

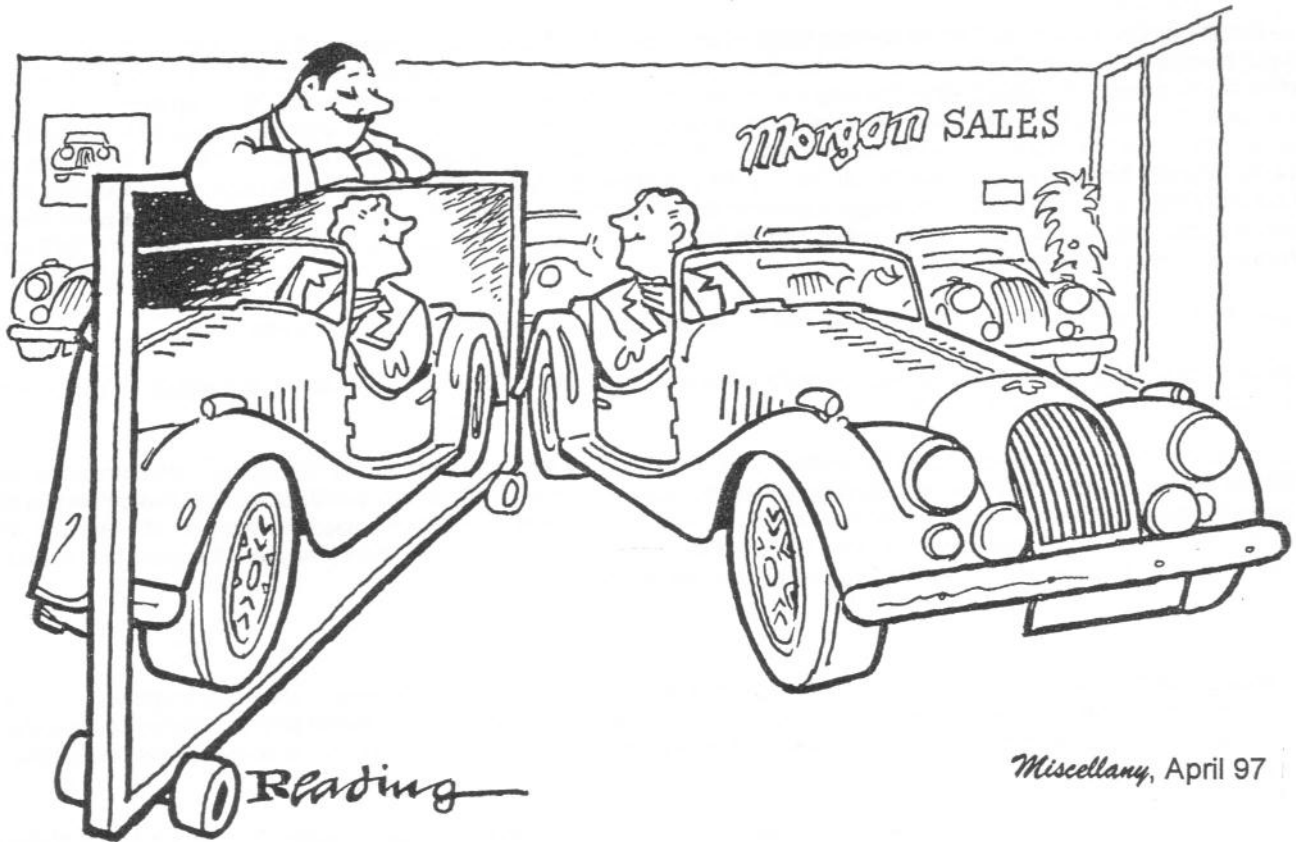
Morgan



3-97

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Miscellany, April 97

Ok, Ok Sonny...
I'll take you for a ride.
Just remember...
the only cars you can
wave at first are other
Mogs, 4.5 liter Bentleys,
Bugattis, Squires, HRGs
and pre war Astons
and Alfas.



THE CO-PREZ SEZ:

Lynn & Fred Kuzyk (e-mail: mscce@freenet.hamilton.on.ca)

First, a note to Hugh Waldick. He's up and getting along with a walker. Impatient as always – complaining like hell! Our best to you, Hugh!

Spring must be here as another Ancaster has come & gone. Our Morgan is still off the road & I guess many others are as well, as Paul Donoghue's car was the only Mog parked at the Flea Market (although Bob Wright brought his newly acquired 3-wheeler to show off – impressed Old Autos, they were taking pics so look for a photo in their article on Ancaster). This year, Vern & I helped staff the British Car Council table. We did see a few other Morganeers at the event: Russ Balfour, Brian & Brad Morgan, & Ray Shier. Toy Run video from last year was shown at the pub get-together afterwards. Carlos Yip & Margot Heyerhoff joined us there. Honourary Member Steve Meyer also attended to discuss Toy Run details. A few BCCI folks stopped by to swap stories. The pub brunches at the Queen's Head are done for now, except for the visit there on June 22, as part of the PUB CRAWL POKER RUN.

The Speciality Vehicle Association of Ontario held their Annual General Meeting on April 19. I was unable to attend but spoke with a Director at Ancaster. I'm told that the SVAO represents over 5,000 people in Ontario's speciality vehicle community. A speaker from the Ministry of Transportation indicated at the meeting the Ontario government seems to be leaning towards exemption of emission testing for vehicles 20 years & older. We'll see.

The British Car Council Annual General Meeting takes place on May 3, at Medtronic of Canada Ltd (6733 Kitimat Rd, Mississauga) at 11AM. All our members are welcome to attend. Unfortunately, Lynn nor I will be able to be there but Council Director Vern Dale-Johnson will be acting on our behalf. The BCCI Events Calendars were received at Ancaster & will be mailed to MSCCC members. There are a number of new events this year & some clubs who previously held no open events are now doing so. It's wonderful to see others emulate our example! As the MSCCC Representative, I received our first issue of the "British Marque Car Club News", courtesy of the Council. I was pleased to see that the Council's first article was on our British Car Toy Run. Our thanks to Vern for submitting this. An article also appeared on the MG Club of Toronto's Racing Festival at Mosport. It was suggested that we cancel our Country Tour Above Toronto, during the same weekend, as their event is a once in a lifetime deal. Tempting offer, had we known about it earlier. The Country Tour is on the Calendar & we'll continue with it. We're used to modest turn-outs!

REGALIA: The Australian Morgan ties have sold briskly, with only one remaining at the time of this writing.

VOLUNTEERS: Margot Heyerhoff has volunteered to assist with duties at the Toy Run, thus breaking the silence on our telephone! We still need more commitments & help....please!

On a personal note, we've been hoping for a good year. Haven't done any work on the cars this winter. Been struggling with computer problems the last month. Our yellow lab, Bentley, is in a bad way. Lynn is not in the best of health lately. This has caused us to scale down some of the things we have wanted to do. We are still committed to the events we have scheduled this year, but at year's end we will have to re-evaluate our roles as Regalia Mavens (7 years), Events Co-ordinators (6 years), & the Prezes (3rd year). If anyone has a vision or energy & would like to see Morganeering in Canada continue, please step forward.

UPDATES:

WYNN'S CLASSIC, May 8-11. At last report, there was little interest among the British & European sports car community for entrance in this new event. This despite my own efforts at the Car Council. However, Morgan will be represented with the display of the Dale-Johnson's & Kuzyk's cars. This show is at the International Centre in Mississauga. A modest spectator fee, like at all car shows (except the Toy Run), is charged.

MSCCC MONTREAL WEEKEND, May 16-19. The excess reserved rooms have now been released. This was a policy of the Inn, as they needed a month's notice for blocked rooms. Rooms may still be available directly from the Inn, if you hurry. Thus far, Lynn & Fred Kuzyk, Mary & Ray Shier, the Dale-Johnson's, Rees-Potters, & Claude Jacques have booked. Only one Quebec member, Marc Lalonde, will be attending & he has kindly offered to lead a driving tour. Local clubs have supplied info but no interest has been expressed in joining us, to date.

SPRING FLING, May 24-25. A flyer from the Triumph Club's newsletter is enclosed. The organizers had hoped that we would stage another event on the Sunday, like last year's Rally. Unfortunately, as Lynn is scheduled for surgery that week, we've had to decline. The Rover Club is now being asked to do something instead, as I'm told they have 10 attending. We had 6 Morgans there for the weekend last year, and 1 dropped by. A good time was had by all. I'm unsure of the numbers this time, but we do have a Morgan class. Myself, I'm working nights until Saturday morning, but I'll be heading up solo for the Saturday show & to provide some door prizes.

MSCCC COUNTRY TOUR, June 7. Starts at the Guild of Automotive Restorers at 10 Am sharp. See the flyer. Hope to see you there!

CLASSICS AGAINST CANCER, June 15. As Vern has mentioned, we now have our own British class at this worth-while event & cause. This was the result of our Club's initiative & the fielding of 30 British cars last year. We hope that you will support it. The organizers are also looking for helpers this year. Lynn & I will see if we're able. Anyone else available on Father's Day? It's a great place for the family!

MSCCC PUB CRAWL POKER RUN, June 22. Open to all. The route has been put together. Starts at the Milton Dickens & includes the Queen's Head in Oakville & Burlington, the Slainte in Hamilton & ends at Sir Winston's in Stoney Creek. Great scenery & awards.

EMPIRE DAY, July 5. Promises to be a great day of all things British. Including bands, Mr Beans Mini, cars, bikes, food, fun. The organizers, Phil Miller & Ken Baker, have offered all manner of support for our Toy Run & as a result, they have assisted with a new starting location for the Toy Run: the Halton Region Museum at Kelso Conservation Area in Milton. They have offered to promote the Toy Run at Empire Day. So lets help support their first time event!

For those not going to the "Under the Gate Gathering" in the Belleville-Picton area, the MSCCC WINE TOUR is on for July 20. Will be at the Herder Estate Winery in St. Catharines. Details to follow.

MSCCC PIG-OUT/BEEF-OUT, August 16. PLEASE NOTE THE DATE & SEE THE INFO BELOW ↓. Peter McCowan has decided to repeat last year's format & invite the other Spring Fling Clubs to their home. Invitations have been sent. Peter has also arranged free accommodation at his Lodge for the Spring Fling organizers, so that they & their clubs might join us at the FALL WEEKEND. He has suggested this venue as a location for next year's SPRING FLING. Peter certainly deserves recognition for his helpfulness to our club & the others! We appreciate the intent & work. Unfortunately this prepts the TORONTO COSMO TOUR under development by Vern Dale-Johnson and Oliver Dawson. This Tour may be rescheduled for later in the fall (when we need the pub stops to warm up!).

Fred Kusyk



We're Doing It Again!

THE MORGAN SPORTS CAR CLUB'S "PIG-OUT"
(Actually a "BEEF-OUT" this year)

SATURDAY, AUGUST 16 in Stouffville

Our hosts Peter & Heather McCowan, wish to extend an invitation to members of the SPRING FLING CLUBS (Toronto Triumph Club, MG Car Club Toronto, & the Toronto Area Rover Club) to join us again this year for a BBQ.

The hosts are providing the BBQ beef & ask that attendees provide a pot luck item, as well. Please RSVP, Bring Your Own Beverages, & lawn chairs.

Peter has a large garage & hopes to have a technical session on site.

PLEASE RSVP BY AUGUST 10, (Never mind waiting to see if its going to rain!) to receive directions & co-ordinate food items - so that we don't have 20 fruit salads!

CALL: Peter or Heather at (905) 888-1151.

TRY SOME "BRITISH INTERACTION" - IT'S "JOLLY GOOD" FUN!



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- Classified; Membership renewal / Executive

SCHEDULED EVENTS FOR 1997 (MORGAN CLUB EVENTS IN *ITALICS*) :

- May 8-11 Wynn's Classic, International Centre, Toronto (info Alan McPhee, 905-842-6591).
- May 17 Van Dusen All Brits, Vancouver (details on Morgan activities – 604-261-0901).
- May 17-19 *MSCCC Cosmopolitaine tour de Montreal* (info 905-336-0251).
- May 24-25 Spring Fling, Collingwood (contact Malcolm Taylor, 905-880-0079).
- May 25 British Wheels and Wings at Canadian Warplane Heritage, Hamilton (Scott Morris, 519-426-7139).
- June 1 Sports Car & Vintage Auto Festival XXVI, Victor NY (phone 716-234-0482)
- June 7 *MSCCC Country Tour Above Toronto* (info – 905-336-0251).
- June 6-8 MG Racing Canada, Mosport (VARAC event plus fun rally and show) – call 416-533-MGMG).
- June 15 Classics Against Cancer, Georgetown, Ontario (info, Murray Henley – 905-877-7239).
- June 21 Scottish Games Display, Vancouver (details on Morgan activities – 604-261-0901).
- June 22 *MSCCC Toronto Pub crawl, poker run* (info – 905-336-0251).
- June 22 Richmond Car Show, GoMoG (contact Claude Jacques at 613-747-9256).
- July 4 wkend *MOG 27, Harpers Ferry West Virginia* (info – Dave Childress 804-285-5541).
- July 4-6 "Rally in the Valley", Penticton BC, call/fax 250-493-0435 for details.
- July 5 Empire Day at 50 Point Conservation Area (call 905-643-2103 or 525-2187 for details).
- July 5-6 "Summer Run", GoMoG Ottawa-Kingston area (details Greg Kaufman, 613-832-3620)
- 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).
- July 20 *MSCCC Wine Tour, Niagara* (details – 905-336-0251).
- July 24-27 *MOG 97, Bath England* (contact Jenny Maggs, UK 01225 866932 – phone or fax).
- ?????? *Toronto Cosmopolitan Tour* (Oliver Dawson – 905-850-9570 or VDJ – 416-530-4599)
- Aug 16 *McCowan's Pig out* (details – 905-336-0251).
- Aug 17 British Presence @ Star "Fresh Air Fund" cruise (Richard Pickering, 905-855-9223).
- Aug 23 "1st Annual Summer Drive-In, Burlington (details – 905-825-2997 or 6083).
- Aug 23-24 "Moggies on the Grass", GoMoG, Ottawa (details – 613-256-4280).
- Sept 5-7 *MSCCC Fall Getaway, Collingwood area* (details – 905-336-0251).
- Sept 21 "British Car Day", Bronte Park, Oakville (info – 416-410-4002).
- Sept 19-21 British Invasion, Stowe Vermont (registration – 802-253-2106).
- Sept 20 *The Whistler Run and Fun, MOG NW* (details 604-261-0901).
- Sept 28 *MSCCC 3rd British Car Toy Run, Burlington* (details – 905-336-0251).
- Oct 5 "Fall colour tour", GoMoG (details 613-832-3620).
- Oct 26 *Halloween Tour, Vancouver. MOG NW* (details 604-261-0901).
- Nov 22 *Scorpion Time Again, Vancouver MOG NW* (details 604-261-0901).
- Dec 26 *Boxing Day Run and stuff, Vancouver MOG NW* (details 604-261-0901).

✓ Don't forget our first "big event" is the Montreal "*Cosmopolitaine tour de Montreal*" coming together as planned May 17-19. Kuzyk's, Shier's, Dale-Johnson's are confirmed from Toronto; Rees-Potter's from Ottawa. Lynn & Fred have provided details. Thanks to our Montreal member, Marc Lalonde, and friends who have been helping to pull this together.

✓ The July 19-20 "*Under the Gate Gathering*" will be in the Belleville-Picton area. We will be meeting at Zwick Park in Belleville at 11:30 for a BBQ lunch (bring your BBQ stuff or pick up lunch along the way -- sans alcohol in the park) and then will be driving over to Picton to visit Richard Coppel at Long Run Motors to tour his back 40 (lots of interesting stuff...) and quaff a few cold ones before meandering back towards Belleville, with a BBQ supper at Sandbanks Provincial Park (again, your BBQ stuff, with a few cold ones). Official motel for the Saturday nite for those who stay over is **Best Western** (613-969-1112,



~\$67/night with continental breakfast, pool and hot tub to soak away the days dust). Call Vern Dale-Johnson or Ed Burman for details. By the way, you can get to the UTGG on July 19 and make it to the wine tour out of St Catherines on the 20th!

- ✓ For those who don't want to head for Collingwood (flyer on "Spring Fling" enclosed) over the May 23-25 weekend, don't forget the Healey Club's May 25 "British Wheels and Wings" at the Hamilton Airport.
- ✓ "Classics against Cancer" have added a British Class this year. Already I've heard the RR Owners Group is making this into a club event. We can't let the tin-tops show us up now can we! *Organizers of Classics have asked for help in "placing cars" on the field. If you can get there by 7:30 am offer to lend a hand – will help and you'll be doing your part to help the Cancer Society (remember your admission gets a 100% tax receipt, the day is paid for by the corporate sponsors).*
- ✓ In this issue as well is further info on "Empire Day at 50 Point Park and Marina" on July 5 and on the "Canadian Carriage Driving Classic & Classic Car Show" -- note the British Cars are on day 2, Sunday July 13.
- ✓ Fred received a flyer for this years "Victor Sports Car & Vintage Auto Festival XXVI" sponsored by the MG Car Club of Western New York and the Victor Lions Club. The show supports many charities -- scholarships to community colleges, amateur athletic assns, ambulance corps, police and fire department activities, schools, museums, and the Lions Club's own charities for the blind. Victor is just south of Rochester, east (south) of the 490 on Rte 96. Follow the signs to Victor Central School Grounds. Registration and entrance to the field for cars wanting to be judged is between 9:00 and 11:00. Judging starts at noon. 3 trophies for each class. Entrance fee is US\$5 -- **you must be preregistered to get your car into the show.** Phone 716-234-0482 for details. British classes include many for Austin Healey, MG's (10), Morgan, Lotus, Jaguars (3), Mini, Rolls Royce/Bentley, Sunbeam, and Triumph (4). Make a weekend of it -- lots of great B&B's in the area and the drives around the finger lakes are magnificent.
- ✓ No details yet on the August 23rd "1st Annual Summer Drive-In" Evening at the Movies sponsored by the British Sportscar Club. Watch for details in the July Blurb.
- ✓ The Van Dusen "All British Field Meet" on May 17th dubbed is "the greatest show on British wheels" -- always a good showing of Morgans organized by our Vancouver members. If visiting the Okanagan in early July, don't forget the "Rally in the Valley" July 4,5,6 sponsored by the Okanagan British Car Club. Again, an event frequented by Western Morgan owners -- call/fax 250-493-0435 for details. The "Lake Superior Vintage Sports Car Rendezvous", June 6,7,8 in Thunder Bay sponsored by the Thunder Bay Vintage Sports Car Club (a BCCI member club). Glen Paterson can supply details -- call 807-475-9729. Further east we have the June 22 "Richmond Car Show" in the Ottawa area, and way out east the "4th Annual Maritime British Invasion" takes place August 3-8 around St Andrews by the Sea, New Brunswick. See BATANS web site: <http://www.cfn.cs.dal.ca/Recreation/BATANS/batans.html> for details of this event and great info on other British Car events in Atlantic Canada.

Editors Notes:

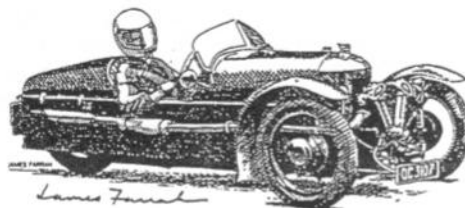
Well..... did you all get your coolant changed??? I bet you were all "garaged" for the last 4 weeks (must have been, not one note or article for our continuing nostalgic run through the past 30 years). All material welcome by snail-mail, fax, or e-mail -- don't forget to drag the drawers and albums for old photos.

Congratulations to Margot Hyerhoff -- she found the area code problem in the ad for the MOG Great Lakes badge. Note Larry Moss's phone number is 810-540-3733. Speaking of badges, the *Morgan Sports Car Club Holland has a new badge* (see elsewhere in this issue) with working headlights! Now, how could Peter Pfahl or Mike Powley pass up that! I know Hendrick Rens isn't (but he has the advantage of a trip to Holland during May). The note was in the MOPS Mania with the only contact given as "the editor" -- Bill McCarthy (serious sleuthing through old newsletters turned up his phone number. Try him at 410-679-7241).

Ancaster was a bitterly cold day so it was no surprise to see a limited number of Toronto area Morganeers at the event. Fred and I

Vern Dale-Johnson (e-mail: vern_dj@msn.com)

made it, as did Russ Balfour, Hendrick Rens, Brian & Brad Morgan, Ray Shier, and WE know from the sound and the crowd that Paul Donaghue was there (saw his car but not him). Also Bob Wright was there towing in his recent acquisition from the Chicago area -- a 33 SS with Matchless MX4 power. Needs a bit of clean-up but is roadable. Photo follows:



Bob Wright is looking for a starter motor (for original tranny location, converted to 12V, with brackets) for the trike. This car was brought over from the UK in the 70's by a fellow from Phillie, thence to Chicago.



A few issues back Autoweek announced Morgan plans to up production by 50% from 500 to 750 cars/year over the next 3 years. Are also planning to introduce double wishbone front suspension as an option... is nothing sacred?? Check out the Morgan web pages: <http://www.morgan-motor.co.uk> - info on new Morgan models, lots of good links to other sites, and photos you can download.

Speaking of new cars, rumour has it the needed Transport Canada tests have been done by the factory. Good news is we might again see new Morgans in Canada; bad news is it will only be air-bag equipped +8's (as that's the model the tests have been done on) and prices will definitely be premium due to costs to certify in Canada. Martin is scouting out the needed 10 meter long by 10 cm deep "pool" needed to do the soak-the-brakes-in-water test. Wonder if our Manitoba friends can offer some assistance -- lots of roads there with water over them. For all us 4 seater owners, value of our vehicles just went up a notch, no new ones will be coming to Canada.

And speaking of the www, with the propensity of good info now available there to fix, repair, update your Morgan not much need for us to steal articles to include in the Blurb. Try the following for starters: "<http://www.team.net.www/morgan/history/linage.html>"

Notes from the East:

Greg Kaufman, Ottawa (e-mail: toad@storm.ca)

Note Greg has joined the internet crowd with the typical Kaufman flair... Those who know him know the handle is totally apt! Looking forward to downloading your info, Greg. I did jump the gun on Greg for the March issue -- so I'm left without a current article to include. However, so as not to be disappoint...did you know the initials S.U. that we use when referring to carbs are the initials of the original manufacturing company "Skinner Union"? And the Skinner Union owner did actually make one car. He had a coupe made for his own personal use and it was called a "Skinner Union". He gave the car as a wedding gift to his sister and the car was eventually brought with the family to the USA. The "Skinner Union" is now undergoing an extensive rebuild.

Stowe "**British Invasion**" Sept 19-21. Stowe group is coming together under the direction of Ed Burman. Dale-Johnson's, Rees-Potters, Kaufman's, Grant's, Claude Jacques and VSOP among the group going -- so many a house and a 3 bedroom chalet have now been filled. Rather anemic contingent from Toronto so far so please let Ed or Vern know ASAP if you have an interest. Additional accommodation can be attempted but beware, Stowe fills up for this event early. Original deadline for commitments to Ed Burman was May 1, try him now if you want space.

More info on Ottawa events. Greg Kaufman sent in material on the "**Richmond Car Show**" in the Ottawa area, June 22. admission is \$2.50 for spectators. Claude Jacques is coordinating the Morgan exhibit at the show (always a hit, GoMoG has won the award for "best display" several times. A second Ottawa event recently announced -- "**1st Annual By Ward Market Auto Classic**" in downtown Ottawa, June 1. Phone 613-562-3325 for details.

Greg wishes to thank all those who phoned re the 42 DCOE Webers and the SnapOn wrench -- both have been located!

Notes from the West:

Mike Powley, Vancouver (e-mail: pwl6079@bcit.bc.ca)

News from out west is the change from Mike to Ron Theroux as the official MOG NW reporter however, at the request of Ron, Mike will remain the MSCCC key west coast contact person. In the west, Ron Theroux told me about a rally around BC being organized by the RCMP (yes our own Red Coats) for August. This is a 10 day event, limited to 100 cars with a \$5000 entry fee (sizable chunk going to the BC Children's Hospital). Mountie's will be manning the checkpoints. Goes from the Vancouver area up to Prince George, over to Prince Rupert, by ferry down to Port Hardy, on the Victoria and back to the lower mainland for the final evening do -- at the RCMP barracks. Can you imagine.....

While talking to Ron we got reminiscing about the RCSCC (Royal City Sports Car Club) where Ron was a founding member. I belonged to this group in the late 60's when "slalom" and "club rallying" were in. In fact I still have a couple of the trophies..... We were talking about badges -- dedication back then was melting down old pistons to pour out RSCCC badges -- 12 were made, Ron knows where two are, where are the other 10?

That will lead you to many technical as well as historical articles. If you don't have immediate access to the internet, but are rebuilding or just repairing, find someone who has and get them to download the info. You will find member Jerry Willburn has done many excellent articles complete with diagrams.

While on the web, see what member Tony Moon has for sale. Tony has just relocated "**the Mechanics**" to 176 Norseman in the Dundas - Kipling area of Toronto. Web site is: mechanics@netsurf.net

When visiting Tony at his new digs, drop around the corner and see **Pacific Fasteners** (27 Chauncey Ave 416-231-7295 or in Burnaby BC at 3934 East 1st Ave 604-294-9411). They specialize in **Stainless Steel fasteners** with prices a fraction of what you'll pay for those little packs from Canuk Tire. Not only that, they have a choice -- slot or Phillips heads, and how about SS fender washers? Hard to find anywhere else. I've even sourced new SS bolts for those bumper bar tubes (yes, they thread properly). They take Visa!

Don't forget to fill in your BCCI "Long Distance Award" form (sent with your last issue) and have it "executized".



Interclub Events:

Edward Burman

KEEP THE WEEKEND OF JULY 19TH FREE FOR AN INTERESTING & ENTERTAINING TIME! This event is an interclub affair, organized by the Ottawa Morgan Owners Group (GoMoG) with an open invitation to all British Car Owners, especially to other members of the Morgan Sports Car Club of Canada. The location is Belleville Ontario. Events start in Zwick Park (off highway 2, follow highway 62 South into Prince Edward County, the park is just on the other side of the bridge). The reserved area is near the children's playground. Plan to arrive at 11:00 am with your picnic lunch to share with friends (remember, no booze in the park).

After lunch, a tour of "the county" has been arranged including a visit to Richard Coppel's Long Run Motors near Picton (a quite remarkable collection of cars and parts), and a run through the county to the Sandbanks Provincial Park where some may want to linger.... while others wind their way back towards Belleville or Picton and one of the finer restaurants in the area. Belleville hotels you might consider (or be adventuresome, try a local B&B) are: Comfort Inn - \$60-\$65 (1-800-228-5150), **Best Western - \$67 (1-800-528-1234)**, Quality Inn - \$68 (1-613-962-9211). All prices are per double room and all hotels are on North Front Street, Belleville. We are suggesting the Best Western as the Morganeers rest.... Please RSVP to Edward Burman (613-839-3041) or Vern Dale-Johnson (416-530-4599).

For Sale:

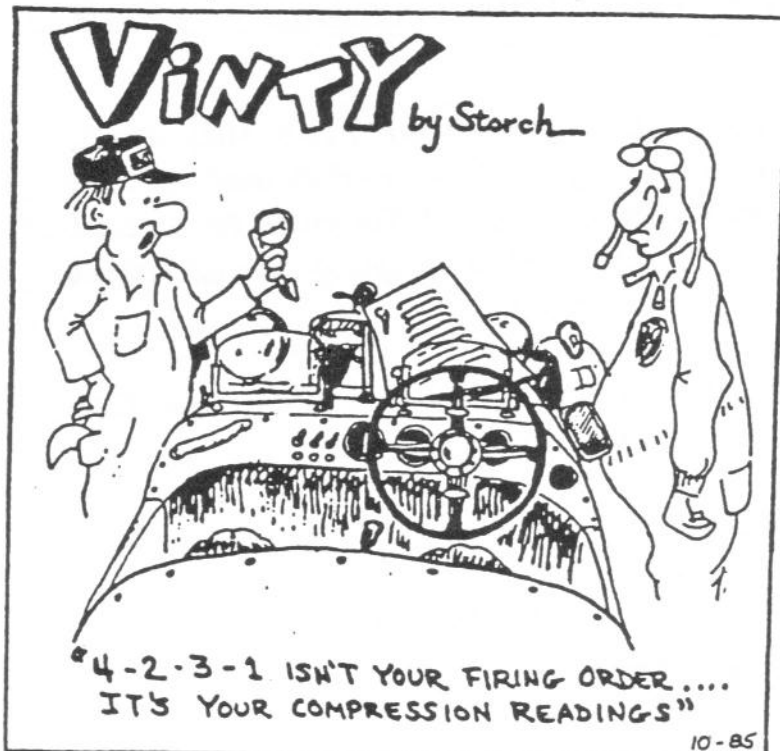
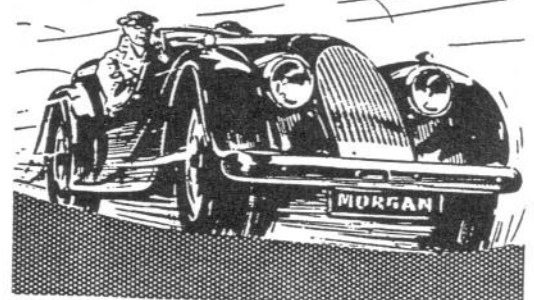
Hugh Waldick's 1994 +4 is for sale. Connaught green with Ivory leather, 6" wires, Rover T16 134 bhp, EFI, etc....60,000 km. Asking \$57,000. Call Carmen Waldick at 905-333-0060.

For other Morgan's - check the Morgan Plus Four Club's listing at <http://www.mog.org/seek/buying.html> and realize what a bargain our Canadian cars are!

Vern Dale-Johnson (416-530-4599) Seagull Pewter business card holders (\$20), and letter openers (\$30). Shin Yoshikawa "Morgan Plus 4 Super Sports" engineering drawing (approx 18 x 24 inches) (\$30 includes shipping tube).

To celebrate their 25th anniversary in May 97, the Morgan Sports Car Club of Holland is releasing a commemorative badge at US\$60. A very limited number are available with **WORKING** headlights connected to your Mog's light circuit at US\$85 - apparently the first illuminated badge in Morganhistory! If you can't live without one, contact Bill McCarthy at 410-679-7241.

Car Badge News



MSCCC
COUNTRY TOUR ABOVE TORONTO

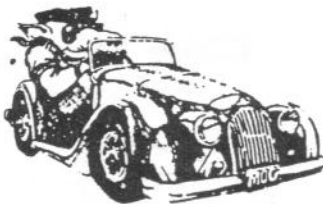
SATURDAY, JUNE 7, 1997

Meet at **THE GUILD OF AUTOMOTIVE RESTORERS** prior to **10AM** for a tour of their fine establishment at **10AM SHARP**. **THE GUILD** is located at **18237 Woodbine Avenue**, in Sharon (Just north of Newmarket). See the map below. Proprietor **David Grainger** is known for his series of restoration articles in "OLD AUTOS" & for their restorations on Bugattis, & have a large collection of automotive memorabilia.

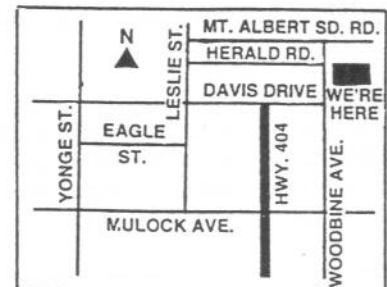
Following the tour, we'll embark on a scenic tour of the countryside, stopping at an Inn for food & beverage.

Please note that as always, perfect Morgan weather has been promised! Hope to see you all there (or as many as the spirit moves)!

Please RSVP to Lynn @ (905) 336-0251.



MSCCC
"PUB CRAWL POKER RUN"
SUNDAY, JUNE 22, 1997



Meet at the Milton Dicken's Pub at the noon-hour (189 Mill street, downtown Milton). There you will receive your first card & instructions for a self-guided, leisurely & scenic tour west of Toronto to several quality British pubs, where you will receive other playing cards. Travel at your own pace, sample the fare & ambience!

Award for the best poker hand! Open to all British cars & British Car Council Clubs (\$2 fee for non-Morgan Club cars).

SMASHING SCENERY & JOLLY GOOD FUN!

Please confirm attendance with Lynn Kuzyk (905) 336-0251 so that we'll have enough winning cards!



The smooth young gentleman in the equally smooth Jaguar XK-E sounded just a little charitable: "I say," quoth he as we exchanged greetings at the lights, "that's a rather splendid old motor car . . . And I'll bet she's still capable of a pretty brisk turn of speed, even now."

Then the green signal showed. And that, apart from glimpsing his stunned face in the mirror, was the last we saw of the poor bastard.

Now, Morgan's quaint little workshop — you can't, in all honesty, call such a sedate, Olde Worlde establishment a factory — has been building sporty motor cars for over 50 years. But the new Plus 8 makes all its illustrious ancestors look little more exciting than the 3½-hp Benz which, by wrecking itself on a steep hill back in 1899, first made H. F. S. Morgan think about building a car of his own.

It may look like the sort of thing pater drove before the Hitler war, but this spine-jarring anachronism has a maximum speed of 126 honest-to-God miles per hour and can streak from zero to 60 in just 6.6 dramatic seconds. Say a full second quicker than the XK-E roadster, 1/10th slower than Aston's fastback DB6, and only the mathematically pedantic are going to argue. Aerodynamically, the Plus 8 is probably little better than Worcester cathedral, a few miles down the road from Malvern, and this starts extracting its inevitable toll as speeds increase. Even so, the standing-start quarter-mile is covered in 15 seconds, with the needle hitting the 100 mark only 3.2 seconds later.

Peter Morgan, son of the firm's founder, started giving serious thought to the question of replacing the Plus 4 when it became known, in the summer of 1966, that Triumph planned to drop the 2.2-liter four-cylinder engine, which his car shared with the TR-4A. After scouting around and rejecting a number of possibles, including British Ford's V-6 and V-4, he opted for the V-8 3.5-liter then being developed by Rover to

Thoroughly Modern Morgan

Simmer down, all you Stateside vintage-car lovers, this is not for you — at least not yet — but we thought you'd like to see it all the same. It's the Morgan Plus 8, destined for production at the rate of about two per day from a tiny factory in rural England, where they've been turning out cars of similar shape for 30 years. The Plus 8 puts Morgan squarely into the over-two-miles-a-minute category with the aid of Rover's ex-BOP 3528-cc V-8, an engine which meets Federal emission standards when coupled to an automatic transmission, but not with a manual box as fitted to the "Moggy." Although the cockpit has been partly "Fedded" and a car has been impact-tested satisfactorily, there are still many obstacles to be overcome before the U.S. market can be reopened for Britain's (and perhaps the world's) most "trad" sports car. Just to let you know what you're missing, performance is close to E-Jag standards, with a standing quarter-mile in about 15 seconds and 60 mph in well under 7 seconds. But, unlike the XK-E, it's as drafty as hell, the ride is firm enough to slip a disc, and controllability and creature comforts bang up to the very best 1938 standards. Some people have passionate love affairs with them . . . the masochists!



put some real guts into their saloons.

Based on a Buick design and used by Jack Brabham to provide the bones of the engine which won him the Formula 1 World Championship in 1966, this unit had all the obvious advantages. It was powerful, developing 160 (net) bhp at a leisurely 5,200 rpm. It was compact, and, thanks to being built of aluminum, remarkably light. In fact, the Plus 8's weight, including oil, water, and petrol, is only marginally heavier at 1800 pounds than the old Plus 4's. Its weight distribution, 48% front and 52% rear, is virtually the same as the Plus 4.

Unfortunately, Rover is still looking for a suitable manual gearbox, and Morgan has had to rely on the four-speed Moss unit

used on the Plus 4. This is the new car's poorest feature — no synchromesh on first, and fast changes between second, third, and top produce ugly sounds if anything more than a modest dollop of power is being used. Peter Morgan makes no secret of the fact that he is keeping his eyes peeled for a suitable replacement, perhaps a five-speeder with a really high top to give 130-mph cruising.

What about suspension changes? Best prepare yourself for a shock, dear friend, because the Morgan has gone all soft . . . so soft it is now just a little difficult to tell whether that cigarette butt which just disturbed the wheels was plain or filter-tipped. All things, as Einstein told the world, are relative; Morgan's soft is the rest of the industry's granite.

The clock ticks slowly at Malvern, and it is going to take more than a piddling little 54% power increase to make them abandon the sliding pillars and coils up front, patented by H.F.S. not so very long after Queen Victoria turned up her toes. And acceleration figures, not to mention the difficulty of spinning the wheels, reveal that precious little urge is being wasted by the live back axle. Oh yes, a limited slip diff' must help.

The Plus 8 is actually a little longer and wider than its predecessor, a matter of no more than a couple of inches, and the Z-section chassis follows familiar, if judiciously strengthened, lines. How long must it be since a manufacturer last achieved added rigidity by replacing wooden floorboards with steel? As for the body, this still uses steel panels over an ash frame; Morgan must employ a higher proportion of carpenters than any other auto construction firm in the world.

Stopping this neo-vintage creation has been achieved by fitting servo-assisted, 11-inch-diameter Girling discs up front and 9-inch drums at the back, giving a total swept area of 325 sq. ins. Fade is very slight, thanks in part to the excellent heat-dissipation properties of the wheels, handsome affairs in cast magnesium with 5.5-inch rims to put plenty of rubber on the road. Tires are Dunlop's latest SP Sport radials, which provide a superb amount of grip, and are particularly good in the wet.

A greatly improved cockpit layout, along with a decent pair of bucket seats, indicate that a mention of ergonomics has filtered through to Malvern at last. A welcome newcomer is the anti-theft steering lock, which should foil those tempted by the sight of such an invitingly open roadster.

The driving position is, as ever, closer to Nuvolari than Graham Hill, although a leather-rimmed steering wheel is a smart and practical gesture towards modern-

ity. There is none of this fancy fingertip-control business; man, you really steer the Plus 8, using steely wrists and hairy forearms. The gearing is superbly high, needing just 2.4 turns to get from lock to lock, but wider wheels and tires mean a turning circle all of 40 feet in diameter. You jockey for curbside spaces with the 600 Mercs, not the dinky little Healeys. But what the hell, it means the car can be placed on the road with hair-splitting precision, with just a twitch of the wheel needed to correct the chosen line.

It all feels very strange after the soft springing and relatively soggy steering of any modern motor, and the sight of that long, rakish hood, slashed by no fewer than 76 louvers, hardly helps make the driver feel at home — so initial impressions can be downright alarming. On

anything much rougher than a real billiard table surface, you fear for the fillings in your teeth and suddenly realize what those old clipper helmsmen must have gone through fighting the heaving decks while navigating around Cape Horn.


But this is all part of the running-in process. After a few miles, you begin to realize that hitting a rut or hump at the apex of a bend is not going to send the outfit bouncing off into the undergrowth like a frightened kangaroo. The wheels may deflect a little, sure, but it soon becomes second nature to automatically allow for this. The right foot starts exploring the bulkhead and, once the doubts have been banished, the Plus 8's vivid performance can be enjoyed to the full.

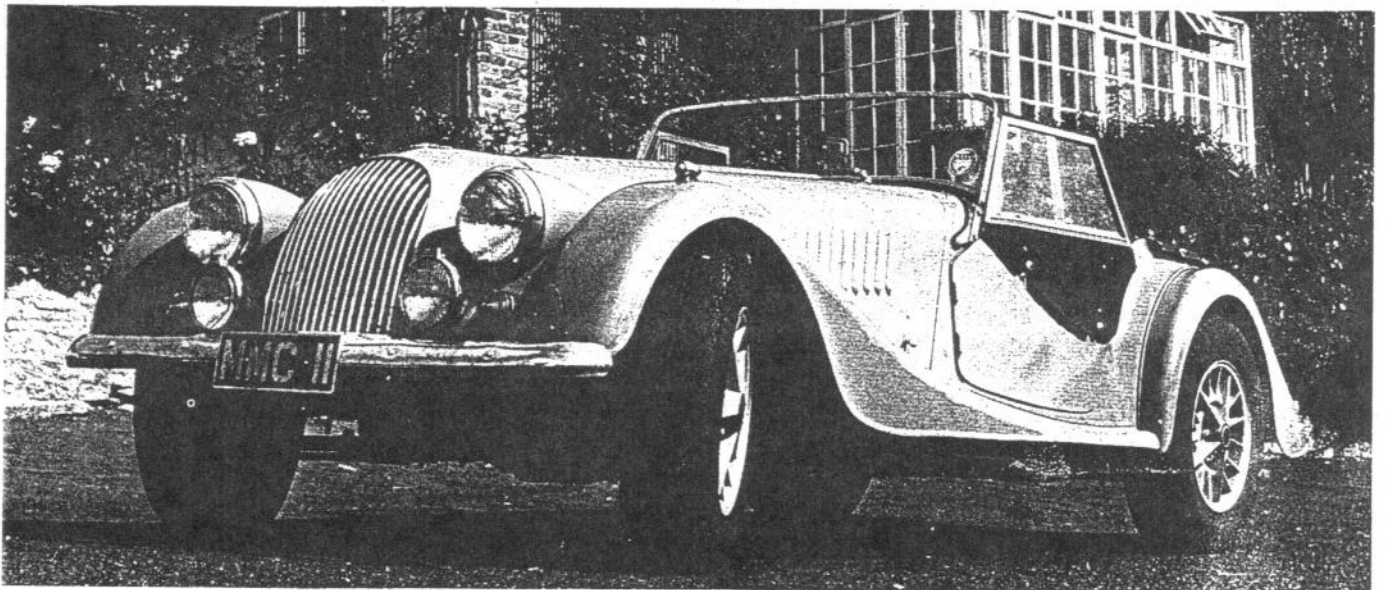
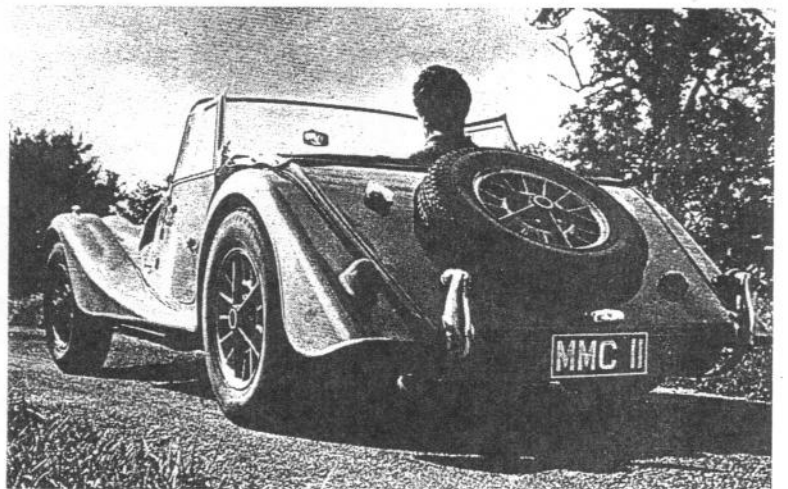
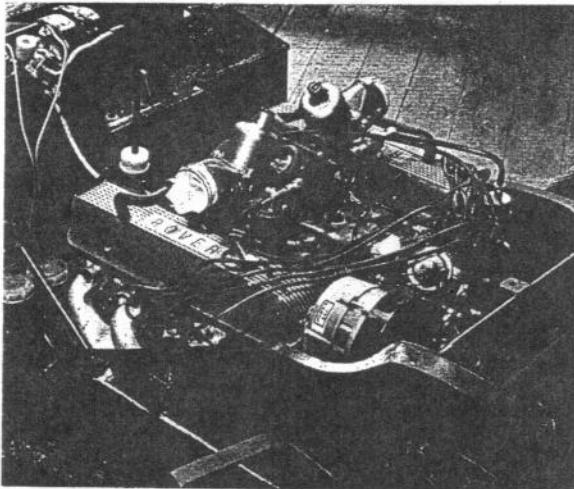
That 3,529-cc engine stuffed into such a light car

makes every mile seem like 880 yards, and opens up yawning chasms in the traffic rather than mere gaps. Plenty of power low down, and 210 lbs./ft. of torque at 3000 rpm let you start in top cog when feeling really indolent — not such a bad idea, the gearbox being what it is. In fact, third is good for up to nearly 110 mph, and provides tremendous reserves of effort when required. Even second, which can be held to 73, is more than useful for sorting out the slow movers. First? Say 40 mph.

Fuel consumption falls into the 15-19 miles-per-U.S.-gallon bracket, and roughly a pint of oil is used every 500 miles. Rover got a rather better figure on oil consumption; could it be, we asked innocently, because it doesn't have a little button on the floor to be pressed every morning, squirting en-

gine lubricant into the front suspension . . . ?

You really cannot compare this car with anything produced since the MG TC. Its shape and suspension characteristics are as out of place as a muzzle-loading musket would be in a space capsule. It lacks any number of refinements which the average motorist has come to regard as being as essential as gas, oil, and water. But this refusal to move with the times has been Morgan's strength rather than its weakness for nearly 20 years, keeping them in business while so many others have gone to the wall or lost their identity following mergers. However, one is left with the feeling that, immense fun though it may be, the Plus 8 could have been made slightly "softer," and therefore slightly better, without losing any of its characteristic panache. 



Photos/D. S. Heatlie

SCUTTLEBUTT CORNER

By Helen "Squiggly" Hogmog

Your humble scribe has dug deep to get this latest dirt! It seems there are hard times at Castrol Canada, resulting in 'downsizing' & dismissals. (And I thought only the public sector - teachers, health care workers & fireguys - are "taking it in the face"!)

This has also resulted in the withdrawal of support for British car scene events. Thus Castrol will not be the principal sponsor at BRITISH CAR DAY this fall. The only "upside" to this is that given that this year is the 50th anniversary of Land Rover, this company is filling the void & will pick up the tab for dash plaques, etc, at that event.

Ah, Nigel Birch... Nigel would be upset if I missed this opportunity, so here goes. Nigel & Joan are proud new grandparents! They are currently back in Britain checking out the addition to the family tree, a seven pound granddaughter. I hope Nigel had a comfortable flight, after being 'scoped' in an area where the sun normally doesn't shine! Can't wait to see the pictures, Sir! 'Coffee, Tea, seat-cushion'?

After Ancaster, I heard a member of a large club lament that they only signed-up one new member that day at the Flea Market. Well Ms Hogmog can sympathize, as that number is about the norm for the MSCCC. In fact, at the MG Club Autojumble a number of years ago, our club had a display that included a car indoors. The net result of that day's 'take' was: zero memberships & zero regalia sales! No, our club learned sometime ago that these ventures are not 'profitable', but are better suited for socializing, showing the flag, & 'shmoozing'!

Indeed, the same person mentioned above noted that for many of those who attend, their philosophy appears to be 'CHARITY BEGINS IN THEIR GARAGE'. Herein lies the key. The motivator for most of the masses here is not joining clubs - its the hope of 'something needed for their cars, for nothing'. For buyers, cheap parts is the draw. Sellers are trying to get some of the buyers money, without giving their stuff away. Sellers who have the cheap parts, make a few shekels. (Nothing ever seems to fit my Morgan - I looked!) Clubs and organizations come out short in this 'Ferengi' style, greed motivated environment, perhaps picking-up a 'cross over' new member (someone already a member of one club who decides to join another one. While Morganeers are often members of other clubs, few members of these other marque clubs cross over to the Morgan fold). I noticed there was little interest in the flyers for events, or other

information, at the British Car Council Table. However, once the Directors displayed some used parts, interest was piqued, crowds formed (only for the parts) & a few shekels were made. I think the only ones who make the big money are the organizers, just like land developers & the creators of oil well scams. They have separate books that the club Treasurer doesn't have access to. But what do I know? I'm just a tired, old lady. All I know is that they got my 3 bucks, again. (and I didn't sell a thing, not even an idea).

It seems that one club had a great time at one of our open events last year (they must have as they closed the place). So much so that they let it slip that they are propositioning the host so that THEIR club can come and visit again this year! Hmmm... Well Ms Hogmog asked: 'Do you think the Morgan Club might receive an invitation to attend your run to our member's home?' An oversight, I'm sure. While they're thinking about that one, I asked if they had any open (non-commercial) events, that we could join them in. An impromptu suggestion was made for the latter. We'll just have to wait and see if anything official transpires. In the meantime, they have already been invited to join us again this year, officially, in a similar soiree as last season. Hmmm... I must be naive but instead of reciprocation, 'Gee, that was nice of those Morganeers to include us, let's invite them to our (blank)', it's more like: 'What can we get for ourselves' - kind of like the buyers above. It's disappointing, but the behaviour seems to be a desire to get parts, cars, or make the host 'one of their own'. The 'Just Us' mentality is still very strong. Pity!

Ms Hogmog has noticed the number of British Car Club events has increased in this year's British Car Council Calendar. There are more open events. This is nice to see compared to previous years, and overdue. I mean, with 25 member clubs in the BCCI, instead of British Club activities you'd see listed: Formula 1 Racing on CBC, or 'Pumpkinfest', or the Zurich 'Beanfest', or the Jarvis 'Cornfest' - you get the idea. These are all good events, but surely someone could have been staging something, instead of these filling the calendar! It was nice to hear comments like 'Gee, the Morgans are doing a lot', especially for a small group. Now, if only the Powers-That-Be could find a way to get more of the



Morganeers themselves to attend their own club's events...

We almost didn't receive these calendars, by the way. It seems the Council has a new policy, that if a club hasn't paid their dues by Ancaster, they don't receive them. It seems that the BCCI President acquiesced on this rule, and gave them to us. Although we are in arrears, he's certain that the

Squiggy

CHEQUE IS IN THE MAIL. I'm sure it is, too. So the Calendars will be in the mail to members, too. Yes, the MSCCC is still far from operating like a well oiled MATCHLESS!

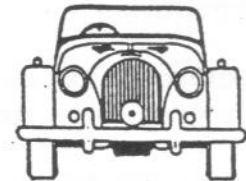
Heard a good one the other day. 'After all is said & done, there is often a lot said & little done'.



M.S.C.C.C. FALL GET AWAY

COLLINGWOOD, ONTARIO

SEPTEMBER 5 - 7, 1997



THE MORGAN FALL GET AWAY WILL BE HELD IN COLLINGWOOD, ONTARIO AT THE MOUNTAIN SPRINGS LODGE (FORMERLY THE TODD BROOKER LODGE), BLUE MOUNTAIN RD & HWY #26. AS USUAL, THE WEEKEND WILL FEATURE A DRIVING TOUR, FUN CONCOURSE, GYMKHANA, AWARDS BANQUET, & CAMERADERIE IN A WONDERFUL VENUE!

LOCATED AT THE FOOT OF BLUE MOUNTAIN & THE SHORES OF GEORGIAN BAY, THE LOCATION IS BREATHTAKING! THE FACILITIES ARE OUTSTANDING & INCLUDE: Hospitality Room, pool, hot tub, sauna, whirlpool, exercise room, games arcade, & tennis! Protected parking is available beneath the tennis courts! A large deck beside a stream is available for our exclusive use, as well as a large paved lot for a driving competition! Dining, golf courses & other attractions are nearby.

EACH CONDO UNIT IS EQUIPPED WITH COLOUR TV, FULL KITCHENS (FRIDGES, TOASTERS, ETC), JACUZZIS, FIREPLACES & BALCONIES!

VARIOUS UNITS ARE AVAILABLE:

STUDIO - Bed Sitting Room. RATE = \$59

1 BEDROOM - Bedroom + Bed Sitting Room. RATE = \$69

STUDIO + LOFT - Loft Bedroom, Bed Sitting Room, 2 Baths. RATE=\$74 1 BEDROOM + LOFT - 2 Bedrooms, 2 Baths. RATE =\$94

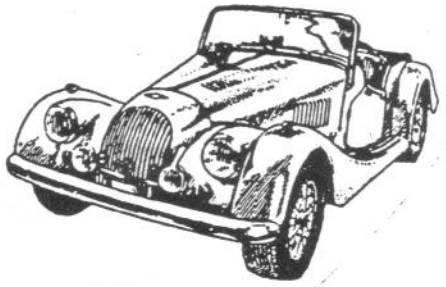
OUR RATE FOR THIS SUPERLATIVE ACCOMMODATION IS HALF THE NORMAL CHARGES, Thanks to the deal provided by Peter McCowan!

SOME OF THESE UNITS ARE SUITABLE FOR FAMILIES OR FOR TWO FRIENDLY COUPLES (Thus providing further exceptional value!).

PLEASE BOOK YOUR DESIRED UNIT EARLY AS SPACE IS LIMITED. CONTACT LYNN KUZYK (905) 336-0251, TO CONFIRM ATTENDANCE.

FRED AND I LOOK FORWARD TO SEEING OLD FRIENDS AND MAKING NEW ACQUAINTANCES.

P.S. BANQUET COST & MENU WILL BE AVAILABLE IN FUTURE BLURBS.



FRED & LYNN KUZYK
PRESIDENTS, MSCCC
1305 ESTER DRIVE
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L7P 1L2
(905) 336-0251



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3RD BRITISH CAR TOY RUN
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* GOODY BAGS * DASH PLAQUES * MUSIC * 50/50 DRAW * DOOR PRIZES * AWARDS
* JAGUAR is the "FEATURED MARQUE" *

DECORATE YOUR CARS & DRESS IN THE "FESTIVE SPIRIT"!

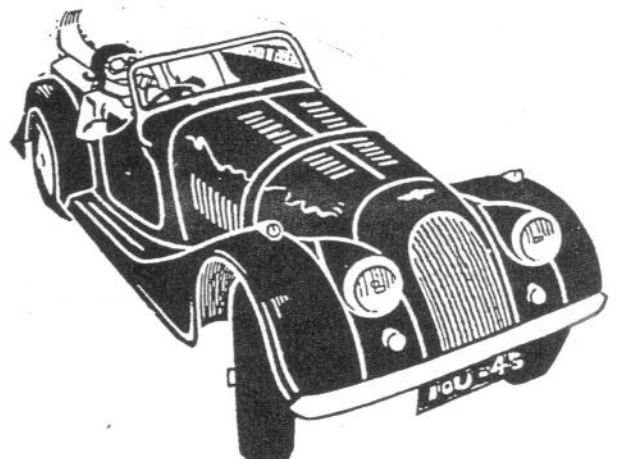
NO REGISTRATION FEES. Instead, please BRING A NEW TOY OR OTHER DONATION for the charity. Since 1958, OPERATION SANTA CLAUS has been helping people from the age of 1 to 101, to have a merrier Christmas. For his years of voluntary dedication, Jimmy has received the Order Of Canada, among other awards. Jimmy needs new, unwrapped items, such as: Toys, toiletries, cosmetics, candy, chocolate, books, clothing, grocery items, x-mas stockings, gift certificates, jewellery, cash, etc.

NEW STARTING LOCATION: The Halton Region Museum at Kelso Conservation Area, Milton (Tremaine Rd near Steeles). Miller's Bakery of Georgetown will be providing food items for sale, with proceeds in aid of OSC & the Museum. Modified route for this year's police-escorted driving tour. Goody bags & dash plaques for the first 150 cars (over 100 last year).

REGISTRATION OPENS AT 11AM. TOUR DEPARTS AT 1PM.

FOR INFO & TO PRE-REGISTER, CALL: Lynn or Fred Kuzyk (905) 336-0251.

JOIN THE "SANTA CAUSE"! Christmas does come TWICE a year!



Tech Tips: Electrical

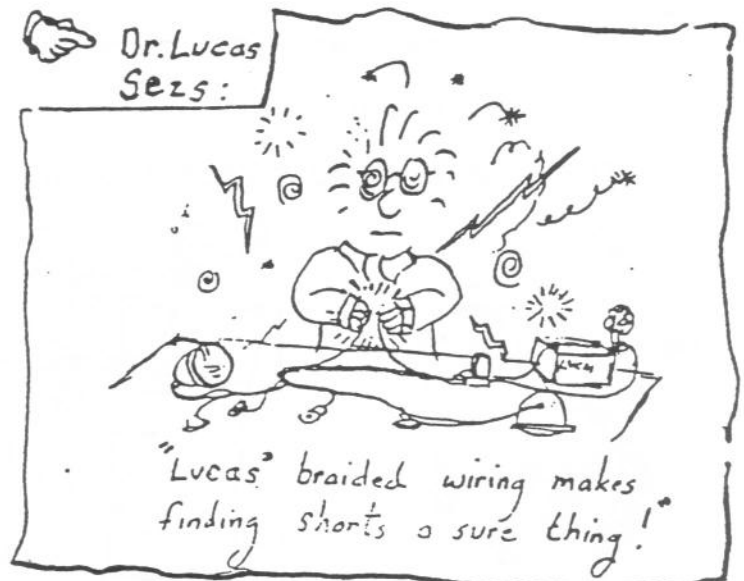
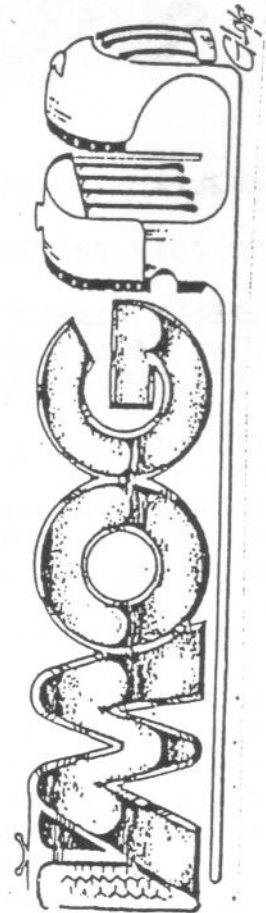
By Bob Perry
reprinted from *The Highway Hooter*, February 1997
newsletter of the Fraser Valley British Motor Club

Lucas Wiring Color Codes

Solid Color: Supply > to switch
Striped: Switch > Between switch and component
 > Same color as solid = same system
Black: Return > Ground
Black with Stipes: Switch on ground side of component

Colors	Abbrev.	System	Examples
Brown	N	Battery Feed Wire - Hot Always	To Ammeter, Ign. Switch Light Switch
Yellow	Y	Generator	Usually w/Brown
White White w/Red	W WR	Ign. Sw. ON	To Ign. Coil, Tach To Starter Solenoid
Green Green w/Red Green w/White Green w/Purple Green w/Brown	G GR GW GP GN	Fused-Ign. Sw. ON	To Gauges, Turn Signals LH Turn Signal RH Turn Signal Brake Lights Reverse Light
Purple	P	Fused-Hot Always	To Cigar Ltr, Courtesy Lts
Blue Blue w/Red Blue w/White	U UR UW	Headlights	To Relays Low Beam High Beam
Red Red w/Yellow	R RY	Running Lights	To Side Lamps Driving/Fog Lamps
Black	B	Ground	To Battery Negative
Other Pink Slate Black w/crust	K S SZL	Not Specified Battery Drain-Hot Once	To Ground from Battery +

Relays			Spark Plugs	
	LUCAS	BOSCH	AMERICAN	FOREIGN
Control-Low Amp +	W2	85	Higher Number =	Higher Number =
Control-Low Amp -	W1	86	HOTTER	COLDER
Switched-Pos.	C1,C2	30/51		
Switched-Neg.	C2,C3	87,87A		



Call the Best Western at 1-888-231-BEST (2378). Be sure to mention the Toronto Triumph Club reservation #560, in order to get the special room rate. There is no charge for children sharing a room with their parents. The Best Western, Collingwood local number is (705) 444-2144.

After a long cold winter, you and your Triumph or other British car will be ready to go... so come on out and join us at the British Car 'Spring Fling'. Still only \$20.00 per car. For more info, call the Toronto Triumph Club info. line (416) 410-4111 (410-4882).

While staying at the Best Western, Collingwood, you can play a game of tennis, relax in the sauna or enjoy a refreshing swim in the indoor pool.

Rooms are available at a special rate of \$60.00 (based on double occupancy).

Spring Fling

Collingwood, Ontario
May 23-25, 1997

The Toronto Triumph Club, in conjunction with the MG Car Club of Toronto, is pleased to present the fifth annual British Car 'Spring Fling', May 23-25, 1997, in Collingwood.

You and your British car are invited to join us for an exciting weekend including: a driving tour exploring Grey-Bruce Counties, a car show in the Collingwood area, participants choice judging and much more. (ie. Friday evening reception, Saturday evening Awards Banquet, and Sunday Gymkhana, or other driving event). This year, we will be joined by members of the Toronto Rover Club, Morgan Club and the North American Antique & Classic Car Club.


This event will be headquartered at the Best Western, Collingwood, Ontario, located in the west end of Collingwood, at 1 Balsam Street (and Hwy. # 26). Your British beauty will be parked with 60 or 70 others in a selected parking area at the Best Western, (also within easy access of your room).

On Saturday, we will tour the scenic towns and villages in Grey-Bruce counties. We'll also stop for lunch and car show in

the Collingwood area. The awards banquet will be held at Don Cherry's, and will feature a 'Hip of Beef Buffet', followed by the awards presentations and door prizes. Don Cherry's restaurant and bar is located right in the Best Western. On Sunday the Morgan Club is organizing a Gymkhana, or other driving event.

After a long cold winter, you and your Triumph or other British car will be ready to go... so come on out and join us at the British Car 'Spring Fling'. Still only \$20.00 per car. For more info, call the Toronto Triumph Club info. line (416) 410-4111 (410-4882).

While staying at the Best Western, Collingwood, you can play a game of tennis, relax in the sauna or enjoy a refreshing swim in the indoor pool.





'Spring Fling' Collingwood, Ontario May 23 - 25, 1997

NAMES OF ALL ATTENDING:

ADDRESS: _____

CITY/TOWN: _____ PHONE: _____

POSTAL CODE / ZIP: _____

CLUB AFFILIATION: _____

DAYS ATTENDING: _____ FRIDAY _____ SATURDAY _____ SUNDAY _____

REGISTRATION FEE (Includes Dash Plaque): _____ \$20.00/Car = _____

AWARDS BANQUET _____ \$25.00 per Person _____ @ \$25.00 = _____

TOTAL \$ _____

SEND CHEQUE PAYABLE TO:

TorontoTriumph Club
c/o Bob Bieder
60 Boddington Drive Apt. #706
North York, Ontario
M2K 3J9

Call the Best Western at 1-888-231-BEST (2378). Be sure to mention the Toronto Triumph Club reservation #560, in order to get the special room rate. There is no charge for children sharing a room with their parents. The Best Western, Collingwood local number is (705) 444-2144.

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Rooms are available at a special rate of \$60.00 (based on double occupancy).

EMPIRE DAY AT 50 POINT PARK AND MARINA

The organizing committee of "Empire Day" at 50 Point, invites us all to attend their first event of this kind on Saturday July 5th. They hope this will become an annual, family day, celebrating aspects of the 'British Way of Life' and making the most of 50 Point Conservation area's excellent facilities, marina, beach and campground. With primary trails and parking areas in the park paved or surface treated, mud isn't a problem for those pristine cars out there, but well-driven and equally loved innards are also most welcome.

Hosted by the "expats" who sail from the marina, the day will primarily be centered around vintage automobiles and classic motorcycles in the park, and water craft in both power and sail & moved at the marina. Additional British-related entertainment for the whole family is planned for the day and into the evening.

With the same atmosphere and informality as British Car Day at Bronte Creek, the invitation is open to us to bring our British cars, along with our lawn chairs, and picnic baskets & however, Landings Restaurant, located in the park, are helping to sponsor this event, so will dish out British fare and ales, if you forget that basket or don't have a big enough box!

The first 25 vintage cars, 25 classic bikes and boats get a free meal and plaques will be handed out for the furthest distance traveled on land and

"sea" & there will also be gifts and free draws, based on entry ticket numbers. As this is not a commercial event, your only cost is the park admission fee.

This is a new event this year and is being held on July 5 at FIFTY POINT CONSERVATION AREA.

All that is asked of anyone attending is to bring a UNION JACK flag and fly it where you can.

Read the article and we hope to see you there.

50 Point is on the south shore of Lake Ontario at Winona, midway between Stony Creek and Grimsby, just off the north service road or Q.E.W. at Fifty Road. You can call the

Conservation area for camping details or information on motels and B&Bs around this area at (905) 643-2103, or call Phil Miller (bus) (905) 877-6556, (home) 877-6684 or Ken Fisher (905) 877-0939 if you want more "Empire Day" details.

Please participate in the fun and make this event a grand day out!

And remember, if your have a British Empire flag, bring it and fly it high!





THE CANADIAN CARRIAGE DRIVING CLASSIC INC.

The home of The Canadian Pleasure Driving Championships and Canada's Gold Whip Award



April 7, 1997

TO: Classic Car Enthusiasts

RE: Canadian Carriage Driving and Classic Car Show 1997 - July 12-13

Enclosed is a poster announcing this year's Canadian Classic Car Show, to be held at Traloe Veterinary Centre, Mono Mills, Ontario, in conjunction with the Canadian Carriage Driving Championships.

Once again, we are having our annual car show, with American Classics on Saturday July 12 and British Classics on Sunday July 13, 1997. It is a great way to spend a day in the country on the beautiful grounds of Traloe Farms. Browse in our Classic boutiques, cheer on the Classic show dogs, enjoy old-fashioned picnics or simply be a part of the unique horse and carriage experience. As you know, this is a spectacular showcase for your cars.

Please announce the show to your club or anyone else who might be interested in participating. Further details, along with entry forms will be mailed out the last week of April.

If you have any questions, please call (905) 678-8900.

Come and join us again this year for a wonderful "Day in the Country".

Regards,

Cheri Aitken
Show Administrator

Box 127, Malton P.O., Mississauga, Ontario, Canada L4T 3B5 Telephone (905) 678-8900 Fax (905) 678-2131

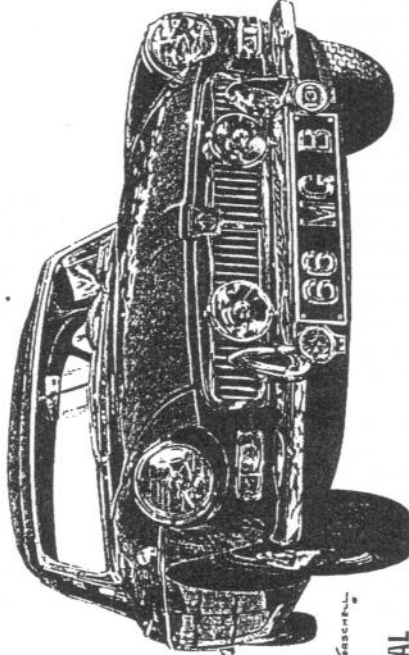


*Canadian Carriage Driving Classic
&
Classic Car Show*
North American Classics - Saturday July 12, 1997
British Classics - Sunday July 13, 1997
Box 127, Malton P.O., Mississauga, ONT L4T 3B5 Telephone (905) 678-8900 Fax (905) 678-8989

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VINTAGE AUTO
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CHILDREN UNDER 12 FREE
INFORMATION: (716) 234-0482

ENTERTAINMENT, REFRESHMENTS, DOOR PRIZE

CAR SHOW ENTRANTS

\$5.00 per car for prepaid pre-registration. Before May 25.
 No confirmation will be sent. \$15 per car for registration at the gate.
 Each entry will receive a dash plaque, 2 admission and door prize tickets, etc.

ALL CAR SHOW ENTRIES MUST BE ON FIELD AT 12:00. ALL CARS TO BE JUDGED MUST BE ON FIELD BY 11:00 AM.

Name: _____ Is this a new address?
 Address: _____
 City: _____ State: _____ Zip + four (9 digits): _____ Phone: _____
 Make: _____ Model: _____ Do not judge.

Year: _____ Show Class: _____
(Car must fit into listed class to be allowed on show field)

National First Prize Concours Winner by any recognized club? — Yes

Additional information on car (for classification purposes): _____

REGISTRATION RETURN CONSTITUTES COMPLIANCE WITH SHOW REGULATIONS.
NO CHANGES DAY OF THE SHOW. NO "FOR SALE" SIGNS.
This request for space and participation in this festival indicates your understanding that the organizers accept no liability or responsibility for personal injury, damages or theft of property.

REGISTRATION FORMS

Please fill out appropriate registration form and send it along with check made out to **AUTO FESTIVAL** to the following:

AUTO FESTIVAL
 P.O. Box 831
 Webster, NY 14580
 (716) 234-0482

COUNTRY VENDORS MARKET

- Spaces will be assigned on a first come, first served basis, upon receipt of paid registration.
- Market Fee for 15' x 15' space: 1 space - \$25.00
 2 spaces - \$45.00
 3 spaces - \$65.00
 4 spaces - \$85.00
- Preregistration: before May 25
- Registration at gate: \$35.00 per space, based upon availability. Please reserve _____ vendor spaces.

CAR CORRAL

- Please pre-register, space is limited.
- All display set-up and security is responsibility of the exhibitor.
- No commission charged.
- Please reserve _____ car corral space/s for: _____
- Pre-Registered Car Corral \$25.00 each vehicle for sale.
- Day of Show Car Corral \$30.00 each vehicle for sale.

(No "For Sale" signs allowed on judging field.)

NO PRIVATE FOOD VENDORS; ALL FOOD SERVICE PROVIDED BY LOCAL CHARITABLE ORGANIZATIONS.

Name: _____ Address: _____
 City: _____ State: _____ Zip: _____ Phone: _____
 Product Description: _____
 N.Y.S. Tax Collection Number (Required of Vendors): _____
 Car Corral: Car description (year, make, model, color): _____

This request for space and participation in this festival indicates your understanding that the organizers accept no liability or responsibility for personal injury, damages or theft of property.



Information is vital to make the case

Old Autos — Monday, April 21, 1997

J. Paul Denter, U.E.
Specialty Vehicle

Association of Ontario

Want an opponent to support your policy? Show how your policy is advantageous to him/her.

What's the policy we want adopted? We want collector-cars exempted from emissions testing, primarily but not exclusively. How do we convince the Province that this is advantageous? We show what contribution these cars, and their families, make to the Province.

How do we do that? Well, we begin to collect information. Information about the monies raised for charities, monies left in communities by our events, value of public awareness raised by our cars for tourist sites, and more.

Do we make a contribution? Let me give you one example of the monies one event raised in a community. Nineteen ninety-six the Lincoln & Continental Owners Club, Inc. staged the Great North American Land Yacht Regatta in Cobourg, Ontario for the fourth year. The first year - 1992 - member, Brenda Goodman, did a survey that concluded the participants at the event left sixty-five thousand dollars in the Town. This from a three day gathering. Last year the Town did its own estimate of the revenue brought to the community by the Regatta. An astounding four hundred fifty thousand dollars was the calculation. The Regatta is now recognized as an important annual event.

The point of this example is to show that each time a club takes its members to a community, money is left behind. Various amounts of money, but found money none-the-less.

You can imagine the impact of a report to the Ontario Ministry of Tourism that details the tourist monies spent in Ontario's communities by collector-car owners over the course of one year, two years, five years. It would be an astronomical figure. Certainly a figure that the Province could not dismiss as insignificant. Tourism is recognized, world-wide, as the one area of growth revenue for communities.

In the same vein, but a little more difficult to put a dollar value on, is our attendance at historic sites and tourist loca-

tions. The participation of collector-cars interest more people to attend, more people to take notice of the site and thus more people to know of the site's existence. This heightened public awareness also has a value to the site.

Now that more is being put upon the volunteer sector by way of community services the raising of charity money is more than ever important. The Province, for its part, is decreasing its contributions by millions of dollars. Who picks up the slack?

For years the collector-car community has raised money for a variety of charities. How much? No-one knows, we've never made an attempt to keep track. You can imagine, though, that it must amount to millions of dollars a year. If we didn't raise that money who would pick up the slack? The Province? Not on a bet.

A report detailing the contribution made by our community to the volunteer services sector would make for interesting reading. Certainly the Ontario Ministry of Health and Ministry of Community & Social Services would be fascinated. And surprised, no doubt.

Here's the rub. We can't compile these vital reports without the active assistance of Ontario's collector-car clubs and collector-car owners.

How can you do your part? Compile a diary of your events. Have a member list the place(s) you visit, estimate the amount of money left behind by the members - accommodations, souvenirs, meals, drinks, gasoline, repairs, entertainment and the like. If the event is a show, estimate how many people visited the show. The Federal Government estimates that, on average, eighty-nine dollars is left behind by each person coming to a day event. Send your completed reports to the S.V.A.O.

Similarly, if your club raises money for a charity keep track of the amount donated and the kind of event held to raise it. Send a report of this to S.V.A.O. too. And, ask the charity in question to supply you with a letter of acknowledgement, in-

cluding the amount donated. Keep these letters on file.

If your club holds a meet at, or is invited to, a tourist site - historic village, museum, amusement park, etc. - keep track of what is spent and ask the operators of the site to let you know what the increase in attendance is between the day you attended at their site and an average day without any special attraction. What financial benefit accrued to the site because of your visit? This too should go into a report submitted to S.V.A.O.

Sound like a lot of record keeping? It is, no doubt about it. It's exactly the kind of material compiled by lobbyists and corporations to put forward their agendas. It's the kind of information government agencies compile to justify their budget estimates. It's the kind of material that the collector-car community can compile in one of two ways. Either you gather and supply it or a paid staff gathers it.

If every car club in Ontario were to belong to S.V.A.O., at the present fee of twenty-five dollars, we could afford to hire a part-time record keeper but not a researcher. For that we'd need every club at a fee of one hundred dollars each. At that rate we could afford to do some heavy duty lobbying on your behalf.

So, as you can see, we're left asking that you take responsibility to ensure that the S.V.A.O. has the information at hand to ensure that neither you nor I see the day our proud cars are relegated to planter boxes.

Have a member take responsibility to record the above requested information - a diary of your events, the monies spent, the monies raised, the groups helped and the rest.

We do benefit the Province. In a big way, bigger than even we imagine.

Let us accompany our verbal arguments with a nice printed, bound report.

It's up to us. We can't just figure somebody else will do it. That elusive somebody else won't.

The message is clear.... if we want to preserve the "sports car hobby" we need to protect it. Information is power. We need to ensure information on all events is being gathered and collated. We need a volunteer(s) within the MSCCC to do this across Canada (or regionally). Please contact Fred Kuzyk or Vern Dale-Johnson.





SPECIALTY VEHICLE ASSOCIATION OF ONTARIO

The Specialty Vehicle Association of Ontario (SVAO) is a provincially based coalition of car clubs, individuals and businesses concerned about our ecosystem, automotive safety and keeping collector cars on the road. The primary function of the association is to act as the representative of the specialty vehicle community in matters of provincial and municipal concern.

Mandate

- The mandate of the Specialty Vehicle Association of Ontario is:
- To establish the demographics of the specialty vehicle community. Our primary thrust in the direction has been and will continue to be the circulation and analysis of a survey questionnaire. Automobile registration data is, we understand, available from the Ontario Ministry of Transport but the cost is prohibitive. We have approached insurance companies requesting their estimates of the specialty vehicle market but without success.
 - To guide the provincial and municipal governments in matters that impact or are of interest to the specialty vehicle community. It is our intention to become the recognized voice of the specialty vehicle community in Ontario and to provide input to the provincial government on auto related matters. To this end we have met with and continue a dialogue with senior policy advisors of the Ontario ministries of Transportation and the Environment.
 - To monitor all government initiatives that may impact upon the specialty vehicle community.
 - To provide the specialty vehicle community with a forum for the sharing of information. This is happening but it takes time to build a proper communication network in such a large and diverse population.

Definition

A specialty vehicle is defined as a vehicle of personal or public interest, historical significance or rarity.

History

1994

Due to a general concern about possible government legislation that might have an adverse effect on the old car hobby, two of the largest car clubs in Ontario decided that an informal meeting between some of their executive would be beneficial. Two directors from the Antique and Classic Car Club of Canada (ACCCC) and the Historical Automobile Society of Canada (HASC) met in June at the HASC display at the Spring Barrie Flea Market. This initial meeting led to an agreement to see if there would be enough clubs interested in sending a representative to an all-clubs meeting at the Fall Barrie Flea Market in regard to the formation of a provincial watchdog organization to represent the hobby in its dealings with the provincial government. HASC offered to send out notices to all concerned. That September saw a number of clubs send representatives to this meeting. An ad hoc steering committee was struck and charged with the task of trying to get this organization off the ground. Alan Johnston, past national president of HASC, was instrumental in these early days and, with the other committee members, called many people and organizations to garner support for the group.

1995

The steering committee consisted of representatives from the Antique and Classic Car Club of Canada (ACCCC), British Car Council, Historical Automobile Society of Canada (HASC), Lincoln and Continental Owners Club, Canada (LCOC), Lotus Club Canada, MG Car Club of Toronto, Rolls-Royce Owners Club-Upper Canada Region, Toronto Triumph Club and Trillium Cadillac and LaSalle Club. Those present decided to call a general meeting of all interested enthusiasts at the Ford Motor Company's Oakville headquarters on April 22, 1995.

Three important decisions were made at the outset. The name SVAO was chosen due to the Specialty Vehicle Association of British Columbia, a group with almost identical aspirations as SVAO. Our focus would be provincial rather than federal. Federal government policy has been and is being monitored by the National Association of Antique Automobile Clubs of Canada Corporation (NAAAACCC). Government policy toward motorcycles have, since 1967, been the concern of the Canadian Vintage Motorcycle Group.

The General Meeting of April 22 saw a good turnout of car buffs and the official formation of the Specialty Vehicle Association of Ontario. The mandate of the SVAO as stated above was announced.

3007 KINGSTON RD., BOX 142, SCARBOROUGH, ONT. M1M 1P1

The executive officers elected at this time for the year 1995 were:

Chairman-Chris Whillans-Nash Car Club of America, Vice-chairman-Bob Patterson-Antique and Classic Car Club of Canada, Secretary-treasurer-Kath Corby-McLaughlin Buick Club of Canada, Media Co-ordinator-Paul Denton-Lincoln & Continental Owners Club, Canada, Directors-Bob Gasson-Trillium Cadillac and LaSalle Club, (position assumed by Ivan Elford-Trillium Cadillac and LaSalle Club), Ted Jeffery-Antique and Classic Car Club of Canada, Ray Spencer-Toronto Triumph Club & Bruce Stewart-Lotus Club Canada.

The newly elected executive began to meet formally once a month to solve all of those details that any new organization encounters. The SVAO survey was designed, modified and formalized before sending it out to the specialty vehicle community. This survey was to help establish the parameters of our intended membership and to show their contributions to the general community at large.

The executive undertook to attend as many shows, flea markets and cruises as possible to publicize the new group. Many hours of time were put into this endeavour as well as planning for a quarterly newsletter. Old Autos newspaper was (and still is) very supportive of these publicity releases.

Contact was made with the ClearAir pilot auto emissions test centre. Numerous visits were made to this location and thanks are due to Chris Sotiracos and Doug James of ProtectAir for the education that we received. Formal contact was established with officials of the Ministry of Energy and Environment (MOEE) and the Ministry of Transport (MOT). Meetings with ministry officials seemed to be generally favourable and encouraging.

During 1995 contact was also established with the Ontario Automobile Recyclers Association (OARA) which represents most of the recycling yards around the province. The OARA is a business member of the SVAO.

1996

The new year saw the executive members continuing their tasks from the previous term as well as looking ahead to the Annual General Meeting in April. The SVAO was concerned by a lack of a steady representation on the executive from members of the modified car community and set about trying to remedy this situation. Michael Raven, representing the Canadian Street Rod Association had been present and contributed greatly to the original meetings but pressure from the impending CanNats in Brampton monopolized his time. He undertook to attend as many meetings as possible and Paul Whitaker came on Board representing the hand crafted and kit car segment of the specialty vehicle community.

A formal Constitution was drawn up and finalized with a great deal of effort on the part of Ray Spencer. Some time was set aside at each monthly meeting for discussion of the general direction in which the SVAO should be headed. A definition of a specialty vehicle was agreed upon. While the definition may sound a bit vague, it was difficult to arrive at a definition which did not eliminate some members of the community.

The 1996 Annual General Meeting was held at the Ford headquarters in Oakville on April 20 with another good turnout to hear guest speaker Michael Young, Environmental Issues Advisor, Ontario Ministry of Environment and Energy, who is the associations primary contact with MOEE. Other issues reported upon included membership, finances, scrappage programs and a general discussion period.

The executive continued the vigorous approach by entering into an agreement with Michael Collier of the Recycling Council of Ontario (RCO) to publicize any vehicles that might be of interest to its members. This program is being run with the assistance of the OARA. These vehicles would be culled from a list of vehicles that had been donated to the RCO as part of a tax deduction program. This necessitated that the SVAO set up a hot line telephone number with a program to regularly update the vehicles available.

The SVAO also decided to join the Council of Vehicle Associations (COVA) which is an American group dedicated to researching and presenting the facts as they apply to the specialty vehicles and automobile emissions and other programs. It was felt that their expertise could be valuable to our organization.

The big event of 1996 was the summer news leak that the provincial government intended to soon have vehicle testing in place. The SVAO was the leader in the charge to attempt to protect the specialty vehicles (and their owners) of this province from unnecessary and unjust legislation. A full scale Ontario alert was called and the lobbying began in earnest. Articles to newspapers, a massive letter writing campaign, visits with MPPs, telephone and fax messages began to convince some of our provincial politicians that this was indeed an area in which they had better tread lightly. While nobody believed that the legislation could be put off for ever, those involved are sure that the government took it back for another look.

While all of this took up a tremendous amount of executive time, the SVAO also decided to start the process to allow it to monitor the various municipal by-laws that influence the specialty vehicle community. This is an area which will need a good deal of input from our general membership at large if it is to be meaningful as there are just too many jurisdictions for the executive to cover on their own.

The year drew to a close; the last major event being the HASC Flea Market in Toronto. Michael Young (MOEE) attended the event to fill people in on the recommendations being made to the government. There was a noticeable difference from last year in attendees reaction to our message and we feel that progress is being made. Much is yet to be done but solid groundwork has been established.

1997

SVAO's current membership represents over 5,000 people within the Ontario specialty vehicle community.

Sergio Marchi announced to the press and public in Toronto that a car on the road is worse than a chain smoker; this in the middle of Toronto's non-smoking actions against bars and restaurants. We've still got a long way to go!



Membership Renewal:

Name: _____
Spouse: _____
Address: _____

Home: ____/____/____ Business: ____/____/____
Fax: ____/____/____

Morgan(s) owned:

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

Membership fee \$25.00 for the year: _____ (Payable January 1 of each year)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 39 Guest St, Brampton, Ontario, Canada, L6W 1T7



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Morgan

First of the real sports cars