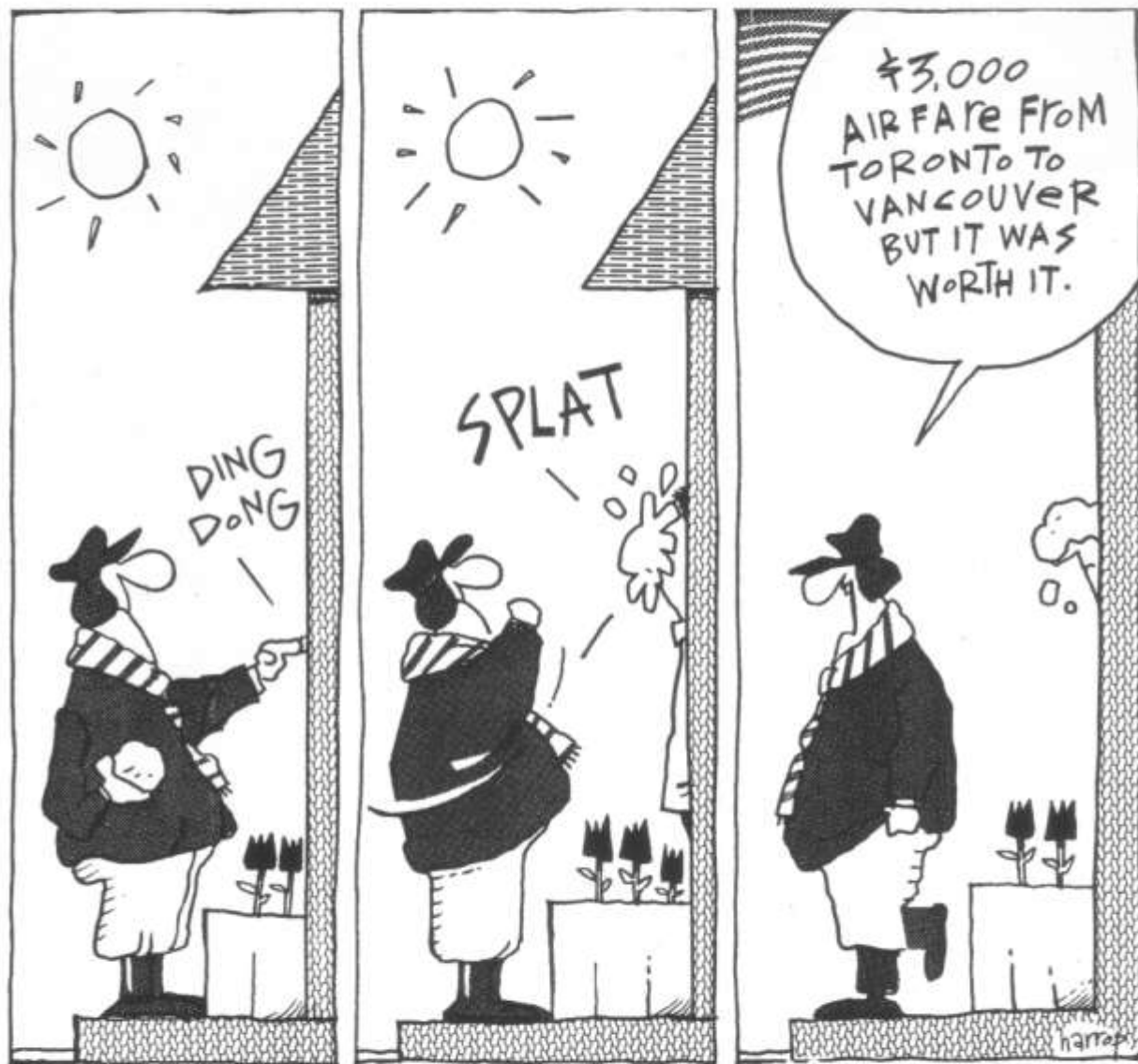




Issue 3-2001, May

THE BLURB

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Yes!!! Winter is finally over...

Prez Sez:

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

Welcome new member – Norm Mort of Wellington, Ontario. Many will be familiar with Norm's writing in Old Auto's and other publications, especially his columns on British cars. His project over the past couple of years has been an Allard purchased from former MSCCC member Bob Wright (now living in Maine with his 3-wheeler). Norm also does appraisals (an unabashed advertisement as he does mine).

I took in the Ancaster British Sports Car Flea Market on April 19. Lots of MSCCC members present - Paul Whittaker, Tom & Linda Van Zuiden (with Kim and young Tom), Chris & Gayle Taylor, Malcolm Taylor (with Buster), George Lafford (forgot to ask George if this is the year the Mog gets licensed – or will he be seen in the BMW 2002), Peter Toma, Nyal Wilson, Bernie & Mary Wilkinson (they had their 85 +8, just arrived from the UK and still on UK plates) and John Roden... Had a long chat with Chris Clarke a Morgan owner from South Africa (MSCCC member Tim Clarke's brother – Chris races a +4, has a +8 for the street). Also saw Rick & Wendy Andrew's 4/4 on the lot and have been told I missed Henrik Rens and Carlos Yep (by the way, anyone interested in a Honda S2000 – Carlos advises Sylvia's is for sale, he's buying her one of them Porsche thingies).

John mentioned Sharon had only received two registrations for the Morgan Weekend, June 8-10 (and one of those is mine!). Do I need to chide you? After all the discussion over the winter about "Toronto events" and the need for participation... By the way, May 19 was the "All Brits" at the Van Dusen Gardens in Vancouver – I stayed over the weekend with Ken & Pat Miles (who say hello to their Toronto friends). Over 40 Morgans on the field, close to 80 attended the Miles' after party. Now that is participation! Full story with pics to follow in the next Blurb.

Report on the first long run in the Beast (78 +8, ex Jeremy Holden hillclimb car...., etc, etc). Run from Toronto to Ancaster (about 50 km each way). Mostly a multi-lane drive with a good opportunity to blip up over the ton. Behaved itself, very tractable and drivable. Reported to have a 0-60 time of about 4 sec, I can vouch that the 60 - 100 time is about the same. Want to pass? Look, signal, light depression on the hammer and hold on to your hat! (But the speedo seems to be wildly optimistic – at least 10% high due to the low profile Yoko's on 15-inch rims). We also can report the side exhausts will melt paint at anything less than 1 meter so don't park too close (Tom Van Zuiden's +4 now has scorch marks on the door). Run back also impressive. Doesn't like tar strips or bridge expansion joints. Needs to have the 10 year old Yoko's replaced. Wouldn't even want to try them in the wet.

A couple of weeks later both Moggies got a workout – Saturday was the +8's turn – another quick freeway run out to the British Car Council meeting (the all marque event list is included in this issue). About the same as the run to Ancaster although the oil pump gave me a bit of a scare – oil light intermittent but good pressure so felt it was primed – just. That settled down and the run was quick but hot. Switch for the fan needs investigating. Sunday the +4 was out on it's first run since frying the engine bearings. The new Greg Solow cam is great – we actually get an 800-rpm idle, no lumpiness and great response. Driving the +4 reminds me how long it takes to get a Morgan sorted to your liking. Time to work on the 8.

Thanks to Rene Roberts for her efforts to get members out for the April and May Pub Brunches. To my surprise there was limited Aprilfoolia at our April 1 brunch – perhaps because Alan & Marlies were touring Mexico?? Since then the weather has turned decidedly "spring like" with the past month ++ decidedly "summer like" here in the megalopolis. Morgans are out and running... saw my first one in late April up on Dundas St West - cream with brown wings... This Blurb's cover tells the story – especially for members in Atlantic Canada where it must have seemed winter would never end.

Some traveling over Easter. The DJ's were gathered in Kamloops B.C. for a wedding reception. I took the opportunity to meet and have a good chat with MSCCC members Richard and Fearon Blair (70 +8, very original and very striking in signal red with black wings). Couple of photos tell the story:



Photos by Tanya Dale-Johnson

June 8-10 MSCCC Weekend, Welland: As noted, by mid April there were only 2 registrations received by Sharon Roden (905-892-6907). The number has now moved up to 7 (14 adults, 4 children) for the weekend plus some additions at selected events. The group is staying at the **Comfort Inn, 870 Niagara St, Welland 905-732-4811**. Friday evening dinner at Albert's on the Water, Old Port Dalhousie starts at 7:30, with a convoy leaving 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 has been made for those who have already registered, if you are a last minute addition you'll have to call the "feast" (Niagara on the Lake) for a reservation (last minute additions may not be seated with the rest of our group). Sunday is a local car run with BBQ at the Roden's.

Martin & Donna Beer have offered their "pool" for a party Saturday July 14. In previous years the Molson Indy weekend has been chosen for an "alternate" event for those who don't do the race so dig out your swimsuits, prepare the cooler, and follow the enclosed directions to their abode in Bolton. RSVP's appreciated to 905-951-6442. Note, this is a closed event for MSCCC members only (you are requested to leave the tin-tops at home, Morgan's (or alternate British Cars) should be the preferred mode of transport!). Please note the news below – if you are looking for a summer BBQ, mark July 14 on your calendar...

Tom & Lynda Van Zuiden had offered their "farm" on the escarpment for a **"lamb roast"** on **Saturday August 11**. Fortunately for them, unfortunately for the MSCCC group they have had to rescind the offer as a better offer came in for their time – a week plus in a Scottish castle! I suggested they could hold a BBQ there for our UK members but they didn't take up the challenge! Keep the date open on your calendar. Lynda & Tom promised to host the event next year.

However all is not lost... New MSCCC members, Andrew & Teresa Flint, and Laurence Gutcher were cajoled into organizing a **"Halton County Run"** during this coming Morgan season. Suggestion was to work with a route through Halton as published in the Sept 2, 2000 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. Their final route may differ as I heard rumors of a stop in the Inglewood area. Again, date is **August 11th**. **Start time will be 9:00, gather at the Flint's, 29 Bridgewater Road Oakville** RSVP's to the Flint's at 905-257-4722, andrew@nevex.com (map enclosed with this Blurb)

For an "Eastern" Toronto area event we've been in discussion with Ed Burman and Greg Kaufman of the GoMoG group regarding a combined **GoMoG – MSCCC event** this summer. The suggestion that seems to be gelling is 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**. Still, however, an event "under development" that could use some local organizational help. For the Saturday (and perhaps Friday accommodation) two motels have been suggested – Ganders in Wellington 613-399-1987 and the Waring House Inn 800-621-4956.

No dates or organizers, yet, for the MSCCC central Canada "**Fall Weekend**". Getting late – may have to cancel again this year if there is no volunteer to organize...

On **Saturday Sept 15**, the day before British Car Day, MSCCC members Chris Walker & Gertha Griffiths will be hosting a **Pre-British Car Day Run, BBQ, Bash** at "the Estate" in Burlington. The run will leave from Bronte Creek Park at 2:00 pm and arrive at "the Estate" about 4:30. The run will be followed by music, swimming, eating, drinking, and fun, fun, fun. They have tons of room so bring the kids. Cars will be parked in the back yard for a mini show. There is **NO CHARGE** for the event but please let Chris & Gertha know if you are coming and how many people will be with you. Contact number is 905-335-0812, email triumph@wchat.on.ca. If you can help out with the event, your assistance would be greatly appreciated. "The Estate" is located at 2335 Somerset Drive, Burlington (Hwy 5 and Brant Street).

This year's **MSCCC Toronto area Christmas party** has a venue – the DJ's on King St West in Toronto. Date is Sunday **December 2**. Event will be an afternoon "wine tasting & cheese" party – starting at 2 pm with a finish at 5 pm. Wine tasting is the operative word here – selected wines will be available for tasting so as not to compromise anyone's driving abilities. Mark your calendar, map to follow...

Central Canada Morgan Events:

- | | |
|----------------|--|
| June 8-10 | MSCCC Weekend , Welland, Ontario. Info call Sharon Roden 905-892-6907. Deposit required. See Registration form in 2-2001 Blurb. Accdtn is Comfort Inn, 870 Niagara St, Welland 905-732-4811. |
| June 17 | Classics Against Cancer , Georgetown Ontario, info 905-877-2203
chairman@classicsagainstcancer.on.ca Registration form included in this Blurb. |
| Jun 29 – Jul 2 | MOG 31 Ingelside Resort, Staunton VA. For hotel reservations call: 540-248-1201. Event registration available in this Blurb or at www.morgandc.org |
| July 8 | Empire Day. 50 Point Park, Stoney Creek. |
| July 13-14 | Molson Indy, Toronto |
| July 14 | MSCCC Pool Party at Martin & Donna Beer's, 86 Sherin Court, Bolton – phone Donna at 905-951-6442 or Martin at 905-857-3210 to confirm your attendance and "pot luck" contribution. Note this is a "closed" event – MSCCC members only, please. |
| July 22 | Annual Brits in the Park , Victoria Park, Lindsay, Ontario. MSCCC members David & Pat Holloway can supply additional details 705-887-9331. Info in this Blurb... |
| 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 **Halton Country Run.** See above or check our weblistings (GoMoG and Hemmings) for details. Organized by Andrew & Teresa Flint 905-257-4722.
- 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 15 **Pre-BCD Run, BBQ, Bash at "the Estate".** 2 pm onwards. Contact Chris & Gertha at 905-335-0812, triumph@wchat.on.ca
- Sept 16 **Annual Toronto Triumph Club British Car Day.** Bronte Park, Oakville. Watch for flyer in July Blurp...
- Dec 2 **MSCCC Toronto area Christmas "wine tasting & cheese" party,** Contact Vern or Amanda at 416-530-4599, vern_dj.msn@attcanada.net
- Sept 23 **Annual British Sportscar Centre's Heart & Stroke Rally.** 14 Ram Forest Rd. Gormley. 10am For more info call, Trevor White at (905) 727-4009.

West Coast Events for MSCCC and MOG NW:

- June 16 **Victoria Father's Day Picnic**
- July 6-8 **Rally in the Valley,** Kelowna contact the Stevenson's 250-764-2311
- 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

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 27 **Old Port of Montreal Car Show.** Space has been reserved for GoMoG club. Rain date is the 28th. 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. Hotels, camping and trailer parking available. www.rendezvousbritishquebec.org
- June 25 **Richmond Car Show.** Check with Ed Burman 613-839-3140
- July 1st **Canada Day Car Show at Arnprior.** Contact Greg Kaufman 613-832-3620
- July 15 **Trembling Tremblant 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 15th. Contact Bob Bentley, BMA of PEI 902-964-3294
- Aug ?? **Moggies at the Farm** (date & location 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!).
- Sept 7-9 **Autumn Mog 2001,** Appletree Inn, Lenox Mass Check the ¾ MOG website or call Bill Alexander, Pres at 207-799-7614. In has 34 rooms so book early (check out www.appletree-inn.com)
- Oct 21 **La Runne de las Grosse Citrouille,** starting location and destination still a secret!

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...

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 KNOWN 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

The **Saskatchewan British Car Club** is participating in BC week, organizing our first 'show & shine' on **May 26**. Right now all of us are getting our cars out of winter storage (...or, as I call it, performing 'the Rite of Spring'), dodging the potholes, and continuing the never-ending search for paved roads with curves (an unfortunately scarce commodity on the prairies).

Scott Helms' comment about the change in fortunes of British cars in North America ('household names' to 'unknowns') definitely struck a chord. I drive an MGB-GT, a 'dime-a-dozen' car in California when I lived there in the '60's, but I have had one of my students ask me if my little red coupe was a Ferrari! After recovering from the shock, I figured out that maybe there WAS some justification for his ignorance - despite his being a mature (mid-20's) university student in a professional college, my '69 B-GT was made before he was born! John W. Pharr

HI... I'M ONE OF ABOUT 3 MOG OWNERS IN PITTSBURGH. I HAVE 87' PLUS 8 THAT RUNS ON PROPANE. THE WEEK OF JULY 13TH IS A GREAT WEEK TO BE HERE. WE HAVE THE PITTSBURGH VINTAGE GRAND PRIX GREAT CARS FROM ALL OVER THE USA AND CANADA. WOULD LOVE TO GET TOGETHER. CALL ME WORK 800-375-0818 HOME 412-521-3372
REGARDS, RONN GEISTMAN R9715

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

ON BEHALF OF THE **MORGAN OWNERS OF PHILADELPHIA (MOPS)**, I WANT TO THANK EVERYONE FOR THEIR INTEREST IN THE **MOGGIE MIGLIA** AND THE MANY MESSAGES I RECEIVED BOTH ON AND OFF LIST. UNFORTUNATELY (AND DO TO THAT ALL-ENCOMPASSING "CIRCUMSTANCES BEYOND OUR CONTROL"), **MOGGIE MIGLIA VI WILL NOT BE HELD UNTIL 2002**. WE BEGAN OUR NEGOTIATIONS WITH THE HOTEL THAT WE HAVE USED SUCCESSFULLY IN THE PAST JUST AFTER CHRISTMAS. UNFORTUNATELY OUR TRADITIONAL DATE WAS BOOKED BY A WEDDING (HOW DARE THEY!). ALTERNATE DATES WERE AVAILABLE BUT THE FULL COMPLIMENT OF ROOMS WAS NOT. WE LOOKED AT ALTERNATE SITES BUT RAN INTO THE USUAL PROBLEMS: PLACES TOO BIG OR TOO SMALL, PLACES TOO EXPENSIVE, PLACES WHICH WANTED A TWO NIGHT COMMITMENT, ETC., ETC. WE HAVE ALWAYS STRIVED TO PRESENT A WELL-THOUGHT-OUT EVENT WITH THE PARTICIPANTS FUN-FACTOR AS OUR NUMBER ONE PRIORITY. WE FOUND THAT THIS WAS GOING TO BE DIFFICULT WITH THE OBSTACLES PRESENTED. HENCE THE "POSTPONEMENT"...

The **GOOD NEWS**. **Moggie Miglia VI will be held in 2002**. We have taken the extraordinary step and booked our Inn now! The Club has booked all 29 rooms at the Stroudsmoor Country Inn in Stroudsburg, PA for the night of Sat May 18, 2002. When those 29 rooms are gone, you will either have to splurge for their additional \$\$\$\$ suites across the drive or find your own accommodations! Those of you who have attended MMs in the past have made it clear to the organizers that you are most pleased with the Stroudsmoor: its prices, location, fine food, huge breakfast, and enthusiastic staff. **The Stroudsmoor is accepting reservations NOW for Moggie Miglia VI**, mention the Morgan Club, of course, when you call. 800 955 8663, or 570 421 6431, and they have a website at www.stroudsmoor.com

More good news: MM VI also coincides with the year-long celebration of 25 years of MOPs and we'll have a number of "tricks" up our sleeves. Our traditional event/rally door stickers and rally plates will have the extra notation of our 25th Anniversary. We will again commission noted automotive artist Tom Cibort to paint our event poster/commemorative cover. Expenses and budgets be damned we say! (with treasurer approval of course!) We welcome all past participants and a special welcome to first-timers; it's a fun event, it's an easy event, it's a friendly event. Whether you're from out-of-state or out-of-country, we have a place for you (up to our cut-off point of 35 cars anyway!)

We have kept a record of all previous inquires and will mail information and post it on the Morgan lists as it becomes available. So . . . you all have plenty of notice . . . mark your calendars and pick-up the pace on your restoration project if you must! Regards, Craig Seibert and John Moffatt Co-chairmen:

Morgan Memorabilia:

For those who have been waiting, we've reordered the MSCCC grill badge. A new supply will be available later this summer from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed - C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc..) from Melvyn. Other good news - our supplier in England is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges will have this feature, any older badges that need repair can be returned to Colmet for the same treatment.

We've 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!

For Sale:

I don't know if most Moggie owners are aware of it but Smiths instruments are being made new again by CAI Caerbont Automotive Instruments in Swansea, South Wales, Great Britain (Wales is definitely not in England). They are represented in the USA by GB Instruments, Inc. in North Canton, Ohio Tel 888-545-9775 and have web page <http://www.gbinstruments.com>

They have a very nice set of Classic range instruments in Magnolia, which exactly mirror the old Morgan individual instruments. They do not, as yet, have the three in one dial pattern units.

I have just fitted a new electronic rev. counter that works with the Pertronix ignition and also a new temperature gauge (as I am planning to run without a fan). They look so good I have also ordered a speedometer, which they will calibrate for you - new units can go to 140 mph.

Their agent in the eastern US is Nisonger Instruments in Mamaroneck, NY and the contact there is Woody on 914-381-3600. He has been very helpful in setting my instruments up (the instructions for programming the rev counter are tricky but the instruments looks & works great. Mike Virr - Morgan 4/4

1967 MORGAN PLUS 4-SILVER BODY/BLUE FENDERS, 42,000 ORIGINAL MILES, COMPLETE ENGINE REBUILD WITH MANY MODIFICATIONS -- BALANCED, HOT CAM, PORTED & POLISHED, HEADERS, SU JAG CARBS, ELECTRONIC IGNITION, LIGHTENED FLY WHEEL AND MORE. HAS GEMMER STEERING BOX, ADJ. STEERING COLUMN, OIL COOLER, CHROME WIRE WHEELS, NEW ROOF, BATTERY AND MORE. A SOLID, RELIABLE AND QUICK CAR. LOOKS GREAT. ASKING US\$27,500 CALL. John Ignozza 732-714-1090

Hi Vern, Thought I would let you know that my Plus 8 has been sold, and is going to Norway. Now I have to find a DHC! Thanks for all your help. Best Regards, Dave Gard, Calgary...

HOG MOG MATTERS:

Lynn Kuzyk (k3@home.com)

Reporters from the Toronto area seem to be very busy... no official report. A couple of notes courtesy of the editor... Rumor has it Rod Wilkinson & Meg Angevine are planning on some major cruising this summer in their Mog. Want to take in both MOG 31 and the PEI All Brits meeting. New camshaft from Greg Solow, camber plates courtesy of "The Beast" - what might Rod have in mind?

Rumor as well that the Aero 8 will make it to Canada in 2003. Let's hope for a good recovery in the tech sector of the stock market as the price is expected to be just shy of C\$150,000! Hope the factory has not taken their electrics from the same supplier Rolls Royce uses - all the papers reported on C\$550,000 R-R's going up in smoke (in case you missed it, check out the article in this Blurb).

For those MMC watchers among us, the latest up-to-date rumors still indicate that the Factory is testing a Ford-Jaguar V-six. There is an important addendum however. Though the engine does seem to be an admirable fit in the traditional Morgan body it is being tested in, it is being considered only for a new "economy" model of the Aero... incorporating this engine and the Aero body... er... an "Aero 6". Did you hear Elton John is auctioning off 20 of his classic cars through Christies's on June 5? Includes 4 Aston Martin's, Jag 4.2 roadster, Jag XJ220 (guess it wasn't so "super"), 2 Rolls-Royce, 9 Bentley's, and 3 Ferrari's. My pick? the 56 S1 Bentley Continental. Seems he's decided to keep the Morgan?? Or just raising cash to buy an Aero 8?

Malcolm & Brenda Taylor had their normal winter respite in the Florida sun. As usual, they do take in the local British Car shows. This year, again, they met up with Perry Nuhn and the Gator Mog crew. This group must get to the show early as all the Morgan photo's Malcolm had were of cars in the shade (and not reproduceable!). There was a good photo of the Gator Mog crew so – Perry – as a thank you for all those items you've borrowed from the Blurb here's one for the Gator Mogs.

In tribute to our TR3 veterans – Malcolm & Brenda – the one photo that did turn out well was of "Millie" a racing TR3. This 57 Triumph has now been brought back to 1965 racing condition. From the placard:

"Millie", named after her original owner, Millie Taylor has been a race and rally car all her life, having originally been rallied in the Milwaukee region SCCA in the late 50s and then raced extensively, first in the Milwaukee area by Millie's husband John Taylor. In 1960 a job move brought "Millie" to Jacksonville, Florida, where she raced all over the Southeast at tracks like Bainbridge, Herlong Field, Fernandina Beach, Daytona, and Sebring. She was a very competitive car, finishing first or second most of the time. After the Taylor's fourth child was born in 1966 "Millie" was put into long-term storage where she sat until July 24, 1996.

As John Taylor has now passed away, Grassroots Motorsports Publisher Tim Suddard and his wife Margie have taken over Millie's reins and plan to continue her illustrious motorsports career in vintage racing, rallying and autocrossing. This car is exactly as it last raced in 1966 – same paint, same headlights, same fuses! The only things that have been updated are the battery, steering wheel, tires, and of course mechanical replacement items."



Photos by Malcolm Taylor

Notes from the West:

Ken & Pat Miles (pat_miles@hotmail.com)

FRASER VALLEY CRUISE

On Sunday March 25th, the Fraser Valley Cruise was held with Les and June Burkholder and Ken and Pat Miles doing the total run in their Morgans. Mike and Rosemary Powley were in attendance with their want-a-be Morgan alias the Escort along with James and Ron Theroux in James' Tiger accompanied by Eric Eastic in his Tiger. Ted Carew-Gibson, Yvonne Theroux and Steve and Celia Hutchens joined us for lunch at the Big Ridge Pub.

The drive started at the Big Ridge Pub and headed north towards the Fraser River into the Port Kells area where it drove along the river taking a slight detour along a road under reconstruction. The drive organizer took some static for that part of the drive and was accused of going for the Rough Rider trophy, although it turned out not too bad in the end. From there it headed south along 264th street and eventually turned west along 16th Ave. Powley was lost along the way, as he could not resist the temptation to buy gas at 59.9 cents per litre. A pleasant stop at the Campbell River conservation area was held for coffee and cookies (supplied by Pat Miles and Yvonne Theroux) and the all-important pit stop. From here the drive continued through White Rock ending up at the above-mentioned pub. Ken Miles was accused by all for setting a record for not turning off his turn signals. Ken accused Pat as the navigator for her failure to carry out her function of turning off the turn signals. In turn Pat accused Ken. No matter who is at fault the Miles car might hold the record for the year.



Interclub Events:

Ed Burman (elburman@cyberus.ca)

As Ed Burman is recuperating from surgery (hope you're up and about very soon Edward), I asked Phil and Elaine Fisher if I could use the following. Hope this gives you some incentive to get back into Meghan very soon, Edward...

A New experience in the Mog....

We managed to document the precursor to our unforgettable experience with the demon solidified liquid sunshine. The attached photo was taken during Morgans Over America II (The Western Adventure) in

1995. The location is Colorado, East of Denver and South of Rocky Mountain National Park on Highway 40 near Winter Park. We had spent the previous evening at Estes Park and were now driving toward our next night's venue in Leadville, Colorado.



We are here in the valley at around 6,000 ft. elevation heading toward Berthoud Pass, which tops out at 11,307 ft. The nice white fluffy clouds on the horizon turned black and nasty toward the top of the pass and began depositing their ice chunks about 20 minutes after this photo. I too can testify that hail on the cheeks really smarts at 65 + mph! It was pure bliss to begin to descend the pass and finally get into a normal snowstorm.

Since we had anticipated changable conditions (a fact of life in the Colorado Rockies in September) we were wearing a number of layers under our GoreTex foulies as well as fleece lined aviators' caps. Yes, we were topless as well (actually the Morgan was topless, not us!); in fact we did the entire 30 day tour without putting the hood up once - a matter of pride (or stupidity??).

My Elaine was behind the lens, the '70 4-seater is RHD. Yes, I do drive by the wing mirrors. Our regulations are a bit more lax in this context; rear view mirrors are required but it is not mandatory to have one near or on the windscreen.

Best regards and joyful Moggin', Phil Fisher MSCC 7521, 1970 4/4 4-Seater & 1992 Plus 8

Notes from the Web:

If you've not yet found this interesting and informative source for all things Morgan, tune in. You can join eMOG by going to the www.GoMoG.com website and following the links / instructions. Look forward to chatting with you online.

On the subject of Rear Ends. My 7HA has already been rebuilt (broken carrier). It is making more noise and I expect to have to replace it. Like you I would like new. I tried the "Quaife" website with no

good results. Also I could not find a conclusion on eMog on the BTR. Did Roger Shawyer come up with something useable? Also you mentioned Quaife had a minimum order of 10. Maybe we can get an order together. Perhaps you could summarize what you know so far on eMog for all to review. Bill Button

Hi Bill, This tale is far from over as yet but here is what we know... Firstly, the Salisbury axles used on Morgans were produced for Morgans and no other car. They were installed in all models and generations of mogs from the 1930's to the mid-1990s with ratios 4.1:1, 3.73:1, 3.58:1, and 3.31:1

1. The MMC did not make any parts arrangement with Salisbury and there are no longer any parts available for their repair outside of seals etc. In most cases they will have to be scrapped as soon as they require repair.

2. More on the present situation of these axles is at www.gomog.com/panel/response32.html

3. The MMC replaced these axles with BTR axles. BTR is/was an Australian company now taken over by Spicer, then sold to Moto whatever, and will soon be purchased by Pacific Spares. The factory refers to the axles still as BTRs and they have them available in 4.1, and two other ratios that are close but do not match the +4's and the +8's exactly. All axles will need some mods to fit the safety brake assembly and different u-bolts. See John Worrall's response on the link above.

4. The MMC sells its axles for £2325 FOB Malvern or the axles can be purchased from an Australian dealer for US\$1050FOB Sydney Australia.

5. Roger Shawyer has received and forwarded a diagram of the BTR axle. This can be found at www.gomog.com/allmorgan/btr.html I am sending this diagram with information of the Salisbury as well to various custom shops to ascertain the price for a "perfect" fit unit. Any help here would be appreciated.

6. Your information on the Quaife solution is correct. It will be difficult to obtain 10 immediate orders however and I am uncomfortable in that their system will definitely change the "feel" of the Morgan. It will give more performance however.

I am curious as well whether the defective parts of the old units cannot be rebuilt. Precision machine shops can do some marvelous things...though our Panel didn't seem to think so. Lorne Goldman

Hi Mob While we wait for an expert reply I have **some thoughts on engine breathing**.

Firstly in order to avoid confusion I guess "breathing" may be best divided into two categories, primary and secondary. Primary being what goes on top of the piston and all access and egress via the attached induction and exhaust systems. It is not unusual that folk do not think too much about the airflow beneath the piston.

In secondary breathing we are looking at essentially one enclosed chamber with rotating parts as well as the displacement of air caused by the pistons on their downward travel, and with a lot of hot oil splashing about, the downward compressive possibilities of the pistons are likely to be somewhat dissipated due to the fact that when (in a 4 cyl) two pistons are on their way down the other two are at precisely the same position, though traveling in the opposite direction, thus the balance so achieved should avoid crankcase compression.

When the engine starts to wear things change, If any wear in the bore or piston rings allows an element of blow-by when on the firing stroke... Bang goes the balance (-: and dependant on the measure of wear and thus blow-by, the crankcase pressure can rise at every firing stroke of the worn component(s). I guess there can be many thousands of miles in an engine's life between the start of blow by and the decision to rebuild. So if the crankcase ain't ventilated we would blow gaskets as the pressure rose, the least line of resistance will be the likely chosen path for the oil and air.

In the early days it seems that a short pipe attached to the crankcase and venting to atmosphere at or near sump level was enough to achieve crankcase ventilation, and as the engine got older the more the chassis received... er... "protection" (-: A reasonable "balance" don't you think, though it seems in time there was a need for change. I can remember devices fitted with wire gauze in them, now whether they were there to stop the local inquisitive wildlife or what I don't know, though it was thought best to clean the filters out from time to time, I guess the more an engine "breathed" oil, the more worn it was and the more likely the gauze needed cleaning. I seem to remember that discharge via these systems was timed on some engines via a spring loaded disc driven from the end of the cam on which holes matched up with ports twice per revolution of the cam? At one stage in the bid to reduce oil dripped on the road from engines someone thought that a pipe venting the pressure might be best lead from the rocker cover to the air filter, that way any oil mist would be swallowed by combustion process of the engine and thus burnt instead of dripping on the road... a good idea as the oil mist would also lubricate the inlet valve guides a little? I guess that worked well enough until emission regs came about, I guess burning any amount of oil is not conducive to "clean" exhaust emissions.

More wear has the potential to create more crankcase compression, thus more "breathing" and this generally manifests itself by more oil evident at the breather, in the case of a rocker cover to air filter set-up the filter can show up the problem by becoming partially or badly contaminated with oil, of course we all know that any restriction in an air filter restricts primary breathing ability and is likely to create a richer mixture thus compounding emission problems. So some folk take the breather out of the filter housing and divert its breath into a bottle. I guess that as long as the bottle is vented and the pipes location and angle relevant to the bottle's exit hole are considered then an amount of oil can be caught in the bottle, I guess with some forethought, a good design may trap more of the oil from the mist than just a bottle with an inlet pipe and a breather hole, it may be an idea to fill the bottle loosely with a coarse grade of wire wool for the same reasons as the early filters.

It is quite amazing how many engines can run for thousands of miles blowing oil, though forgetting to top up a engine that "uses" oil will only accelerate the wear process, some old engines were designed to "use" oil, I seem to remember 200 miles per pint was acceptable on the early Jag's. I find no need to top up modern engine's oil unless there is a leak.

A cheat for EMISSION TESTING ONLY was to disconnect the "breather" from the air filter and vent it to atmosphere thus reducing the amount of oil entering the combustion process. Though if it is blowing like a gusher, I guess the output of the disconnected pipe will attract attention (-: Also running oil on the minimum dip stick mark can reduce the problem, and of course a new air filter helps if the original is contaminated. I guess in some countries the output from the crankcase breather has to go through much more "processing" before it is deemed worthy of freedom in the environment. I guess the extreme tree huggers might prefer the idea of a rocker cover discharge pipe run to a rectal valve fitted to the driver?... Might be better considering a real small engine instead of the +8 I fancy (-:

Of course if you put too much oil in then the problems will be exacerbated. Remember also that an engine that is left dormant is not a happy engine, in a damp climate its bores may be corroding as well as its piston rings, a combination of which can only accelerate bore wear and thus blow-by on eventual start up... I guess the best way to wear an engine out is by driving it rather than by storing it. More fun for your money? ... I can't preach here, having a number of dying and dead engines around my garage (-:

Cheers, George Dow

Hello everyone... Has anyone see a copy of the new magazine 'Sportscar' yet? They have launched a challenge inviting all Sports car manufacturers to attempt the 0-60mph British Record Speed sometime in June. I wonder if the MMC will take up this challenge? There are some good articles in there.

Time is moving on and Cheltenham (MOG 2001) is not so far away now. So far we have almost 640 cars booked and bookings are still coming in. Carol Kennett.

I just learned of the passing of **Bill Lowenberg** of Philadelphia who was a past president of MOPS and an avid Morgan enthusiast (and a good friend). Many Morgan owners in the PA and NJ area knew Bill through the 3/4 Group and MOPS. Bill attended many car events and his maroon +8 was a consistent prize winner. He was very proud of his association with the Morgan marque and with the clubs. I hope those of you who knew Bill will take a moment to remember him and those of you who did not, just think good thoughts for his spirit. Thanks! Stu Ross.

In response to a **poetry competition**, Mark Harrison, after review of many submissions announced a winner. "I'm pleased to announce that the winner of the 2001 Annual eMog poetry competition is Paul (Houndspirit@netscape.net). As you will recall, for correctly composing a poem on the subject of "ladies and Morgans" in one of the defined styles":

**A comely young gal loved her blue moggy,
But in wet weather she feared getting soggy,
A young man with a very large umbrella,
proved just the right sort of fella,
Now they both run trials together in the foggy.**

16 THINGS THAT IT TOOK ME 50 YEARS TO LEARN... by Dave Barry

1. Never under any circumstances take a sleeping pill and a laxative on the same night.
2. If you had to identify, in one word, the reason why the human race has not achieved, and never will achieve, its full potential, that word would be "meetings."
3. There is a very fine line between "hobby" and "mental illness."
4. You should not confuse your career with your life.
5. No matter what happens, somebody will find a way to take it too seriously.
6. When trouble arises and things look bad, there is always one individual who perceives a solution and is willing to take command. Very often, that individual is crazy.
7. Nobody cares if you can't dance well. Just get up and dance.
8. Never lick a steak knife.
9. Take out the fortune before you eat the cookie.
10. The most powerful force in the universe is gossip.
11. You will never find anybody who can give you a clear and compelling reason why we observe daylight savings time.
12. There comes a time when you should stop expecting other people to make a big deal about your birthday. That time is age 11.
13. The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.
14. The main accomplishment of almost all organized protests is to annoy people who are not in them.
15. A person who is nice to you, but rude to the waiter, is not a nice person.
16. Your friends love you anyway.



THE SUNDAY TIMES

"The Morgan Aero 8 doesn't look much, but on the road it's a swan," writes Ray Hutton



The ugly duckling

Morgan enthusiasts - and it is a marque that engenders enthusiasm like few others - have certain expectations. Their cars must look like something from the 1930s, provide a wind-in-the-hair driving experience, and be individually handcrafted.

Creating a high-tech, 21st-century Morgan is therefore a very tricky business. For years, the company in Malvern Link, Worcestershire, rejected the idea of a completely new car as too difficult: besides, it had orders for its traditional models extending five years ahead.

In 1996 Charles Morgan, grandson of the company's founder, decided to take the plunge. The result is the Aero 8, the unexpected star of the Geneva motor show this year, and now almost ready to be delivered to its first customers. Last week I took one of the first Aero 8s for a drive in the Malvern Hills.

I have previously described the idea of a Morgan as being better than the reality. There is something glamorously sentimental about looking out across the long, tapering bonnet and sweeping mudguards, but the cars are uncomfortable and difficult to drive fast on anything other than completely smooth roads. The Aero 8 isn't like that. For dyed-in-the-wool Morgan people, driving it will be a revelation.

This is a Morgan, but not as we know it. The simple and flexible steel ladder frame is replaced by an ultra-stiff lightweight chassis made of aluminium alloy sheets, bonded and riveted together. The suspension is like a modern racing car's, with rocker arms and inboard spring/damper units instead of Morgan's ancient sliding pillar arrangement at the front, and double wishbones replacing the cart-sprung rear axle. It is the first Morgan to have independent rear suspension, power-assisted steering, and disc brakes on all four wheels.

It is also the most powerful and most expensive Morgan yet. Its 286bhp comes from a 4.4 litre BMW V8 engine, as used in the BMW 540 and 740. The elevated price - £49,950 - ensures that Morgan will also continue with its cheaper traditional models. It has not

deterred more than 500 people who have placed orders for the Aero 8, so there is already a two-year waiting list.

Although its aluminium body panels are mostly formed by machine, the new car maintains Morgan's coachbuilding tradition by mounting them on a wooden frame bolted to the chassis. So the natural-coloured ash in and around the cockpit is not the usual thin veneer for decoration but a solid part of the car's structure.

There is nothing old-fashioned about the BMW engine and the Getrag six-speed gearbox that accompanies it. Morgan and his technical director Chris Lawrence, a veteran Morgan racer and tuner, are full of praise for the help BMW engineers gave in developing the car.

Although the open-topped Aero 8 is a far cry from the sanitised efficiency of a BMW saloon, the engine remains sweet, smooth and punchy, enhanced by the Morgan's more tuneful exhaust. Since the Aero 8 weighs only 1,000kg the performance is mighty: 160mph and 0-60mph in about 4.5sec.

Control efforts - the pedals, steering, gearchange - are not too heavy and are nicely matched. The car has eager responses, but is easy to handle and remains stable and surprisingly comfortable, even over poor road surfaces. It has power and torque to spare, so that you can flick the tail with a prod on the throttle or spin the wheels just for the hell of it.

The big racing-type brakes are highly effective but would be more reassuring in bad weather if they had an anti-lock system. The omission of ABS seems illogical, as Morgan has incorporated other mod cons, such as air conditioning, windows with built-in heating elements, and a tyre pressure monitoring system.

Even the most committed fan of the old models will appreciate the leap forward that the Aero 8 represents in performance and road behaviour. Whether they will like its shape is another matter - and a sensitive one, because the new-old style was created by Morgan himself.

His inspiration was the classic French and Italian roadsters but, sadly, Morgan has not achieved their elegance of line. The demands of aerodynamics for a 160mph car may be partly to blame, but the inset headlamps make it look cross-eyed, there is an awkward "shelf" between the wings, and the drooping, squared-off tail is at odds with the generous curves of the front.

When I first saw the Aero 8 at Geneva, I admired its engineering but did not warm to its appearance. I am sorry to say that, on the open road, I thought it looked even worse.

Classics Against Cancer

The Show: Dedicated to raising funds for the benefit of the Cancer Assistance Services of Halton Hills, it is a spectacular public exhibition held on the scenic lawns of Cedarvale Park in beautiful downtown Georgetown.

The Vehicles: Antique and Classic Road Cars, Modern Exotic and High Performance Automobiles, Race Cars, Kit Cars, Trucks, Military Vehicles and Modified Cars. Open to any road or race vehicle built in 1980 or earlier. Classics Against Cancer is an excellent opportunity for relaxing while supporting a very important cause.

Show Entry: \$25.00 per vehicle which includes judging, awards, photo, dash plaque, goodie bag, and food tickets! The first 100 entries received prior to the show qualify for a special draw! Entries also accepted on the day of the show.

Best-of-show and 1st, 2nd and 3rd place plaques, and draw prizes will be presented at 3:00 PM.

Setting of Goods is not permitted on the grounds or parking lots without the express permission of the Organizing Committee.

Exhibitor registration starts at 7:30 AM and closes at 11:00 AM. Judging begins at 9:00 AM.

Awards presentation at 3:00 PM - at the bridge. The gates are open to the public from 7:30 AM to 4:00 PM.

Judging and Awards

1st, 2nd, and 3rd plaques for each class. Due to space limitations, registration will be refused to vehicles newer than 1980. Vehicles not meeting our standards will be refused admittance.

Map to Georgetown's Cedarvale Park



- Classes with Name Years From To**
- 1. Production and Classics 1980-1989
 - 2. Pre-War Production 1930-1939
 - 3. Post-War Production 1940-1949
 - 4. Production Vehicles 1950-1959
 - 5. Production Vehicles 1960-1969
 - 6. Production Vehicles 1970-1979
 - 7. Production Vehicles 1980-1989
 - 8. Production Vehicles 1990-1999
 - 9. Production Vehicles 2000-2009
 - 10. Production Vehicles 2010-2019
 - 11. Production Vehicles 2020-2029
 - 12. Production Vehicles 2030-2039
 - 13. Production Vehicles 2040-2049
 - 14. Production Vehicles 2050-2059
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MORGAN CAR CLUB of Washington DC, Inc.

PRESS RELEASE

MORGAN OWNER'S GATHERING EAST - MOG-31

DATES: 6/29/01 - 7/02/01

LOCATION: Ingelside Resort & Conference Center,
1410 Commerce Road, Staunton, VA 24401
(In the beautiful Shenandoah Valley)

HOTEL: 540-248-1201 @ \$60 per night before tax

RESERVATIONS:

DIRECTIONS: Exit 225 from I-81. Right at Rt. 11, then look for the hotel on your left.

FEATURED MODEL: Flat Rad

REGISTRATION FEE: \$ 60 by 5/18/01 - Good for 2 people plus their car. \$ 66 after 5/18/01. One day pass: \$ 25

EVENTS: Concours, Rallye, Autocross, Gymkhana, Scenic Tour, Hill Climb, Parade of Flat Rads, Pig Roast, Poolside Parties, Wine Tasting, & Awards Banquet.

RECREATION: 18 hole championship golf course and pro shop
Pools - indoor with jacuzzi and outdoor
Bowling - 2 alleys
Volleyball - sand court
Hiking, fitness, and jogging trails
Scouting for wildlife at Bogey's Lounge
Fitness Facility
Health spa and massage therapy
Bocci
Tennis
Basketball
Arcade games
Nearby: canoeing, rafting, horseback riding, go-carting, antiquing, historical sites

INFORMATION: Call Ed Geiger @ 703-620-0659 or e-mail: geigermog@aol.com for registration forms or other info.

**MOG
31**



INGELSIDE RESORT
Staunton, Virginia



REGISTRATION MOG 31

FRIDAY - JUNE 29, 2001 • REGISTRATION • WELCOME BAR B Q • NOGGIN'
SATURDAY JUNE 30, 2001 • REGISTRATION • CONCOURS • TOUR • PIG ROAST • NOGGIN'
SUNDAY JULY 1, 2001 • AUTOCROSS CLINIC • AUTOCROSS • GYMKHANA • NOGGIN'
MONDAY JULY 2, 2001 • ROAD RALLYE • HILL CLIMB • PARADE • COCKTAILS • AWARDS DINNER • NOGGIN'
TUESDAY JULY 3, 2001 • TRAVEL DATE

PARTICIPATION IN ANY COMPETITION OR SOCIAL EVENT REQUIRES REGISTRATION
TO QUALIFY FOR A CONCOURS TROPHY. ENTRIES MUST BE DRIVEN ONTO THE FIELD

NAME Please print or type _____

OTHERS IN PARTY _____

MAILING ADDRESS _____

PHONE _____

Is this your first MOG ? _____

ARRIVAL DATE _____

DEPARTURE DATE _____

Primary Car Club? _____

CIRCLE INFO BELOW

TRIKE ROADSTER _____

4/4 DROPHEAD _____

+4 4 PLACE _____

+8 SPORT _____

+4 COMP/RAE _____

YEAR _____ SERIAL # _____

COLOR - BODY _____ WINGS _____

INTERIOR _____

OTHER FEATURES _____

PLEASE LIST OTHER MORGAN VEHICLES BROUGHT ON ON BACK OF FORM

HOTEL ACCOMMODATIONS Participants are to make their own reservations

PRIMARY: INGELSIDE RESORT 540-248-1201 (Ask for Morgan Club rate)

\$60 per room +tax, minimum two night book

SECONDARY: SHENANDOAH VALLEY KOA 540-248-2746 (Propane, cabins, pool, hot tub, etc.)

PRIMARY REGISTRATION (Includes all event participation for 2 people) Prescheduled before May 18 \$ 60.00

(Walk in and registration after May 18, 2001) \$ 66.00

- Dependents under the age of 21 - \$15 each \$ 15 x _____

- Extra Adults over 20 years of age - \$30 each \$ 30 x _____

FLAT RAD MORGAN - DRIVEN ON SITE DISCOUNT - HALF PRICE (\$70 or \$20) \$ 30.00

DAY TRIP REGISTRATION (Includes one day event(s) participation for single driver)

MEALS: Friday BAR B Q - Adult \$11.50 X _____ Child, 4-10 years \$ 5.75 X _____

Pig Roast - Adult \$13.00 X _____ Child, 4-10 years \$ 7.50 X _____

BANQUET - Adult \$25.25 X _____ Child, 4-10 years \$12.65 X _____

NO REFUNDS WILL BE GRANTED

Returned check fee: \$15

Registration mail in cut off date: June 20, 2001

Mail to: Lella Ridgway, Registration

803 Portland Drive

Downtown PA 19335

GRAND TOTAL _____

Make checks payable to MCC DC

QUESTIONS ? Phone Ed Geiger 703-620-0659

THE "BRITS" ARE COMING, AGAIN !!

In today's "Oh, so politically correct" society, the term "Brits In The Park" could possibly raise the hackles on more than a few socially sensitive watchdogs. Or the term might simply be construed as the punchline to an off-colour, locker room story.

Fortunately for the Victoria British Car Club, neither is true as "Brits In The Park" is actually a highly anticipated annual celebration of British-based motoring. Jointly organized by the forty-plus members of the VBCC, the festival features an impressive gathering of various British marques showcased in Lindsay, Ontario's picturesque downtown Victoria Park. Now heading into its seventh year, the show regularly draws car owners, collectors and visitors from as far away as Ottawa, London, Buffalo.

"Last year we registered 147 vehicles, both cars and motorcycles, and all British designed and built. We had everything ranging from MG's to Triumphs to Jaguars," explains club member Jim Nesbitt. "This show just seems to be a magnet for all British car owners. It obviously gives them a chance to show off their cars, and to brag about the trials and tribulations of old car restorations."

Over the short history of the affair, every conceivable British make has been featured at one time or another. Easily identifiable names such as Mini, Healey, Bentley, Lotus plus a full spectrum of MG products regularly make the trek to the historic Central Ontario town for the show, but there have also been some true collectable gems on display.

Nesbitt, himself the owner of a Triumph TR-6 continues,

"Two years ago we had a very rare three-wheeled Raleigh air cooled two cylinder stumey archer engine arrived for the show, as well as a V-8 MGB. What makes this MG so special is that no V-8 cars were ever exported to the 'colonies'. This car was an original British built machine, complete with right hand drive. But our most memorable visitor was a 1912 Wolseley M-5."

The Wolseley was, at one time, considered to be the ultimate in touring cars, prepared for only the most wealthy and regal of British society. Today, only two examples of the exotic car remain in existence, one in a London museum and the other in the garage of Whitevale, Ontario's Charles Neville.

Originally belonging to Toronto Telegram owner John Ross Robertson, this six-cylinder convertible was discovered by Neville in what he described as "absolute derelict condition". Six thousand hours of painstaking restoration later, Neville's treasure has been transformed from a rusting relic back to its original pristine condition, complete with immaculate wood trim and luxurious all leather interior.

And while the Wolseley and its compatriots may be the stars of the "Brits In The Park", this is only part of the entertainment package offered in the one-day motoring based festival.

With the "Kawartha Big Band" performing in the park's gazebo, Lindsay Mayor Art Truax and Queen Victoria herself (amazingly portrayed by local actress Heather Newman) are piped onto the grounds by a Scottish Highlander to open the celebrations. Visitors to the display are also invited to vote for their favourite car or motorcycle (people's choice) and are encouraged to visit the various vendors in the Brits and Spanners market place.

If, for some reason you tire of sports cars (!) And shopping is on your Sunday agenda, Lindsay's downtown business section is only a short, two-block stroll away from the car show. Catering to the Out of Town visitor, Lindsay's many interesting stores and restaurants will be open to satisfy the needs of any guest. In keeping with the British theme, the Olympia Restaurant, a long time supporter of "Brits in the Park", will offer typical English fare in an outdoor barbeque featuring "Bangers on a Bun" and a pint or two of proper British ale to the discriminating celebrant.

"Our 'Brits in the Park' festival is a rapidly developing social event," concludes Nesbitt. Visitors come to Lindsay focusing on the car show but they also manage to take advantage of the local hospitality. Little things like our nature trails and boat rides up the river and the shopping have many repeat visitors circling our date on their calendars as one of their social highlights. It's a lot of fun for our car club and it's great for the town. This is an open invitation for everyone to put on their best tweeds and caps and come and join us for 'Brits in the Park, 2001'!

This year's "Brits in the Park" festival will take place on Sunday July 22nd, with registration beginning at 9:00 a.m. For further information regarding the car show, contact Jim Nesbitt at (705)324-5194. For further information on accommodation and tourist attractions, visitors can reach the Lindsay Chamber of Commerce at (705) 324-2393.

J. (Wally) Nesbitt
Car Journalist (extraordinary)

Brits in the Park Sunday July 22 Victoria British Car Club

Come to the city of the Kawartha Lakes (Lindsay) on this carefree summer Sunday. The Victoria British Car Club presents "Brits in the Park", the most authentic, exclusively British Motoring Event on this side of the pond. Last year boasted 150 Classic British cars set in picturesque downtown Victoria Park. It is sure to steal your breath away... and perhaps your heart!

*People's choice awards, prizes, Olympian Pub & Food Bar,
Brits & Spanners Market Place, Queen Victoria (herself)*

Sunday July 22, in Victoria Park, Kent Street, Lindsay. Field opens at 9:00 am, no judged entries after 1:00 pm, \$10.00 entry fee. People's choice judging begins at 11:00 am and closes at 2:00 pm. Awards at 3:00 pm. For information call Jim Nesbitt at 705-324-5194 or club President, Helen Fowler at 705-652-3658



16th CANADIAN CLASSIC, July 26th - July 29th, 2001

The Classic this year will be hosted by Chris Walker and Gertha Griffiths at the Best Western Beacon Harbourfront Inn in Jordan, Ontario, from July 26th through to July 29th.

SCHEDULE OF EVENTS

Thursday, July 26th

7:00 pm-11:30pm

Registration desk open in Hospitality Suite. Come on down and get acquainted, meet your triumph friends and have some refreshments with us.

Friday, July 27th

7:30-9:00 am

9:30 am

12:00

5:00 pm

7:00 pm

10:00-11:30

Saturday, July 28th

7:30 - 9:00 am

9:45 am

10:15am -3:00 pm

3:00 pm

6:00 pm

7:00 pm

Sunday, July 29th

7:30-9:30 am

9:45 am

12:00

Registration, Breakfast, tire kicking, hand shaking, oil checking.

Tour of Niagara leaves Hotel

Lunch break

Return to Hotel

Harbourfront BBQ and pub

Hospitality Suite

Breakfast, tire kicking, hand shaking, oil checking, cleaning, polishing, story telling, etc.

Leave for Waterfront Park in Port Dalhousie

Concours and Participants Choice show.

Leave for short tour back to Hotel

Cocktails

Awards Banquet

Breakfast,

Morning run of the back roads followed by visit to Capital Motors.

Head for Home

16th Annual Canadian Classic 2001, Jordan Harbour, Ontario Canada

July 26th thru July 29th

Presented by The Toronto Triumph Club

Hosted by Chris Walker and Gertha Griffiths, 1-905-335-0812, triumph@toronto.on.ca

REGISTRATION FORM

Name: _____

Address: _____

Phone: _____

City: _____

Prov: _____

Postal Code: _____

Email: _____

Car Year: _____

Model: _____

Colour: _____

Club Affiliations: _____

Registration

Cost

Total

Registration per vehicle (before June 1st, 2001)

\$50.00

Registration per vehicle (after June 1st, 2001)

\$60.00

Events

Welcome Party, Thursday evening, July 26th

N/C

Friday Driving Tour, July 27th (with event registration)

N/C

Friday Harbourfront BBQ (ea)

\$15.00

Saturday Concours (with event registration)

N/C

Awards Banquet (ea)

\$35.00

T-Shirts (ea) indicate size

\$15.00

TOTAL

Host Hotel

Best Western Beacon Harbourfront (905-562-4155) (Can off date for main rate of \$139.00, June 27th)

(888-BEACON)

Checks for Registration should be payable to TorontoTriumph Club.

Payment by VISA:

Card #:

Exp:

Signature:

WAIVER (must be signed)

I am aware of the hazards associated with motor vehicle events and specifically release the Toronto Triumph Club, their officers, heirs and club members, from any claims and/or actions due to any injury, damage, or death occurring before, during, or after this event.

Signature: _____

Return To: Chris Walker, 2335 Somerset Drive, Burlington, ON, L7R 3X4



Island Cell Father's Day Weekend
June 15, 16 & 17
Camping, Tours, BBQ, Picnic



If you're still pondering whether to come to the annual Father's Day British Car Owner's Picnic at Victoria's Beacon Hill Park - organized by our MOG NW member Jim Wolters (no entry fee or prizes, just fun) - you might want to check out our informal agenda. Iris Gorden is just up the road a bit from Woody's see here!



Friday, June 15th - arrive anytime after noon at Woody & Carmel Thomson's rustic home on Malby Lake (20 min North of Victoria, or south of the Swartz Bay ferry terminal), for relaxing, swimming or hiking. The 12 acre private lake is warm, and pristine clean. We are making available our Barn, a large Family Cottage with sleeping porch, the goathouse, the sauna, and can accommodate about 7 couples. We prefer you bring sleeping bags, even tents for the adventurous (there are great campsites on the property, or across the lake by canoe). A local eatery for Friday dinner.

Saturday, June 16th - all informal events (tours) are weather and mood dependent.

1. The Mog Car Club slalom race at nearby Western Speedway. The 20 minute route from the lake to the speedway is paved, and really twisty! A Morgan road if ever there was one!
2. Tour Jim Wolters' car restoration shop (including his Morgan), or his Bristol Motors shop where you can have your photo taken beside John Lennon's Rolls Royce or
3. Visit Drew and Hol Irwin's world-class mega-yacht boatyard 'Philbrooks' in nearby Sidney, or
4. Take longer drives to South Vancouver Island's Port Renfrew, Jordan River, or Sooke Parkholes, or
5. Just hang out at the lake and swim, sauna, or hike.

All followed by a bang-up BBQ (something on a spit hand-turned over a real fire - we provide meat and wine).

Overnight with Thomson's or local B&B's (see below). Confirm with Woody ASAP the night(s) you need accommodation at the lake, or if you need a simple map to find us: tel (250) 79-7743 fax (250) 389-2247 or e-mail thomson@coastnet.com

Sunday, June 17th - 9:30am start to arrive at Beacon Hill Park in Victoria for 10am on the field. We will make-up picnic lunches. Event concludes at 2pm. Head home from the Park, or back to the lake for a swim if it's a hot day. Again, overnight accommodation for those who wish.

Local B&Bs - all within 10 minutes of Woody & Carmel's

1. The Breadhouse (Wood-fired Stone Oven Baked Bread) Will & Irma Marrs \$85 Cdn
www.thebreadhouse.com tel/fax (250) 479-6195 info@thebreadhouse.com
2. The Gozbeo (Charming, long established) Martin & Linda Vernon \$120 - \$135 Cdn
www.victoria-bc.com/gozbeo tel (250) 727-2420 fax (250) 727-6605 stoyatgozbeo@pacificcoast.net
3. The Iris Gorden (4-star, heated indoor pool) Sharon \$130 - \$170 Cdn
www.irisgardenvictoria.com tel (250) 744-2253 fax (250) 744-5690 irisgarden@home.com



Scottish Games in Coquitlam Saturday
June 30th 2001 In the usual place

The Coquitlam Stadium - near the old road to Westwood



HOOT MON! IT IS SCOTTISH GAMES TIME AGAIN AND WE ARE STILL INVITED BACK!

Time to sign-up again - you save an \$20.00 entrance fee for the privilege of displaying your Morgan or British Car and get a great parking spot to boot! Same rules apply

1. arrive around 9:30AM to 10:00AM and go to the south end of the field this time NEAR THE WHISKY TENT!
2. entrance same as before at the SOUTH END of the field
3. you should stay until the OPENING CEREMONY ends around 3:00PM
4. Need more information? Call or E-Mail Mike Powley @ (604) 261-0901 or E-MAIL @ mpowley@bcit.ca
5. We need your information below returned to me by any means as any advance information is appreciated for your hassle free entry to the grounds on Saturday June 30th, 2001.

NAME	CAR MAKE	MODEL	YEAR	PHONE NUMBER
1.				



Morgan Spares Ltd

USA Factory Authorized Parts Distributor and Service Agent
225 Simons Road Ancram, NY 12502
Phone (518) 329-3877 Fax (518) 329-3892
morgan@spares.com www.morgan-spares.com

March 28, 2001

To: Editor

Please find enclosed Spring Special ad that we would like run through your May edition. After that, please resume the normal ad showing the catalog.

Thank you

Linda
Linda Eckler

Please also run the following classified ad in your next newsletter:

Slightly used (under 2000 miles) starter for 3.9L +8 \$275.00
New in box: Wiper Wheelbox DHC 1950-55 #72662 \$65.00 each
New Moss 4 speed +8 chassis frame \$1000
Front bumper for 1954-57 with overriders \$325 real nice shape
Rear bumper for 1954-57 in very nice shape \$250
1 pair 1954-57 bumper overriders in good condition \$150/pair
Complete seat back assy for 1950-57 +4 Roadster in red leather, \$500 brand new
Brand New High Tank Fuel Cell for Flat Rad or DHC \$600
Black and Cream faced original gauges - Inquire
Rebuilt 15" & 16" Steel Wheels - Inquire
Restored wiper motors and lots of spare parts - Inquire
Lots of assorted SU carbs, together or pieces
Lots of assorted distributors, together or pieces
Lots of assorted engine parts, Triumph, Cortina, 100E both new and used

Contact Morgan Spares Ltd at (518) 329-3877



Jean-Claude DENIS

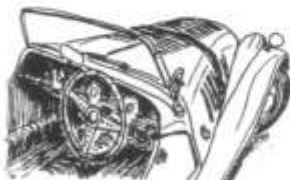
Courtesy of Jacques Gallien, MOG Belgium

From "Morgan Mania"

by Bryan Reading as
published in Miscellany.

... Bryan has decided
to "put down the pen" with
respect to Morgan cartoons
to concentrate on other subjects

Thank you, Bryan, for the trove of
serious and not-so-serious looks
at Morgans and Morgan ownership.





Presents



"People's Choice"
Award winner
EuroCar Day 2000
Mary & Gary Dwyer
1948 Jaguar Mk IV Saloon

EUROCAR DAY 2001

Sunday, June 10 9:00 a.m. to 3:30 p.m. Rain/Shine

Rose Garden Restaurant Grove (Grove is behind restaurant)

2753 Wehrle Dr., Williamsville, NY (716) 632-9871

over 140 European cars shown in 2000

All European Marques Welcome • 1-2-3 Place Awards in All Classes

Popular Vote • Well-Drained Grassy Show Area • Food Available

Free Spectator Admission/Parking • 2 Hrs from Toronto • 1 1/2 Hrs from Rochester

ENTRY FEE: ➤ \$7.00 By June 5 ➤ \$10.00 After June 6 INFO: (716) 662-1696

DIRECTIONS: NYS Thruway Exit 49, Left (north) onto Rt. 78 (Transit Rd.), 6/10's mi. Right onto Wehrle Dr., 6/10's mi. Right into Rose Garden Restaurant Grove.

NO AWARDS MAILED

A. Bentley Continental	J. MG BGC (cabriolet)	3. Brimco Sports	BB French	REGISTRATION
B. Austin Healey Sprite	K. MG Midget	4. Brimco Club	CC Swedish	5:00 AM TO NOON
C. Jaguar XK150 (40/100)	L. Morgan	5. Alfa Romeo Alfa	ED European Club	AWARDS
D. Jaguar E-type	M. Scuderia	6. Fiat	(incl. Alfa Romeo Cars)	3:30 PM
E. Jaguar Sedan	N. Triumph 2/2	7. Ferrari		
F. Jaguar XJ-S MKII	O. Triumph 4750	8. Mercedes		
G. MG T Series	P. Triumph TR6	9. Porsche 911		
H. MG A	Q. Triumph Spitfire GTs	10. Porsche Club		
I. MG BGC (convertible)	R. Triumph Club	11. Volkswagen		

SEAL SYSTEM COURTESY OF WHITING DIESEL INC. DJ - Tim Hurler

EURO CAR DAY 2000 REGISTRATION FORM

ENTRY FEE: ➤ \$7.00 Before June 5 ➤ \$10.00 After June 6 PAYABLE TO: British Car Club WNY

MAIL TO: Euro Car Day, David Kray, 30 Bayview Rd., Williamsville, NY 14221

WAVES OF LIABILITY (MUST BE SIGNED): Neither I, my heirs nor agents will hold the British Car Club of Western New York, their officers, members or agents liable for any acts or occurrences affecting me, my vehicle or personal property while engaged in, or traveling to or from this event.

Entrant(s) Signature(s) _____ Date: _____

Entrant(s) Name(s) _____ Phone: H(____) _____

Address with State/Province and Zip/Postal Code _____

Marque: _____ Model: _____ Year: _____

Class: _____ Club Affiliation(s): _____

*** DISPLAY ONLY. DO NOT JUDGE ***

British Car & Motor Cycle Show



Car boot sale
& flea market



Aug 26th/2001. 9.00am-4.00pm

St. George's Society of London

• General admission \$4, Under 12 free

• Flea Market.. Outside 20x30 Area \$25.00

• Car boot sale vehicles \$5

No Vehicle Registration Fee

Hot dogs, Pub grub, British & domestic beers on tap

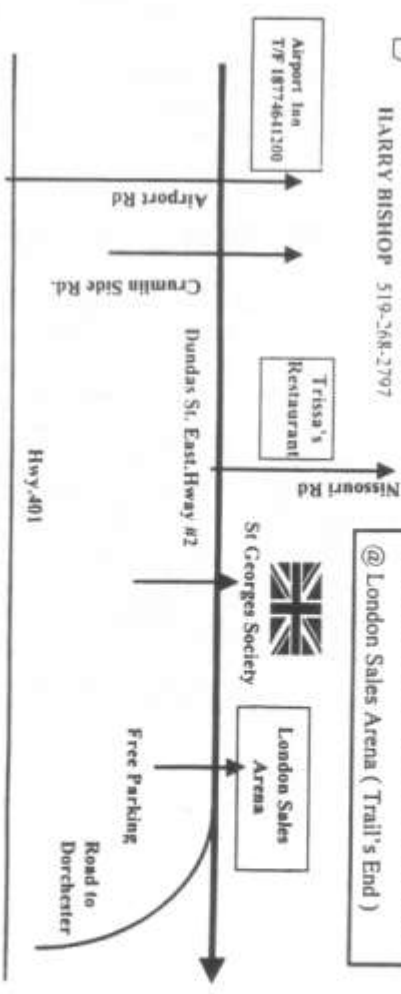
For More Information Call 519-768-7841

or STU BROWNLOW 519-453-0068

DON COULBECK 519-451-0829

HARRY BISHOP 519-368-2797

VISITOR PARKING - FREE
@ London Sales Arena (Trail's End)



St. George's Society is not Responsible for any Liability, Damage, Losses, or Personal Injury arising from attendance at this event.

All English Car & Motorcycle Show

Battle of the Brits

2001



Sunday,
September 9, 2001
Freedom Hill Park

15000 Metro Parkway, Sterling Heights, Michigan
(15 Mile Road between Schoenherr and Utica Roads)



10am to 5pm
RAIN OR SHINE!

Our 19th Year!

www.detroittriumph.org

19th Annual Battle of the Brits

Sunday, September 9, 2001

Join the Detroit Triumph Sportscar Club and the Metro Triumph Riders for Michigan's largest all British car and motorcycle show!
View some of England's best two and four-wheeled transportation at a great location - Freedom Hill Park in Sterling Heights.
There will be food for sale on the grounds, or you can bring a picnic lunch to enjoy.

British car concours will include 33 classes with 1st, 2nd and 3rd place awards in each. Participants will vote for their favorite cars in 12 categories, and special awards will be presented for "President's Preference," "Chairman's Choice," and "Best in Show." New this year is the Preservation Class for three-time concours class winners since the introduction of the current BOTB concours system in 1998. All entries registered in this class will receive awards.

Many vendors will be on site with auto parts, accessories and memorabilia for sale, including KDC MotorAccessories and Little British Car Company. For more information, contact the event chairman or visit DTSC on the web at www.detroittriumph.org

PLEASE REGISTER EARLY

Part of this year's proceeds will again benefit the Michigan Humane Society.

THERE IS A \$7.00 FEE FOR NON-PARTICIPANT PARKING PAYABLE AT THE GATE

EVENT CHAIRMAN

Sue Snyder, 810/979-4875, snyder@home.com

EVENT REGISTRARS

Dave & Laurie Carlson, 248/426-0124, david@426@aol.com

Please make check payable to:
DETROIT TRIUMPH SPORTSCAR CLUB
19971 Maguirewood, Livonia, MI 48152

LATE REGISTRATION

9:00am - 12:30pm

SHOW OPEN TO PUBLIC

10:00am - 5:00pm

AWARDS PRESENTATION

4:00pm

BRITISH CAR REGISTRATION

Name	_____			Phone	_____			E-mail	_____		
Address	_____										
City	_____			State / Province	_____			Country	_____		
Zip / Postal Code	_____			Colour	_____			CLASS**	_____		
YEAR	_____			MARQUE	_____			MODEL	_____		

** Please select the class in which your car will be entered from the following:

- A. 1917-1930/36
- B. 1931-1935
- C. 1936-1939
- D. 1940-1945
- E. 1946-1949
- F. 1950-1954
- G. 1955-1959
- H. 1960-1964
- I. 1965-1969
- J. 1970-1974
- K. 1975-1979
- L. 1980-1984
- M. 1985-1989
- N. 1990-1994
- O. 1995-1999
- P. 2000-2004
- Q. 2005-2009
- R. 2010-2014
- S. 2015-2019
- T. 2020-2024
- U. 2025-2029
- V. 2030-2034
- W. 2035-2039
- X. 2040-2044
- Y. 2045-2049
- Z. 2050-2054
- AA. 2055-2059
- AB. 2060-2064
- AC. 2065-2069
- AD. 2070-2074
- AE. 2075-2079
- AF. 2080-2084
- AG. 2085-2089
- AH. 2090-2094
- AI. 2095-2099
- AJ. 2100-2104
- AK. 2105-2109
- AL. 2110-2114
- AM. 2115-2119
- AN. 2120-2124
- AO. 2125-2129
- AP. 2130-2134
- AQ. 2135-2139
- AR. 2140-2144
- AS. 2145-2149
- AT. 2150-2154
- AU. 2155-2159
- AV. 2160-2164
- AW. 2165-2169
- AX. 2170-2174
- AY. 2175-2179
- AZ. 2180-2184
- BA. 2185-2189
- BB. 2190-2194
- BC. 2195-2199
- BD. 2200-2204
- BE. 2205-2209
- BF. 2210-2214
- BG. 2215-2219
- BH. 2220-2224
- BI. 2225-2229
- BJ. 2230-2234
- BK. 2235-2239
- BL. 2240-2244
- BM. 2245-2249
- BN. 2250-2254
- BO. 2255-2259
- BP. 2260-2264
- BQ. 2265-2269
- BR. 2270-2274
- BS. 2275-2279
- BT. 2280-2284
- BU. 2285-2289
- BV. 2290-2294
- BW. 2295-2299
- BX. 2300-2304
- BY. 2305-2309
- BZ. 2310-2314
- CA. 2315-2319
- CB. 2320-2324
- CC. 2325-2329
- CD. 2330-2334
- CE. 2335-2339
- CF. 2340-2344
- CG. 2345-2349
- CH. 2350-2354
- CI. 2355-2359
- CJ. 2360-2364
- CK. 2365-2369
- CL. 2370-2374
- CM. 2375-2379
- CN. 2380-2384
- CO. 2385-2389
- CP. 2390-2394
- CQ. 2395-2399
- CR. 2400-2404
- CS. 2405-2409
- CT. 2410-2414
- CU. 2415-2419
- CV. 2420-2424
- CW. 2425-2429
- CX. 2430-2434
- CY. 2435-2439
- CZ. 2440-2444
- DA. 2445-2449
- DB. 2450-2454
- DC. 2455-2459
- DD. 2460-2464
- DE. 2465-2469
- DF. 2470-2474
- DG. 2475-2479
- DH. 2480-2484
- DI. 2485-2489
- DJ. 2490-2494
- DK. 2495-2499
- DL. 2500-2504
- DM. 2505-2509
- DN. 2510-2514
- DO. 2515-2519
- DP. 2520-2524
- DQ. 2525-2529
- DR. 2530-2534
- DS. 2535-2539
- DT. 2540-2544
- DU. 2545-2549
- DV. 2550-2554
- DW. 2555-2559
- DX. 2560-2564
- DY. 2565-2569
- DZ. 2570-2574
- EA. 2575-2579
- EB. 2580-2584
- EC. 2585-2589
- ED. 2590-2594
- EE. 2595-2599
- EF. 2600-2604
- EG. 2605-2609
- EH. 2610-2614
- EI. 2615-2619
- EJ. 2620-2624
- EK. 2625-2629
- EL. 2630-2634
- EM. 2635-2639
- EN. 2640-2644
- EO. 2645-2649
- EP. 2650-2654
- EQ. 2655-2659
- ER. 2660-2664
- ES. 2665-2669
- ET. 2670-2674
- EU. 2675-2679
- EV. 2680-2684
- EW. 2685-2689
- EX. 2690-2694
- EY. 2695-2699
- EZ. 2700-2704
- FA. 2705-2709
- FB. 2710-2714
- FC. 2715-2719
- FD. 2720-2724
- FE. 2725-2729
- FF. 2730-2734
- FG. 2735-2739
- FH. 2740-2744
- FI. 2745-2749
- FJ. 2750-2754
- FK. 2755-2759
- FL. 2760-2764
- FM. 2765-2769
- FN. 2770-2774
- FO. 2775-2779
- FP. 2780-2784
- FQ. 2785-2789
- FR. 2790-2794
- FS. 2795-2799
- FT. 2800-2804
- FU. 2805-2809
- FV. 2810-2814
- FW. 2815-2819
- FX. 2820-2824
- FY. 2825-2829
- FZ. 2830-2834
- GA. 2835-2839
- GB. 2840-2844
- GC. 2845-2849
- GD. 2850-2854
- GE. 2855-2859
- GF. 2860-2864
- GG. 2865-2869
- GH. 2870-2874
- GI. 2875-2879
- GJ. 2880-2884
- GK. 2885-2889
- GL. 2890-2894
- GM. 2895-2899
- GN. 2900-2904
- GO. 2905-2909
- GP. 2910-2914
- GQ. 2915-2919
- GR. 2920-2924
- GS. 2925-2929
- GT. 2930-2934
- GU. 2935-2939
- GV. 2940-2944
- GW. 2945-2949
- GX. 2950-2954
- GY. 2955-2959
- GZ. 2960-2964
- HA. 2965-2969
- HB. 2970-2974
- HC. 2975-2979
- HD. 2980-2984
- HE. 2985-2989
- HF. 2990-2994
- HG. 2995-2999
- HH. 3000-3004
- HI. 3005-3009
- HJ. 3010-3014
- HK. 3015-3019
- HL. 3020-3024
- HM. 3025-3029
- HN. 3030-3034
- HO. 3035-3039
- HP. 3040-3044
- HQ. 3045-3049
- HR. 3050-3054
- HS. 3055-3059
- HT. 3060-3064
- HU. 3065-3069
- HV. 3070-3074
- HW. 3075-3079
- HX. 3080-3084
- HY. 3085-3089
- HZ. 3090-3094
- IA. 3095-3099
- IB. 3100-3104
- IC. 3105-3109
- ID. 3110-3114
- IE. 3115-3119
- IF. 3120-3124
- IG. 3125-3129
- IH. 3130-3134
- II. 3135-3139
- IJ. 3140-3144
- IK. 3145-3149
- IL. 3150-3154
- IM. 3155-3159
- IN. 3160-3164
- IO. 3165-3169
- IP. 3170-3174
- IQ. 3175-3179
- IR. 3180-3184
- IS. 3185-3189
- IT. 3190-3194
- IU. 3195-3199
- IV. 3200-3204
- IW. 3205-3209
- IX. 3210-3214
- IY. 3215-3219
- IZ. 3220-3224
- JA. 3225-3229
- JB. 3230-3234
- JC. 3235-3239
- JD. 3240-3244
- JE. 3245-3249
- JF. 3250-3254
- JG. 3255-3259
- JH. 3260-3264
- JI. 3265-3269
- IJ. 3270-3274
- JK. 3275-3279
- KL. 3280-3284
- KM. 3285-3289
- KN. 3290-3294
- KO. 3295-3299
- KP. 3300-3304
- KQ. 3305-3309
- KR. 3310-3314
- KS. 3315-3319
- KT. 3320-3324
- KU. 3325-3329
- KV. 3330-3334
- KW. 3335-3339
- KX. 3340-3344
- KY. 3345-3349
- KZ. 3350-3354
- LA. 3355-3359
- LB. 3360-3364
- LC. 3365-3369
- LD. 3370-3374
- LE. 3375-3379
- LF. 3380-3384
- LG. 3385-3389
- LH. 3390-3394
- LI. 3395-3399
- LJ. 3400-3404
- LK. 3405-3409
- LL. 3410-3414
- LM. 3415-3419
- LN. 3420-3424
- LO. 3425-3429
- LP. 3430-3434
- LQ. 3435-3439
- LR. 3440-3444
- LS. 3445-3449
- LT. 3450-3454
- LU. 3455-3459
- LV. 3460-3464
- LW. 3465-3469
- LX. 3470-3474
- LY. 3475-3479
- LZ. 3480-3484
- MA. 3485-3489
- MB. 3490-3494
- MC. 3495-3499
- MD. 3500-3504
- ME. 3505-3509
- MF. 3510-3514
- MG. 3515-3519
- MH. 3520-3524
- MI. 3525-3529
- MJ. 3530-3534
- MK. 3535-3539
- ML. 3540-3544
- MM. 3545-3549
- MN. 3550-3554
- MO. 3555-3559
- MP. 3560-3564
- MQ. 3565-3569
- MR. 3570-3574
- MS. 3575-3579
- MT. 3580-3584
- MU. 3585-3589
- MV. 3590-3594
- MW. 3595-3599
- MX. 3600-3604
- MY. 3605-3609
- MZ. 3610-3614
- NA. 3615-3619
- NB. 3620-3624
- NC. 3625-3629
- ND. 3630-3634
- NE. 3635-3639
- NF. 3640-3644
- NG. 3645-3649
- NH. 3650-3654
- NI. 3655-3659
- NJ. 3660-3664
- NK. 3665-3669
- NL. 3670-3674
- NM. 3675-3679
- NO. 3680-3684
- NP. 3685-3689
- NQ. 3690-3694
- NR. 3695-3699
- NS. 3700-3704
- NT. 3705-3709
- NU. 3710-3714
- NV. 3715-3719
- NW. 3720-3724
- NX. 3725-3729
- NY. 3730-3734
- NZ. 3735-3739
- OA. 3740-3744
- OB. 3745-3749
- OC. 3750-3754
- OD. 3755-3759
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- OF. 3765-3769
- OG. 3770-3774
- OH. 3775-3779
- OI. 3780-3784
- OJ. 3785-3789
- OK. 3790-3794
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- PL. 3925-3929
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- QD. 4015-4019
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- QI. 4040-4044
- QJ. 4045-4049
- QK. 4050-4054
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- QM. 4060-4064
- QN. 4065-4069
- QO. 4070-4074
- QP. 4075-4079
- QQ. 4080-4084
- QR. 4085-4089
- QS. 4090-4094
- QT. 4095-4099
- QU. 4100-4104
- QV. 4105-4109
- QW. 4110-4114
- QX. 4115-4119
- QY. 4120-4124
- QZ. 4125-4129
- RA. 4130-4134
- RB. 4135-4139
- RC. 4140-4144
- RD. 4145-4149
- RE. 4150-4154
- RF. 4155-4159
- RG. 4160-4164
- RH. 4165-4169
- RI. 4170-4174
- RJ. 4175-4179
- RK. 4180-4184
- RL. 4185-4189
- RM. 4190-4194
- RN. 4195-4199
- RO. 4200-4204
- RP. 4205-4209
- RQ. 4210-4214
- RR. 4215-4219
- RS. 4220-4224
- RT. 4225-4229
- RU. 4230-4234
- RV. 4235-4239
- RW. 4240-4244
- RX. 4245-4249
- RY. 4250-4254
- RZ. 4255-4259
- SA. 4260-4264
- SB. 4265-4269
- SC. 4270-4274
- SD. 4275-4279
- SE. 4280-4284
- SF. 4285-4289
- SG. 4290-4294
- SH. 4295-4299
- SI. 4300-4304
- SJ. 4305-4309
- SK. 4310-4314
- SL. 4315-4319
- SM. 4320-4324
- SN. 4325-4329
- SO. 4330-4334
- SP. 4335-4339
- SQ. 4340-4344
- SR. 4345-4349
- SS. 4350-4354
- ST. 4355-4359
- SU. 4360-4364
- SV. 4365-4369
- SW. 4370-4374
- SX. 4375-4379
- SY. 4380-4384
- SZ. 4385-4389
- TA. 4390-4394
- TB. 4395-4399
- TC. 4400-4404
- TD. 4405-4409
- TE. 4410-4414
- TF. 4415-4419
- TG. 4420-4424
- TH. 4425-4429
- TI. 4430-4434
- TJ. 4435-4439
- TK. 4440-4444
- TL. 4445-4449
- TM. 4450-4454
- TN. 4455-4459
- TO. 4460-4464
- TP. 4465-4469
- TQ. 4470-4474
- TR. 4475-4479
- TS. 4480-4484
- TT. 4485-4489
- TU. 4490-4494
- TV. 4495-4499
- TW. 4500-4504
- TX. 4505-4509
- TY. 4510-4514
- TZ. 4515-4519
- UA. 4520-4524
- UB. 4525-4529
- UC. 4530-4534
- UD. 4535-4539
- UE. 4540-4544
- UF. 4545-4549
- UG. 4550-4554
- UH. 4555-4559
- UI. 4560-4564
- UJ. 4565-4569
- UK. 4570-4574
- UL. 4575-4579
- UM. 4580-4584
- UN. 4585-4589
- UO. 4590-4594
- UP. 4595-4599
- UQ. 4600-4604
- UR. 4605-4609
- US. 4610-4614
- UT. 4615-4619
- UU. 4620-4624
- UV. 4625-4629
- UW. 4630-4634
- UX. 4635-4639
- UY. 4640-4644
- UZ. 4645-4649
- VA. 4650-4654
- VB. 4655-4659
- VC. 4660-4664
- VD. 4665-4669
- VE. 4670-4674
- VF. 4675-4679
- VG. 4680-4684
- VH. 4685-4689
- VI. 4690-4694
- VJ. 4695-4699
- VK. 4700-4704
- VL. 4705-4709
- VM. 4710-4714
- VN. 4715-4719
- VO. 4720-4724
- VP. 4725-4729
- VQ. 4730-4734
- VR. 4735-4739
- VS. 4740-4744

Rolls-Royce recalls 500 luxury vehicles after \$550,000 model goes up in smoke

Luxury car maker **Rolls-Royce** has had to recall almost 500 new models after a car burst into flames at a U.S. service station. A mechanic and a bystander were injured when the \$550,000 convertible blew up when it was filled with gas for the first time at an American dealership. The company said gas fumes leaked into the body cavity

VITAL SIGNS

and were ignited by a spark from the electric window switch. After the car was flown back to the firm's headquarters at Crewe, England, in March to investigate the problem, Rolls-Royce officials decided to

recall all 480 of the 2000/2001 two-door models of the Corniche, Azure and Continental. Dealerships around the world have been sent kits with instructions on how to modify the fuel system. Rolls-Royce, which is owned by Volkswagen, said the modification would take about two hours. *The Daily Telegraph*

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WORLD

FINANCIAL POST, WEDNESDAY, APRIL 4, 2001

British sports car maker Marcos to move shop to the Netherlands



Marcos Cars, the maker of exotic sports cars, is to end production in Britain after more than 40 years, blaming falling sales and the strength of

the pound, which almost wiped out export sales of the autos in 2000. Marcos cars have been built in the town of Westbury, Wiltshire, in the west of England. The carmaker, which scored victories with drivers

FIELD NOTES

such as Jackie Stewart, is transferring production to the Netherlands and is expected to close the factory at the end of this week, following a meeting of creditors. Jean Marsh, the former racing driver and one of the company's joint founders, said the brand would survive and manufacturing would continue in the Netherlands. *The Financial Times*

Bufs reputation as specialist that does high-end work in metal finishing

BY ERIC LAJ
SPECIAL TO THE STAR

If you're looking for one of the best-known metal plating shops around, you'll have to bring a map—and wait in line.

Being located on a dead-end industrial road on the outskirts of Toronto hasn't slowed the flow of customers any for John Kearns and his son Dustin, who operate The Plating House. The company rechromes automo-

bile bumpers, trim and accessories, and is also kept busy with motorcycle and boat parts.

"We have about 250 orders on the go at any one time," says the younger Kearns. "Just about every Harley-Davidson dealer in Ontario refers customers to us, as do the custom shops."

The company is currently backlogged, January to June is usually its busy season, as motorcycle and car enthusiasts get their showpieces fixed up and ready to come out of hibernation.

July and August is a dead time. "That's when everyone is out driving, showing off, and enjoying their vehicles."

The firm uses a triple-plating process to apply layers of copper, nickel, and then chrome to just about any

metal surface (except titanium). Manufacturers just put on the nickel and chrome, says Dustin Kearns.

"But it's the copper underneath that gives the chrome its depth and lustre." The shop's customers sometimes come to the business when other shops do not work out.

As Dustin speaks, a man enters the shop and asks to have his motorcycle's exhaust pipes chromed.

The middle-aged biker, who didn't want to be named, sheepishly admits that he asked the dealer to do the job and was sorely disappointed with the results.

"I should've just come here in the first place," he laments. "I know these guys are the best, but I thought I could save a few bucks. I guess you really do get what you pay for."

The Plating House has been in the same location for the past 20 years and has established itself among the antique, custom and show car crowd, says John Kearns, "and believe me, these folks demand absolute perfection for their pride-and-joy."

The biggest job we've ever done was in the \$100,000 range, but our primary business is cars from the 1970s or earlier, and they'll typically run a bill of \$2,000 to \$5,000 for the entire vehicle.

"We get a lot of chromed beauties from the 1930s and 1950s, when big fins were popular."

Then there are the '50s-'60s Corvettes and older European Mercedes cars."

Kearns says he's worked on cars dating right back to the 1900s, when

the horseless carriages first emerged. He counts a 1930 Mercedes 770K as one of his favourites.

"It was hand built by Carl Benz. It's the last remaining car of its sort and was found on the Ivory Coast," he says.

The Plating House only did the chrome work. The vehicle restoration cost more than \$900,000.

"I won World's Best at Pebble Beach and Meadowbrook Hall (car exhibitions)," he recalls proudly. "But we've seen so many beautiful cars pass through our shop in the last two decades that it's hard to remember them all."

The Plating House is located at 116 Viceroy Rd., Building C, Unit 1, in Concord. Phone 416-661-3964.



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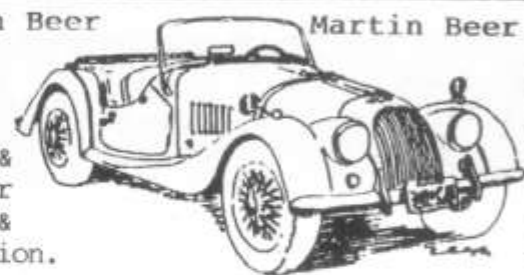
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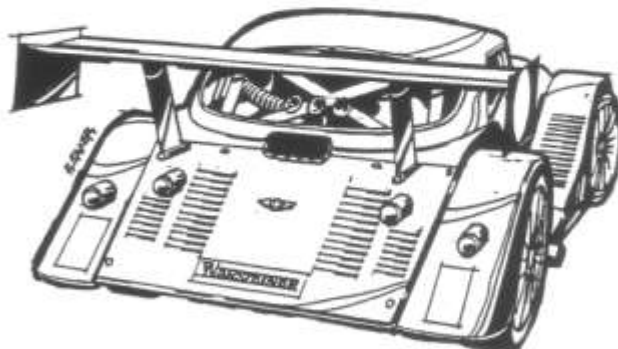
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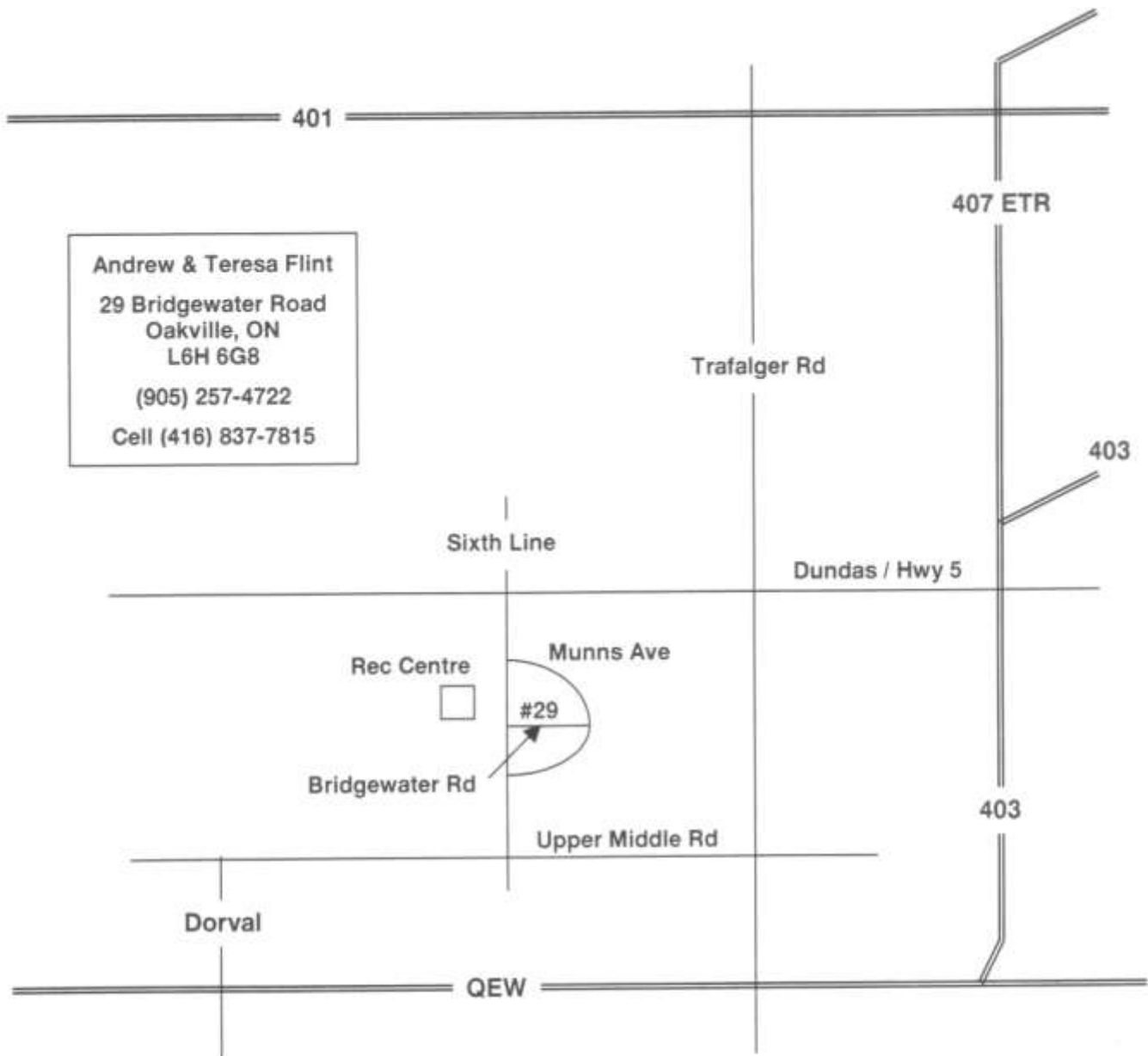
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August 11th, 2001

MSCCC Halton Hills Run

Gather at the Flint's on Bridgewater Rd at 9:00 am. Run will include a suitable stop for lunch.

The information in this calendar has been compiled from most of the information supplied by the various car clubs belonging to the British Car Council. Where there were obvious duplications an event is only shown once. However, in some instances the same event is shown one more than one date, and it was not possible to establish which is the correct date. It is suggested that, if you are interested in a particular event shown, that you make the necessary inquiries from the car club sponsoring the event to be sure of the date, time and venue.

Henry Popp
May 4, 2001

British Car Council Inc.
Calendar of Events 2001

Date	Car Club	Event	Contact
14-Feb-2001	British Sports Car Club of London	Noggin & Natter RCAF Meeting	Gord Mair 519-680-7979 gordmm@hotmail.com
14-Mar-2001	British Sports Car Club of London	Darts Night West, Winchester Arms Pub	Gord Mair 519-680-7979 gordmm@hotmail.com
27-Mar-2001	MG Car Club of Toronto	Autoluncheon, Portsmouth Olympic Harbour	Wendy or Steve 905-877-1573 mgtoronto@hotmail.com
08-Apr-2001	Booth Bonnet Car Club (Kingsion)	Eastenders' Meet 12 noon, Coburg Cat and Fiddle	Richard 613-967-0267 www.boothbonnet.org
08-Apr-2001	British Saloon Car Club of Canada	General Meeting and Guest Speaker - Maurice Bramhall	
10-Apr-2001	MG Car Club of Toronto	Meeting	Gord Mair 519-680-7979 mgtoronto@hotmail.com
11-Apr-2001	British Sports Car Club of London	Annual Ancaster Flea Market, Marret Hall	
22-Apr-2001	MG Car Club of Toronto	Annual Canada Day Rally, TBA	
24-Apr-2001	MG Car Club of Toronto	Darts Night West, Winchester Arms Pub	Wendy or Steve 905-877-1573 mgtoronto@hotmail.com
29-Apr-2001	British Saloon Car Club of Canada	Dickens' Pub, Milton	
06-May-2001	British Classic Car Meet, Richmond, VA	Season opener brunch	Ken 804-527-1515 gordmm@hotmail.com
06-May-2001	British Sports Car Club of London	General Meeting, Legion Hall, 948 Sheppard Ave 7:30pm	Gord Mair 519-680-7979 mgtoronto@hotmail.com
08-May-2001	MG Car Club of Toronto	Meeting	Gord Mair 519-680-7979 gordmm@hotmail.com
09-May-2001	British Sports Car Club of London	Annual Spring Fling, May 11 & 12, Niagara Falls	www.interlog.com/~triumph/home.html
11-May-2001	Mr. Mini Open house		Steve Rushton
12-May-2001	British Saloon Car Club of Canada	Eastenders' Meet 12 noon, Coburg Cat and Fiddle	
13-May-2001	Ottawa MG Club	Meeting at Louis' Restaurant 7:00 pm	Scott Helms Timgatun@aol.com
17-May-2001	Carlisle Import Show	Friday to Sunday	
18-May-2001	British Saloon Car Club of Canada	British Car Week, May 19 to 27	
26-May-2001	Ottawa MG Club	Johnson Western Tour	
27-May-2001	MG Car Club of Toronto	Run to North Lancaster 9:00 am	Gord Mair 519-680-7979 mgtoronto@hotmail.com
29-May-2001	London Sports Car Classic	General Meeting, TBA	http://www.rendezvousbritishquebec.org
01-Jun-2001	Rendez-Vous British - June 1, 2 and 3	Lac Beauport, Quebec	Gord Mair 519-680-7979 gordmm@hotmail.com
01-Jun-2001	Watkins Glen Historic Races		www.theglen
02-Jun-2001	British Sports Car Club of London	Classic - East Park Golf Gardens	
02-Jun-2001	Ottawa MG Club	Cheapo-Cheapoh 1	
03-Jun-2001	Ottawa MG Club	Byward market Classic Car Show	
03-Jun-2001	Victor Car Show, Victor, NY		Tony Fox
09-Jun-2001	Ottawa MG Club	MG Spring Run (possibly June 10)	
10-Jun-2001	British Saloon Car Club of Canada	Eastenders' Tour plus lunch 11am, Coburg	Frank Russell & Dave Lyon
10-Jun-2001	Williamsville Eurocar Show	Williamsville, NY	Rich Mandziak
12-Jun-2001	MG Car Club of Toronto	General Meeting, Legion Hall, 948 Sheppard Ave 7:30pm	
12-Jun-2001	Ottawa MG Club	British Cruise night, Snack Attack, Kemplville	
Jun-2001		Annual London Sports Car Classic	Gord Mair 519-680-7979 gordmm@hotmail.com
Jun-2001		Possible link up with Waterloo BCC	Gord Mair 519-680-7979 gordmm@hotmail.com
13-Jun-2001	British Sports Car Club of London	Meeting	
17-Jun-2001	British Sports Car Club of London	Davies Nursery Tour and BBQ, Georgetown	Bill Davies
17-Jun-2001	British Saloon Car Club of Canada	Cedarville Park, Georgetown	
17-Jun-2001	Classic Against Cancer	Event with Virago Club	
17-Jun-2001	Ottawa MG Club	Meeting at Cock & Bull Eatery 7:00 pm	
21-Jun-2001	Ottawa MG Club		

British Car Council Inc.
Calendar of Events 2001

Date	Car Club	Event	Contact
23-Jun-2001	British Saloon Car Club of Canada	British Car Picnic, Waterloo Park West, Kitchener	Chris McCleak 519-742-6861
24-Jun-2001	Ontario Jaguar Owners' Assoc.	Concours, Appleby College	416-233-2677
24-Jun-2001	Ottawa MG Club	Sporting Classics richmond Car Show 10:00 am	
26-Jun-2001	MG Car Club of Toronto	Annual East End Cruise	
30-Jun-2001	Mosport, Canada Day Annual Vintage Car Racing Festival		mgtoronto@hotmail.com
01-Jul-2001	Empire Day	Fifty Point Park, Stoney Creek	Marty Walker
01-Jul-2001	Ottawa MG Club	Greely Canada Day Celebration & Car Show	
02-Jul-2001	MG Odyssey	Min/St. Paul - June 2 to June 6	
02-Jul-2001	Mini Meet East	Park Ridge Marriott, NJ - June 2 to June 4	ask for Mini Meet rate
06-Jul-2001	Kincardine Highland Games & Br. Car Show	July 6 to July 8	David Walsh 519-396-3396
08-Jul-2001	British Saloon Car Club of Canada	Empire Day, 50 Point Park, Stoney Creek	
08-Jul-2001	Haugens, Manchester (Port Perry)	Local Tour & BBQ at the Foxes	Tony Fox
08-Jul-2001	Ottawa MG Club	European Interest Car Show	
08-Jul-2001	Pine Ridge Classic Car Show & BBQ	Croquet Match in Greely 1:30 pm	Frank Russell & Dave Lyon
10-Jul-2001		Cobourg	
11-Jul-2001	British Sports Car Club of London	Annual Tire Kicker Car Show, Edwards Gardens	
13-Jul-2001	Br. Motoring Assoc. of PEI, July 13 - 15	Meeting	Gord Mair 519-680-7979
13-Jul-2001	PEI British Car Day	British Car Days 2001	Bob Bentley 902-964-3294
15-Jul-2001	British Sports Car Club of London	July 13 to July 15	Bob Bentley
19-Jul-2001	Ottawa MG Club	Argyle Mall - Port Dover Run	Gord Mair 519-680-7979
21-Jul-2001	Brits in the Park	Meeting at Louis' Restaurant 7:00 pm	
21-Jul-2001	Pittsburg Vintage GP	Lindsay, ON, July 21 & 22	Jim Nesbitt 705-324-5194
Jul-2001	TTC Canadian Classic	July 21 to July 22	Mary Cohen 412-521-2832
Jul-2001	Victoria British Car Club	Niagara Falls	Tony Fox 705-328-1658
22-Jul-2001	European Interest Car Show	Manchester, ON	A.J. Welsh 905-430-0641
22-Jul-2001	Kingsion Boot & Bonnet Autotest	Kingsion, ON	Bill Gray 613-542-5371
28-Jul-2001	Ottawa MG Club	White Lake Splash (or July 29)	
29-Jul-2001	MG Car Club of Toronto	Invitational: Glendon College Campus	416-410-5464
31-Jul-2001	MG Car Club of Toronto	Alternate meeting, TBA	
06-Aug-2001	Boot 'n Bonnet Car Club (Kingsion)	Annual Boot 'n Bonnet Car Show, Kingston City Park	Gord Mair 519-680-7979
08-Aug-2001	British Sports Car Club of London	Meeting	Ben Quelette
10-Aug-2001	Mini Jamboree, BMC	Smithville, ON - Aug 10 to Aug 12	
10-Aug-2001	The Roadster Factory Picnic	Armagh, PA - Aug 10 to Aug 12	
11-Aug-2001	British Sports Car Club of London	Wonderland Mall - Bothwell Show	
12-Aug-2001	MG Car Club of Toronto	Annual Roadster Factory Picnic	Gord Mair 519-680-7979
14-Aug-2001	MG Car Club of Toronto	General Meeting, Legion Hall, 948 Sheppard Ave 7:30pm	
16-Aug-2001	Ottawa MG Club	Meeting at Cock & Bull Eatery 7:00 pm	
18-Aug-2001	Woodward Ave. Cruise Day	Detroit MI	
19-Aug-2001	Boot and Bonnet	All British Car Day	
19-Aug-2001	British Saloon Car Club of Canada	Summer Picnic	Tony Fox/R. Tiple
19-Aug-2001	MG Car Club of Toronto	Annual Pot Luck in the Park, High Park 10:30 to 3:00	Roland 416-763-6656
19-Aug-2001	Ottawa MG Club	Monte Carleton Rally 9:00 am	mgtoronto@hotmail.com
Aug-2001	Leathertown Festival & Br. Car Show		Ken Baker
22-Aug-2001	V.T.R. National	Brecknridge, CO - Aug 22 to Aug 26	

Date	Car Club	Event	Contact
25-Aug-2001	British Sports Car Club of London	N.E. Fanshawe/Highbury - Early Bird Cafe - Zurich Show	Gord Mair 519-680-7979 gordmm@hotmail.com
26-Aug-2001	St. George's Society, 10 to 4	London, ON	Stu Brownlou
28-Aug-2001	MG Car Club of Toronto	Annual West End Cruise, TBA	
06-Sep-2001		Annual Zippo Vintage GP, Watkins Glen, NY	
Sep-2001	Barrie Flea Market		
Sep-2001	British Car Day, Kansas City	US Labor Day Weekend	Roger Hurst 828-626-2215
Sep-2001	British Car Gathering	Fall Rock, NC	Tom Boscarino
08-Sep-2001	British Saloon Car Club of Canada	Eastenders' Tour and BBQ	Frank Russell & Dave Lyon
Sep-2001	Carlisle Swap Meet		
Sep-2001	Morris Minor Gathering	South Bend, IN	Yvonne DesRosiers 219-233-3911
09-Sep-2001	17th Battle of the Brits	Sterling heights, MI	Sue Snyder 810-979-1875
09-Sep-2001	Watkins Glen Vintage GP	Sept 7 to Sept 9	
11-Sep-2001	MG Car Club of Toronto	General Meeting, Legion Hall, 948 Sheppard Ave 7.30pm	Gord Mair 519-680-7979
12-Sep-2001	British Sports Car Club of London	Meeting	Mike Gaetano 508-497-9655
14-Sep-2001	British Invasion - Sept 14 to 16		
15-Sep-2001	British Car Day		
16-Sep-2001	British Car Day		
16-Sep-2001	British Sports Car Club of London	Pre show events, scenic tour	Gord Mair 519-680-7979
20-Sep-2001	Ottawa MG Club	British Car Day, Bronte Park, Oakville	
23-Sep-2001	British Sports Car Centre	Argyle Mall - Bronte Car Show	Trevor White 905-727-4009
07-Oct-2001	British Sports Car Club of London	Meeting at Louis' Restaurant 7:00 pm	Gord Mair 519-680-7979
07-Oct-2001	Ottawa MG Club	Annual Heart & Stroke Rally	
Oct-2001	British Car Day, San Diego, CA	Brunch - Fall wind-up	Steve Kirby 760-746-9028
Oct-2001	MCGOO Flea Market	Fall Colour Run 10:30 am	Kim Chevalier 888-250-4917
Oct-2001	Port Elgin Pumpkin Fest		
09-Oct-2001	MG Car Club of Toronto	General Meeting, Legion Hall, 948 Sheppard Ave 7.30pm	
10-Oct-2001	British Sports Car Club of London	Meeting	
14-Oct-2001	British Saloon Car Club of Canada	Miller's Tour of the Credit	Gord Mair 519-680-7979
14-Oct-2001	Triumphest, Ventura, CA		Phil Miller
18-Oct-2001	Ottawa MG Club	Meeting at Cock & Bull Eatery 7:00 pm	Bob Muzio 818-703-1846
04-Nov-2001	MG Car Club of Toronto	Annual Brass Monkeys Car Run, TBA	
Nov-2001	Classic Car Show, NEC	Birmingham, UK	
13-Nov-2001	MG Car Club of Toronto	General Meeting, Legion Hall, 948 Sheppard Ave 7.30pm	
14-Nov-2001	MG Car Club of London	Meeting	Gord Mair 519-680-7979
15-Nov-2001	Ottawa MG Club	Meeting at Louis' Restaurant 7:00 pm	
08-Dec-2001	Ottawa MG Club	Christmas Party	
11-Dec-2001	MG Car Club of Toronto	Annual Year End Pub Night	
12-Dec-2001	British Sports Car Club of London	Meeting/Social	Gord Mair 519-680-7979

mgltoronto@hotmail.com
gordmm@hotmail.com