



Issue 2-2001, March

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Our **front cover** this month comes courtesy of David Farmer. The story of how he acquired this unique piece of Morganabilia (and another equally unique piece) is included later in this Blurb...

Prez Sez:

Vern Dale-Johnson (vern_dj.msn@attcanada.net)

Welcome new members – David Daniel Ruddy of Victoria, B.C. owner of a 65 +4 and Bernie & Mary Wilkinson, Elora Ont owner of a 85 +5. Welcome back to the following members who had let their membership lapse – Tim & Carol Clarke, Niagara-on-the-lake Ontario; Bob & Helen English, Erin Ontario; Malcolm & Avril Bain, Vancouver B.C. [recently returned from a tour of duty in Singapore]; Alastair Fernie, Nuns Island Quebec, Hal Irwin, Sidney B.C. Time as well for a reminder – if you have not paid your 2001 dues (see form on back if you've lost the renewal notice) then this is the last Blurb you will receive!! When renewing, please include your phone number and email addresses.

There have been **several 'additions' to members stables over the winter.** Ed & Margaret Burman are the proud owners of a pale blue 1973 Triumph Dolomite 1850 – aptly named "Dolly" -- brought over



from Ed's Aunt's estate in New Zealand. As well, Megan, their 4/4 is progressing through a rebuild "the chassis is complete and looks terrific and we have the front and rear axles installed as well as the engine and transmission. Firewall is next, then we can really get on with it by reinstalling the body". Chris & Gayle Taylor are the proud new owners of a TVR 2500M to go with their Spitfire – trick is to find space in the garage. The rumors are true... the Dale-Johnson's have an additi – a 78 lightweight +8 arrived from the UK in January (with the help of Jeremy

Harrison who took the above photo). "The Beast" is at The Beers being put right before its maiden run. Also at The Beers is David Farmer's +4 looking splendid in its new livery. Back in the Ottawa area Greg Kaufman has been putting the finishing touches on Angus, his 3-wheeler while continuing the rebuild of daughter Rebecca's 59 +4. On the West Coast we hear Ron & Yvonne Theroux are still working on a freshening of the mechanicals of their +4 after its "round North America" trip. Anyone else have information on acquisitions or rebuilds they'd like to share?

Two Mog's that don't need a rebuild are Luch & Lilliana Ghislanzoni's flat rad and Martin & Donna Beer's F4 – both spotted in the "Wynn's Classics" section of the Toronto Auto Show in February. Made a great impression next to that "ho hum" display of Buggati's and monster Cobra's!

WE GOT THE BLURB LAST WEEK AND WHAT A PLEASANT SURPRISE !!!!!

VernThank you for your very kind comments in the Blurb. As well to Mr. Powley our appreciation for nominating us for the Doug Price Award.. At first blush it appears both of you gentlemen were demonstrating your talents for Creative Writing 101 or have had to file sales call reports in the past. It was most flattering to us, thank you. With this award and the centerfold spread we are now up to 20 min of fame. Again it was very kind of you both to think us deserving, considering the other club members that were and have been every bit as involved as we may seem to have been.
Best personal regards, Ron & Yvonne Theroux

P.S. Vern.... Mike say's this entitles us to a free grease job at Beer's shop, redeemable before Feb 27/2001!

Thanks again to David Farmer for the cover photo (you should see the original!) and his story on 'saling'. Thanks also to Marlies Sands who passed on newspaper clippings received from friends in England – the Aero 8 story and the story on auto manufacture in the UK; and to Andrew Flint for the US Airways article.

We've definitely had some lively discussion over the past couple of months. As mentioned in the last Blurb, we had a totally underwhelming response to the call for executive help. Fortunately help has been forthcoming as a result of this discussion – **welcome to Lynn Kuzyk who takes on the role of Vice Prez and Central Canada scribe** and to **Paul Whittaker who has taken on the roll of Event Coordinator for the Central Canada Morgan group**. Thanks for stepping forward.

The above mentioned discussion spurred a suggestion the MSCCC no longer was representative of the needs of the old 'HOG MOG' (Toronto Morgan Owners) group. Our January Pub included some discussion of web sites [agreed we had limited need at this time] and central Canada events. Later in January a Pub Brunch called by Lynn & Fred Kuzyk opened the question of how to return to the days of 'lighthearted revelry & camaraderie'. This theme was picked up at the February Pub where a full discussion of the issues took place. Hoping not to bore those from outside the greater Toronto area, the following is a synopsis of the minutes from that meeting :

MSCCC Pub Brunch, Feb 4, 2001
Queens Head Inn, Brant Street, Burlington

Attendees: Mike & Linda Hughes, Paul Whittaker, Nyal Wilson & Christine, Sharon & John Roden, Audrey & Reg Beer, Andrew & Teresa Flint, Nigel & Mary-Joan Birch, Henrick Rens, Glen Nigh & Rene Roberts, Chris Taylor, Peter & Ella Toma, Dave Farmer, Lawrence Gutcher, Lynn & Fred Kuzyk, Steve Beer, Ray Shier, Vern Dale-Johnson

Discussion:

1. Minutes of the meeting of January 7, 2001 were presented by Vern Dale-Johnson. There was no discussion of errors or omissions.
2. Suggestion HOG MOG should be formed from the minutes of the previous meeting. Lynn Kuzyk presented that "HOG MOG" should be a chapter of the MSCCC similar to the way GoMoG and the BC MOG NW groups operate. Vern Dale-Johnson noted both these groups are not "chapters" of the MSCCC but entities of their own and that affiliation is through members of both groups who are also members of the MSCCC. Steve Beer commented there was no need for a separate Toronto or Ontario group, reinforcing that the Blurb is a source of information and as such contributions from all members of the MSCCC across Canada are welcomed (although at the present time such info from the East and West is top heavy this is because of a lack of information from the Ontario members). John Roden opinioned that the MSCCC is a national organization, for greater Toronto we need to get together and pull both events and information together. Sharon Roden indicated an interest in organizing a "spring event" in the Welland area, and in being involved in a future MSCCC fall event in the Niagara area. Sharon & John also discussed the MG-Triumph clubs' "Spring Fling" (weekend of May 11-13) and a run that occurs monthly in the Oshawa area. Dave Farmer suggested we work towards a meaningful event for the upcoming Morgan centennial in 2009 – where and how do we want to "show off" our Morgans. Dave offered to be part of the coordination. Audrey Beer suggested the issue is a lack of volunteers. Sharon Roden suggested more coordination regarding the attendance of the Canadian group at the MCC DC's MOG's, also ¾ groups annual "Autumn MOG", Ohio groups OHMOG event... Vern Dale-Johnson reminded those assembled we have approx 120 members of the MSCCC with about 70 in the Greater Toronto area. (Note, actual count as of Feb 4, 2001: 905/416 Greater Toronto = **55**; 519/705 "Other" Ontario = **12**; Ottawa, Quebec, Atlantic Canada = **13**; BC, Alberta, Saskatchewan, Manitoba = **18**; US = **13**; Overseas = **4**). John Roden suggested it is important to us to maintain a Canadian focus – "HOG" although it represents Toronto has other implications and he suggested it was not appropriate to present to the rest of the world whereas MSCCC is more politically correct. Vern Dale-Johnson called for two motions:



- a) Motion to leave the name as the Morgan Sports Car Club of Canada. Seconded by John Roden. All in favor 16, opposed 0, abstain 1. Motion carried.
 - b) Motion not to form another Morgan group of the Toronto area. Seconded by Nyal Wilson. All in favor 16, opposed 0, abstain 1. Motion carried.
- 3. Discussion of additional volunteers to help with the MSCCC.
 - a) Vern Dale-Johnson presented that Lynn Kuzyk had shown interest in standing for the position of Vice President with the role of "willing to do what is needed to keep the club together". Seconded by Ray Shier. Carried unanimously.
 - b) Discussion of scribe for the central Canada group. Lynn Kuzyk volunteered, seconded by John Roden, and carried unanimously.
 - c) Discussion of event coordinator for the Greater Toronto area. Paul Whittaker offered that he was interested. There was no opposition. Paul's offer was accepted.
 - d) Vern Dale-Johnson indicated both Marlies Sands and Sharon Roden had offered to take the regalia portfolio. Sharon will talk to Marlies with deferral of the discussion to the next meeting.
- 4. Vern Dale-Johnson discussed the Blurb. Under Sylvia Balfour the cost of the Blurb was approaching a point where it was outstripping our membership fees (over \$25/membership/year). With the move of the Blurb back to Vern Dale-Johnson this does reduce the cost of "printing" as there is access to "corporate" photocopiers for charitable activities. We can expect the Blurb costs for 2001 to be under \$18/membership. This is however a temporary solution to funding and led to a discussion of membership dues and advertising rates. It was suggested our dues increase to \$30 for the 2002 year and that advertising be reviewed. Audrey Beer reminded us that as a non-profit organization we must be careful how we structure advertising. A request was made for interest from others to be editor/publisher of the Blurb. There were no volunteers and this activity will stay with Vern Dale-Johnson.
- 5. New Business:
 - a) Sharon Roden brought forth a suggestion for a MSCCC weekend during June in the Welland Ontario area. She had sourced a hotel (Comfort Inn, Welland) at \$72.80/night, a spot for dinner on the Friday evening (Red Onion Restaurant) at about \$16/person, and a suggestion we attend the Henry VIII feast on Saturday evening at \$50/person including beer / wine and non-alcoholic drinks. There would be tours on Saturday and Sunday with the wrap-up a BBQ at the Roden's. We agreed to move forward with this event for the weekend of June 8-10
 - b) It was suggested by Sharon that our "newest" members, Andrew & Teresa Flint and Lawrence Gutcher organize an event to be held this summer. They agreed to consider the suggestion.
 - c) Vern Dale-Johnson reminded the group of the proposed Eastern Ontario event, he will talk to Paul Whittaker and determine how best to proceed.
 - d) Fred & Lynn Kuzyk suggested a new award for the Toronto area MSCCC group named after "Anne de Fort-Menares". Their written suggestion was reviewed. Vern Dale-Johnson asked for discussion. John Roden indicated he had trouble with this suggestion, as it is an individual's decision to support charities. John went on to say "I don't believe it is appropriate to spend "club" money on a donation – funds are for events and correspondence. Collecting money at an event for a charity is fine as this then becomes the members prerogative." Fred Kuzyk suggested, "If opposed, this could be done as a collection. There would be no expense for a trophy or award". Steve Beer indicated he agreed with both and suggested the "hat be passed" at Classics Against Cancer in June and the amount donated in the MSCCC's name to the Cancer Society. Vern Dale-Johnson accepted the written submission from the Kuzyk's as a motion and called for a seconder. There was none and the motion was withdrawn.

Members were thanks for attending. Special thanks to Glen Nigh and Rene Roberts for their phone-around efforts to encourage attendance at today's meeting. A motion to adjourn was called for.

Notes taken and minutes prepared by Vern Dale-Johnson



Thanks to Rene Roberts for her efforts to get members out for the February 4 Pub Brunch. Since then there has been significant work on the development of Central Ontario events including:

June 8-10 MSCCC Weekend, Welland: Info call Sharon Roden 905-892-6907. Deposit required. See Registration form in this Blurb. Accommodation is **Comfort Inn, 870 Niagara St, Welland 905-732-4811**. Book before May 8 for "special rates" of \$72.80/night including taxes. Friday evening dinner at Albert's on the Water, Old Port Dalhousie starts at 7:30, a convoy will leave from the Motel. Saturday is a run to the Canadian Warplane Heritage Museum (lunch stop in their café) and a winery stop at Hernder Estate Wines in St. Catharines. Saturday dinner is a casual, fun evening at the "Henry VIII Feast". All inclusive price is \$55/person – a non-refundable deposit of \$10/person must accompany your registration form as last minute additions may not be possible. Sunday is a local car run with BBQ at the Roden's.

Martin & Donna Beer have offered their "pool" for a party one Saturday over the summer. We are working on a suitable date. In previous years the Molson Indy weekend has been chosen for an "alternate" event. This year the Indy is on July 13-15, **perhaps July 14 is a suitable "pool party" date?**

Tom & Lynda Van Zuiden has offered their "farm" on the escarpment for a **"lamb roast"**. Date we've selected is **Saturday August 11**. The location is the original "Stoney Ridge Winery" now a private winery with facilities to do a picnic style event for up to 20 couples. As both the Sands and McCowans have asked for a breather from hosting our summer BBQ event this offer is very welcome. Tom will supply lamb & music. Attendees will bring the rest of the meal and drinks. Paul Whittaker will work with Tom & Lynda on the organization – expectation is we will meet about 10 am at a convenient site and take a short "tour" – perhaps with a local winery stop for a bottle or two – before arriving at the "farm" for snacks etc... More info will be supplied in the May Blurb... This will be a "closed event" for MSCCC members only due to limited space.

For an "Eastern" Toronto area event we've been in discussion with Ed Burman and Greg Kaufman of the GoMoG group to see if we can do a **combined GoMoG – MSCCC event** this summer. Suggestions have also been made by Mike & Arlene Browning that we stop at their place in the Cobourg area for snacks, drinks, etc... and perhaps at Peter & Dorothy Pfahl's place in Wellington (south of Belleville near Picton). One suggestion is this be a **Saturday August 25th run up from Toronto (or down from Ottawa) with an early morning run into Kingston on the 26th to meet up with those MSCCC and GoMoG members who want a one day event at the Boot 'n' Bonnet Clubs British Car Day.**

New MSCCC members, Andrew & Teresa Flint, were cajoled into organizing a run during this coming Morgan season. Suggestion is they work with a route through Halton as published in the Sept 2, 20000 Toronto Star. Start in Oakville, west along Lake Ontario into Burlington, North through Waterdown, Mt. Nemo, Campbellville, to the Halton County Radial Railway Museum then east through Acton, Georgetown, and Norval working back west to Highway 25 and then south through Milton along Appleby Line to finish back near the lake. Might be a good suggestion for an October "colours" run.

Central Canada Morgan Events:

- | | |
|-----------|--|
| Apr 1 | Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net) |
| Apr 22 | Ancaster British Sportscar Flea Market & Car Show, Ron Kielbiski 905-453-5333 (days) or Don Ainsworth 905-765-1317 |
| May 6 | Pub Brunch , Queens Head, Brant St, Burlington 12 noon (416-530-4599 or vern_dj.msn@attcanada.net) |
| June 17 | Classics Against Cancer , Georgetown Ontario, info 905-877-2203
chairman@classicsagaincancer.on.ca |
| May 11-12 | Spring Fling 2001. MG Toronto and Toronto Triumph Club. Organized by the Toronto Triumph Club, Niagara is the venue. Check out the MG website www.mgtoronto.com for |



- latest info. Accdtn is Econolodge, 7514 Lundy's Lane, Niagara Falls 905-354-1849. Book before April 30 for "special rates".
- June 8-10 **MSCCC Weekend**, Welland, Ontario. Info call Sharon Roden 905-892-6907. Deposit required. See Registration form in this Blurb. Accdtn is Comfort Inn, 870 Niagara St, Welland 905-732-4811. Book before May 8 for "special rates".
- June 17 **Classics Against Cancer**, Georgetown Ontario, info 905-877-2203
chairman@classicsagainstcancer.on.ca
- Jun 29 – Jul 2 **MOG 31** Ingelside Resort, Staunton VA. For hotel reservations call: 540-248-1201.
 Event registration available at www.morgandc.org
- July 8 Empire Day. 50 Point Park, Stoney Creek.
- July 13-14 Molson Indy, Toronto
- July 14 (to be confirmed) **MSCCC Pool Party** at Martin & Donna Beer's, Bolton -
- July 22 **Annual Brits in the Park** Victoria Park, Lindsay, Ontario
- July 29 **MG Car Club of Toronto Annual Glendon Invitational Car Show.**
 Glendon College, 2275 Bayview Ave. (at Lawrence Ave. East) Toronto.
 Gates open at 8:00am. Pre-registration available. Check www.mgtoronto.com or call their info line at 416-410-6464.
- Aug 11 "Lamb Roast", hosted by Tom & Lynda Van Zuiden, see May Blurb for details.....
- Aug 26 **Annual Boot n' Bonnet Car Show.** Kingston City Park, Kingston.
www.bootnbonnet.org/ GoMoG and MSCCC gathering to be held in conjunctions with the show. Save Saturday Aug 25 as well for a tour of Prince Edward County, visit to Mike & Arlene Browning (maybe even Peter & Dorothy Pfahl!).
- Sept 16 Annual Toronto Triumph Club British Car Day. Bronte Park, Oakville.
- Sept 23 **Annual British Sportscar Centre's Heart & Stroke Rally.**
 114 Ram Forest Rd. Gormley. 10am For more info call, Trevor White at (905) 727-4009.

West Coast Events for MSCCC and MOG NW:

- Apr **The April Fool Run 2001 IS CANCELLED**
- Apr 28-29 **Vancouver Classic Car Show**, Abbotsford, Ken Miles 604-576-8036
- Apr 29 **MOG NW** leisurely run to the Classic, Ted Carew-Gibson 604-421-3939
- May 19 **VanDusen All Brits, MOG NW "big event"** 604-736-6754 or Ken & Pat Miles at 604-576-8036
- June 16 **Victoria Father's Day Picnic**
- July 6-8 **Rally in the Valley**, Kelowna
- July 28 **Bellevue All-Brit Field Meet**, Bellevue Country Club
- Aug 11 **Hood Canal Tour & Picnic**, Bill Button 206-935-3616
- Aug 31, Sept 1-2 Molson Indy, Vancouver
- Sept 22 Vancouver to Whistler British Car Tour
- Sept 21-24 **MOG NW Crater Lake Run.** Bill Buttons 206-935-3616

Classic Car show April 28 - 29 will be chaired by Ken Miles (604-576-8036). There will be a run in conjunction with this event to be held on April 29th and this run chaired by Ted Carew-Gibson (604-421-3939). The two events are independent of each other but will allow those not attending the car show with their vehicles to have a leisurely club drive which will end up at the show grounds. The Classic Car show unique in that all types of vehicles will be shown in limited numbers. For example there will be only four Morgans shown.

MogNW -- in particular the Canadian section -- has their big event in conjunction with the Van Dusen all Brits. This is the one event where the majority of BC Morgan owners come out and show their cars and party together.



MogNW is having a joint event with the Northern California Morgan Club at Crater Lake Southern Oregon Sept 20-22. Accordingly some Morgans from Canada will be heading south on that weekend. The Chair for this event is Bill Buttons of MOAIII fame (206-935-3616).

Eastern Canada Events for MSCCC and GoMoG:

- | | |
|----------------------|--|
| May 7 | The Tea Room in Pakenham. Splendid scenery, antiques for sale and we are going to savor the grub. Ed Burman 613-839-3140 |
| May 27 | Old Port of Montreal Car Show. Space has been reserved for GoMoG club. Rain date is the 28 th . Check with Ed Burman 613-839-3140 for details. |
| May 28 | Oxford Mills Car Show. A homey show where the exhibitors don't pay and the Ladies Auxiliary prepare the culinary delights! Ed Burman 613-839-3140 for details. |
| June 1-3 | Rendez-vous British, Lac Beauport (North of Quebec City). Expecting over 400 cars. Pre-registration deadline is April 1 (hurry!!). Hotels, camping and trailer parking available. See www.rendezvousbritishquebec.org for details |
| June 25 | Richmond Car Show. Check with Ed Burman 613-839-3140 |
| July 1 st | Canada Day Car Show at Arnprior. Contact Greg Kaufman 613-832-3620 |
| July 15 | Trembling Tremulant Run – a day of golf, dogs, and lounging in any order you wish. Lorne Goldman organizing, contact Ed Burman for details 613-839-3140. |
| July 13 – 15 | PEI British Car Days. Car show on the 15 th . Contact Bob Bentley, BMA of PEI 902-964-3294 |
| Aug 12 | The Hurst Marina Boat & Car Show – vintage boats and vintage cars, what a combination. Details Ed Burman 613-839-3140 or email interclub@gomog.com |
| Aug 19 | Moggies at the Farm (to be confirmed) |
| Aug 26 | Boot n' Bonnet Car Show. Kingston City Park, Kingston. www.bootnbonnet.org/ GoMoG and MSCCC gathering to be held in conjunctions with the show. Save Saturday Aug 25 as well for a tour of Prince Edward County, visit to Mike & Arlene Browning (maybe even Peter & Dorothy Pfahl!). |
| Oct 21 | La Runne de las Grosse Citrouille, starting location and destination still a secret! |
| TBA | 3/4 Autumn Mog |

June 1-3 Rendez-vous British, Lac Beauport (North of Quebec City). Check out the website above regarding this meeting. First 300 registrants receive a souvenir. Should be a fun weekend. If you are not web-enabled, call Michel Desbiens (514) 762-4692. Weekend includes cocktail receptions, concours, valve-cover races, country drives, and more.... Pre-registration requested before April 1.

Second Annual British Car Day in PEI, July 15. The BATANS group reports this was a GREAT event last year, and this year's event promises to be even bigger and better. There are groups leaving Halifax on the Friday (14th) and the day of the show (15th), returning home on either the Saturday or the Sunday.

Other Events of interest:

- July 12-16 **MOG 2001, MSCC "Golden Anniversary"**, Cheltenham Racecourse, Gloucestershire UK. Contact David Gibbon 01793 813484 or via the website www.mog2001@cheltenham.fsnet.co.uk

Hi everyone, this year marks the fifth annual **British Car Week**, also know as British Car "Drivers" Week. Either way, it's an annual week that is intended for promoting all British cars and the wonderful, fulfilling hobby that has enriched the lives of so many people over the years. By displaying them to the general public in places seldom seen, we can do our part to continue the awareness and preservation of these special automobiles.

This year the week takes place during the last full week of May (**May 19 - 27, 2001**), so be sure to mark your calendars and tell your friends. Both opposing weekends have been included for more driving time



for those who do not get the chance to enjoy their cars during the week. For more information about this traditional week, please feel free to browse the British Car Week web site at:
<http://members.aol.com/Trmgafun/britishcarweek.html> See you on the road.....
Scott Helms - Curator

Hi All, this coming **October** the **MSCC of Australia** are having a **Morgan muster** in the city of Bathurst in New South Wales. Bathurst is about 200 kilometers West of Sydney and the home of the annual battle of the tin tops, "The Bathurst 1000". The Club is trying to make it the largest gathering of Morgan cars in the Southern Hemisphere, with already over 100 Mogs expressing interest, it's well on the way and at this moment would rate as the largest gathering in Oz. Should anyone be interested in joining us you can contact Mark Alchin at alchin@pnc.com.au for information. I can almost assure everyone that the weather will be fine, the company great (after all, I'm going :>)) [-- that's email language for "big smile"], and lots of fun things to do. As I get further information I'll post it to the list. So come on people, with the state of the Aussie dollar at the moment, the cost of the trip will be equivalent to a couple bottles of soft drink (or Soda pop)!!:)
Roger Sydney Australia

Morgan Memorabilia:

Still lots of MSCCC pins and crests available. Pins are the highest quality 4 color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue – at C\$10 each. We can also embroider your clothing with the MSCCC crest – send items to Vern DJ. Cost is C\$10 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once!

Vern: I have some copies of the British Morgan Sports Car Club **Miscellany** magazine looking for a good home. They are February 1981 through April 1983 except for October 1981 (I seem to have two copies of November '81). Stu Harvey, Toronto 416-231-8878 stuart.Harvey@sympatico.ca

For Sale:

Cuthbert J. Twillie whose articles on Morgan restoration (accompanied by excellent drawings and Morgan art) have graced the pages of the MOG NW Magazine, MCC DC Rough Rider and occasionally the SC MOG Format and the MSCCC Blurb, has published the collected articles in a wire-wound 80 page book **"A Yank at Malvern Cuthbert's epistles to the Mognoscenti"**. Copies can be obtained from Gary duBois Bell P.O. Box 1010 Hoodsport, Washington 98548. Price is US\$20 plus \$5 for mailing to Canada. If you need to talk to Gary, call 360-877-5160.

For those who enjoyed the Millenium edition of the Blurb featuring Valentin Tanase's work I recommend you contact Daniel Vreux, 56 Gebroeders VandeVelde Straat, 9000 Gent, Belgium. Daniel has also published a collection of Valentin's work – featuring both his unique compositions and Morgan artwork. **"La Morgan dans tous ses etats"** pays homage to both Valentin and to Jacques Gallien, publisher of the MOG Belgium newsletter. Price is BF400 or about US\$12. Booklet is of high quality with many color plates and French commentary. Enquiries should be made to Daniel at the above or phone 09/2230079. Only 200 copies have been printed.

David Gard is selling his 69 +8 (R7134) "restoration project". Most everything is there, many parts are new including the chassis, crosshead, suspension, brakes, wooden body tub & steel panels, steering, exhaust system, etc.... Bits are located in Calgary. Best offer over US\$12,000 takes it. 403-259-5052, d.f.gard@home.com (I understand the project sold, to a European enthusiast, for over US\$15,000!)



HOG MOG MATTERS:

Lynn Kuzyk (k3@home.com)

The Final Option Unnecessary - for now.

Miss Hog Mog has it on good authority that one of our own is trying out for the Canadian Olympic Ski Team. Don't forget to take lots of calcium and remember to pre-book the hospital room just in case Ray. I hear with these new aero dynamic ski suits you just travel down hill like a streak of lightening. Good luck on the slips.

Al and Marlies are camping thru Mexico once again - not sure if this is one their annual bike tours or a camper adventurer. I am very glad to hear the Chiapatas are talking peace. Al will no doubt have more of his outrageous tales to tell when he get back - can't wait I'm sure there will be a few whoppers. Al, I think it is about time to write your memoirs... you and Marlies just have too much fun.

Hope, Martin, Donna and Jeremy had a fab time in Jamaica and Air Transat really do have return flights - otherwise the trio are still enjoying fun, sun and rum punches.

No Christina Birch is still not married. First it was Saddam Hussein & the gulf war and then coordinating vacation time but a wrench into the hitch. But her fiancé has just bought her a terrific new Alfa Romeo Spyder - lucky girl. This might mean Nigel gets the Morgan back. Miss Hog Mog predicts this wedding will take place on the 6th Sunday of the 3rd month in the year 2013 when pigs fly. Places your bets now.

At the beginning of the year there was a spate of emails for those fortunate (unfortunate?) enough to be on the Email list. It seem to us that the Club was in trouble, particularly the core in Southern Ontario. Complacency and complaint were the order of the day, but certainly not contribution. No new blood had stepped forward to bolster the Executive. The Editor had resigned. The Web master had enough. The Pig-out & Beef-Outs would no longer be held. The Christmas Party hosts were ready to throw in the towel. The Fall Weekend had been cancelled for the first time since its inception in the 1970's. Some of the local Pub Brunches had also been cancelled in recent times for lack of interest.

Clearly something would have to change, or we might as well fold up our tent and call it a day. We proposed that if there wasn't interest in keeping the Club going, then the Club should be terminated and the assets either divvied up amongst the members or given to charity. We don't need a club if the only activities are the Ancaster Flea or British Car Day. Nor do we need a club newsletter if it only contains information garnered from other newsletters about happenings elsewhere (because our people are too busy to stage, attend or do write-ups of any activities of our own). What are car clubs anyway? All they are is a name, a newsletter and the ideas and emotions of its people. And if the people aren't interested, then perhaps it's time to pack the club in.

Happily, large numbers of folk made it out in January and February. People made commitments to serve on the Executive and to stage events. So the club will go on. But beware apathy can loom again. It is difficult to regain momentum once it is lost. Thanks to Paul Whittaker for taking on the Events. Paul has a lot of enthusiasm and will be a great boost to the club. Thanks to Rene for marshalling the troops by phone. Sometimes all that is needed is a quick reminder for a good turnout.

Hog Mog (Southern Ontario) info is posted at Fred's websites, as well as some photos. Also an original tune call "I Got Me A Morgan" can be downloaded there.

<http://members.xoom.com/mscc/> or at <http://www.geocities.com/MotorCity/Pit?8030/index.html>

Lynn



Notes from the West:

Ken & Pat Miles (pat_miles@hotmail.com)

Hearts and Tarts Run 2001

On Sunday, February 18th the Northern Pod of the Morgan Club met at their usual Valentine's starting place, Mandeville Gardens. We tried our hardest to keep from losing the women in the store by having it open later this year. It was to no avail as the staff felt sorry for the long faces and opened early. We did manage to get our run started reasonably close to 11:00 AM. Five of us had better crystal balls and brought our Morgans for the run. Five others used a variety of excuses, "I have a cold in my nose", "my car is apart", "it was really coming down at our place", etc. As we started our run the sun came out and we were fortunate for the rest of the afternoon.

The run was organized and led by Steve and Liz Blake. Close behind were Ken and Pat Miles, Ted and Evan Carew-Gibson, Dave and Ruth Collis, and Win and Christine Muehling, all in Morgans. Mike and Rosemary Powley led the group of other vehicles with an appropriate Morgan support crew decal on the side of their car. Close behind in other support vehicles were President Ron and Yvonne Theroux, Les and June Burkholder, Al and Helen Allison, and David McCrossan. 19 hearty souls!

The drive took us east along Marine Drive and Marine Way to the Queensborough and Alex Fraser Bridges. Steve made a stop to regroup once we got onto River Road. It was a fortuitous stop as we passed a photo radar van 100 yards up the road. None of us will receive photos of the backs of our cars imprinted with highly imaginative speeds this time. Continuing along River Road, we wound our way along to Highway 17 and off 56th Street into Sunny Tsawwassen. We arrived at the border and answered questions to the border guard who was more interested in reading his book. He was a bit curious when Al told him he did not know where he was going, how long he was going to be in the US, or why he was following a bunch of little sports cars.

The Tour de Point Roberts took us past the new golf course, several homes owned by Vancouver Canucks and Grizzlies, the Marina, Boundary Bay, and back to the border. We were able to return to Canada without incident and circled around English Bluff to the Tsawwassen Golf Club. We were fed and watered at Bunker's overlooking the 18th hole. Upon arrival Liz made sure the waitress knew who Al Allison was and that he was to have his meal first. Al has not had good luck with meals on our last few runs. After lunch Liz passed out a chocolate heart to everyone while Yvonne tallied and collected the money to make sure nobody stiffed the waitress. We departed into the sun with half the cars missing the turn out of the golf club and ending up in the housing complex of Imperial Village. Who said we didn't enjoy the beer!

Vern - this is kind-of cute and might be good stuff for the Blub- **guestshot from Cliff Baker** former Editor of the MSCC Miscellany and currently editor of Melvyn Rutter's new magazine THE MORGAN WORLD - I think you have printed other stuff from him - hope you like it ...cheers Mike P.

"I went through heavens gate yesterday well I went with Father Christmas to Pickersleigh Road, Melvyn Rutter in his quiet unassuming way dressed up and delivered presents to those he deals with around the factory. Peter Morgan came out of his office and said, "It could only be you Melvyn, I knew it had to be you - dressed as Father Christmas".

News from heaven, after a quick visit yesterday.

The Plus 8 drop head coupe that was used by Jane Morgan is being restored as it needed some work on the wooden frame, since Peter has had his two hip replacements he has found getting in and out of his 4.6 Plus 8 AB16 too difficult so is driving around in a 4/4 4 seater until the DHC is finished and he will be traveling around in that. (The only automatic Morgan built in the factory).



There are now several Aero 8's in the factory and more than one has been road tested in British magazines. With the demise of the Ford Escort the factory is in future using the engine from the Ford Focus in 4/4's, this is the same basic engine but with far greener features, much bigger catalyst, much quieter and lighter than the previous model due to more aluminium being used, i.e. engine mountings and radiator made of aluminium, softer rubber being used on the engine mountings and a rubber joint in the transmission system enabling a smoother feel to engine and road deformation. I arrived at the development bay just at the right moment and went out in the first production model, with a ride around the local lanes at a fair pace but a broad grin on my face, and I was only the passenger.

Many changes are noticeable in the factory with the stores in the process of being moved to the blue room (what was previously the area where the works cars were kept, just inside the gate on the right). They are also trying to get permission to put in a new building behind the trim shop to build the Aero 8's in."
Cliff Baker.

The Recovery of TBS 1

David Farmer (armedav@idirect.com)

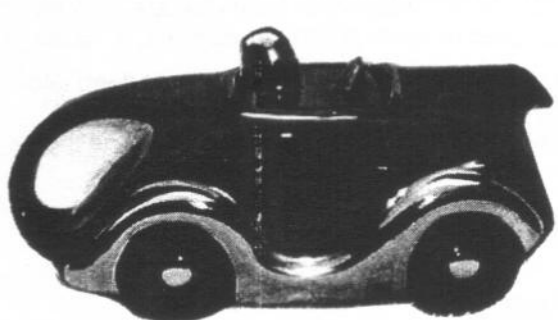
I married a saler. A die-hard saler. Virtually every Saturday morning from mid April to mid October she has us out cruising. But what to do in the off-season? How does a garage sale addict cope when she cannot go garage saleing? In our case she takes us indoors to the Salvation Army Thrift Shops and Goodwill Stores, etc.

It was a grey overcast February morning, Paula felt that the Hamilton stores were due for a visit. I harnessed up the old '88 Cougar and off we went; QEW, 403, Lincoln Alexander, to Upper James. The Sally Ann had nothing of interest. The Reform Church's thrift store had a teak wall lamp that caught her eye but she didn't think the shade was original. So then it was down the mountain to Goodwill and this time, combining my typical male vector sense of direction with her typical female landmark sense of direction we got there with no detours. (Must be some evolutionary thing to make couples better at finding their way around) Here she found a couple of interesting old kitchen utensils. But hardly worth the trip to...

So homeward bound to catch a 2:00pm appointment. We were passing through Oakville at about 1:15 when Paula said, "I guess its too late to go to the Goodwill in Steetsville." And this is where fate must have struck. Because, I, the chauffer, actually suggested that we could make it up there and back home in time. So up there we went where I killed ten minutes browsing in the books until it was time to go. I was just starting to look around for Paula when suddenly something on the bottom shelf I was passing reached up and grabbed me by the eyeballs. TBS 1! [adorning our front cover]

That very evening one of the newer members of the MSCC Discussion Group on the internet, who is also a brand new owner of a brand new Morgan, gave me the perfect reason to post the picture when he described himself as "a bear of tiny brain". It seems he is now using the picture for the wall paper on his computer screen.

Another item that the Morgan community might find interesting was one of Paula's garage sale finds of last summer, a tea pot by Sadler. Her research says it was made in the 1930's and was inspired by the Blue Bird land speed record car. But, with the waterfall grill, the suicide doors, the wings, and the sloped rear deck with the spare tyre it looks to me like a Morgan DHC.



PS If any of you are planning on having a garage sale this year, please don't tell Paula.

Interclub Events:

Ed Burman (elburman@cyberus.ca)

Vacation was excellent with some time in San Francisco (met Bill Fink and went to Lake Tahoe with Lisa Jouris for some skiing.....Margaret came too!). Then flew to Phoenix and drove up to the Grand Canyon for a few days. Managed to ski at the Arizona Snow Bowl near Flagstaff one day - the lodge is at 9000 feet and the top of the chair 11,500. Met a charming and gorgeous young lady there (she worked in the ski shop) named Morgan ! Blonde, blue eyes, lots of braces on her teeth and 17 years old. She asked for a picture of a REAL Morgan, which I have sent her.

We are on the way to reassembly of Megan. The chassis is complete and looks terrific and we have the front and rear axles installed as well as the engine and transmission. Firewall is next, and then we can really get on with it by reinstalling the body. The Triumph is sitting in a garage at my son's farm near Kinburn. It is a pale blue 1973 Dolomite 1850, which seems to be in excellent shape except for the upholstery, but I will not attempt to drive it until spring. Dolly has spent all her life in NZ so is not acclimatized to our Canadian winters! Will get her licensed in April. Will send a couple of photos by regular mail. Edward L. Burman

A group of **BATANS** members will be doing a tour of the northeastern portion of New Brunswick between August 04th and August 11th/01. August 04th and 05th will be in the Richibucto area. The 06th, 07th, and 08th will be spent in the Caraquet area. The 09th and 10th will be spent in the Bathurst area with return to Nova Scotia on the 11th. There are numerous side trips planned and meeting with New Brunswick members. Usually there are 10 to 15 Nova Scotia vehicles on this annual get together. Additional details are being worked on. Always a great time.

There are many weekend activities, normally on Sundays in the Halifax area, incase anyone MSCCC or GoMoG members are going to be in this part of the world and interested in joining in. If there is any interest, I can be E-mailed at clarest@gov.ns.ca or faxed at 902-543-5596. If I can't help, I will try and put people in touch with those who can. Regards Stuart Clare

Notes from the Web:

Friday night...

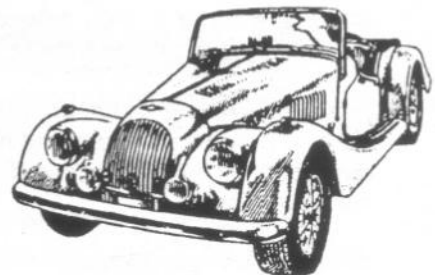
... a set of deserted winding lanes on the HopMog / SexMog borders...

... a 1980 Plus 8...

... with a brand new Librand's Performance exhaust system...

... new kingpins and bushes, rebound springs, damper blades and shims...

... and the top not so much down as stored elsewhere to avoid the weight penalty!



The sky is the endless array of a clear winter's night, but there are those who walk, hands thrust deep into pockets against the cold, back to their homes, their weekly toil over. The rumble, growl, roar of a 186 original British horses, now joined by their stainless steel brothers causes heads to swing round, and the herd's headlights pick out what must be a grin.

The suburban setting quickly dissolves into woodland, and the road turns from residential smooth to rural



wild. This is not a smooth road surface. However, there is no doubt that all the suspension work has been completed, and the ride is transformed from a week earlier. The corner comes, but the car seems to forget to slow down all the way, preferring to track the rails that must have been laid especially for its sole benefit.

A turn home, but aborted at the last moment to swing right down onto the motorway. A BMW, also equipped with 3.5 litres of Prescott-pleasing tax generating capacity is also on the approach, but realizes it is over-matched. BMW drivers take evasive action at the drop of a hat. They do this to emulate the drivers in BMW adverts. This is their way of convincing themselves they have not been ripped off. This one pulls left and admires the sweeping curves briefly, and the taillights for a little longer.

Between 20 and 70, it appears that the torque is now unlimited. Hans Solo outrunning an Imperial fleet had poorer acceleration. James Bond had poorer road handling. Jake and Elwood had less fun driving.

The laws of physics do, however, intervene. A demonstration of one key law - namely that air resistance on a moving object is proportional to the fourth power of its speed - is given. However, the motorway's speed limit is reached, with both revs and gear ratios still available.

One imagines, hypothetically, on say a track day, or an Autobahn, but certainly not on a British Motorway drive reported on the Internet, officer, that the car would reach a speed that required more than two digits to be available for reporting purposes.

A motorway junction, off, up, over, down, back the way we came. Alas, traffic lights on the junction prevented the car outperforming a helicopter on the turn.

Back down the motorway, back into suburbia, back into discretion, back into the driveway, back into subtlety, back into the garage, back into the polite veneer of conforming with societal norms.

And, as the garage light goes out, and the door slides home, we are, again, simply Mark and Mary, DINKies perhaps, a trifle eccentric definitely, but sober, law abiding citizens who blend back into the 21st Century without raising any surprise.

This must be how Batman felt.

Mark Harrison, mark_harrison_uk@hotmail.com

More Morgan related:

I went to the Factory on Friday, and learnt a few things.

All cars now have batteries mounted on bulkhead. The new battery is the modern high-powered 'gel' type. Main advantages are - much shorter distance of cable - so lower risk of voltage drop. There is now a molded plastic tray under the wooden panel above axle. This holds the factory tool set, together with space for owner's own tools (some of them anyway).

All cars are now fitted with cigar lighter (mounted inside glove locker). Main purpose is to provide auxiliary power source for mobile phones etc. Apparently it can also take a device that puts power the other way, keeping battery topped up.

All cars are now fitted with nylon king-pin bushes. One has completed 20,000 miles with 'imperceptible' wear. It is simple to retro fit these to older cars.

The first 'production' Aero8 is in build. I believe this is headed for a dealer in HopMog Land. If rumours are to be believed it means that dealer will only have to receive another 60 more in order to supply the orders they have taken already.

I had a mixed journey there and back. Set off 'hood up' in deference to the snow forecast in the



Cotswolds. After fifty miles the weather was so good the hood came off, and the rest of the journey was fine almost until reaching Malvern. Then it started a fine rain (so hood up when parking)

When we left it was steady rain, but quickly turned to sleet and then snow. Through Stowe and Burford was 'orrible. Back in Surrey it was warmer, but still raining heavily. Almost home ran into a deep puddle (only doing about 25MPH). Kept going, but after a mile or so the water that had covered the bonnet (hood) etc obviously found its way to where it shouldn't be and the engine died. Finally arrived home on the back of a breakdown lorry.

A greenhouse fan heater in the garage for a couple of nights cured it, but there was a very noisy tappet. BHM's 'home maintenance tip' was "Drive it round the block in first gear at 6,000 revs". In deference to the neighbors I settled for a blast along the M25, dropping into third and flooring it when traffic was appropriate. Did the job; the engine now seems fine (& I fully appreciate what a T16 engine can do above 4,500 RPM - wow!).

On the great handbrake debate I must come down firmly on the side of the fly off handbrake. There was a time when most sports cars had this sort of brake. I guess they went out of fashion when too many drivers found they couldn't use them. They were of most use in trials, and the position was not a problem - the traditional driving position was nearer the steering wheel (which, ideally was a 17" Brooklands variety). It seems that the exact position has of late varied between cars (following the replacement of the Moss gearbox in 1972 (?). My first Plus Fours were all Moss box and the H/brake position was great (on LH side of gear lever). My present +4 (1995) has it on R/H side, which I prefer less. I also often use a CVH 4/4, with it on L/H side. A better brake position, but I am not as impressed with the gearbox. In one of my early cars the fly off was great. The ratchet was a bit worn, so all I had to do was blip the throttle and the vibration would let the brake off, and away I went!

Regards to all. Quentin & Ann English quentin@learnfree.co.uk

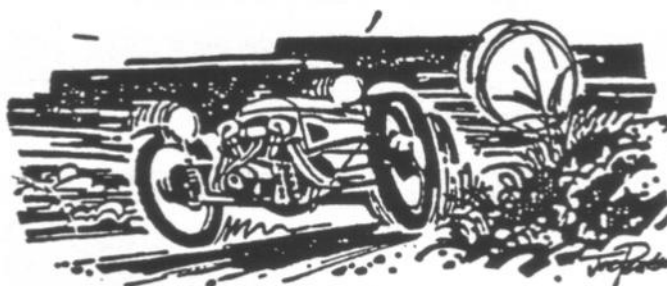
Want a portrait of your car? I have been painting fine art portraits of classic cars and bikes for a number of years now, mainly for family and friends, and have now decided to try to make a living from them. I have a sample and some details on a web page at : <http://members.aol.com/MDan363127/> Dingle Graphics. If the above link doesn't work the page is at www.members.aol.com/MDan363127/

Here's your safety brief. Be careful what you wear (or don't wear), when working under your vehicle...especially in public.

From the Sydney Morning Herald Australia comes this story of a central west couple who drove their car to K-Mart only to have their car break down in the parking lot. The man told his wife to carry on with the shopping while he fixed the car there in the lot. The wife returned later to see a small group of people near the car. On closer inspection she saw a pair of male legs protruding from under the chassis.

Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones. Unable to stand the embarrassment she dutifully stepped forward, quickly put her hand UP his shorts and tucked everything back into place. On regaining her feet she looked across the hood and found herself staring at her husband who was standing idly by.

The mechanic, however, had to have three stitches in his head.



They close the road for wanton toads

One you can buy...

MORGAN PLUS 8

Year of manufacture 1978 Recorded mileage 66,218



Starting out as a racer in the '80s, before being campaigned as a hillclimb car in the '90s, this BRG Plus 8 is the ideal sprint and track-day machine. With an aluminium body and GRP wings to reduce weight, the Morgan sports roll bar and roundels and is ready to race, but road legal. The 4.5-litre V8 engine was built by Rolling Road Autotune: it has been bored and stroked, is lightened and balanced, and has a race cam, plus four twin-choke Dellorto carbs.

With a deep front spoiler, painted grille and five-spoke alloy wheels, shod with fat, low-profile Yokohama tyres, the Morgan looks mean. And, with 300bhp-plus, it has the performance to match. The body-

work is corrosion-free and the paint retains a deep shine, only scrapes in the low front spoiler and a minor dent in the offside rear wing detracting. Currently fitted with a driver's aero screen, the car will be sold with its wind-screen, sidescreens, double-duck hood and a matching hardtop.

The limited chromework is in fine condition, the engine bay is tidy and, underneath, the chassis appears solid, with only minor surface corrosion. The cramped interior has its original black seats, fitted with full harnesses. Some of the vinyl looks a little tired, but the cockpit is complete and usable.

The engine starts easily after a couple of pumps of the throttle, to an explosion of noise from the side-exit exhausts. When

Full harnesses in cockpit. Wild at heart: race cam, four Dellortos

cold, oil pressure sits at 55psi, but, once the unit warms up, it falls to 32psi at idle and 44psi at 2000rpm. Power reaches the wheels through a positive Rover five-speed gearbox, while the front discs are ventilated with four-pot calipers to cope, retaining the standard rear drums.

On the road the Morgan requires concentration, with colossal power and a tendency to leap around when upset by ruts in the surface, but on a smooth track it must be mind-blowingly quick. Acceleration is dramatic, with sufficient power to spin the wheels on demand, but the light rack-and-pinion steering makes the front feel like it's floating at speed. Koni dampers all round plus an anti-tramp bar and Panhard rod at the rear ensure the car gets round corners as quickly as it dispatches straight roads.

VERDICT

A sorted racer or rapid road car that's ready to enjoy

"I SAY... WHY DID THE TOAD CROSS THE ROAD? MIDGE MIDGE HEAR HEAR..."



THE TORONTO STAR

Saturday, January 20, 2001

BY DONNA ISRAEL
SPECIAL TO THE STAR

Birds do it. Bees do it. In March, the bufo bufo common (European) toad does it in the bogs of Oxtun, Nottinghamshire County, England.

To get to the bogs, however, Oxtun toads have to cross a road.

"Toad crossings are like elephant trails," says Margaret Cooper, an Oxtun nature lover known locally as the Toad Woman. "When you flood a valley, elephants still follow the trail even though it's underwater."

Toads will follow a crossing even

if it's blocked by a superhighway. Oxtun has no superhighways, but it does have roads.

"Roads are the biggest problem for toads," Cooper explains. "Unlike frogs which hop, and fairly quickly, toads tend to wobble. They take quite a lot of time to cross these roads, especially if they've already coupled together."

Years ago, Cooper began watching the wanton wobblers and was horrified to find that up to half of them — as many as 500 in a season — were being squashed by passing cars.

To save them, she tried toting

toads to the bogs in buckets. It didn't work. "I thought the only way one can prevent this is actually to close the road."

Surprisingly, the local county council agreed and, in 1999, a 1.6-kilometre-long stretch of Beauford Lane, a prime herpetile highway, was barricaded for the mating season.

Blind Lane, a second major crossing, remained open. Cooper hasn't attempted closings there. Instead, she and a small pride of volunteers patrol the area on warm, damp evenings — peak wobbling times for the amorous amphibians.

Oxtun's toad closures are now an annual event. Unlike California's grunion run, they have not become a tourist attraction, although, Cooper recalls, 1999's inaugural closing — a first for Britain and a magnet for reporters — attracted a few visitors. Among them was Paddy Tipping, Labour MP for the Sherwood constituency and a known wildlife enthusiast.

"We had a gathering with the press," Cooper recalls, "and there he was, sitting, with a toad on his hand."

She confesses she had to collect the toad the night before and harbor it overnight in a bucket, "because, of course, if you want a toad, they're nowhere to be found."

The cost of protecting Oxtun's toads rises every year. For 2001, the tab comes to about 700 pounds.

Some drivers race through puddles, soaking toad helpers

Two hundred pays legal costs. The balance goes to the Automobile Association for barricades and signs directing traffic around the blockade.

"I hope eventually to get the authorities to do this," Cooper says. "They do have a keen interest in biodiversity."

In the meantime, she foots the bill with assistance from local and national charities. She has a grant from the Sir John Eastwood Foundation and awaits action on petitions to the Nottinghamshire Building Society and retailer Marks & Spencer.

To raise additional funds,

Cooper will hold a benefit garage sale in early March. She also organized a save-the-toads safari supper.

Topping the menu: toad-in-the-hole (that's sausage baked in batter, no actual toads involved).

With toadways now a part of the village landscape, Cooper's campaign is going underground.

"There are gullies under the road where rainwater runs down. We want them cleared so that toads that drop through the grids will be able to get out the other end."

"At the moment, we're having to pull up the griddings and take out the toads that fall through."

She has taken the matter up with state highway authority.

Margaret Cooper's preservationist tendencies do extend to her own species.

When not watching out for horny toads, she runs a national registry for children suffering from dental fluorosis, a degenerative condition caused by excessive intake of fluoride.

Recently, she travelled to Toronto for conversations with Dr. Hardy Limebeck, a one-time promoter of fluoridation, now a leading authority on fluoride injuries.

Neither the fluorosis registry nor the toad closures provide an income. Nor does Cooper's daytime assignment driving the village minibus.

"My resolution this year," she says, "is to get a paid job."

Though no matter what job she takes, she insists her damp March evenings will still belong to the toads.

Totally unrelated articles (except they're both British!). The +8 might be familiar to you — see page 2. It is now resident in Canada — the DJ's new addition. Thanks to Jeremy Harrison for test-driving in England and to Martin Beer for organizing the shipping, importation, and sorting. Both Jeremy and Martin have had "drives" — apparently both now wear silly ass grins! Going to be a fun summer.... Vern DJ.

COACH CLASS

Writer MARY WAGNER revs her engine for a hand-built British **CONVERTIBLE** that makes others green with envy.

THE HOW

HOW DOES CAFFEINE work on the human system? What is a light year? How is a first-down line superimposed on televised football games? What does a carburetor do? How do boomerangs work? The Web site How Stuff Works tackles thousands of questions like these with answers in clear, simple terms. This award-winning Web destination is ranked among the top 500 sites in the United States with 1.8 million unique visitors monthly.

How Stuff Works is helpful at many learning levels, ranging from a preschooler's question such as "Why is the sky blue?" to the more ponderous "What are black holes and how do they work?" Those who are curious—about almost anything—should direct their browsers to howstuffworks.com.

A FEW YEARS AGO, the man who is now my husband showed up for our first date in a snappy little green convertible. Dwarfed by passing SUVs, it appeared to be a stylish escapee from some children's amusement-park ride. As he helped me inside through a door no more than one foot tall, I was intrigued. As he gunned the engine and the tiny beast responded with the unmuffled roar of a lion, I was impressed. And by the time he'd driven six blocks, what with small boys shouting "Awesome!" from the sidewalk and big ones sticking their thumbs up in salute, I was in love.

Oh, yes—I eventually fell for the man, too.

This was my introduction to the British Morgan, the last hand-assembled, coach-built car still in production today. The first Morgan rolled off the assembly line in Malvern, England, around 1910. The company has been turning them out there at the genteel pace of a few hundred a year ever since.

Rattling along on an antique-style suspension, the Morgan's

speedometer needle bouncing crazily between the 30 and 50 mph marks, you feel every bump and crack in the road. For enthusiasts, the rough ride is part of the car's vintage-style charm. In fact, the company has changed very little of the car's technology.

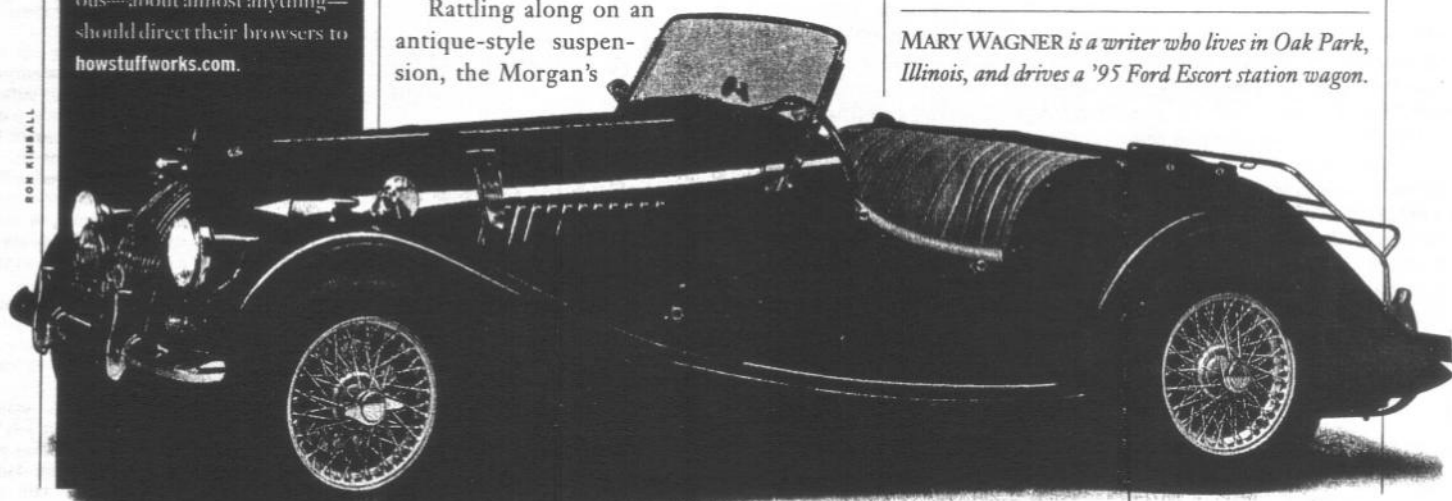
THE TICKET

You can learn more about Morgan cars and get info on dealers in the U.S. by visiting morgan-motor.co.uk.

A drive in any Morgan is more than your everyday trip to the supermarket or run to the dry cleaner. It's a parade, with you in the lead—a picnic jaunt down some faraway country lane. Or maybe you're an RAF pilot rushing to join your squadron, or you're rounding the last curve at Monte Carlo.

In winter, our Morgan lives in a comfy garage while our real cars shiver outside. On the first day of good weather, it's polished up, backed out carefully into the street, and tooled around with the pride of new parents taking their baby out for a first stroll. As we reach the expressway, I hunker down in this tiny, topless, open cockpit of an automobile and grin. Tally-ho, Squadron Leader. ★

MARY WAGNER is a writer who lives in Oak Park, Illinois, and drives a '95 Ford Escort station wagon.





Sun MOTORS

KEN GIBSON - MOTORING WRITER OF THE YEAR

THE SUN, Friday, December 22, 2000



GRILLE POWER... the all-new Aero 8 retains the traditional Morgan grille

AERO DYNAMIC

MORGAN has a problem Vauxhall and Ford would die for... a waiting list for their cars.

The minnow sports car maker's biggest problem is cutting the time a customer has to wait for delivery - currently **FOUR YEARS**.

Now the sensational Aero 8 - the first all-new model in 32 years - will add to the happy headache.

Already there is a waiting list of 600 customers for the £50,000 car, which is hand-built at the Morgan works in Malvern, Worcs.

At present, 150 craftsmen turn out an average of 9.5 cars a week.

Perfect new Morgan

The Aero will bring ten new jobs and output will rise to 16 cars per week - big news for Morgan.

Boss Charles Morgan, the founder's grandson, says: "You don't need to change a model all the time, but when you do make sure it's the best."

"When we designed the Aero we wanted something innovative and extreme."

"No normal manufacturer would have dared to do the Aero, it's a car for non-conformists. It's a car that mixes tradition with the very latest technology that puts us ahead of our rivals and we're very

proud of that." The Aero 8 has the looks of a basset hound - but on a road test it performed like a champion greyhound.

But there was a shock waiting under the bonnet, where a very un-British item lurks... a 4.4-litre V8 BMW engine.

It may have some Morgan aficionados tut-tutting, but once they have calmed down they'll be delighted at the end result, because the BMW engine and Morgan chassis are a marriage made in motoring heaven.

Performance is 0-62mph in under five seconds and a top

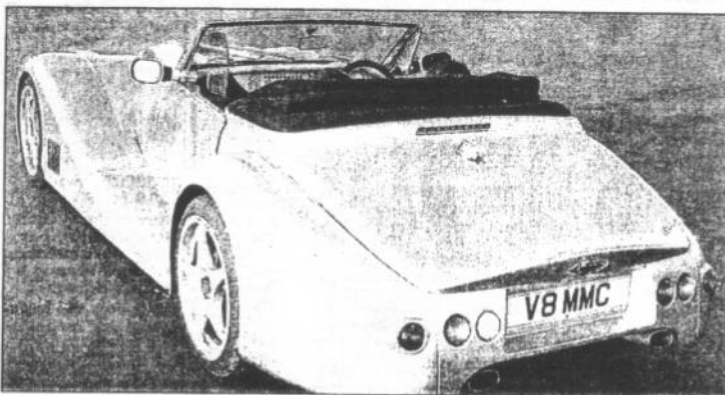
speed of over 155mph. Driven sensibly it does 30mpg. Given a hammering it will do 25mpg.

The aluminium-bonded chassis and suspension deliver superb handling - especially on corners.

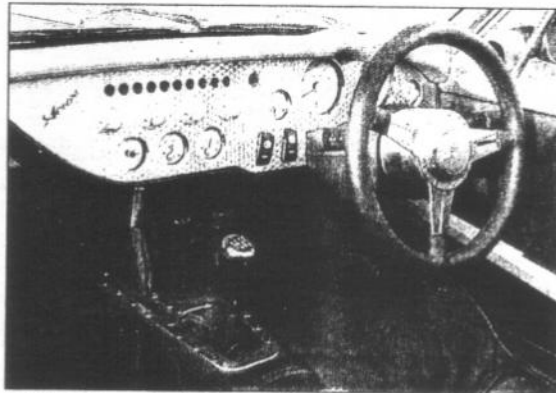
Once you've shoehorned yourself into the seats they are surprisingly comfortable and the snug cabin is a wonderful mix of retro aluminium and traditional ash wood.

Throw in a quick, six-speed gearbox that's easy and slick should you ever venture into heavy traffic, and you have the perfect recipe for fun.

Perhaps the biggest compliment I can pay Morgan is that having driven the Aero the week after I drove BMW's Z8 super car, I had more fun with the Morgan - and it costs £30,000 less.



REARLY SMART... twin exhausts and the stylish boot are a hard act to follow

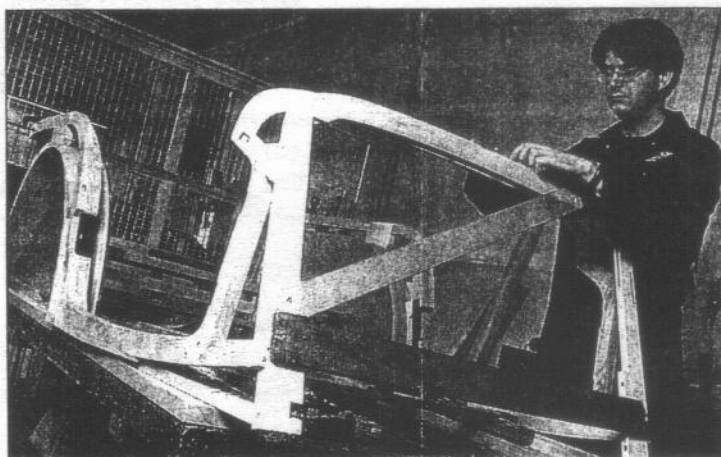


DASH-ING... aluminium fascia is a change from the usual wood

REVIEW

MOTORING

ROBOT AND CARPENTER'S CHISEL...BOTH HAVE ROLES IN BRITISH MOTOR FACTORIES



MODERN AND ANCIENT: Nat Barnes finds the latest Peugeot technology requires skill and concentration, while at Morgan a wooden body frame needs traditional manual skills

Cutting edges

By NAT BARNES

COMPUTER-controlled robots, fast-moving production lines, automated systems — the modern car factory is a world away from its predecessor of 20 years ago.

But while Morgan may have just introduced their first new car for more than 60 years, production of the Aero 8 is far removed from the high-tech conditions at one of today's factories. And how I spent a day working at two car production plants at both ends of the scale, modern and traditional, to discover the effort that's required to build a new car before it hits the road.

The first was Peugeot's plant at Ryton, near Coventry, where the 206 is built. Since the 206 went on sale in November 1998, more than 140,000 have been sold in the UK.

It would take Morgan, our second maker, more than 100 years to build that many cars. In the shadow of the Malvern Hills, the Morgan Motor Company is the oldest family-owned car-making business in the world and is famous for making its customers wait for their motors. Each takes an average of 17 days to build, against the 17 hours it takes Peugeot to build a 206. No surprise then, to find that the current delay for a Morgan is four or five years — though it has been up to 11. A 206 can be yours in eight weeks.

Stepping into the workshops for my first day's work at Morgan, it looks anything but a car factory. For example, Morgan buy entire trees to make the legendary ash frames for its cars and the sweet smell of freshly-cut wood permeates the building. Wood planes, chisels, saws and files lie around on workbenches. By comparison, there are a total of 79 robots at the Peugeot factory, costing up to £80,000 each, and it's not difficult to see why they cost so much. It used to take two-and-a-half days to measure a bodysheet and make sure it met tolerances, whereas

today a computer-controlled laser can make 120 dimensional checks in a mere 20 seconds. Like Morgan however, some things still have to be done by hand — the sensitive nature of the human palm means it is still the best tool for discovering any defects in the 206's bodysheet.

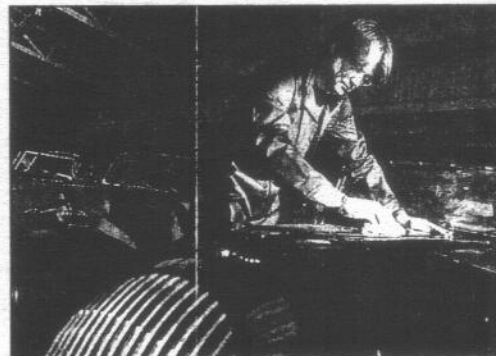
Two years ago, it took Morgan 34 days to build a car while now it takes around half that. The company record is 15 days. Producing 550 cars each year, Morgan's eventual aim is to reduce their waiting list to two years, although the cars I was helping to build were ordered in 1991 — yes, nine years ago.

While Morgan produce 3.8 cars per employee per year, Peugeot knock out more than 10 times that — and that figure is about to grow. When the Warwickshire plant opened in 1985 it had 3,200 employees and produced 20,000 cars a year. Now, with about the same number of workers, this year will see 180,000 206s roll off the line. About 4,200 cars are built at Ryton every week.

BECAUSE I am a novice car builder, my Peugeot minder John Percy starts me on an "easy" job on the line. John has been at Ryton since 1972 when the factory was building Hillman Avengers and he knows every job on the line. He is under no illusions about the task ahead.

Quickly I find out what John means. Fitting the radiator reservoir to the inner wing and connecting the piping is hardly taxing, but working at head height is nowhere near as easy as it looks. After just a few cars, the blood has drained out of my hands and forearms and I can already feel the tingling start of pins and needles in my fingertips — and this is supposed to be one of the "easy" jobs.

I was relieved to find that at Morgan, things are slightly less frenetic. Cars are not connected to any kind of moving production line; they are just wheeled into position as they become ready for the next job. Experience, it seems, counts for everything here. It may employ only 145 people, but the factory has barely changed since the Twenties and is a real tourist



STICK TO IT: A brushful of glue (left) keeps the Morgan's carpets in place and elbow-grease (above) adds a final polish. BELOW: Nat inspects the robots' work on a Peugeot 206



attraction for the town, with about half of Morgan's customers visiting the factory at some point. Morgan have a waiting list of job applicants. Peugeot's is hardly what you would call a "young" factory — the average age is 43 — but Morgan have both school-leavers and 70-year-olds working alongside each other. And like Morgan, Peugeot's effect on the surrounding area isn't in doubt. The French firm employs 3,270 people at Ryton (including fathers and sons and husbands and wives) and a further 10,000 indirectly through the manufacturing of components. After lunch, work station 216 and Yvonne Cashmore are waiting for me. Yvonne is one of the 27 per cent of female workers at Ryton. Her job on the line is to fit the correct headrests to the cars, swap the rota sheets which contain all of the vehicle's details between the cabin and under the bonnet, log the car on the computer and check the alarm system by rigging it up to diagnostic gear and opening all the doors and boot lid.

To do all that, she has one minute. I begin with the apparently simple task of fitting the headrests, but even that seems hard as I struggle to fit the awkward ones on the rear seats. Gaining confidence, I then start to

include the paperwork in my work and log the car on to the computer. It sounds easy as one sheet moves from the bonnet to the passenger seat, a near-identical one goes in the bin and another sits on the dashboard inside a folder, but remembering all this is a nightmare. Even without tackling the tough task of the alarm diagnostic system, Yvonne and John are already in guffaws of laughter at my pitiful efforts. After just a handful of cars, I have set off two cars' alarms by mistake and I'm already "out of station" on the production line — meaning that I'm not working fast enough, despite the fact that sweat is pouring down my face.

NEXT, I get a lesson in the pressure of a production line. Before we move on, we have to get Yvonne back "on station" which takes the three of us a good five or six cars to make up the time that I had lost. It is only afterwards that John points out my errors that he and Yvonne have been correcting as I fumbled along. I haven't the heart to tell him that I had forgotten to check the headrest rota numbers against their respective cars to make sure the trim matched — I had just been grabbing the next set in the box.

On the production line, the wrong headrests are a simple problem to fix, but others aren't. For example, fit the wrong wiring loom, explains John Percy, and almost the entire car needs to be taken apart. Furthermore, some jobs don't even have the luxury of flexibility as Yvonne's does — falling "out of station" on one of those means stopping the line at a cost of thousands of pounds.

Meanwhile, progress in the trim shop at Morgan is somewhat slower. After pushing an Ivory car destined for a Mr Harries from one section of the warehouse to another, the leather trim is affixed by hand using mean-looking pneumatic staple-guns and the carpet is glued into place with adhesive that resembles treacle. While Morgan and Peugeot may be building very different cars at very different ends of the motoring spectrum, in both cases the feeling of teamwork and a real sense of community among the workers were obviously evident.

And to those future Morgan owners on whose cars I worked (that's you Mr Slatter, Mr Larsen and Mr Harries) — and any 206 drivers whose headrests don't match the rest of their car — at least you now know who to blame...



The next Morgan Event for Sun. April 29th will be organized by Ted Carew-Gibson so call him @ (604) 421-3939 or E-Mail @ caregib@direct.ca to let us know your plans!
NOTE: if you have \$\$'s after your name it means you have NOT paid your dues!

To be held at the Abbotsford Car Show, we will have a run to it to cheer on our team at the Morgan Display. We will meet at this "clown's" place @ 12549 Harris Road, Pitt Meadows, B.C. phone (604) 465-4117.



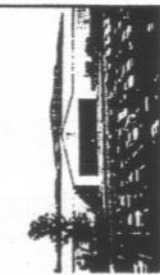
Sunday April 29th

At 10:30AM

...Hey! you can have a potty stop here too!

And motor on out to see our Morgan Display Team at the BC Classic & Custom Motoring Show, Tradex Building, Abbotsford, B.C. 294-6031 on Sun April 29th Which looks like this...

TRADEX The Fraser Valley's *Only* Trade & Exhibition Centre



So come and cheer your heroes possibly the Theroux's, Sharp's, Burkholder's, Allison's & Miles' & check out our Web site by David McGrossan - great! <http://members.home.net/mcgrossan/index.htm>

Lunch???

Ted will have a destination for us on the way out to the Show... call him at 421-3939

The 16th Annual All British Field Meet The Greatest Show On British Wheels



GENERAL INFORMATION: go to the net too @ <http://www.westerndriver.com/>

The 2001 Vancouver All British Field Meet will take place on Saturday May 19, 2001, Victoria Day weekend. Our annual garden party in celebration of the British motor car is now in its 16th year and is the largest in Canada, with well over 400 entries.

We look forward to seeing you and your car at this very special annual event & at the MOGNW garden party Saturday night May 19th @ Pat & Ken Miles - watch the MOGAZINE for further details - an application for this event is enclosed along with one for your membership.

VANCOUVER ABFM ENTRY FORM

PLEASE PRINT.

VanDusen Garden
Vancouver
May 19, 2001

NAME: _____
ADDRESS: _____
CITY: _____ PROV/STATE: _____
POSTAL/ZIP CODE: _____ TEL: _____

RELEASE OF LIABILITY. PLEASE READ CAREFULLY & SIGN.

I agree to insure my vehicle and property against loss, damage and liability. I agree to assume the risk of any and all damages or injury to my vehicle, and to indemnify and hold harmless the Oldie British Car Society, its officers, directors or agents for any acts of omission which may result in the theft, damage or destruction of my property or injury to me, occurring during, or as a consequence of, the Vancouver ABFM.

SIGNATURE: _____ DATE: _____

VEHICLE ENTRY INFORMATION:

Make of Car #1 _____ Model: _____
Year: _____ Body Style: _____ Colour: _____
Class #1: _____ (See ABFM Classes Section to determine)
Make of Car #2 _____ Model: _____
Year: _____ Body Style: _____ Colour: _____
Class #2: _____ (For additional cars, you may photocopy this form)

FEES: After April 30, 2001, per car is \$35 CDN, \$25 U.S.

Additional cars \$25 CDN, \$20 U.S.

Each car entry receives a Dash Plaque, Poster & Goody Bag.

Entry Cost (Up to April 30/01)

ABFM 1st Car Entry @ \$25 CDN • \$20 U.S. \$ _____
ABFM 2nd Car Entry @ \$20 CDN • \$15 U.S. \$ _____

Entry Cost (After April 30/01)

ABFM 1st Car Entry @ \$35 CDN • \$25 U.S. \$ _____
ABFM 2nd Car Entry @ \$25 CDN • \$20 U.S. \$ _____

To order additional quantities:

Dash Plaque @ \$10 CDN • \$7.50 U.S. \$ _____
ABFM Poster @ \$7 CDN • \$5 U.S. \$ _____

BRIT CAR DINNER & SILENT AUCTION

(Must be booked by April 16, 2001)

_____ AT \$45 PER PERSON \$ _____

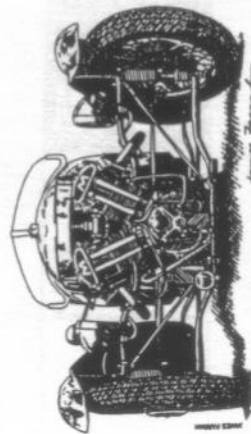
SWAP MEET VENDOR

Private: 6' Vendor Table + chair @ \$30 \$ _____

Additional Tables @ \$10/each \$ _____

Businesses: 8' x 6' space plus table & chair @ \$100 \$ _____

TOTAL AMOUNT ENCLOSED \$ _____





BRITISH MOTORING ASSOCIATION OF P.E.I.

March 5, 2001

Dear British Car Enthusiasts

"You're driving your British Car on quiet winding paved highways through scenic farmland, past bays and rivers. No semis on your tail blowing their horn and spouting out diesel fumes! Beautiful sunshine, open top driving. You pull into a quiet restaurant. The food is great! Fresh pure seafood, lobster and oh oh those mussels! Everyone you meet is so friendly." Are you dreaming of days gone by?

No you can still enjoy this life. It's called Prince Edward Island! Treat yourself! Life is just too damn short to miss this. **Join us this year at British Car Days across the Bridge from July 13-15 2001 in South Rustico, PEI.**

This will be our third successive year for this event. Last year, enthusiasts in 120 British vehicles from 3 Maritime Provinces and Northeastern USA enjoyed our show. Check our posters. Look at the activities! Look at the value for money! We always have lots of great giveaways.

This year's show will be bigger than last year. A couple of features are the swap market, a display of the year 2001 Jaguars and Land Rovers and London Double Decker bus tours, free reception, British style breakfast, valve cover racing and a car tour. No wonder people keep coming back!

I hope that we have enticed you to join us this summer and share in our fun. I am attaching for your information several copies of our poster and registration form. Also you will find some brochures from local businesses that support us and share our dream of a car show par excellence. Check out our web site at www.peisland.com/bmapei.

Tourism PEI will be sending you the 2001 Tourist Guide to help with your vacation planning.

If there is anything that we can do to help you or any club members who wish to attend please contact me by email at rbentle@isn.net or by phone at 902 964-3294. Make your decision soon because accommodations are booked early for that time of the year.

Sincerely

Bob Bentley

Bob Bentley

President BMAPEI

British Car Days

ACROSS THE BRIDGE

Saturday, July 14, 2001

Cymbria Lions Club, Route 243
South Rustico, Prince Edward Island

- 3rd Great Year
- Fastest Growing British Event on East Coast
- Located in Spectacular PEI
- Hosted by BMAPEI & Cymbria Lions Club
- Help support Lions Club projects

Join the Fun Events

Friday July 13	6:30 - 10:00pm	Opening reception - New Glasgow
Saturday July 14	8:30 - 9:30am	Wash & Shine
	9:30 - 11:00am	Registration \$10 CDN
	11:30 - 4pm	Public Viewing & Judging
		Valve Cover Races,
		Miniature Displays & more
Sunday July 15	4:00 - 5:00pm	Awards Ceremony
	9:30 - 11:00am	Breakfast - British Style
	1:00 - 2:00pm	North Shore Tour
		Closing Ceremony

Contact: Bob Bentley 902 964-3294 • rbentle@isn.net

Ben Rogers 902 964-3020 • rodgl@pei.sympatico.ca

Website: www.peisland.com/bmapei



Name _____ Vehicle _____

Mailing Address _____ Email _____

Tel _____

Please send registration \$10 Cdn to Bob Bentley, Hunter River, RR3, PEI, C0A 1N0 Canada

SPRING FLING 2001 INFORMATION

Where: Niagara Falls, Ontario

When: Saturday May 12, 2001

Fee: \$35- includes lunch and dinner, and one of the greatest drives in Southern Ontario.

for -limited seating for 120 persons for dinner, so please book early.
-a \$5 charge for the optional wine tour will be collected at registration

those wishing to participate. Wine tour numbers are limited.

Tour: 84km in length
Start at 9:45 from the hotel
Break at 10:30 for the wine tour
Stop at 11:45 at Queenston Heights for lunch and voting
After lunch cruise to Fort Erie (with a stop at the Battle of Chippawa site)
ends around 2:00 p.m.

Dinner: Niagara Falls Golf Club at 7:00 p.m.

Accommodations: Econo Lodge
7514 Lundy's Lane
Niagara Falls
1-905-354-1849

Rates: May 11 is \$75
May 12 is \$85

Please book before April 30th, 2001

CANTAB

MOTORS

840 338-2211
Fax: 840 338-2944
Valley Industrial Park
12 E. Richardson Lane
Piscataway, Virginia 20132 USA
E-Mail:
Morgan@cantab-motors.com
Web Site:
http://morgans.cantab-motors.com

USA PURVEYORS OF
MORGAN MOTOR CARS
Sales Service
Restoration Spares



Melvyn Rutter Overseas Limited

Established 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
ENGLAND

INTERNATIONAL SALES,
SERVICE, PARTS AND
RESTORATION FOR
MORGAN CARS
1936 TO PRESENT DAY

Tel: 011 44 1279 725725
Fax: 011 44 1279 726901
Fax: 011 44 1279 600498
(direct parts dept)



FACTORY



MAIN DEALER



**The 'One Stop' shop for the best sales,
service, parts & restoration**

Exchange Rate

For North American customers it has never been so good. Now is the time to buy direct from England and save yourself money.

Fast Parts Service

Factory parts and our special "Rutter" parts, same day despatch, quote a credit card by telephone or fax. Send order by E-mail

7th Edition Catalogue

NEW Now on CD



The Rutter catalogue on CD. Full range of parts and accessories for your Morgan. Lots of other interesting pictures and stuff.

The very first full colour Morgan parts catalogue, 56 pages packed full of goodies. Just send \$10 cash for a return air mail copy or quote us a credit card number.

IT'S REALLY GREAT!
When requesting a catalogue, state if you want the New CD or the printed version.



WORLDWIDE WEB

Find us on: <http://www.rutter.clara.net>
E-mail: melvyn@rutter.clara.net

THE WORLD'S FAVOURITE MORGAN DEALER

GET IT NOW!



**A New 48 page
magazine by Melvyn
Rutter, in full colour**

Lots of interesting articles, technical tips, Moggie stories and more from around the world.

AVAILABLE QUARTERLY

Subscription Overseas (air post)
.....£25

Website: www.the-morganworld.com
Email: mogs@the-morganworld.com

**FULL IN-HOUSE INSTRUMENT
• RESTORATION SERVICE •**

**INTERIOR TRIM KITS MADE
HERE TO ORDER, QUICKLY**

- Accessories ●
- Badges ●
- Bearings ●
- Body ●
- Books ●
- Brakes ●
- Bumpers ●
- Chassis ●
- Cables ●
- Carburettors ●
- Clutches ●
- Chrome ●
- Dashboards ●
- Electrical ●
- Engine ●
- Mirrors ●
- Radiator ●
- Rubbers ●
- Stainless ●
- Steering ●
- Sidescrains ●
- Suspension ●
- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●

MSCCC is a non-profit organization. Not only that, we intend to stay a non-profit organization. Accordingly, each paid-up member may advertise in one "business card" space at no charge. Members may also have a "flier" enclosed with THE BLURB by paying that issue's postage.

156 DUNCAN MILL ROAD, STE. 6
DON MILLS, ONTARIO
M3B 3N2

BUS (416) 447-9191
FAX (416) 447-4494
1-800-461-4099

R.A. (TONY) LANT
PRESIDENT

Lant & Co.
Insurance Brokers Ltd.
SILVER WHEEL PLAN



SILVER WHEEL PLAN

Luciano Ghislanzoni

NORSEMAN GARAGE LTD.
PEUGEOT & ~~SAB~~ SERVICE

84 Six Point Rd.
Toronto, Ont. M8Z 2X2

Tel: (416) 234-5221
Fax: (416) 234-5206



BRL HARDY
WINE COMPANY

AUSTRALIAN WINES
HARDYS
RENMANO
EMU
HOUGHTON
CHATEAU REYNELLA
LEASINGHAM
STANLEY
MOONDAH BROOK
BAROSSA VALLEY ESTATE
BERRI ESTATES

FRENCH WINES
DOMAINE DE LA BAUME

AMANDA DALE-JOHNSON
CANADIAN TRADING DIRECTOR
(Access varies by province
Please contact your local LCB)

Insurance Brokers

Financial Products

SPEIGHT INSURANCE AGENCY
Gilbert Speight C.L.U.

Tel:(416) 443-0377

Fax: (416) 449-6677

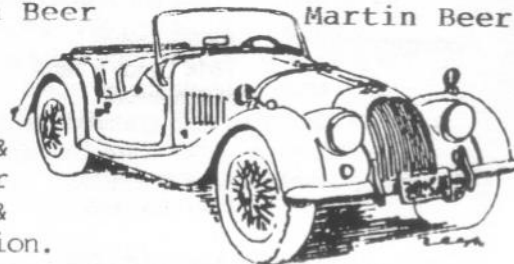
Suite 200 - 895 Don Mills Rd. Don Mills, Ontario, M3C 1W3

Licensed Sponsored By Canada Life

Stephen Beer

Martin Beer

vintage,
classic &
sportscar
service &
restoration.



Reg Beer Coachbuilders Corp.
RR#3, Bolton, Ontario
L7E 5R9 (905) 857-3210

C.M.C. ENTERPRISES
1990 INC.

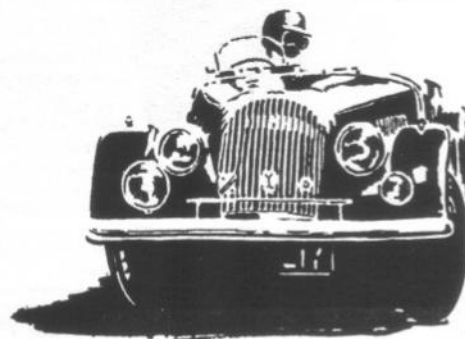


SALES • SERVICE • PARTS • RESTORATION

12994 Albion Vaughan Rd.,
R.R. 3, Bolton, Ontario L7E 5R9

Ring/Fax (905) 857-3210

* MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC



Advertisements and fliers are provided as a service to members. Morgan Sports Car Club Canada has no opinion on the products or services offered.

Advertisements and fliers are provided as a service to members. Morgan Sports Car Club Canada has no opinion on the products or services offered.

Membership Renewal:

Name: _____

Spouse: _____

Address: _____



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

Fax: ____/____/____ email: _____

Morgan(s) owned:

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

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

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

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

Membership fee \$25.00* for the year: _____ Payable January 1 of each year.

(* Canadian \$'s for members in Canada, US\$'s for all other members to cover postage)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

PRESIDENT, BLURB EDITOR & REGALIA:

Vern Dale-Johnson
1532 King St West
Toronto, Ont M6K 1J6
416-530-4599
Fax: 905-826-6643
vern_dj@msn.com

TREASURER:

Jenny Beer
30 Parsons Ave
Caledon East, Ont L0N 1E0
905-584-0619
sj.beer@sympatico.ca

INTERCLUB EVENTS:

Ed Burman
156 Robertlee Dr
P.O. Box 268
Carp, Ont K0A 1L0
613-839-3041
elburman@cyberus.ca

VICE PRESIDENT & ONTARIO REGION SCRIBE:

LYNN KUZYK
1305 ESTER DRIVE
BURLINGTON, ONT L7P 1L2
905-336-0251
k3@home.com

CLUB LIAISON:

Audrey Beer
RR#3, Bolton, Ontario
L7E 5R9
905-857-7320
905-857-3210 (fax)
cmcmog@idirect.ca

WESTERN SCRIBE:

Ken & Pat Miles
MOG NW (Northern Rep):
15410 Kildare Dr
Surrey, B.C. V3S 6B9
604-576-8036
pat_miles@hotmail.com

EASTERN SCRIBE:

Greg Kaufman
GoMoG, Ottawa MOG
P.O. Box 385
Woodlawn, Ont K0A 3M0
613-832-3620
toad@storm.ca

PAST CO-PRESIDENT'S:

Lynn & Fred Kuzyk
1305 Ester Drive
Burlington, Ont L7P 1L2
905-336-0251
fkuzyk@cgocable.net

ROAMING SCRIBE:

Dr F. (Art) Sharpenwessel
Teching Temple
Teching, Tibet (for now)
Phone: none
Email: you have to be kidding
Duties: depends

Morgan

First of the real sports cars

Dues are payable before Jan 31 of each year to the treasurer.

THE BLURB is published 6 times/year. Address changes should be directed to the Editor.

Material is not copyrighted, however please note author & source if using. We do not intentionally infringe on copyrights of material borrowed for publication.



MG Import Invitational 2001
On the fine lawns of Glendon College
Please note that there is NO raindate for
this event. It will run Sunday July 29th
Rain or Shine.

A car and motorcycle show of rolling beauty, open to all classic and antique import cars and motorcycles 20 years and older. See such vehicles from Europe, Britain, Australia and Japan. With a commemorative dash plaque limited to the first 500 entries.

All group or car club entries must be pre-registered by Sunday July 15, 2001.

Location: Glendon College, 2275 Bayview Ave. (at Lawrence Ave. East).

Date & Time: July 29, 2001. Gates open at 8:00am.

Admission: \$12.00 per show car pre-registered for a car club or group arriving together (in a convoy) only.

\$15.00 at the gate.

\$10.00 per car for general public (includes your parking).

We will feature: Fine **classic and collector vehicles**, awards, vendors with quality merchandise, catered food and much more.

A donation will be made to the "Heart & Stroke Foundation".

For more information please call: (416) 410-5464
or by email: mgtoronto@hotmail.com

For A Mail-in Registration Form Click On Button Below



Please print out this registration form and mail with payment to:

MG Car Club of Toronto
P.O. Box 64, Station "R"
Toronto, ON
M4G-3Z3

Please note that all Group/Club entries must be pre-registered together by Sunday July 15, 2001 and is limited to the first 500 entries. This registration form will not be accepted on the day of the event at the pre-registered admission fee of \$12.00. The full admission fee of \$15.00 at the gate will be charged per show car.

Admission fee: \$12.00 per car pre-registered for a car club or group arriving together (in a convoy) only.
\$15.00 per show car at the gate.

MG INVITATIONAL 2001

Name: _____ Vehicle Make: _____

Address: _____ Model: _____

City: _____ Year: _____

Phone: _____ E-mail: _____

Please mail form with your cheque (payable to MG Car Club of Toronto).

We also for your convenience will accept Visa.

Visa Card # _____ Expiry Date (mm/yyyy) ____/____

Signature: _____ Total Payment: \$ _____

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, the MG Car Club of Toronto Inc., collectively and separately from any and all liability from personal injury or property damage incurred by me or my guests while participating in this car show. I have read, understand and agree to this release.

Signature: _____ Date Signed: _____

Please mail form and payment to:

MG Car Club of Toronto
P.O. Box 64, Station "R"
Toronto, ON
M4G-3Z3

BRITISH CAR COUNCIL

British Car Council Inc.
Bayview Village, P.O. Box 91135
Willowdale, Ontario
Canada M2K 2Y6

To: All Member Clubs --BCCI
From: Directors of BCCI
Date: November 18, 2000
Subject: Long Distance Aware, 2001

The Purpose of this "event" is to encourage British Automobile Drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride, and for the general public. By driving our classic cars* as much as possible, we are consistently bringing to mind the love of the British Classic Car.

* Classics do not include British Cars considered "daily drivers" – however, club executives should use discretion, final judgement up to BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a "Long Distance Award". This award, a specially struck plaque with the participants name and vehicle particulars, is presented to those who have traveled the pre-requisite mileage (kilometerage) during the season of April 1 through October 31.

The logistics/rules and regulations are as follows:

1. Vehicles participating will not be "daily drivers" (i.e., only classic cars used for appropriate events and pleasure during the "season" are eligible).
2. Timing will be April 1, 2001 through November 1, 2001. The contest will not begin prior to April 1, or end after November 1. Anyone in violation of these dates will be disqualified.
3. Open to all members of BCCI participating clubs regardless of residence.
4. Each participating automobile will have the odometer read by a respected member of their club's executive at the start and end of the contest.
5. The club's executive will be responsible for recording the starting odometer reading and the ending odometer reading on the attached form (need not be the same executive member).
6. Any and all defective mileage/kilometerage instruments are the responsibility of the car's driver/owner to repair (no verbal estimates of distance traveled will be accepted).
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers.
8. Dash plaques will be given to each club's BCCI representative and distributed to the appropriate club members.

Let's get out there and drive those cars! Good luck, and remember.....have fun and drive safely.

British Car Council Inc.
Bayview Village, P.O. Box
91135
Willowdale, Ontario
Canada M2K 2Y6

Long Distance Award Certification Form

Contest Runs from April 1 through November 1, 2001

FEEL FREE TO COPY AS MANY OF THESE FORMS AS REQUIRED FOR YOUR PARTICIPATING CLUB MEMBERS.

CONTEST COMMENCEMENT

Club Name	Car Make, Model & Year
Driver(s) Name(s)	Mileage/Km reading as at April 1, 2001
Odometer/Distance gauges in working order? YES <input type="checkbox"/> NO <input type="checkbox"/> Explain	Name & Signature of Club Executive Member Date

CONTEST CONCLUSION

Mileage/Km reading as at November 1, 2001	Club Name
Odometer/Distance gauges in working order? YES <input type="checkbox"/> NO <input type="checkbox"/> Explain	Name & Signature of Club Executive Member Date

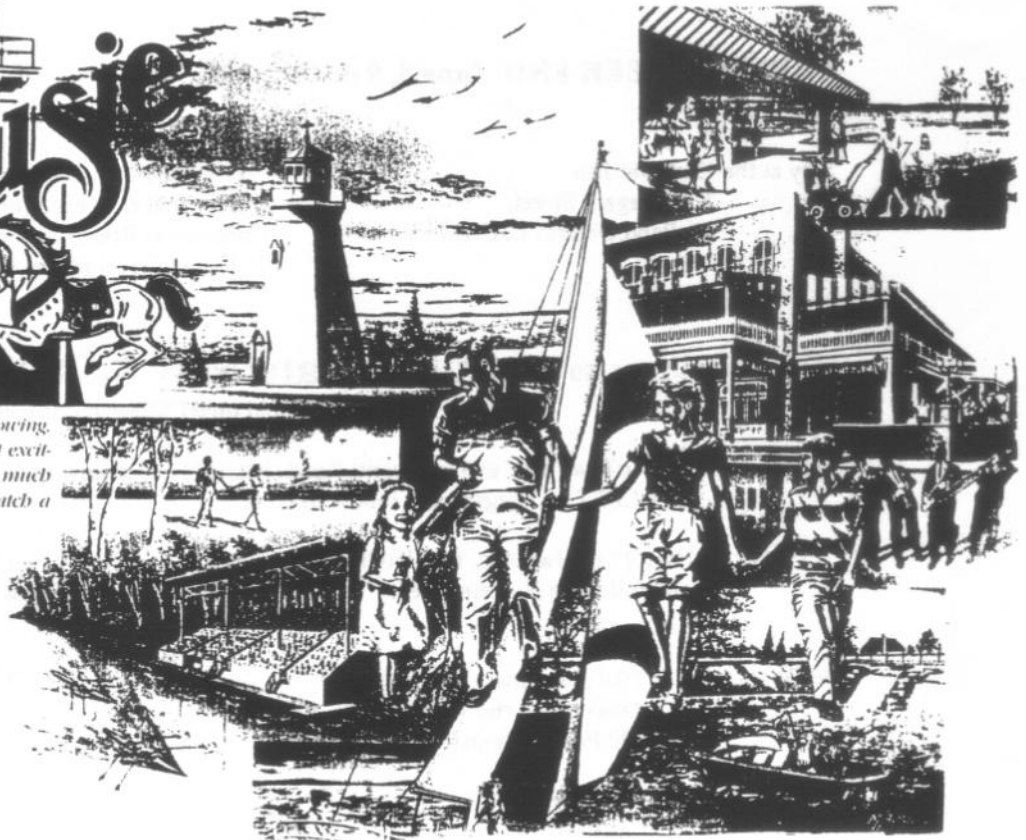
SUBMIT THIS COMPLETED FORM TO BRITISH CAR COUNCIL INC. NO LATER THAN DECEMBER 1, 2001. AWARDS WILL BE PRESENTED IN EARLY 2002 THROUGH CLUB EXECUTIVE. ALL ENQUIRIES SHOULD BE DIRECTED TO THE BCCI AT THE ABOVE ADDRESS.

Old Port Dalhousie

Port Dalhousie abounds with historic sites, world class rowing, charming shops, dining delights and some of the most exciting nightclubs, pubs and patios in Niagara. There's so much to do - at any pace. Whether you stroll the pier or watch a regatta, or kick back on the beach - Old Port is 'Alive'!



Port Dalhousie



Directions to:

Albert's on the Water

Friday, June 8th, 7:30 pm convoy from motel

Turn Right on Niagara Street

Exit at Merritt Road (Right) & follow Merritt Road to Hwy 406.

Turn Left on Hwy 406 and follow to exit QEW Niagara (Right)

Follow QEW to exit Ontario Street

Turn LEFT on Ontario Street and follow to Lakeport Road.

Turn LEFT at light and follow Lakeport Rd. into Port Dalhousie

Albert's is on the RIGHT.



MORGAN WEEK END June 8, 9 & 10th, 2001

Stay at the **Comfort Inn**
870 Niagara Street,
Welland, Ontario L3C 1M3

Cost \$72.80 includes taxes per nite
- Coffee maker in each room
- Continental Breakfast included
- Ground level rooms with parking just outside door

Phone # 1-800-228-5150

Cut off date: May 8, 2001

(only 20 rooms on hold under Morgan Car Club)

Directions: QEW to Hwy 406, exit at Merritt Road (RIGHT) and follow to Niagara Street.
Turn LEFT on Niagara and follow to hotel

OR Hwy 20 to Hwy 406, turn RIGHT on Hwy 20 and exit at Merritt Road (RIGHT)
and follow to Niagara Street. Turn LEFT on Niagara and follow to hotel

Friday 7:30 pm convoy from Motel
Albert's on the Water
Old Port Dalhousie

Saturday 10:00 am
Car Run
Canadian Warplane Heritage Museum & Lunch
Winery Stop Hernder Estate Wines
St. Catharines

7:00 pm. Convoy from Motel
Henry VIII feast
The Buttery - NOTL

CASUAL, FUN EVENING
"Wine, Dine and be entertained"

Cost: \$55.00 person (includes tip)

Time: 8:00 p.m.

Cut off date: **May 15, 2001**

Soup
Salad
Roast Potatoes
Roast Lamb, chicken, and pork
Dessert - Trifle, fruit and cheese

5 drinks included (beer / wine or non alcohol)

Sunday Car Run
BBQ at the Roden's

End of a Great Week End

Henry VIII Feast

Menu



**HENRY VIII
FEAST ***

First Remove

Broth, With Fresh Vegetables,
Spices & Herbs

Second Remove

Chicken Prepared With Spices,
Wine & Honey

Roast Lamb

Roast Young Pig Salat

Third Remove

Trifle With Sherry & Syllabub

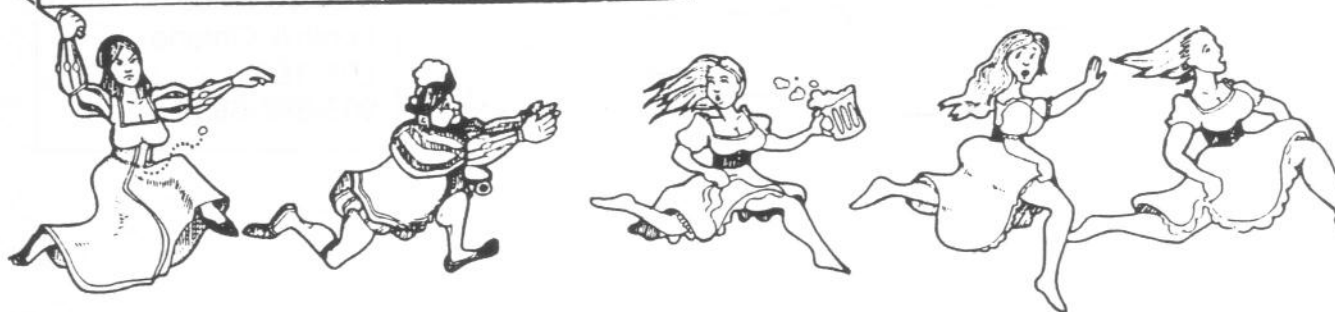
Fourth Remove

Cheese From Cheshire,
Wiltshire & Somerset
Apples & Hearthcakes

Wines — Ale — Beer

The Buttery

Niagara-on-the-Lake, Ontario



Registration Form

Morgan Weekend
June 8-9-10, 2001



Names: _____

Address: _____

Year & Make of car: _____

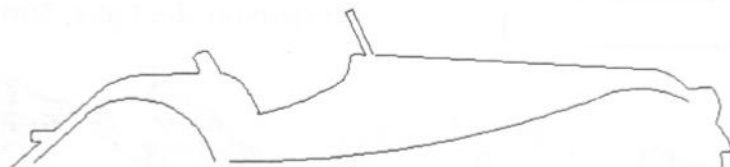
			Will attend	# attending	Won't attend
Fri	June 8	Albert's on the Water	<input type="checkbox"/>	—	<input type="checkbox"/>
Sat	June 9	Car Run	<input type="checkbox"/>	—	<input type="checkbox"/>
Sat	June 9	King Henry VIII Feast*	<input type="checkbox"/>	—	<input type="checkbox"/>

- * \$55/person includes drinks, tax, and tips.
- Non-refundable \$10 deposit/person required with this registration form.
- Make cheque payable to Sharon Roden.

Registration and cheques must be received by May 18th.

Please make your own accommodation booking at the Comfort Inn, 870 Niagara St, Welland, Ontario L3C 1M3. 800-228-5150 or 905-732-4811. Cost is \$72.80/night. 20 rooms are being held under the name of the Morgan Car Club. Reservations must be made before May 8.

Please return this form and deposit cheque for King Henry VIII feast to



Sharon Roden
3 Leslie Place
Fonthill, Ontario
L0S 1E3
905-892-6907