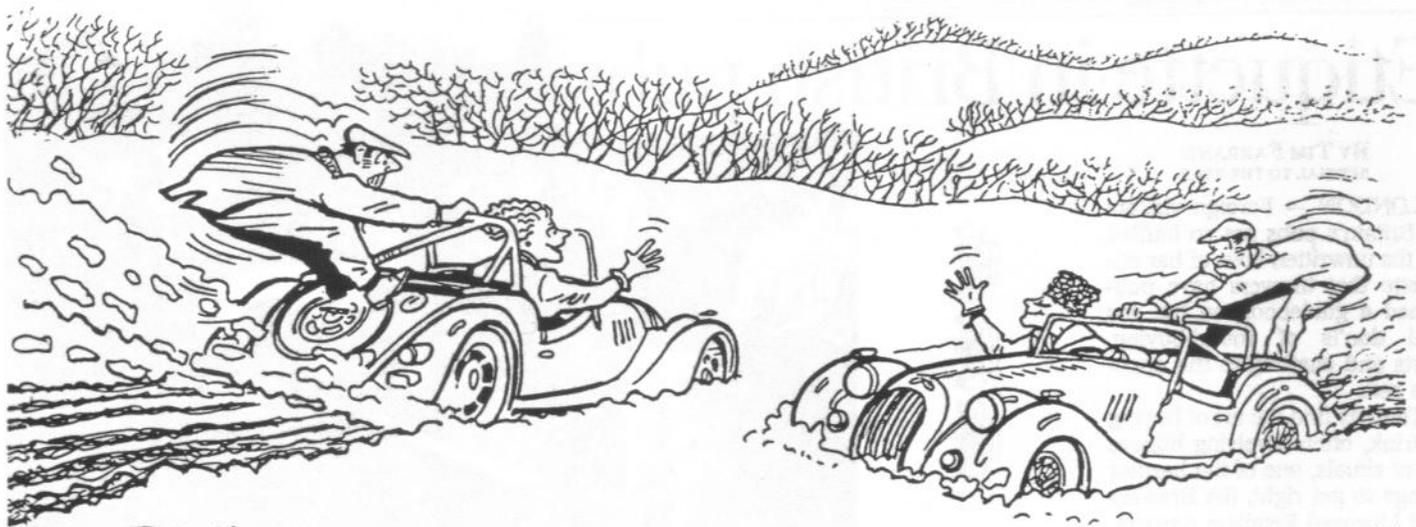
My latest servicing saga has to do with the dreaded, “Morgan death rattle.” This affliction occurs at a certain speed — in my case 45 mph — whereby the car begins to buck and shake severely, threatening to come apart at the joints.

So down towards San Diego my car was trailered with explicit instructions for my latest mechanic to make the eradication of the “death rattle” his highest priority.

A month later, the mechanic called and assured me my car had been cured. I drove down to San Marcos with a friend who had volunteered to follow me back up to L.A. — just in case. No sooner had we pulled onto Route 78, than my beautiful yellow Morgan started shaking and bucking all over again.

As of this writing, the “death rattle” still lives and the cure is still unknown.

Sometimes when I get fed up with the frustrations of servicing and parts and finding an honest mechanic, I begin to think seriously about selling my car and then I hear the words of my seven year-old son — “Dad, take me for a drive in the Yellow Morgan” — and I think of a ten year old boy watching a black 1955 T-Bird disappear down the driveway and I am determined not to make the same mistake. **S**



Bryan Reading

courtesy of Miscellany, March 96



British sports cars drive motorcade on centenary

Sports-car enthusiasts will be delighted with the classic British vehicles shown on a set of five Royal Mail stamps from Britain. They honor the centenary of the British motor industry and will appear Oct. 1.

Most automobile stamps show the entire car, but very few show close-up details of the cars. The new British stamps highlight only the front grille, a headlight and part of the hood. The five featured cars of the post-war era are the Triumph TR-3, MG TD, Austin-Healey 100, Jaguar XK 120 and the Morgan Plus Four.

Actual photographs from the National Motor Museum in Britain were used for the stamps. The designs of these classic cars — the ultimate driving machines of yesteryear — along with the unique photography, will make these stamps popular with collectors and car buffs alike.

Stamps

ROBERT AARON

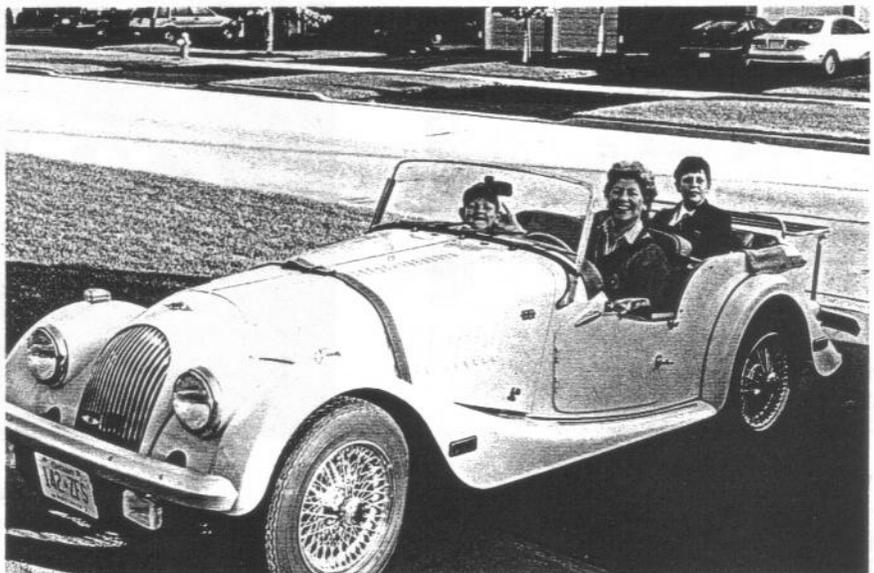
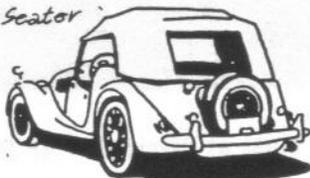
THE TORONTO STAR Saturday, September 7, 1996

New Member -- Morgot Heyerhoff & Sons

Photo by Peter Heyerhoff



Four Seater



Etiquette in British pubs

By TIM FARRAND
SPECIAL TO THE STAR

LONDON — Foreign visitors to Britain's pubs are so baffled by the unwritten laws of bar etiquette that brewers have published a guidebook on the dos and don'ts of round-buying, darts and chatting to the opposite sex.

Tourists find the art of buying a drink, often involving bizarre silent rituals, one of the hardest things to get right, the Brewers and Licensed Retailers Association says.

"There are strict rules of etiquette involved in attracting the attention of bar staff. The ritual procedure is best described as a sort of subtle pantomime," says author and anthropologist Kate Fox.

"When you achieve your goal of making eye contact with the barman, a quick lift of the eyebrows and upward jerk of the chin, accompanied by a hopeful smile, will let him know that you are waiting," says Fox.

There are certain things no tourist should try if he wants to remain friends with the natives.

You shouldn't jump the invisible line, call out, snap your fingers or glare at the barstaff. Don't ring the bell — often attached to the wall at the end of the bar — because this is used by the publican or bar staff to signal last orders.

Last orders are called when there are 10 minutes left before the pub closes. Most of the tourists interviewed for the book found the whole pub experience bewildering.

If a foreigner becomes a regular he must remember life was not meant to be fair when it comes to buying rounds of drinks.

Fox says you should not expect strict justice in the round buying ritual. One person may end up buying two rounds in a 'session' while others have only bought one round each.

"Over several 'sessions' rough equality is usually achieved, but it is bad manners to appear overly concerned about this," Fox says.

"The most important male bonding ritual is the argument. Start an argument. If it gets a bit heated, buy a round."

REUTER NEWS AGENCY

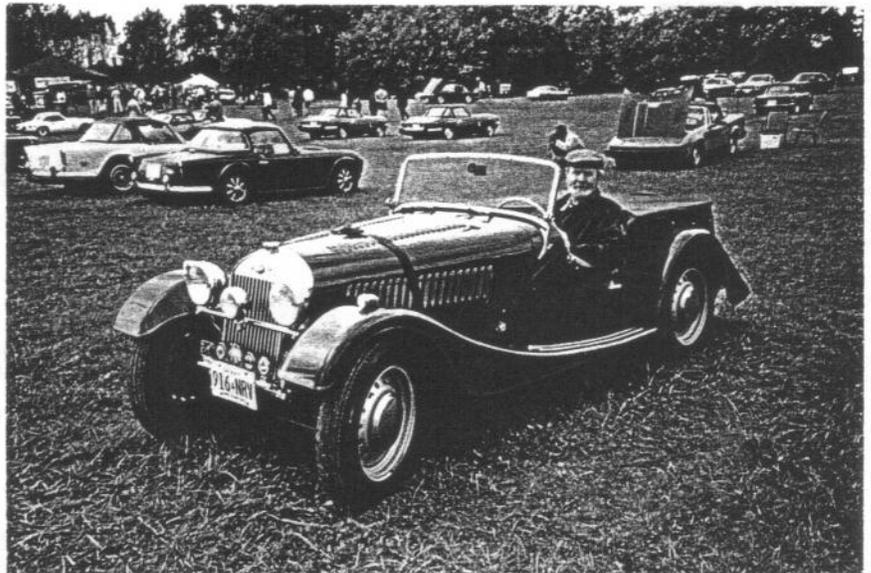


Morgan compound at British Car Day

photo Vern Dale-Johnson

photo Fred Kuzyk

Russ & Sylvia Balfour — Santa's Elves ready for the "MSCCC British Car Toy Run"



Stu Harvey, 2nd in class at "British Car Day" 1953 +4. 4 seater

photo Vern Dale-Johnson



English grenadier guard becomes renowned Canadian coachbuilder ...

by Joan Aaron

World War II memories seem dimmer for many old car guys, but Reg Beer has never forgotten his. Born in the London, England suburb of Coillier's Wood, he left school at the age of 14. The youngest of four children, he did odd jobs until war broke out in 1939. Then he was Army bound and he served domestically with the 1st Battalion Grenadier Guards. Because of his tall, lean, good looks he did not need the Bearskin hat (outlawed during the war) to demonstrate his responsible and patient attention to detail that is necessary to guard the Royal Family and Prime Minister Churchill at their various homes and palaces.



In 1945, Reg Beer was the perfect advertisement for the Grenadier Guards.

But Reg was more than a poker-faced palace guard. Inside was a humorous mind and an old car guy heart waiting to march out. Demobilized in 1947, Reg's brief mandatory return to his last job was a disappointment. In desperation Reg's sister convinced a friend to interview Reg for his car business. Reg didn't look like the type who would "want to get his hands dirty with cars."

location underwent rezoning to prohibit nitro-cellulose lacquers. Uncharacteristically, Reg "lost his cool" and tried to head for Australia. Their refusal of immigrants directed Reg's impulse to take his family - wife Audrey, Stephen 3 years, and Martin 3 months to Canada.

It was these first ten years at Cammegh & Phillipott Coach Builders where he began his career he loved and practiced until his 1992 retirement. He became one of the most sought after antique car restorers in Canada. C & P built special order Rolls Royce and Bentley coach bodies and worked on a variety of automobiles. Reg found himself building special bodies - such as a beer bottle on a chassis for Guinness Ale and a MacLean toothpaste tube, both now in English Museums. A sheet metal specialist, Reg eventually supervised 5 others producing 7 milk floats (delivery wagons) per week.

The Beers' 1957 Homeric sea voyage vacation ended in Toronto. An autobody expert, armed with great references and \$1000, Reg was employed by Stephen's Autobody near Bloor and Lansdowne within 4 hours of hand-hammering on its crunched fender. His delighted boss informed Reg he would "starve to death at that rate" and insisted he use plastic. Although this went "against the grain" Reg "adopted the North American way" - just for a while. Until he became established, his skill would wait.

In 1955 Reg opened his own shop. After the war "altered" vehicles for private use were subject to a 33% purchase tax. Coach builders were exempt so C & P awarded contracts to Reg, converting vans to "shooting wagons" (campers). Initially 6 new vans were shipped to France finished as European tour buses. In 1956 the shop

He wasn't there long, going on to manage 15 bodymen at Speedy Motors on Elizabeth St. In 1960 Norm Durnan, Vice President of Global General Insurance recognized Reg as an old car guy kindred spirit and asked him to work on his Auburn. Reg thankfully returned to restoring old cars. Norm was an A.C.C.C.C. founder and brought his buddies to see Reg's work. So it goes with old car guys when they find

someone talented and personable like Reg, they immediately lined up for his services.

In 1965 Reg rented his own bodyshop on the Queensway. We first met Reg here - a next door business neighbour to my own old car guy. It was easy to appreciate Reg's good humour and patience with old cars and their fussy owners. He was always ready for old car visits and helping every needy car. In 1969 Reg and Audrey had settled into their Eringate Etobicoke home, true Canadians - albeit with cheerful English accents.

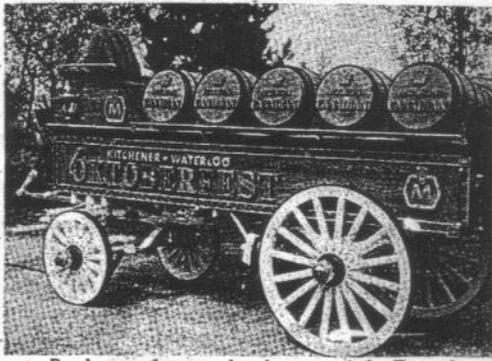
Reg persistently developed his own business, building an excellent reputation. Cars with his fine workmanship won top honours at the annual Concours D'Elegance. He was quietly coming to the attention of old car guys across Canada. In 1970 Ralph Turner, another A.C.C.C.C. founder brought in a Bentley for Reg's special touch. Not realizing that this was one of 6 cars being restored in different shops, Reg was shocked to receive a delegation of Norm Hathaway and Ken Morrell representing the formation of the Rothman's Craven "A" Museum. Reg was chosen one of the official restorers for this facility.

Reg never advertised his services, was asked to restore the most complicated cars, and was trusted by customers who became long time close friends of the Beers. His group of admirers was widening considerably. The President of Canadian Breweries asked Reg to build a beer wagon. The first Kronenbrau (horse drawn) Wagon took only 9 months in Reg's shop, including the hand carvers hired by the brewery. It went to Quebec - where the beer was sold. Then the Beers (family) took their first vacation in years - a month in England. Carlsburg interrupted them there, requesting Reg return immediately. They needed a beer wagon to enter the Royal Winter Fair in 1973.

In February 1973 the Beers sold their Eringate home and Queensway shop and bought a house in Bolton. Its quiet, country setting and spacious acreage provided room for a double body shop. With his nest egg from the properties' sales, the Carlsburg Wagon to build, and promises of work from his A.C.C.C.C. friends, Reg could finally let the old car guy within loose. The Body Shop Magazine edition in March - April 1973 featured Reg as their cover guy under the sensational headlines "Reg Beer Returns to the Classics - Gives up Collision Work". They recognized Reg as "one of the country's most skilled auto body craftsmen". Reg was looking forward to his real destiny - "quality" restorations of old cars without "aggravation from insurance companies."

In Bolton, Reg started building the hand carved body for the 300 year old (4 horse) dray wagon. The wood striped and replaced, the deteriorated parts refinished in gold powder, and the coach trimmed with gold and red velvet cost \$14,000 for 8 unending work weeks. The wagon received "meticulous dedication to design and detail." Reg restored Mercedes, Cadillacs, Packards and Jaguars, Wollsleys, but he drove a 1960 Rolls Royce, bought in 1976 for \$11,000 (they sold new for \$15,000). It is still his summer driver with 240,000 miles on the speedometer. He restored cars mainly in the teens, 20's and 30's.

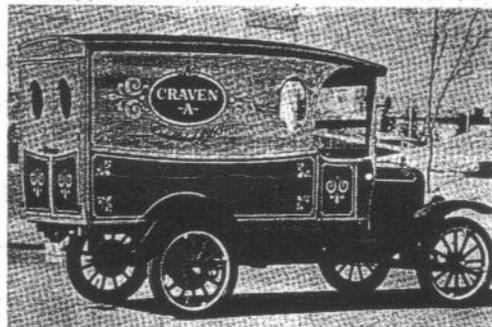
Audrey has always worked with Reg in their business - performing bookkeeping tasks and supplying the practical mind all old car guys seem to need to fully concentrate on car dreams. Audrey organized Rolls Royce Club meets and keeps busy with her beloved Morgans. Her first (continued on page 35)



Reg became famous when he restored the Kronenbrau Wagon for the CNE display in 1973.



The Carlsburg Beer Wagon was originally restored by Reg Beer. Bought by a private individual, the name was removed from the wagon and it was recently donated to Reynolds-Alberta Museum in Watskewin, Alberta.



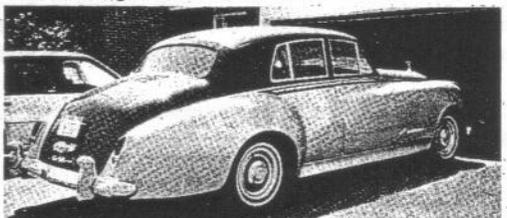
Craven "A" truck was one of 10 promotional commercial vehicles Reg restored during his career.



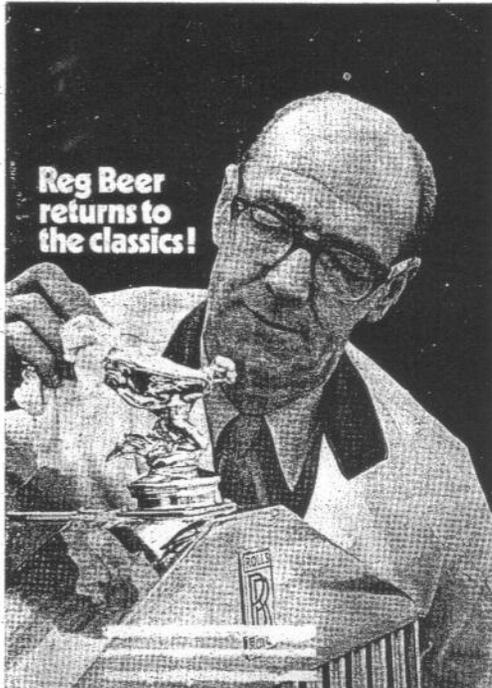
Reg and Steven Beer with Ray Dietrich, the LeBaron coachbuilder at the McLaughlin estate.



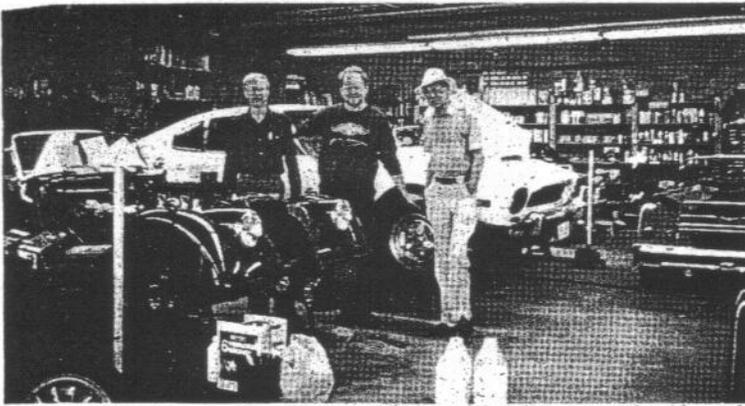
Audrey and Reg's "rustic country" setting looks more suburban every day and keeps Reg busy advocating for their residential rights.



Reg bought his favourite summer "driver", a 1960 Rolls Royce Silver Cloud in 1976. He works on it during the winters and it now has 240,000 miles on its odometer.



Reg was the cover boy on Bodyshop magazine's cover when he gave up collision work to restore beautiful classic cars like this Rolls Royce.



The three Beer men - Steve, Martin and Reg - are right at home among the racing and old cars they restore in today's shop.

Renowned Canadian coachbuilder . . .

(continued from page 34)
in 1971 was restored by 1973. The family now own 5. They were easily identified by their Tilley clothes - the true sporty look later imitated by many old car guys.

While enjoying working with people passionate about cars and the challenges of restoring their beautiful vehicles, Reg had a setback. High blood pressure curtailed full attention to his shop. He was semi-retired for awhile, but soon returned to personally help participate in each car's exciting story. Reg becomes totally involved with a customer's passion - his cars. They understand that his restoration cannot be finally priced. The project grows, research becomes copious and older cars are more difficult. Reg once looked worldwide to locate a Japanese machine to complete upholstery gimp and Reg charged for his time plus material. He always found difficult to locate parts. Many he machined himself. Only upholstery jobs were sent out.

In 1992 "Motoring 92" Television series featured the 3 Beer men in one of their segments. They quoted Reg's experience with customers "who returned for 27 years because he guaranteed their work." The shop has changed from car restorations for shows and speculation to hobbyists with their antique cars and vintage racing vehicles. Martin and Steve have long interests in English racing cars and purchased the Eastern Canadian Morgan dealership.

It seemed natural when Steve joined the family business after graduation as both he and Martin helped at the Queensway shop on Saturdays. Steve aspired to be a racing mechanic. Martin trained as a mechanic at D.R.B. Motors in Toronto. They rebuilt English engines, such as Rolls Royce and Aston Martin. When D.R.B. closed 10 years later Martin joined his family. Reg is qualified by Martin's

mechanical expertise and Steve's quicker restorations using more precise tools and methods to paint cars and do woodwork. Their shop has continued widening its following through the U.S.A. and Canada. Both sons live in Bolton with their respective families.

Reg intended to retire at 65 in 1992. He turned the business over to their sons in 1991 and restored his last car. We were fortunate that the car which received his utmost talent then was our Wolfington "J" Duesenberg. Then he helped the boys with their restorations and took up new pastimes - flying ultra light planes, enjoying regular holidays, and attending car meets - particularly for Morgans and Rolls Royces. He also advocated for his shop and won against local rezoning bylaws intending to introduce subdivision housing into their rustic setting.

Customers still expect that they can bring boxes of their car with missing parts to the Beers' shop, and when finished they will drive it home. The most difficult automobile Reg restored was a P2 Rolls from Vintage Grand Touring. Reg undid mistakes from several bankrupt shops. Once finished, it headed for Florida. En route, its car hauler was involved in an accident. The beautiful, white, restored Rolls Royce rolled out the back door, across a parking lot, and into a tree. Later Reg received a request to assist a Florida restoration shop. A heartbreaking story, because of the time and effort restoring and researching this special car.

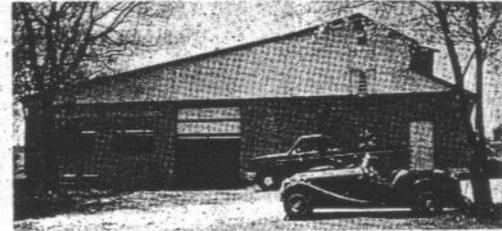
Reg never did retire. He can't resist going out back to check up on his boys, and give them a hand. He almost stopped when he recently underwent cardiovascular surgery. But, as usual, he is back lurking around, charming the customers in his disarmingly honest way, joking with his sons and their staff, and picking up the odd tool. A lifetime of dealing with antique

car buffs and their fabulous unusual Dions, Bugattis, Pierce Arrows, Duesenbergs, etc, only serves as a reminder to Reg that he wishes he had come to Canada sooner. His family in England may have wondered why he adventured over the Ocean. But Reg had to follow his passion to build wonderful cars for fussy old car guys. They created a car club and museum to preserve and display the his-

tory and authenticity of their loves.

Reg Beer's reward was doing a good job for these dedicated men and he became an authority on coach building. He thought he was the "world's worst speaker" yet taught seminars around Ontario and at the

Ontario Science Centre. Everyone enjoys hearing his adventures as he shares his love of working on cars. Although Reg is a professional old car restorer his love for them means he always find ways to keep busy. There is always something to restore on old cars.



The Beer's shop in Bolton has restored gorgeous and unusual cars for famous and infamous old car guys.



SMOKE

LUCAS ELECTRICAL THEORY

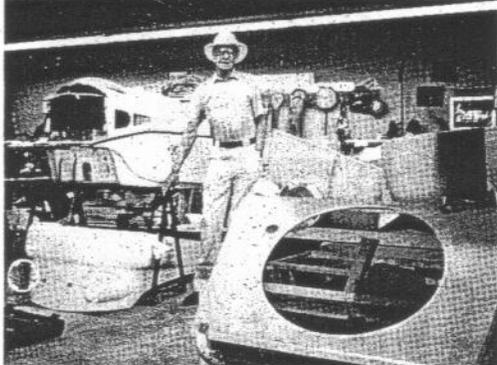
Positive ground depends upon proper circuit functioning, the transmission of negative ions by retention of the visible spectral manifestation known as 'smoke'. Smoke is the thing that makes electrical circuits work; we know this to be true because every time one lets the smoke out of the electrical system, it stops working. This can be verified repeatedly through empirical testing.

When, for example, the smoke escapes from an electrical component (i.e., a Lucas voltage regulator), it will be observed that the component stops working. The function of the wire harness is to carry the smoke from one device to another; when the wire harness "springs a leak", and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British Automobiles for some time, largely because they consume large quantities of smoke, requiring very large wires.

It has been noted that Lucas components are possible more prone to electrical leakage than Bosh or generic Japanese electrics. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brakes leak fluid, British tyres leak air, and the British defense establishments leak secrets...so, naturally, British electrics leak smoke.

From the basic concept of electrical transmissions of energy in the form of smoke, a better understanding of the mysteries of electrical components, especially those of Lucas manufacture, is gained by the casual user.

Bob Gunford, *StarDust*, MBCA newsletter
courtesy Richard Cooperman, Silver Spring MD <coop@earthlink.net>



A retired Reg Beer still loves to hang out in the shop as old cars always need to be restored.



SPECIALITY VEHICLE ASSOCIATION OF ONTARIO

Published by the SVAO

September 30, 1996

We've been fairly busy since the April meeting but have managed to accomplish some things through a hectic, event-filled summer. The following are our current concerns.

GTA Blue Ribbon Task Force

Paul Denter (SVAO) attended a meeting of the Blue Ribbon Task Force on Air Quality in the GTA and was concerned about the group's agenda which appears *totally* anti-car.

Municipal By-laws

Recently, *Old Autos* published a letter from Bob Patterson (SVAO) requesting information on municipal by-laws in force or projected, that could restrict or curtail the activities of old car enthusiasts. The response was awesome - we're still waiting for the first reply!

We are currently in contact with local government in Toronto, Pickering, Scarborough, Burlington, Oakville, Brampton, Etobicoke and North York. We ask your help to research your community and forward the results to the SVAO. It will be greatly appreciated.

Constitution

The SVAO Constitution is attached for your information and reading pleasure. We invite your comments and/or criticisms - it is not cast in stone - but the author thinks it is a piece of work!

Collector Car Population

As many of you know, we have been distributing a questionnaire to enthusiasts in order to estimate the size of the collector car community and to quantify the economic impact of our hobby. Details are available from the Ministry of Transport but the cost of a search is beyond our means. We have approached a number of insurance companies, one of which is interested in giving us some very useful statistics and corporate information. If anyone has access to other sources of information or any ideas on this subject, please let us know.

Mandatory Emissions Testing

Subsequent to the front page article in the Toronto Star we have had meetings with Environment Ministry officials but, as yet, have nothing to report. It appears that mandatory vehicle testing for southern Ontario is high on the government agenda.

Information received from the Council of Vehicle Associations in the US suggests that even the most sophisticated emission tests can be inaccurate if incorrectly administered. Extensive city driving, for instance, can cause a failure in a vehicle which would otherwise pass. We ask that concerned individuals write letters to their local MPP, Al Paladini (Transport), Norm Sterling (Environment), and Mike Harris.

We have received a number of phone calls directly related to the "Ontario Alert" article in *Old Autos* and several people have forwarded copies of letters sent to Queen's Park. We have heard that the impact is being felt at Queen's Park and that questions are being asked. Your attention is drawn to the *Yourview* column in the *Wheels* section of the *Toronto Star* of September 21. We are providing a copy of the Ontario Alert letter for your review and action.

Have you sent a letter yet?



ONTARIO ALERT!

Specialty Vehicle Association of Ontario

The Specialty Vehicle Association of Ontario (SVAO) is issuing an alert to all automotive enthusiasts about a piece of upcoming Ontario legislation. A July news leak to a Toronto Star reporter confirmed that legislation involving emission testing of automobiles will likely be introduced this Fall.

NOW is the time for ALL of us to be doing something. If we wait until laws are put into writing, it will be much more of a chore to get things changed. The SVAO has been working behind the scenes over the past 16 months with various government officials to let them know our concerns. They now understand our points but these government employees do not make the final decisions - POLITICIANS DO!

It is imperative that everyone involved in our community take the time to contact their local MPP as well as the big three (Mike Harris - Premier, Brenda Elliot - Minister of the Environment and Energy, and Al Palladini - Minister of Transportation) to express their concerns. At a bare minimum you should telephone, while a short letter is even better! For those of you know your MPP on a personal basis, a face-to-face meeting would really help.

In this regard the following information might help you in your communication with the politicians. It has purposely not been put into letter format - form letters just don't cut it! - - - if you care, take the time to jot down a concise, to-the-point note to your MPP as well as the previously mentioned Big Three.

1. DO WE NEED THIS LEGISLATION?

Pre '81 vehicles make up less than 3% of the total automobiles in Ontario and most are rarely driven.

Road salt is a built-in recycler in Ontario which precludes most older vehicles being used as daily commuters (as opposed to California, for example).

Most specialty vehicles are their owners' pride and joy and so are maintained to the highest standards and see limited use, therefore contributing little pollution.

Wasn't one of the Progressive Conservatives' election planks that they were going to cut back government intrusions into our lives?

2. HOW WILL THIS PROPOSED LEGISLATION AFFECT US?

The specialty vehicle community is a multi-million dollar industry in Ontario (parts, restoration, upholstery and body shops, insurance, tourism, garages, sales, etc.). What will be the possible outcomes for all of the people who make their living and pay their taxes from this?

The SVAO maintains that no stock vehicle should be expected to exceed an emission standard higher than that which was in effect at the time of its manufacture..

In the case of modified vehicles and kit cars, how will the proposed legislation handle the different components? Should there be a clause to allow existing vehicles to be exempt? What standards will apply to these vehicles constructed after the legislation is introduced?

Why not have a "rolling" 25 year exemption clause that would allow vehicles to become exempt from emissions testing as they become 25 years old and are not visible polluters?



3. HOW WILL THE TESTING BE DONE?

Who will do the testing? Should test centres also be repair stations? Would this lead to consumer rip-offs?

Will consumers be able to take their vehicles elsewhere for a second opinion?

What will be the costs of these tests? How often will this testing need to be done?

Will there be a monetary cap as to how much money a consumer must spend before enough in enough? (Testing shows some cars, even a few years old, cannot pass, even with new emission equipment!)

If they are going to test older vehicles, why not new vehicles too? (when they are still covered by warranty)

How does the government propose to audit the test centres?

The public will need toll-free hotlines for questions and advice.

All of the above points are only a few of the many questions that need to be answered BEFORE any legislation is brought in that will influence your life to such a great degree. The important part is for YOU to convey your concerns to your MPPs and their leaders.

The SVAO has not seen any proposed legislation so all we can do is speculate on its purpose and form. We need your support in this battle and, if you, your club, or your business have not yet joined the SVAO, perhaps its time to re-evaluate that position. The specialty vehicle community needs to have a strong, united front in its dealing with the Provincial Government. Do you belong to a club? Then pass this article along to you club editor to get it printed in your newsletter.

GET INVOLVED OR WATCH THE JOY OF YOUR LIFE TURNED INTO A FLOWER PLANTER!

Hon. Michael Harris, Premier

Room 281, Legislative Building
Toronto ON M7A 1A1

Hon. Norm Sterling, Minister of Environment and Energy

12th Floor, 135 St Clair Ave West
Toronto ON M4V 1P5

Hon. Al Palladini, Minister of Transportation

3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto ON M7A 1Z8

**REMEMBER - CONTACT YOUR MPP! TELL THEM YOUR CONCERNS!
- GET IN TOUCH WITH THE SVAO AND HELP US ACT AS
THE VOICE OF THE SPECIALTY CAR COMMUNITY.**

please write to:

**SVAO
3007 Kingston Road, Box 142
Scarborough ON M1M 1P1**

submitted by:

**Chris Whillans
Chairman, SVAO (905) 649-2664**



NOTE: PLEASE PUBLISH THE FOLLOWING IN YOUR CLUB NEWSLETTER

Looking for parts or potentially restorable cars that come with title? Call the new SVAO HOTLINE at (416)293-8879 today.

The SVAO has established a program in conjunction with the Recycling Council of Ontario's REINCARNATE program. The REINCARNATE program is a new Recycling Council of Ontario - Ontario Automotive Recyclers Association joint venture to recycle old cars and protect the environment. Participants receive a charitable tax receipt for \$75 or greater and the vehicle is removed from their property at no charge. From this point it could be dismantled for parts, fluids and other materials or made available for purchase by SVAO members. Through our association with the RCO we are being advised on a regular basis of vehicles that

are being processed which may be considered collectible and, as a result, may be wanted by members of the SVAO for restoration or for parts.

To let members know what is available we have established the SVAO HOTLINE. Members can call and hear a recorded message of the list of vehicles currently available for purchase from an authorized scrap yard. We will provide (as available) vehicle make, model and year, indicate if it is for parts or otherwise and provide the name of the scrap yard where the vehicle has been taken and the city or town where it is located. Make sure you have pen and paper handy!

You will have to follow up with Bell Directory Services for the telephone number of

the yard and with the scrap yard directly for availability of the vehicle. Also, you will need to negotiate the purchase price with the yard. All vehicles will come with title. Our HOTLINE will be updated approximately weekly and the vehicles published on the HOTLINE will only be available for one week, so - - - act fast!

The SVAO takes no responsibility for the vehicle availability nor for the purchase price that you may pay, but if you have any concerns please let us know about them. Should you take advantage of this service we would appreciate hearing back from you on what you purchased and how much you paid. We are doing this to report back through the RCO to ensure that no one is overpaying for the vehicle.

Your Members of the Executive Committee for the SVAO

Chris Whillans	Director	905 649-2664
Bob Patterson	Vice-Chairman	416 267-5301
Keith Corby	Secretary/Treasurer	416 266-9706
Paul Denter	Publicity Director	416 4616032
Ted Jeffrey	Director	905 457-3584
Ross McDowell	Director	416 288-0137
Ray Spencer	Director	416 293-7051
Bruce Stewart	Director	416 690-5094
Paul Whittaker	Director	905 677-9259



Pollution test for 'old' cars coming

By LISA WRIGHT
QUEEN'S PARK BUREAU

Owners of older cars and trucks in Ontario may soon face a mandatory vehicle emission test when renewing their licence sticker, The Star has learned.

The program will likely involve vehicles five years old and older, sources say.

It is expected to be phased in, starting as early as next year with the Greater Toronto Area and other urban areas in southern Ontario where smog is a major problem.

The provincial government hopes to make an announcement by the fall once a plan gets approval from cabinet, Management Board Chairman Dave Johnson said in an interview yesterday.

Final details are still being ironed out, such as the cost of the test and who should pay for it, the age of the vehicles included in the mandatory program and the frequency of testing after the initial emission test is done.

The most likely scenario is that owners of vehicles five years old and older will have to pay a fee of roughly \$20 to \$30 for the mandatory test either annually or every couple of years, government sources say.

"It might start at a certain point and then the frequency after that could be every couple of years, for example," Johnson said, adding the plan is "under fairly active scrutiny" by the government.

Vehicle owners who fail the test could face an average \$190 for tuneup and repair bills to get their vehicle up to provincial standards — but environmentalists say that motorists would



"Air quality is so important to life, so it's hardly a problem that can be ignored. The question is how to deal with it in a sensible way."

— DAVE JOHNSON,
MANAGEMENT BOARD CHAIR

save that much in fuel within six months.

In the United States, 38 states have mandatory programs and the Greater Vancouver Regional District has operated a similar program for four years. In 1995 alone, fuel savings under Vancouver's program were estimated at \$15 million.

"Air quality is a very essential problem that we face, particularly in the GTA," said Johnson, who represents the riding of Don Mills.

"Air quality is so important to life, so it's hardly a problem that can be ignored. The question is how to deal with it in a sensible way," he added, noting it has to be "sustainable from a financial point of view."

Vehicle exhaust is the major source of GTA air pollutants, Metro's blue-ribbon committee on air pollution said in a report last month.



BY DECEMBER, IT WAS PLAIN TO SEE THAT THE ELVES' "SLED FIX-UP" PROJECT HAD GOTTEN COMPLETELY OUT OF HAND.

ROAD & TRACK

DECEMBER 1995

Mandatory vehicle emissions tests called necessary to ease air pollution

By LISA WRIGHT
QUEEN'S PARK BUREAU

Owners of used cars and trucks in southern Ontario will face a mandatory vehicle emission test as early as next year, likely when renewing their licence stickers, says Environment Minister Norm Sterling.

"It's very important," Sterling said yesterday, adding the im-

provement of air quality is one of the province's top environmental priorities.

The testing program likely will be aimed at vehicle owners from Windsor to Oshawa whose cars are more than three years old, he said.

Tests may be done biannually and when the vehicle is resold, Sterling said. Those which fail

to meet provincial standards won't get their licences renewed.

Tests will probably cost \$20 to \$30. "You could save considerably on your gas economy if your car is properly tuned, so it can be a win-win situation," he said outside the Legislature.

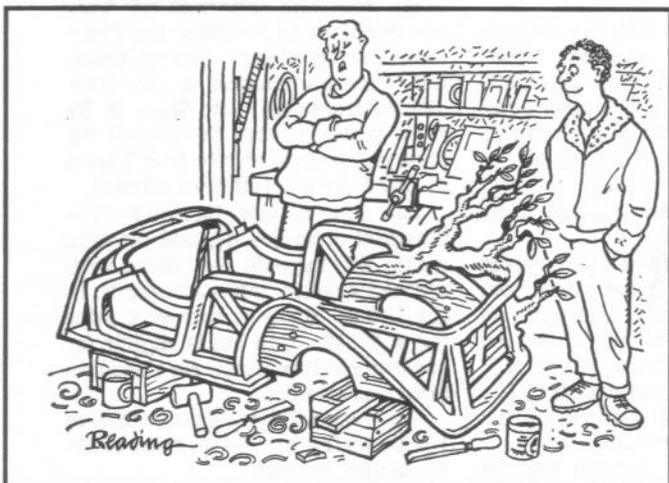
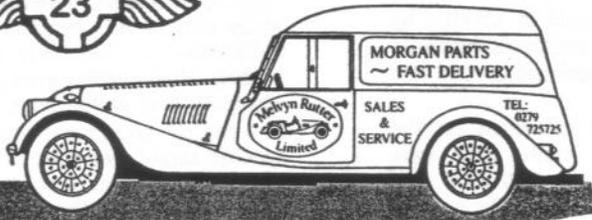
The Greater Vancouver Regional District has operated a similar program for four years. In 1995 alone, fuel savings under Vancouver's program were estimated at \$15 million.

Vehicle exhaust is the major source of GTA air pollutants, Metro's blue-ribbon committee on air pollution said in a report last June.

Dirty oil filters — which cost roughly \$20 — are the most common problem, Sterling said. But vehicle owners who fail the test may face bills up to \$190 for tuneups and repairs that meet provincial standards.

Environmentalists argue that motorists would save that much in fuel within six months.

Toronto Star, July 25/96



"Yes — rebuilding has taken rather a long time..."

Green way to junk jalopy

Recycling plan offers tax break for turning in old vehicles

By BRIAN MCANDREW
ENVIRONMENT REPORTER

Peter Siroishka thought his 16-year-old junker was just another beat-up old car awaiting a trip to the scrapyards.

But yesterday it became an income tax deduction.

And anyone else in Ontario with a rusting wreck in the driveway or backyard can get it hauled away for free and re-

ceive a charity tax receipt. Just call 1-888-CAR-DIED (1-888-227-3433).

That's the toll-free number for ReinCARnate, the Recycling Council of Ontario's vehicle recycling program.

Siroishka contributed his 1980 Toyota yesterday.

"A lot of people don't know how to go about getting rid of their old cars," said Martin Collier, co-ordinator of the program for the recycling council, a Toronto-based registered charity.

Only a third of the 400,000 cars taken off the road each year in Ontario are disposed of properly, Collier said.

"As a result, corroded steel,

decaying rubber and 20 litres of operating fluids per car are contaminating the environment," he said.

About 75 per cent of a car can be reused or recycled as spare parts, re-refined oil or as new products including lawn mowers, boots and insulation.

ReinCARnate is endorsed by the environment ministry and co-sponsored by the Canadian Petroleum Products Institute, Safety-Kleen Canada and the Ontario Automotive Recyclers Association.

The recyclers association, representing 125 of Ontario's 600 auto scrapyards, will dismantle and recycle the cars.

B.C. close to curbing clunkers

BY ROBERT WILLIAMSON
British Columbia Bureau

VANCOUVER — Auto dealers in British Columbia are close to a deal with the provincial government to launch a \$6.25-million program to buy and scrap old, high-polluting cars.

As many as 10,000 smog-causing clunkers could be deregistered and recycled if the program runs for its planned five years.

The goal is to cut the number of pre-1988 cars in the heavily populated Vancouver-Lower Mainland region. Catalytic converters, which reduce exhaust pollutants, became standard equipment on new cars in 1988.

Consumers would be issued with gross polluter certificates by the provincially funded AirCare inspection stations, which must check the exhaust gases of all cars in Greater Vancouver once a year.

The certificates would qualify drivers for discounts as incentives to trade up to newer cars with engines that release only a fraction of the emissions that government studies indicate make people sick and contribute to smog and the so-called greenhouse effect.

Sources close to current talks say the plan could be unveiled by the end of the month. As currently drafted, it is designed around two key elements:

- Certificates redeemed on the purchase of brand new cars would be worth \$750. The cost would be shared equally by auto makers, the dealers and major oil companies. Up to 1,000 certificates would be redeemed each year for five years.

Please see B.C. / B4

B4

B.C. clunkers targeted

♦ From Page B1

- Certificates used to buy newer used cars, probably models built in 1992 or later, would be worth \$500. The cost would be covered by the car dealers, the oil companies and B.C. Hydro. Auto makers would not participate. Up to 1,000 certificates would be redeemed each year for five years.

One option also under consideration would allow certificates to be redeemed for passes on buses and trains run by B.C. Transit, the provincial government's public transportation agency.

"About 40 per cent of the vehicles on the road are 10 years old or older, they account for 25 per cent of the miles travelled and 75 per cent of the pollution," said Moray Keith, president of the B.C. Automobile Dealers Association. "Our problem is really simple: we have to update the fleet."

Auto dealers were ready to launch a scrap plan for new car purchases last fall, but it crashed in November, a casualty of a political dispute between B.C. Environment Minister Moe Sihota and the auto industry. At the time, the 18 auto makers selling cars in Canada were trying to persuade Mr. Sihota not to proceed with a plan to force the industry to introduce a new generation of low-polluting cars into B.C.

Mr. Sihota has ordered that all vehicles sold in B.C. must meet strict, California-style emission standards by 2001. He is forcing auto makers to warranty the performance of pollution-control equipment and has set specific targets for sales of ultra-low and zero-emission cars starting in 1998 — backed by threats of fines of up to \$1-million.

The auto makers offered a comprehensive voluntary program, which Mr. Sihota scorned as an unreliable "Boy Scout pledge" and instead introduced his own mandatory clean-up plan last December. Accusing Mr. Sihota of scoring "cheap political points," the dealers shelved their scrap-discount offer.

But subsequent talks have revived the cleanup plan. It has since been expanded to include discounts on newer used cars and introduced the province's giant electric utility, B.C. Hydro, as a player. Part of B.C. Hydro's interest is in encouraging the future use of electric cars.

Mr. Sihota, who boasted that he would see that B.C. had the toughest

auto and fuel pollution rules in Canada, wants a scrap plan that the New Democratic Party government can take into a provincial election that must be held by this fall. Mr. Sihota, though, is widely expected to be shuffled out of the environment portfolio after the party's leadership convention this weekend.

The auto industry also wants to be seen to be supporting wider use of lower-polluting cars. But the Motor Vehicle Manufacturers' Association yesterday urged B.C. to conform to an emerging North American standard, and not try to force the sale of unique-to-B.C. vehicles which it warned could carry hefty price premiums.

"This is the smartest thing for consumers," said Tayce Wakefield, spokeswoman for General Motors of Canada Ltd. "We'd like to get all the governments in Canada to agree to a single approach. We want to make improvements in the environment and we want to do it in a cost-effective manner."

Indeed, the auto makers and Mr. Sihota may now be engaged in their last test of wills. When he introduced his emission rules last December, Mr. Sihota gave the manufacturers until yesterday to submit detailed plans on additional ways in which they would cut emissions between 1997 and 2000.

Those plans have trickled in to Victoria in recent days. Because they include competitive marketing strategies, parts of the plans are expected to be kept confidential. However, it is known that manufacturers will offer to sell some low-emission cars and trucks, including some powered by natural gas and batteries.

Ms. Wakefield suggested GM Canada might make available the Chevrolet S-series electric pickup truck. GM Canada announced at the Canadian International Auto Show in Toronto yesterday that the electric vehicle will be available to fleet buyers in 1997 if there is sufficient interest.

Tom Mason, GM Canada's vice-president of marketing, said the auto maker will upgrade the "niche vehicle" to Canadian safety standards. In the United States it carries a price tag of \$32,795 (U.S) but is eligible for government incentives. No Canadian price was revealed.

The truck will have a range of 60 to 100 kilometres and a top speed of 110 kilometres an hour.

With files from Greg Keenan.





THE DEMISE OF THE POLLUTION-FRIENDLY CAR

"World of Wheels, Canada's Auto Magazine" July 96



British Columbia's "cash for clunkers" program brings up an interesting topic for discussion. Is society wasting time and money by forcing the auto industry to develop environment-friendly vehicles to save the future when those resources could be better used to effect immediate results by addressing the problem right now?

Think about it. What good is it to make a costly electric vehicle that nobody will buy? Couldn't those billion of dollars in research and development be used to buy and dispose of pollution-friendly vehicles?

The main problem is that nobody is willing to take on the responsibility of getting rid of older vehicles whose emissions have over the years disproportionately contributed to, and continue to contribute to, the smog that blankets our cities. It's not as if the opportunity hasn't arisen — it happens every day.

Every day, old cars are turned in, for very little money, at dealerships in exchange for new cars. Every day, these older vehicles are passed on, for free, to other sources as part of package deals... "I don't want them... you take them... do with them what you will." Every day they are bought up, for very little money, fixed up to the point that they are safe for the occupants, and sold at considerable profit with few, if any, repairs to their emission-control equipment. And every day, these cars come back on the roads doing what they do best... polluting our environment.

It's time someone took on the obligation of getting these cars off the road.

This may seem far-fetched — heck, it is far-fetched — but I think the insurance industry should buy those cars and arrange to have them disposed of. It's time insurance companies did something besides take! It's time they gave something back!

You'll read in Charlie Goodman's "At the Wheel" column that insurance companies will pay a set amount (according to a table) for a 20-year-old vehicle regardless of what upgrades it has received, or how badly it has been neglected. I say, insurance companies should automatically buy out a customer on a vehicle's 20th birthday and turn over that vehicle to appropriate sources for its disposal... "Sorry, we can no longer insure your vehicle, here is a voucher for \$2,000 towards the purchase of another vehicle from an approved seller." No ifs, ands or buts — your vehicle is no longer insurable and it must be destroyed.

Keep in mind that this is a limited-time measure. It won't have

to be offered every year, forever. Let's say we start it in the year 2000 by culling cars of vintages older than 1980, and we do that every year until the year 2010, at which time the oldest vehicles on the roads will be from 1991 or later. Or it could start in 1998 and kept going until 2008; it doesn't matter, provided we get cars older than 1988 (the year catalytic converters became mandatory in Canada) off the road.

Besides having an immediate effect on the quality of our air, this program would also stimulate various recycling industries because the vehicles would be stripped and their parts sent to their respective recyclers (i.e., plastics, rubber, steel, etc.). These companies would receive the materials free of charge, but would reap the profits from the resale of the materials to other industries for re-use.

The stripping of vehicles could even be used as a make-work project to help reduce unemployment. The people required to perform those duties would number in the thousands, at least, and chances are they would be unionized.

The incentive for the insurance industry to do this comes from the fact that drivers will have to buy newer vehicles that will carry higher premiums than the old vehi-

cles. Therefore, they will have more money coming in, in the long run.

The money paid out by the insurance industry to remove older vehicles from the roads could even be subsidized to a large degree by governments and automakers. Governments would find the money in their environment budgets and from taxes collected at the fuel pump. Their incentives would be the general welfare of their constituents... the same desire that drives them in everything they do at their respective government institutions!

The automakers' motivation comes from the potential for new-car sales (although there would undoubtedly be a lot of used-car sales). The money would most likely come from manufacturers' research and development budgets — money that would otherwise be spent on developing alternative fuel strategies or trying to put unrealistic vehicles on the road.

Then, there's the buyers... you people, who have to put out the most money in the transaction with no apparent return. Well, you'd have the satisfaction and pride of driving a new car (trust me, it does feel good!) and know that it's running more efficiently and is healthier for the environment.

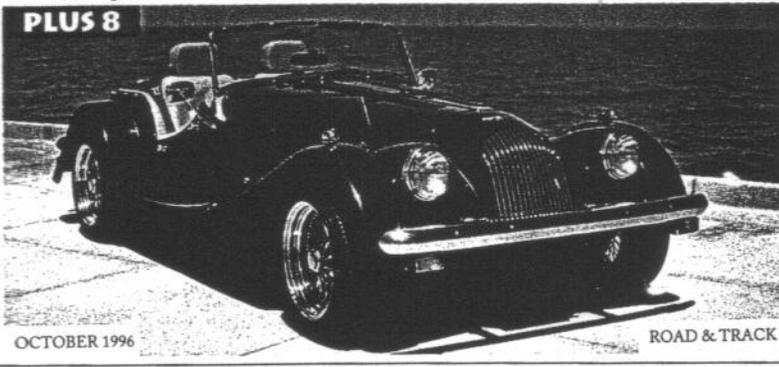
And that is the ultimate responsibility we all have.

No ifs, ands or buts —
your vehicle is no
longer insurable and it
must be destroyed.

MORGAN

We could almost have run a photo of our Engineering Editor's 1965 Morgan Plus 4, as one of the virtues of this traditional English sports car is that it doesn't change merely for the sake of change.

Today's Morgans enter the U.S. by no more than the dozens, and not very many of those. The 4/4 uses Ford's state-of-the-art Zetec engine. Some opine that the Rover-powered Plus 8 is quicker than any traditional sports car has a right to be, but we believe otherwise; or at least our Engineering Editor does.



PLUS 8

OCTOBER 1996

ROAD & TRACK

	Morgan Plus 8	Morgan 4/4
Price	\$53,000	\$39,000
Body/seats:	roadster/2	roadster/2
Base engine:	4.0-liter ohv V-8, 188 bhp	1.8-liter propane sohc 16V inline-4, 121 bhp
Layout:	F/R	F/R
Length (in.):	155.9	153.1
Weight (lb.):	2230	1940
Mpg, city/hwy:	18/30	na/na
Airbag:	D, na/P, na	D, na/P, na
ABS:	na	na
Reference	FEA: 1/93	FD: 5/94



Reading

courtesy of Miscellany, December 95

Preparing your favorite automobile for its winter nap

BY DENNIS SIMANAITIS
ILLUSTRATION BY CRAIG AINSCOUGH

THE WEATHER IS starting to turn. Or maybe in your particular corner of the snowbelt, it's turned already. Those multicolored leaves disappear, replaced by bitter cold, snow, sleet, ice—and road salt.

It's time to store your favorite car for the winter. But, come spring, will it look like Sleeping Beauty or a hibernated bear?

I hasten to add that my own involvement in this matter is purely as a conveyor of information. Here in per-

manently pleasant, sunny, temperate (okay, okay, earthquake/landslide/fire-storm/flash flood-prone) Southern California, I use the Morgan each year to bring our Christmas tree home.

I do, however, have good and knowledgeable pals throughout the world, among them Mark Lefferts, Vintage Auto Restoration, Inc. (27R Catoonah, Ridgefield, Conn. 06877; [203] 438-4946); and John R. Jacobson, Vintage Sports Car Club of America stalwart and year-round custodian of some ab-

solutely fascinating machines. They provided many of these tips. Also, occasional contributor Chuck Johnston (who's also Tom Bryant's Ford Woodie restoration guy) addressed this topic in R&T, August 1977, back before some of you were even born, when winters were *really* severe.

Inside something or other

OBVIOUSLY YOU'D LIKE to put the car in a garage, preferably your own. But maybe this space is nonexistent



or occupied in winter months by the family car so you and yours don't have daily de-icing duties.

Rearranging garage space may help. Remember, you don't need access to your beauty until the spring.

Rented space is also an option. Check local newspapers, car clubs, *Hemmings*, our America Online site and the like. There are enthusiasts clever enough to have purposely overbuilt their car-storage facilities, and they rent space quite reasonably.

If you're fortunate to have a closed trailer as part of your racing *equipe*, be aware that this is adequate for keeping your car secure, covered and out of the weather.

Last, if your car is a significant classic, a local restoration shop might be interested in having it on display, especially if it's the shop's expertise being showcased.

The important thing is to get the car out of the weather, protected from moisture, in a well-ventilated area.

Under the hood

BEGIN BY RUNNING the engine up to operating temperature. Then change the engine oil and filter. Flush the cooling system with water, then refill with an antifreeze mixture appropriate for the expected temperature range of storage. There are also products known as "corrosion inhibitors," containing additional antiacids and water-pump lubricant; they certainly wouldn't hurt.

What about fuel? Here I found some differing views, at least in part based on safety and storage regulations. Some sites require that the fuel tank be drained and the system run dry; others do not.

If it's long-term storage (e.g., you're moving to Tibet for two years), the attendant hassle of this might be worth it, even if not required. Over time, gasoline goes "sour," with the high fractions evaporating away.

However, for a winter hiatus in a garage, I'd prefer instead to minimize condensation by filling the fuel tank.

One tradeoff of this is the potential for a major puddle, but let's assume your car's fuel system possesses at least midterm integrity. Also, John Jacobson and Mark Leferts suggest adding

Hirsch Gas Stabilizer, a product giving an extra hit of additives promoting fuel longevity. Run the engine just a bit, to distribute the dose throughout the fuel delivery system.

Then remove the sparkplugs and squirt some light oil, only a tablespoon or so, into each cylinder. Turn the engine over several times on the starter and replace the plugs.

If your car has a manual gearbox, fit a wooden dowel or rod to set the clutch pedal in its depressed state. This keeps the pressure plate, clutch disc and flywheel apart, thus eliminating any possibility of these

components' rusting together. This is less critical if the car is stored in a relatively dry environment.

Remove the battery, clean it and its underhood environs with baking soda or other neutralizing product. If it's only winter storage, give the battery a full charge or, if you like, connect it to an automatic trickle charger. Store the battery in a cool, dry place; 65 degrees Fahrenheit is optimal, and I wonder if Senior Editor and bon vivant Joe Ruz has space in his wine cellar? If you're off to Tibet, just give the battery away.

Also, for long-term storage, it's prudent to drain and refill the gearbox and final-drive unit as well. You might even flush and refill the brake system with fresh fluid to remove any traces of moisture.

Under the car

AS YOU MOVE the car into place, isolate it from the floor with a tarp or other thick plastic. Some folks recommend putting the car on jackstands, at least in part to keep its tires from taking a set. This used to be a concern back with bias-ply rayon or nylon compounds; it's considered less problematical today. In any case, clean the tires and inflate to normal pressures.

If you choose to place the car on jackstands, make sure they bear on suspension members and not on the frame. A suspension at full droop reveals elements that ordinarily aren't exposed to moisture.

Give the chassis any lubrication that's part of normal maintenance. With a lot of modern cars, this is nil; with older classics, it can be a major undertaking and important in forcing any dirt and moisture out of the grease points.

Surface details

BEFORE PUSHING THE car into its storage area, wash and thoroughly dry it. Give its exterior a coat of high-quality non-cleansing wax. Some recommend leaving it unpolished, but I'm always nervous this "white" condition will be difficult to remove come spring.

Clean up the interior as well. If your car's interior is vinyl, there are cleaner/moisturizers. If your car has leather upholstery, treat it to some Hide Food. If it has wool carpeting or upholstery, moth protection is a good idea.

However, don't think of mothballs as a rodent deterrent. Specialists tell me they've cleaned plenty of mouse waste from around boxes of the stuff.

In fact, rodents are a real concern. They chew wiring harnesses, nest in upholstery and make a real mess. In prepping your car, certainly scour its interior, the glovebox and trunk for any leftover gum, candy bars or other food. Leave the windows barely ajar, just enough to admit air but not critters. Amazingly, it's worth taping tailpipes and induction systems, because mice have even been known to take up residence in combustion chambers.

Don't put poisons or traps within the car. I won't dwell on what happens if these happen to work successfully. However, such strategies, out in the open and frequently monitored, aren't bad ideas should the storage area be rodent territory.

If extreme dampness can't be avoided, it's worth searching out a desiccant, a silica gel or the like, to discourage the growth of mildew in the interior or trunk. For most conditions, particularly in the winter, it'll suffice to unroll several panels of fabric softener, the sort of thing one puts in a clothes dryer. This might counteract that mothball aroma as well.

Last, protect the car with a water-repellent, breathable car cover. Better car covers have these features; the cheap ones do not. Read the product literature carefully.



Amazingly, it's worth taping tailpipes and induction systems, because mice have even been known to take up residence in combustion chambers.

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Model: _____ Year: _____ SN: _____ Colour(s): _____
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Morgan

First of the real sports cars