



Issue 4-2001, July

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

This cover comes to us courtesy Rod and Lynne D-J who found the birthday card and used it to torment the Prez on his recent Birthday! (Image Craft Cambridge Ontario, Code 0802A, D02053)



## Prez Sez:

Vern Dale-Johnson (vern\_dj.msn@attcanada.net)

Congratulations to the **BCCI Y2K High Mileage Award** (aka Long Distance Award) winners – **Brenda & Malcolm Taylor** in their 60 TR3A who did the Canada "Coast to Coast" run – **19125 miles**, **Ken & Pat Miles** who took in the entire MOA III plus the run from Vancouver to New Orleans and back across the breadth of Canada in Pat's 69 Morgan 4/4 – **14028 miles**, **Ron & Yvonne Theroux** who made their own run and took in some of the MOA III in their 58 Morgan +4 – **12680 miles**, **Pam Baker** (new member as of MOA III) who drove from Sun Valley Idaho to New Orleans, the entire MOA III, and then back from Hershey to Sun Valley in her 89 Morgan +4 – **9873 miles**, **Phil & Elaine Fisher** (more new members as of MOA III from the San Francisco area) who used Elaine's 70 4/4 for the run from New Orleans to Hershey – **5830 miles**, **Henry & Barbara Tutton** from Epsom Downs England (also new as of MOA III) who put **4708 miles** on their 1966 Morgan 4/4. **Vern & Amanda Dale-Johnson** managed to put **5279 miles** on their 66 Morgan +4 before blowing the engine in Montreal on MOA III – I think we should be sharing the award with Neil & Ruth Young who loaned their Caterham to the cause so the MOA could be completed in style! Thanks again, Neil... The 2001 BCCI Long Distance Award forms were included in your March Blurb – don't forget to record your start mileage (April 1) and finish mileage (Oct 30) and get those forms to me.

**June 8-10 MSCCC Weekend, Welland:** Thank you Sharon & John Roden for a very enjoyable weekend shared with Audrey & Reg Beer, Steve, Jenny & Trevor Beer, Martin, Donna & Jeremy Beer, Alan & Marlies Sands, Rod Wilkinson, Mike, Linda & Katie Hughes, Amanda, Vern & Marissa Dale-Johnson. Joining us as well for parts of the weekend were Brian & Brenda Morgan, Tom, Lynda, Tom Jr, & Kim Van Zuiden, David & Paula Farmer, and Ray & Mary Shier.

Friday evening started with a relaxed drive to Port Dalhousie for dinner at Albert's on the Water where discussion led from Morgans to something called "aging". Saturday morning (after a quick run to Canuk Tire for wire and metal to reinforce a disintegrating muffler on the DJ's +8) we were off on a tour of the Welland area stopping for a tour and lunch at the Canadian Warplane Heritage Museum (where David & Paula with their newly restored +4 and the Van Zuiden's joined the group). After a very enjoyable escorted tour of the museum where our hosts provided extensive commentary on the various planes reconstructed or under construction, Tom Van Zuiden led us over to the old "Stoney Ridge" winery where he and friends now make their own wines (hmmm... not bad stuff, Tom). This estate in addition to being a boutique winery is now the home of Bryce & Jennifer Weylie who have an extensive, eclectic garden and statuary shop, "Ferris Lane". What beautiful grounds – many were smitten by the place and Marlies Sands agreed it would be a suitable and wonderful venue for future summer events – we look forward to next year's "lamb roast". (PS – there is lots of room for tents and we will be snooping to find local accommodation for those who can't / won't do the camping thing). The stop was so enjoyable we did skip the visit to the "real" winery at Hernder Estate Wines. Perhaps some other time...

Saturday's dinner was a casual, fun evening at the "Henry VIII Feast", Niagara-on-the-Lake. As many thought – correctly, I might add – that their might be significant wine drinking those who made the run from Welland used the available tin-tops much to the chagrin of Alan Sands who will not let anything get in the way of a Morgan drive. Henry & Lady Jane hosted the evening while the serving staff kept us entertained with bawdy songs & other good fun. Marissa DJ had an opportunity to show us her dancing prowess after being caught sneaking off to the lou without asking permission of the King. The "dance of the green onions" has now entered MSCCC folklore.

Sunday morning we recovered at the motel and then made the quick run to the Roden's for a BBQ brunch where the Shier's joined, and Morgan's rejoined, the group for more discussion of things Morgan, state of the nation, and ageing... and to wish Katie Hughes a happy 22<sup>nd</sup> Birthday! With the Canadian Gran Prix on the tele, the sun shining overhead (as it had all weekend except for Saturday night when it poured), and great friends the weekend was complete. Thank you again, Sharon & John for the coordination and the hospitality.



June 17, Father's Day, and traditionally the "**Classics Against Cancer**" auto show in Georgetown. This year the added twist was how to get two Morgan's from Toronto to Georgetown for the show. A discussion with the Headmaster of Marissa's school provided the solution – Glen Zedarayko owns a 356 Intermeccanica but elected to drive one of the Mog's to & from the show – he folded his way into the +4 at 6 am for the run up (in the rain, I might add), and forced himself to behave while driving the +8 back to Toronto late that afternoon. Classics is becoming a great venue for British cars. Over 45 on the field, split into 2 groups – up to 1966, and 67-80. We had 5 Morgans on the field – Hendrick Rens in his 4/4, and the DJ's +8 in the post '67 group, Ray & Mary Shier's 4/4, Gary & Sherry MacFarlane's +4, and the DJ's +4 in the up to '66 group. No MSCCC winners – my favourite TR4, Frank Manning's beautiful 63 took Class 11 followed by John Berrys 47 Bentley Mk VI and Jacques Ooijevaar's 51 MG TD while in Class 12 Marlene & Paul Smith's 69 Jag E-Type won the honors followed by Bertie Hutchinson's 74 TR6 and Jim Webb's 76 MGB.

We are looking forward to **Martin & Donna Beer's "pool party" Saturday July 14**. In previous years this Molson Indy weekend has been chosen for an "alternate" event for those who don't do the race so we'll be digging out our swimsuits, prepare the cooler, and following the previously mailed directions to their abode in Bolton.

New MSCCC members, Andrew & Teresa Flint, and Laurence Gutchner are organizing a "**Halton County Run**" on August 11th. A Map was enclosed with the last Blurb. Start will be at the Flint's in Oakville, finish may be back in Oakville or in the Inglewood (Caledon) area. Again, date is **August 11<sup>th</sup>**. **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, send an email to [andrew@nevex.com](mailto:andrew@nevex.com) if you've lost your map, Andrew will send you another.

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 Shier's and Roden's have taken task to hand and booked the B&B "Tara Hall" in the Wellington for Friday Aug 24<sup>th</sup> through Sunday Aug 26<sup>th</sup>. As well, so far, the DJ's, Chris & Gayle Taylor, Rod Wilkinson & Meg Angeuine, Dave & Paula Farmer, Greg & Cathy Kaufman, and Ed Burman have committed to the weekend. Those who want to join the group on Saturday August 25<sup>th</sup> (run up from Toronto or down from Ottawa) should let us know your ETA as we will be doing some local touring and will at minimum be in cell-phone reach. Sunday will be an early morning run into Kingston to meet up with **those MSCCC and GoMoG members who want a one day event at the Boot 'n' Bonnet Clubs British Car Day**. For the Saturday (and perhaps Friday & Sunday accommodation) two motels have been suggested – Ganders in Wellington 613-399-1987 and the Waring House Inn 800-621-4956.

A note from Norm Mort on the B 'n' B show in Kingston for those who are looking for accommodation "We also live in Wellington and ran a Bed & Breakfast for 6 years. If you want info on area and B&Bs let me know. Tara Hall is very nice, but there are plenty of other places we could suggest if you like. Also, go to Wal-Mart to the tire section and pickup a copy of their Automotive magazine. I did a travel tour piece on the County in the latest issue". Norm can be reached by email at 613-399-3608 or online at [normmort@hotmail.com](mailto:normmort@hotmail.com)

No dates or organizers, yet, for the MSCCC central Canada "**Fall Weekend**". Getting very late – unless we have organization before the end of July we will have to cancel again this year (and use the following as our substitute event).

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](mailto: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** will be at 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:**

- 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](http://www.mgtoronto.com) or call their info line at 416-410-6464.
- Aug 11      **Halton Country Run**. See above or check our webl listings (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/](http://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.
- Sept 8      Olden Days, Antique Cars, Markham Village, register on-line at  
[www.markhamvillage.com/autoregistration](http://www.markhamvillage.com/autoregistration) or call 905-472-2462
- Sept 15      **Pre-BCD Run, BBQ, Bash at "the Estate"**. 2 pm onwards. Contact Chris & Gertha at 905-335-0812, [triumph@wchat.on.ca](mailto:triumph@wchat.on.ca)
- Sept 16      **Annual Toronto Triumph Club British Car Day**. Bronte Park, Oakville. Watch for flyer in July Blurb...
- 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.
- Dec 2      **MSCCC Toronto area Christmas "wine tasting & cheese" party**, Contact Vern or Amanda at 416-530-4599, [vern\\_dj.msn@attcanada.net](mailto:vern_dj.msn@attcanada.net)

New addition is the **Sept 8 Markham Village show**. Pre 1970 cars only. Must be pre-registered by August 24. See above for contact info. There is no fee for entering but all cars must be pre-registered. Arrive by 8 am, show runs until 4 pm (cars must stay until 4 pm, must depart before 5 pm)

### **West Coast Events for MSCCC and MOG NW:**

- 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 MOA III fame (206-935-3616).

### **Eastern Canada Events for MSCCC and GoMoG:**

- Aug 19      **Moggies at the Farm Plus** (contact the Burman's, 613-830-3140, details below)
- Aug 26      **Boot n' Bonnet Car Show**. Kingston City Park, Kingston. [www.bootnbonnet.org/](http://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.





- 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](http://www.appletree-inn.com))
- Sept 16-17    **British Invasion XI**, Stowe Vermont. Note this year all cars must be pre-registered. To get your form visit [www.britishinvasion.com](http://www.britishinvasion.com) or email Michael Gaetano at [mgaetano@maainc.com](mailto:mgaetano@maainc.com) Information hotlines are 802-253-5320 or 508-497-9655.
- Oct 21        La Runne de las Grosse Citrouille, starting location and destination still a secret!

The annual GoMoG get together formerly known as Moggies on the Grass will be held at Diamond Link Farm, 3358 Diamond View Road, between Carp and Kinburn. Bring your own beverages and an item to BBQ or a favourite main course. Dessert & coffee will be provided. Lawn chairs would be a good idea! Limited to no more than 40 vehicles (due to space). From Ottawa take the 417 to exit 155 for Almonte – Carp. At the top of the ramp turn right and travel about ½ km to a Shell Station. Immediately past the Shell Station turn left onto Diamond View Road and follow for about 8 km – the farm is on your right...

### Other Events of interest:

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](mailto: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](http://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!

A new embroidered "crest" has been developed for those who want to advertise their interest in Morgan's and their Canadian identity. This is now available. Goes well on shirts, jackets, other items of clothing, duffle bags, carrybags, etc... as per above if you have an item you want embroidered please send the items to Vern DJ. Cost is C\$10 / crest plus return mail costs (if you add \$5 you will cover the cost for returning 1-2 items). Thanks to the Morgan Owner's Club of Australia for the Morgan Racing script, Gov't of Canada for the Maple Leaf flag.



## **For Sale:**

Brian Prendergast has advised he is offering his 70 +8 for sale. Car is located near Toronto. From the Globe & Mail classified the description is: "frame up restoration, mint condition, red with black leather, RH drive, award winner." Brian is asking C\$60,000. He can be reached at 905-838-0654 or online at [bprendergast@sonargroup.com](mailto:bprendergast@sonargroup.com)



## HOG MOG MATTERS:

Lynn Kuzyk (k3@home.com)

Again, reporters from the Toronto area seem to be very busy... no official report from Lynn Kuzyk or others. A couple of notes courtesy of the editor...

Just prior to the June 9-11 weekend in Welland Steve & Martin had a visit from Max Wickens, writer for the auto section of the Toronto Star who had been asked for an article on "Morgan". Max had planned to join us over the weekend to gather material and photos for his story but cancelled due to a virus. Instead we hear he made a return trip to the Beer's for a story and photos of Martin's F4 trike amongst the apple trees of the Beer estate. This material has been supplemented by the history of the MSCCC (developed a few years ago by Fred Kuzyk) and a recent photo of the DJ's +8 taken by Neil Young up at his estate. As usual, it is difficult to predict how these stories turn out. Watch your Toronto Star Wheels section over the next few weeks for an article...

One of our members, Laurence Gutchner, recently won "Best of Class" and "People's Choice Award" for his Porsche 911 Millenium Edition at a recent Toronto Porsche Gathering. That's a good intro to an invitation I (Vern DJ) received to address the Toronto area Porsche group on August 14<sup>th</sup>. Andrew Flint will bring his +8 (and Laurence with his 911) along to the meet so I won't feel too oppressed by the group and, of course, the Beast will be there. I'm looking for Morgan - Porsche stories. If you have one that can be shared (I'm sure many can't) please send them along. MSCCC member Gerry Willburn recently posted one on the web that I'm sure to use "I told a friend years ago that the difference between a Porsche and a Morgan was the difference between a photograph and an oil painting... no soul." "Morgan has never competed in the same market as Porsche. Morgan always had a different group of admirers. Now with the Aero 8 they have entered the Porsche market, and people who buy Porsche will not put up with the quarks that we love in Morgans. Aero 8 buyers will not be doing their own oil changes!". I've 25 minutes to fill so please get your notes in asap....

*"Hi Vern, I was just doing some random searching on Morgan stuff tonight and discovered this group [eMOG]. I own a Golden Yellow 1969 4/4 Competition Model, serial #B2071. The car has never been rebuilt and is original except for one repaint. It has just over 20,000 mi. on the clock."*

*"We've had more than our share of rain here lately and it has been getting depressing for someone proposing to drive a car fitted with Lucas electrics. The weather for the weekend is beginning to look up and today almost felt a bit like summer. Our local British Sportscar Club is running a rally on Sunday and we'll be heading off into the back roads of the Niagara Peninsula." [editor'snote: The BSC run was on June 10, several MSCCC members in their Morgans passed Brent going the other way!]*

*"One of the nice things I've found about those of us who share a passion for these archaic examples of British automotive engineering is that we love to talk about our cars and share information. Usually, if you are having a problem with something Morganish, somebody else out there has already figured it out and is willing to point you in the right direction. Glad to be on board," Brent & Willy Walker Hamilton, Ontario,*

And more from Brent... *"Back in the days when I was newly married and fresh out of the military, I managed to track down one of the first five +8's shipped to Canada. I had encountered my first Morgan, a British Racing Green +4 in a parking lot in downtown Toronto sometime in the spring of 1965. I had never seen a Morgan before and decided that the ownership of one of these marvellous-looking and intriguing cars was now a life goal."*

*"I read everything I could find on the cars and actually chased Morgans in the hopes of getting to talk to the owner. (This was not a common occurrence as there certainly weren't many around to chase!) At one point I contacted Metro Motors in Windsor and they put me in touch with Rick Simpson who lived out in the Niagara peninsula not far from me. Rick had taken delivery of a +8 and it was one of that group of the first 5 +8's in Canada. I phoned him and arranged to have a look at his car. He had stored it away for the winter, but the roads were dry and clear and we just had to fire the car up and take it for a spin. This was my first experience of a Morgan from the inside and it was awesome."*



*"So much for history. Looks like a great weekend and I'm takin' my 4/4 for a ride!"*

## **Notes from the West:**

Ken & Pat Miles (pat\_miles@hotmail.com)

### **VANDUSEN SATURDAY MAY 19<sup>TH</sup>**

Saturday May 19<sup>th</sup> arrived and the ABFM at VanDusen Gardens in Vancouver was ready to begin with a welcoming of cloudy skies and condensation for all with a hint of bright skies and dry weather to come. Thirty one Morgans decided to attend with the soul purpose of having a good time and experiencing the fellowship of others who drive the beast. One of the first in was Caryl Birkett with his trike showing the way for the 4/4's of Laturus, Powley, Jones, McCabe, Rulka, Thomson, Wellington, Seligman, Hauge, Lee, Tilden, Miles, Sharp, Burkholder and Geluch. The Plus 4's of Theroux, Emrick, Coulthard, Jewett, Harris, LaFond, Runion and Hutchens were parked in front of the 4/4's as in their original design they were superior but in later years they lost their superiority. The Plus 8's of Allinson, Miles, Weiskind, Carew-Gibson, Rulka, and Muehling were parked in the front row because they were superior from the day of conception to present time. After a day of hard battle the following were declared the victors. In the 4/4 class Pat Miles took first, Larry Sharp was second and Jeff Burkholder was third. (I think Les should let his son show the car more often.) In the Plus 4 class Ron Theroux finished first, Larry Emrick finished second and Marv Coulthard finished third. In the Plus 8 class Al Alinson finished first, Ken Miles finished second (much to his disgust) and Ron Weiskind finished third.

At 5:00 all the Morgans departed VanDusen many headed for the tall tale telling and fun of the after event party at the Miles residence. Some Morgans departed not to return for the day while others who didn't attend the contest such as John and Setsuko Rennie and Doug and Gill Seager decided to join for the fun. Once again that fine group of Tiger owners with their unique sense of humour and their equally wonderful marque of British workmanship condescended to join us in our celebration party and present us with a financial contribution that allowed us to lower the average cost of a person attending the party. A dinner of steak (admirably cooked by Woodey Thomson assisted by Dave Wellington), potato salad, coleslaw, salad, and garlic bread followed by some wonderful deserts brought by Northern Members was served. After dinner Ken Miles presented Mike Powley with a significantly improved and modified symbol of office and Vern Dale-Johnson, President of the Morgan Sports Car Club of Canada presented Ron & Yvonne Theroux a plaque in recognition of their being selected to receive the Doug Price award. Ron Theroux thanked Ken and Pat for hosting the party and in turn Ken and Pat thanked everybody for coming and hopefully all had a good time.



### **Historic Motor Races at River's Edge Road Course, Mission Raceway Park, May 27.**

Fourteen Morgans from the northern group gathered at a parking lot in Maple Ridge despite forecasts of rain for the 40-minute drive east on Highway Seven to the third annual Historic Motor Races at River's Edge Road Course at Mission Raceway Park in Mission, B.C. Sunday's races drew more than 100 pre-



**Mike Powley receives the  
Scepter of office**

*Photo by Pat Miles*



1970 race cars from throughout the Pacific Northwest. It was also the third time members of the Morgan Owners' Group Northwest traveled as a group to the event, where our cars, and those of other marques, were parked in groups for public display.

Those who made the trek were: Al and Helen Allinson, Hugh Dickson, Larry Sharp, Michael Geluch, Michael Povey, Win Meuhling with daughter Susanna, Dave and Ruth Collis, Ken Miles, Ron and Yvonne Theroux, Mike Powley, Larry Emrick, John Rennie, Rod and Ann Lafond, Ted Carew-Gibson with son Evan and friend and club member David McCrossan.

The rain stayed away, unlike last year when a steady morning downpour had us wading through muck and ankle-deep puddles. This Sunday was warm and most of us drove our cars a couple of laps around the course in a parade of car clubs during the lunch break. The course is better than ever: it has been lengthened to 2.4 km with the addition of double hairpin turns at the end of a long straight and new bleachers affording great views of about half the track.

Morgans racing? Yup: one red 1100 cc JAP-powered three-wheeler in the pre-war category. Owned by Peter Gagon of White Rock, B.C. who is not a Morgan Owners Group member (yet?). The track announcer told us this three-wheeler used to race at Brooklands in England.

### **Interclub Events:**

**Ed Burman ([elburman@cyberus.ca](mailto:elburman@cyberus.ca))**

**With Edward still recovering from recent surgery (he is on the mend and is slowly getting back into Megan and Dolly), I've borrowed the following as our Interclub content...**

### **Vintage Races at Virginia International Raceway, June 8-10**

Six Morgans participated in the recent vintage races at VIR (June 8-10) in celebration of Reunion 2001, the second glorious year of operation after this track lay dormant (yet "undisturbed") for some 26 years. Total cars numbered about 175. Morgans included the always potent +4s of Bill Lightfoot and Hank Giffin (Hank's car rumored to have dynoed at over 200 HP), Peter Dunn's 4/4, the McCombers 4/4 (a car they bought new in 1962 and have been racing ever since! And propelled by a 1300 cc Ford with a Derrington? head and pair of side draught Webers), Don Greimel's 4/4 "Tweet Bird", and yours truly with the "Duff Morgan Racing" +8.

Along with my wife (crew chief, sponsor, cheerleader, and overly tolerant supporter!) Kerry, we shoved off at 3:30 a.m. for the ten-hour tow to Danville, Virginia, literally on the border between VA and NC. Early departures mean less traffic and less heat. We also hoped to beat the forecast rain... two out of three ain't bad, it rained most of the way. I had taped the tonneau to the body, however, so the interior at least stayed clean and dry. We arrived at 1:30 p.m. to be met by the always cheerful, welcoming, and enthusiastic staff at VIR. Southern hospitality at its best. We set up in our usual spot, saving a spot for the McCombers and the power tower for Don's "big rig". Don was over catching up on news when a soft-spoken, friendly fellow came over and began to reminisce about racing a Morgan in his younger days and how much fun it was and how it was such a forgiving car to drive. Hey, we weren't going to argue! We introduced ourselves and he introduced himself as... Bob Bondurant, famous racer and driving school owner. All the Morgans sailed through tech (ie scrutineering). As on the street, EVERYONE loves the Morgans, and even the tech inspectors smile during their once-over.

My group was out first on Friday morning (cloudy but pleasant enough) and at first I thought "we" were just a little rusty, insomuch as, except for a couple of runs around the neighborhood, I hadn't driven the car since Summit Point in October! I was "hoping" the intermittent missing/coughing would clear up. I had richened the mixture just 1/2 flat from my Summit Point set-up so I decided to take that 1/2 back and go back to where I had been, since the car HAD been running perfectly. Duh! The afternoon session was absolutely Gawdawful. Car was worse. I came in early. Was dying to pull a couple of plugs but had to wait a couple of hours until the heads cooled down. I busied myself with checking all the ignition



connections, etc. I finally pulled a couple of plugs and using my amateur eye and Don's experienced eye, we agreed the mixture was too lean. Richened each carb two full flats. Not wanting to waste another track session on this experiment, and insomuch as the car is licensed, inspected, and insured for the road, I went out on the local and mostly deserted NC country roads for some "practical road testing". Twenty miles well-spent as the ol' girl was running like her old self again.

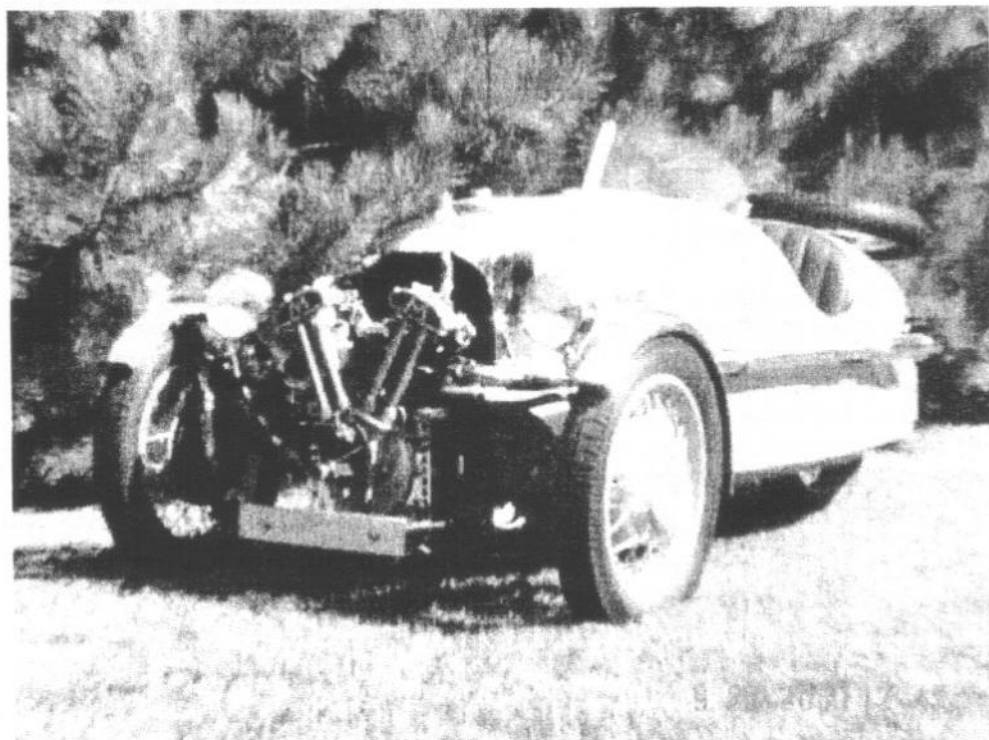
Saturday was a gorgeous day (mixture of sun and clouds with a welcome breeze) and we ran perfectly during the a.m. practice and afternoon qualifying. The only hiccup was my first spin in my nine-race career. A bit of an "ill-advised" outside pass attempt on Bill Lightfoot's +4 in turn one. Dropped two wheels, which became four, which resulted in a lurid 270 degree spin backwards across the track into the infield. (Memo to brain, "Don't try that again!") Luckily the just-passed Lotus 7 and Porsche 356 saw it all unfold and there was no drama. Came in one lap early to calm my nerves, check-over the car, and get an earful from Kerry who noticed I was no longer in my group of playmates! Saturday evening there was a banquet/roast for Carroll Shelby who was guest of honor for the weekend as there was an all Cobra race that weekend (13 Cobras - ah! the noise!).

I love Sunday mornings at the track. It's pretty quiet and the warm-up session is relaxed and informal. Beautiful cool morning, bit of fog, and a chance to run in less traffic and just enjoy the track and the scenery. After lunch is the "All Alumni Race". As previously reported, Don Greimel finishes a well-deserved third. The day finished up with the full slate of feature races. All six Morgans generally ran well all weekend, and all six made AND finished in their respective feature races. For more info on VIR, a track tour, or the results, check out [www.virclub.com](http://www.virclub.com).

We were all loaded-up, changed into clean, comfy driving clothes, and after a few last war stories and good-byes, hit the road at 4:15 p.m. We rolled into Martins Creek at 2:10 a.m., knocking 5 minutes off our normal travel time. Poor Kerry had to go to work the next morning. Me, I HAD planned to sleep in and then unload and unpack. However, I awoke at 7:00 and was still so wound-up from the weekend, I couldn't fall back to sleep! Cheers to all, Craig Seibert '61 4/4, '68 + 8 car no. 611 "Duff Morgan Racing"

## Notes from the East:

Greg Kaufman ( [toad@storm.ca](mailto:toad@storm.ca) )



A picture is worth a thousand words... Greg Kaufman's '33 Super Sport MX4 powered 3 wheeler "Angus" almost ready for the road...



*Beetleback*



## Notes from the Web:

Considering the time since the last update on **eMOG**, I thought another was in order. eMOG info is not readily available as it was decided by the first eMOG pub crawlers in February that public access to our membership list and our email addresses was inappropriate and we turned this facility off. There is enough spam advertising in everyone's mailbox these days as it is, to willingly risk exposing ourselves to more. We figured if anyone was interested in having stats and such they could simply email one of the administrators.

eMOG is still growing rapidly. All email addresses are automatically verified daily and any stale or non-receipt ones removed immediately. As well, so far, aside from the normal nonsense, the server seems well suited to our needs. The system is also very amenable to changes and everyone's suggestions, on or off the pub, are welcome. eMOG is a Morgan community service and member consensus rules.

We are now more than 200 verified members in four months and we add more daily. The breakdown into countries reflect the Morgan reality with the largest group (and majority) from the United Kingdom. The United States is obviously the next most populous group but EVERY country can count members.

The message level has been a shock. We have had over 5000 emails. A close examination shows why. eMOG has the largest percentage of contributors I have ever seen in any email list ...at least 3-4 times the percentage found with the average discussion group. This is testimony to the atmosphere we have all created.

Of course, the more emails, the more invasive these can seem at times. There has been some musing of splitting the group into separate divisions by subject matter or Morgan model but it was felt we could lose something and most of us would simply subscribe to all the resultant "divisions" so as not to miss anything good. (grin!)

I guess we have what we called it ...a "pub". There could be 20 conversations going on in a pub and you are taking part only in one... but the rest provide you with the atmosphere you are there for. Ways of handling the email volume and subject line should be examined by each of us. To date, we have yet to promote eMOG beyond the sole link from GoMoG and word-of-mouth and yet we are still growing quickly.

And...to those new members amongst us who have yet to introduce yourselves... we would very much enjoy a word or two about yourself and your Mog when you have a minute.

Lastly, I thank you all and especially Ed (Herman) for the great time I am having. (smile) Lorne Goldman, tech administrator (note to join eMOG, go to the GoMoG website [www.gomog.com](http://www.gomog.com) and follow instructions).

+++++

I have in my possession an Autocar & Motor Cycle Special Edition Magazine on 'Morgan Sports' that was published in 1977. It gives the history of the car and road tests on different models going back to 1928. It is interesting to see how the prices have altered over the years.

A 1931 Super Sports would set you back about £145 for the new 3-speed version. By 1949 a Model F Super 3 wheeler would cost £285 basic and £364 18s 4d if purchase tax was added.

Things got really expensive in 1951 when a Plus Four Coupe would have cost you £565 plus £315. 7s 9d purchase tax (nothing new about over taxing the motorist)

In September 1968 Autocar tested the new Plus 8. They said 'Superb performance and very great flexibility. Poor synchromesh on top three gears; precise but stiff gear change. Fade-free brakes. Hard



bumpy ride. Very good smooth surface road holding, not as good on bad roads. Heavy, accurate steering; poor lock. Great fun.' [Nothing much changed then!!] It would have cost you £1,155 0s 0d plus £322 18s 4d purchase tax. Bill Noble, Huddersfield

++++++

For those Aero 8 watchers amongst us, we have been informed by a number of sources that yesterday morning, June 18, 2001, the first two Aero 8 demos were loaded in Malvern and shipped to Germany! This would indicate the Type Approval has been obtained. (There is a MMC board meeting scheduled for today to inform the directors of the news.)

The demos for Wykeham's, Melvyn Rutter, and Libra Motive (This time to stay!) should hopefully be ready for shipment very shortly. The very first Aero 8 demo was delivered a couple of weeks ago to Libra Motive. It turned out to be a short visit as it was returned to the Factory for some final touches. It's not correct to say there was anything wrong with the car. Some of the final cockpit detail is still awaited and work continues on hoods. Lorne Goldman

Lorne, This was not a car ready for delivery. Rob "borrowed" his car for two days for some display work. Keith Ahlers

Keith, as one who's got an Aero 8 on order, I'm curious as to why the "detail finishing" wasn't completed before delivery. Can you shed any light on what was wrong with the car and why those faults weren't caught in dispatch at MMC before the car was delivered to Rob? One would have thought that the first ever "production car", going to the UK's largest dealer as a demonstrator, would leave the factory without faults serious enough to warrant it going back to the factory for remedial work? At least that's my take on a £60,000 (after the coming price hike with options) automobile. Am I missing something here? Achim Gloger '98 4.6

Achim, it is correct that Rob Wells (Libra Motive) had his car out of the factory for a couple of days, 22 & 23 May. It could not be road registered as the EU type approval is not yet granted. It went back to the factory for detail finishing and is expected to be finally dispatched next week.

I drove the car locally in north London and was really impressed. This is a seriously fast, nice handling, well braked car. It's also comfortable too! Keith Ahlers

Hi folks. I got to drive the Aero yesterday. WOW. Enormous torque, it pulls like a train from 1500 revs - the lowest I tried - in any gear, even 6th! Revs amazingly freely, hangs on in bends & seemingly won't unstick on tarmac! In my short time I obviously couldn't exceed the speed limit? But had it on motorway and twisty bits, much more fun on the latter!

This car had been around a bit so was showing some wear & tear but I guess would be as practical as any other Morgan & with a better hood. Would I swap? No, but I would have one as well given the wherewithal. Tony :-)

++++++

### **Rocks: A meaning for life**

A philosophy professor stood before his class and had some items in front of him. When the class began, wordlessly he picked up a large empty mayonnaise jar and proceeded to fill it with rocks, rocks about 2" in diameter. He then asked the students if the jar was full? They agreed that it was.

So the professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles, of course, rolled into the open areas between the rocks. He then asked the students again if the jar was full. They agreed it was.





The students laughed. The professor picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else.

"Now," said the professor, "I want you to recognise that this is your life. The rocks are the important things - your family, your partner, your health, your children - things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter like your job, your house, your car. The sand is everything else. The small stuff." "If you put the sand into the jar first, there is no room for the pebbles or the rocks. The same goes for your life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you. Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out dancing. Take your Morgan out for a long drive. There will always be time to go to work, clean the house, give a dinner party and fix the disposal." "Take care of the rocks first - the things that really matter. Set your priorities. The rest is just sand."

But then... A student [and Morgan owner?] took the jar which the other students and the professor agreed was full, and proceeded to pour in a glass of beer. Of course the beer filled the remaining spaces within the jar making the jar truly full. The moral of this tale is: "No matter how full your life is, there is always room for BEER"

### Places I'd Rather Not Live In..."

**Paradox, New York**  
**Crapo, Maryland**  
**Boogertown, North Carolina**  
**Spasticville, Kansas**  
**Hellhole, Idaho**  
**Purgatory, Maine**

### What would Freud say about...

Climax, Michigan  
Spread Eagle, Wisconsin  
Needmore, Arkansas (Clinton's Home Town?)  
Hardup, Utah  
Big Bogue Homo, Mississippi  
Intercourse, Pennsylvania  
Hornytown, North Carolina  
Conception Junction, Missouri

### It doesn't surprise me that there is a...

Rudeville, New Jersey  
Boring, Oregon  
Hell, Michigan  
Hooker, California  
Virgin, Utah  
Dulls Corner, Maryland

Bowlegs, Oklahoma  
Volcano, Hawaii  
Beersville, Pennsylvania  
Fleatown, Ohio  
Burnt Corn, Alabama  
Two Guns, Arizona  
Toad Suck, Arkansas

### BUMPER STICKERS MORGAN OWNERS CAN RELATE TO

If You Can Read This, I Can Slam On My Brakes And Sue You

Forget World Peace -- Visualize Turning Off Your Turn Signal!

HANG UP AND DRIVE!

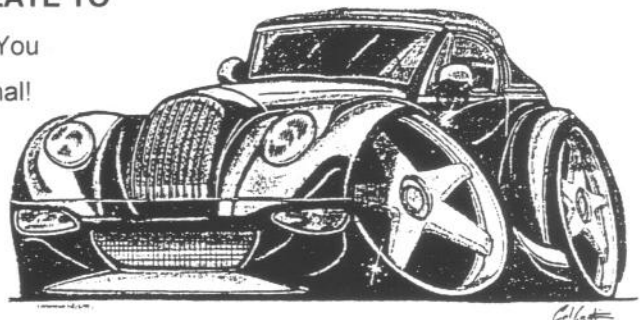
I Have The Body Of A God ..... Buddha

If We Quit Voting Will They All Go Away?

Eat Right, Exercise, Die Anyway

Honk If Anything Falls Off

He Who Hesitates Is Not Only Lost, But Miles From The Next Exit







Morgans at the Van







# Morgans at the Van Dusen All Brits, Vancouver May 19/01

Photos by V. Dale-Johnson & Pat Miles



Welland, June 8-10: Morgans at the Foder's TRCA and Reg the flowers in "Ferris Lane"

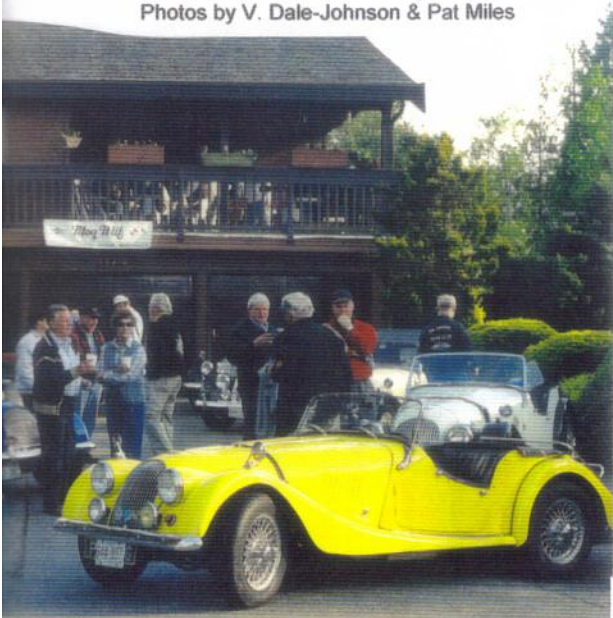
Host Martin Beer explaining the finer points of "beer" and Peter (McCowan) enjoying the festival with Peter (Plant) at the DMC Motors July 14th post party. V. Dale-Johnson & Jerry Beer photos







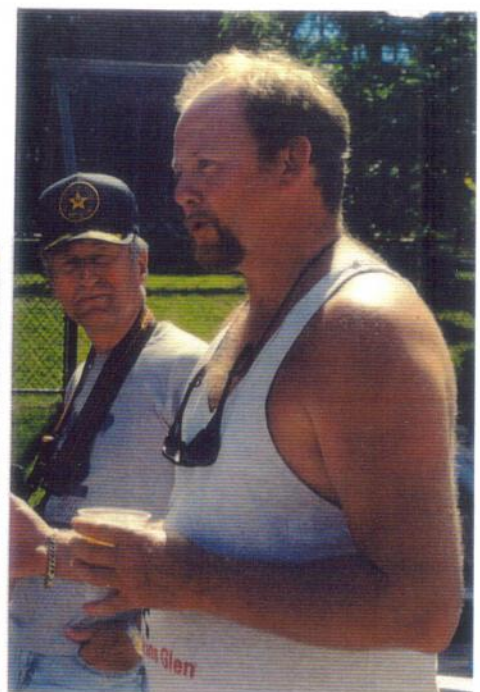
usen All Brits, Vancouver May 19/01  
Photos by V. Dale-Johnson & Pat Miles



Welland, June 8-10: Morgans at the Warplane Heritage Museum with the Roden's TR3A and Reg's Rollie. Van Zuiden's +4 amongst the flowers in "Ferris Lane".

++++++

Host Martin Beer explaining the finer points of "beer", and Peter (McCowan) enjoying the festivities with Peter (Pfahl) at the CMC Motors July 14<sup>th</sup> pool party.  
V. Dale-Johnson & Jenny Beer photos





The Ohio Morgan Owners Group presents

## OH MOG 18 Blues Party & Road Rally

September 21, 22, & 23, 2001

### Featuring..

*The famous Hahn's Car Barn (for Saturday's lunch, rally start & dinner/live band)*

*The Crying in Our Beers Friday night Noggin @ meet hotel Imperial House*

*The Raring to Go Saturday Lunch @ the Hahns*

*The Smoking Lucas Road Rally (melt your gearbox on our backroad puzzlers  
-or- just enjoy the beautiful country drive ! )*

*Saturday Dinner& Awards at the Blues Blast-off Banquet*

*Saturday evening Music by Savoy & Earwig Recording Artist*

### H Bomb Ferguson and his Medicine Men

*(authentic blues music from an acknowledged blues master with some danceable jazz as well...)*

*Meet Hotel: Imperial House Motel, Interstate 74 & Ryboit Road, Cincinnati*

*Sunday Brunch at the Antique Boat Connection - brunch while viewing  
beautiful wooden boats in mahogany and teak*

Costs: Registration Fee @ \$109. Per couple (\$59 single) includes: meet poster, Friday evening reception, Saturday lunch, Banquet, entertainment, Sunday brunch & all beverages - beer, wine, soda.

Banquet fee -Saturday evening only @ \$60 per couple

Special long distance participant registration fee @ \$60 per couple includes all events & banquet. (for those travelling 500 miles with their Morgan or 1000 miles w/o Morgan) \*\*

for email version of registration form contact [OhMog@fuse.net](mailto:OhMog@fuse.net) or call 513 779-0871

Hotel contact information: Imperial House Motel 800 543-3018  
Rates: \$62. ask for the Oh Mog rate.

### MEET REGISTRATION FORM

BLUES PARTY 2001 OHMOG 18 SEPTEMBER 21,22,23 2001  
CINCINNATI, OHIO

Event Headquarters: Reg & Charlotte Hahn's Car Barn  
5126 West Fork Road, Cincinnati

Meet Hotel: Imperial House Motel, I-74 & Ryboit Road  
phone 800 543-3018; Oh Mog rate: \$62.00

Note: Hotel reservations are not included in this registration

Name (S) \_\_\_\_\_ Please list Morgans you'll bring to meet:

Address: \_\_\_\_\_ Year \_\_\_\_\_ model \_\_\_\_\_  
Year \_\_\_\_\_ model \_\_\_\_\_  
any special features: \_\_\_\_\_

Phone day \_\_\_\_\_ evening \_\_\_\_\_

#### Fees:

All Inclusive Meet Registration:

\$109 / couple \$ \_\_\_\_\_

Includes - Friday reception, Saturday lunch, concours,  
Road rally, Banquet & entertainment, Sunday brunch,  
& beverages. (add adult & child fees are to \$109 couple fee)

\$59 single adult \$ \_\_\_\_\_  
\$35 add adult (12 & over) \$ \_\_\_\_\_  
\$22 child (ages 8-11) \$ \_\_\_\_\_

Note: for those unable to attend all meet events, the options below might work:  
Saturday evening banquet & entertainment only  
(banquet fee does not include any other meet activity)

\$59/couple \$ \_\_\_\_\_  
\$30/single (12 & over) \$ \_\_\_\_\_  
\$11/child (ages 8-11) \$ \_\_\_\_\_

Meet Registration without Saturday evening banquet  
Includes - Friday reception, Saturday lunch, concours,  
Road rally, Sunday brunch & beverages

\$49/couple \$ \_\_\_\_\_  
\$25/single adult \$ \_\_\_\_\_  
\$15/child \$ \_\_\_\_\_

\*\*Special long distance participant registration rate:  
(for those travelling 500 miles w/their Morgan or 1000miles w/o Morgan -includes all events & banquet)

\$60/couple-\$30/single \$ \_\_\_\_\_  
Total all fees \$ \$ \_\_\_\_\_

NOTE: be sure to look at page 2 of this registration form for details about our special commemorative sportswear featuring Land Ends clothing. These items use a separate order form & check.

Please mail this form with your check made payable to Ohio Morgan Owners Group to:

John and Brenda Rogers, Oh Mog 18  
7444 Princess Court  
West Chester, OH 45069

Questions: contact John or Brenda at 513 777-8968 or via email at [Hoogly@aol.com](mailto:Hoogly@aol.com)  
or Chas Wasser at 513 779-0871 or via email at [OhMog@fuse.net](mailto:OhMog@fuse.net)



# British Invasion XI: the tried and true, plus something new

by Chris Francis

Special to the *Marque*

**STOWE, VT.** — As we enter the second decade of the marvelous gathering of Anglophiles known as the "British Invasion," some major changes have been made to the show. These have been designed to enhance the quality of the experience for all participants, and are taken in response to the feedback received from our entrants.

*This year all show vehicles must be registered prior to the day of the show, Saturday.* The deadline for mail-in Pre-Registration to Paula Gaetano in Hopkinton, Mass., is September 1st. Any registration postmarked after September 1st will not be processed.

This change will allow registration staff the time required to prepare registration packages for our entrants, and to plan the show field layout of classes. It also allows for the time required to move registration from Hopkinton to Stowe. It will also ensure a smoother process during the course of the weekend, notably on Saturday. Long entry lines, the frantic registration process and inevitable confusion will give way to a relaxed and more enjoyable experience.

Please spread the word amongst your friends that the British Invasion is now exclusively pre-registered. To make this transition a bit easier for all concerned we will provide new registration services from 12 noon till 6:00 p.m. on Friday, September 15th, on the deck at Ye Olde England Inne, on the Mountain Road in Stowe. If you

haven't pre-registered this will be your last opportunity to register for the British Classic *only* (the People's Choice Competition). It will also be an opportunity for those who have pre-registered to pick up their registration packages, meet gift, and goodie bag.

Only those who have pre-registered will be allowed access to the show field on Saturday. Once the show field entrance is closed, only cars exiting will be allowed through the secure entrance. This should add to the safety of our entrants and guests as they walk the show fields — as our past years' entrants have requested.

In view of the challenges presented to us in the past with inclement weather conditions and a less than ideal surface for the event, we are currently negotiating for a new site and will announce the new location just as soon as it is confirmed. By the time you are reading this it will be confirmed. We have three options open to us for this year's event in Stowe and site selection is close to complete. It will also accommodate the Land Rover Off-road Driving Competition that has been so popular at the Invasion.

The "Featured Marque" for 2001 is Bentley. It is fitting that at the beginning of the second decade of the British Invasion, the largest all-British car show on the East Coast, that we should honour the car and the marque that started it all in Stowe, co-organizer Michael Gaetano's coachbuilt, one-off, H. J.

Mulliner Sports Saloon, B366-BH. In addition to being the car that is credited with having started an Invasion, a British Invasion that is, it has also won many show honours including a class award at last year's Pebble Beach Concours.

As this year's Pebble Beach also celebrates Bentley as its Feature Marque, and as Bentley returns to racing at LeMans, it is appropriate and indeed our desire to attract a collection of Bentley motorcars that can be presented in our Concours d'Elegance, and to represent the development of Bentley from the pre-war days of W. O. Bentley to the current series.

Other attractions are planned to further enhance the "Britishness" of the weekend, so look forward to a most enjoyable weekend of motoring and Anglophile activities amidst the beautiful Green Mountains of Stowe, on the 3rd weekend in September, the 13th to the 16th.

The British Invasion Information Hotlines are (802) 253-5320 and (508) 497-9655. You can e-mail Michael at [mgaetano@maainc.com](mailto:mgaetano@maainc.com) or Chris at [englandinne@aol.com](mailto:englandinne@aol.com). The event website, [www.britishinvasion.com](http://www.britishinvasion.com), includes a registration form for download, as well as a listing of last year's classes and winners, a few pictures, and the history of the event.

*[Michael Gaetano contributed to this article. He and Mr. Francis have hosted this event since 1991. The Marque is a proud supporter.]*

The week-end of Sept 14 marks the British Invasion at Stowe, Vermont. For those who've not been, it is a great week-end in gorgeous country.

My sister manages The Commodores Inn in Stowe, the owner of which is a Morgan owner himself. His vision is to fill his parking lot with Mogs. If you're interested, they are offering Mog owners a price of \$125 per night (Versus rack of \$150). This includes breakfast and they will host a wine and cheese for us. It is a very nice hotel on the main drag just south of the town.

For booking call 800-44STOWE or by email: [stay@commodoresinn.com](mailto:stay@commodoresinn.com) and mention you are a Morgan owner.

Please let me know your interest. Perhaps we could organize a convoy. Cheers, J. Brian Prendergast  
President - Sonar Group:

Sonar Communications - Rocket Response - Quadrant Television - Vector eMedia - GTS/Sonar -  
Mediathink - Epic Events - WebMtg.com

191 Niagara St., Toronto, ON, Canada M5V 1C9

Phone: 416-703-6800 ext. 225 Fax: 416-703-6799

[bprendergast@sympatico.ca](mailto:bprendergast@sympatico.ca)

BRITISH MARQUE NEWS, June 2001



ROAD TRIP

# Northern Exposure

*Drive along the St. Lawrence's north shore to see powerful waterfalls and 160,000 deer*

Story and photos by Percy Rowe

It is elevation that makes driving along the north shore of the St. Lawrence so interesting. There is much to look up to when you're not looking down on the broad river.

A few miles east of Quebec City, the powerful Montmorency Falls froths white down to Highway 138, a riverside road. The road follows the river for another 850 kilometres.

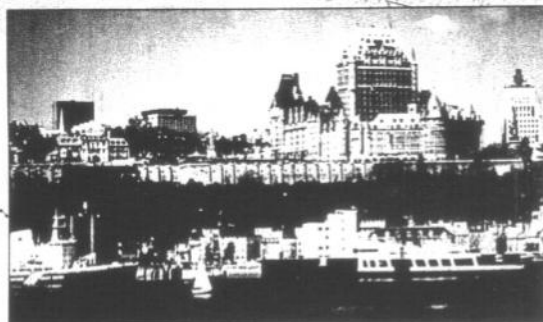
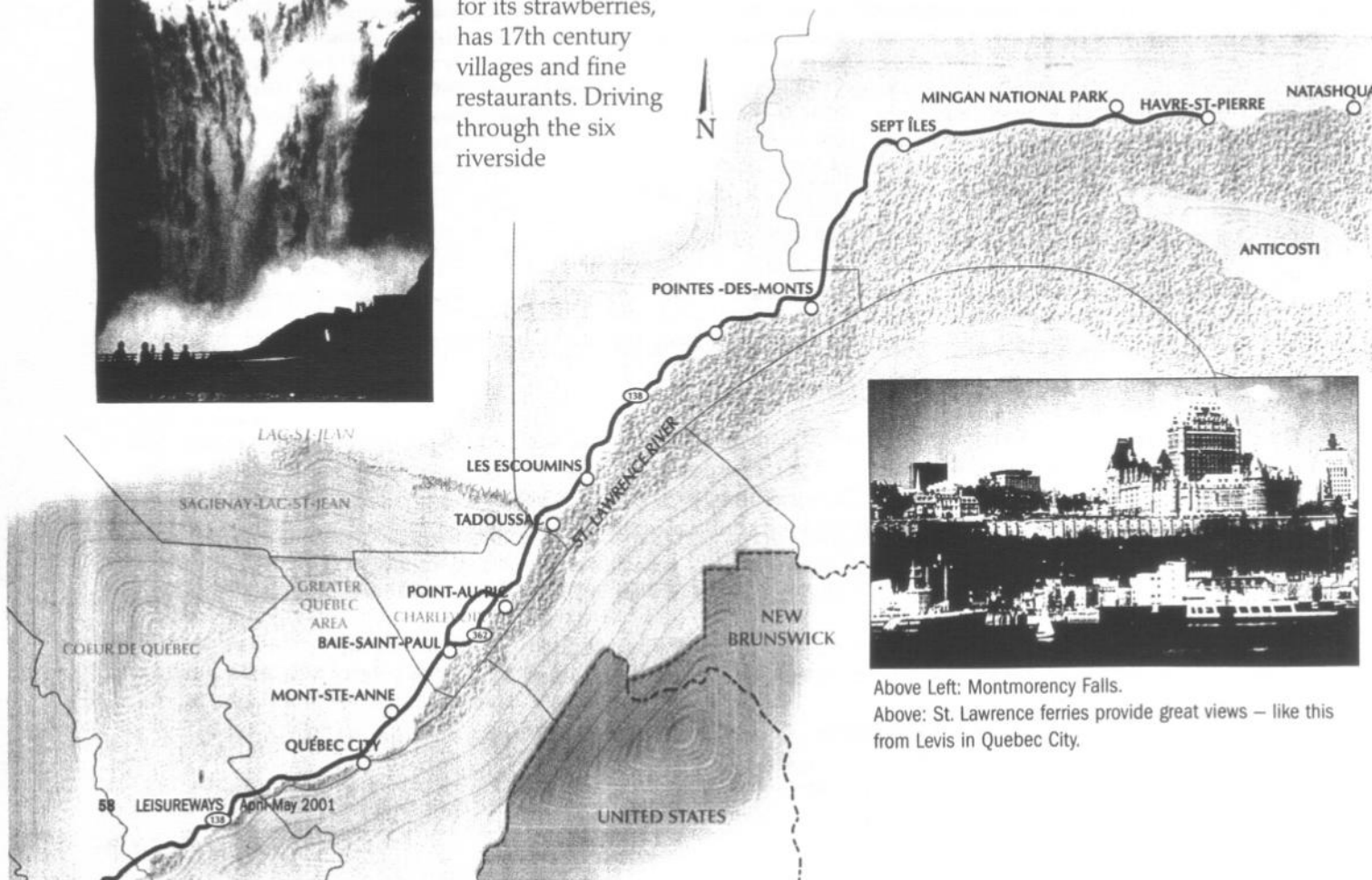
Steeper slopes come next, at the skiers' heaven of Mont-St-Anne. In summer, gondolas to the summit provide views all the way back to Quebec City, down on the pilgrims' large basilica at Ste-Anne-De-Beaupre, the bird sanctuary of Cap Toumente (where 40,000 snow geese make a pitstop during Arctic migration). Ile

d'Orleans, joined by a bridge to the North Shore and renowned for its strawberries, has 17th century villages and fine restaurants. Driving through the six riverside

communities – all named after saints – makes a delightful side trip.

The highway rolls east over the Laurentian Shield earning Charlevoix County its soubriquet of "Switzerland of Quebec." There is one alternative route, steeply down to Baie-St-Paul and on to the Manoir Richelieu Hotel at Pointe-au-Pic.

Baie-St-Paul deserves its title of "artists' town." It has 28 art galleries, some exhibiting internationally known Quebecois artists like Jean Paul Riopelle. It also has a micro-brewery which supplies the Manoir Richelieu. Highway 362 leads to that, under cliffs and beside the river, and also to the ferry that has to be used to get to L'Ile-des-Coudres. This was once a quiet island of weaving and schooner-building, and it now has six hotels and 19 restaurants along its 13-kilometre length.



Above Left: Montmorency Falls.

Above: St. Lawrence ferries provide great views – like this from Levis in Quebec City.



Above: Pointe-des-Monts lighthouse.

Right: Rocky monoliths at Mingan National Park.

Below: One of Anticosti's 160,000 deer, right in the island's only village, Port Menier.

The first Manoir Richelieu was the largest wooden hotel in the world until it burned down in 1928. Living dangerously (given that history) the present chateau-like hotel has a "Cigar Room" for both men and women, in addition to 365 other rooms.

The red-roofed Hotel Tadoussac, in the tiny town of the same name, is another of Canada's grande dame hotels. It looks over the mingling of the St. Lawrence and Saguenay Rivers, possibly the largest meeting place of whales in the world. At least 1,200 small white belugas stay there year-round. In summer and fall, blue whales, finbacks and 13 other varieties migrate there in search of krill and other food.

The result is that Tadoussac, with a winter population of 800, gets 400,000 visitors. They see a replica of a 400-year-old fur trading post, the first in Canada, learn about whales and hear them "sing" at the Marine Mammals Interpretation Centre. See the acrobatic mammals from one of 35 operators' boats that range from small inflatables to 100-passenger cruisers.

Eastward, the rocky countryside has fewer people. Most people live in Les Escoumins and Baie Comeau, both ferry ports for those arriving from the Atlantic provinces. Only Highway 138 provides the occasional spotting of a whale or seal in the waters of the St. Lawrence, and fishing is the main activity.

There are interesting places to stay. Papinachois, run efficiently by First Nations people, means "those who love to laugh." It offers tepees or cabins. East of Baie Comeau is the Pointe-des-Monts lighthouse, marking where the St. Lawrence River becomes a gulf. The lighthouse's floors are each a museum to the eras of its seven different keepers.



Overnight cabins and a café are all part of the complex.

At Sept-Iles it's impossible to see across the St. Lawrence, but there are always waiting ships to view instead. This is the major port (because of iron ore tonnage) on Canada's eastern seaboard. If you catch a break in the ships, there are islands in the gulf.

Another archipelago awaits off Havre-St-Pierre. This is the Mingan National Park, a series of islands for kayaking, snorkeling, hiking and bird watching. Their most distinctive feature are "flowerpot" rock monoliths in which the comical, orange-beaked puffins make their breeding nests.

At Havre-St-Pierre the traveller has two choices. One is to follow the road to its end at Natashquan, a largely Montagnais village from where the weekly Nordik Express ships cars and passengers to the Labrador border – for those wishing to take a ferry to Newfoundland and back to Nova Scotia.

The other is to take a 20-minute small plane flight to Anticosti. This island, although nearly as big as Prince Edward Island, is little known. Flights are available to the island where local tour operators offer accommodation, meals and visits to some of the island's attractions, such as a waterfall that drops into a long canyon, ship wrecks (the island has claimed 400 ships) and the Menier museum.

Henri Menier, known as "The Chocolate King of France," arrived in his luxury yacht 100 years ago, and leased the island to create an empire. He was unsuccessful. But not with the small Virginia deer he introduced. Today there are 160,000 deer compared to only 284 people. Expect to see a dozen at your cabin door if you decide to stay overnight. ■





## 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 VBCCL, 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 their 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 companions 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 22<sup>nd</sup>, 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!

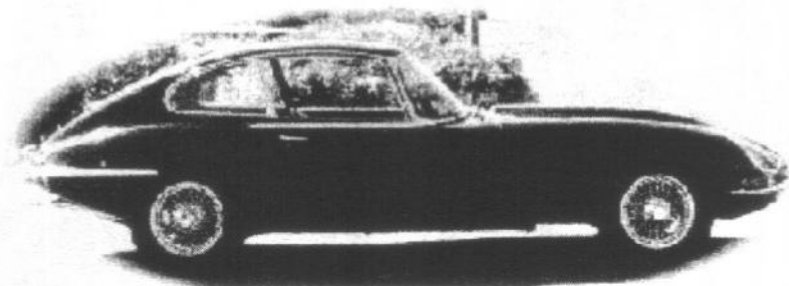
*People's choice awards, prizes, Olympian Pub & Food Bar,  
Brits & Spanners Market Place, Queen Victoria (herself)*

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



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# BRITISH CAR DAY



2001 Featured Car - Celebrate the 40<sup>th</sup> Anniversary of the 'E-Type'

HELD IN KINGSTON CITY PARK

SUNDAY AUGUST 26, 2001

10:00 A.M. - 4:00 P. M.

PARTICIPANT'S CHOICE JUDGING

(Trophies sponsored by Silver Wheel Plan)

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I We will be attending British Car Day 2001

Vehicle - Marque/Model Year Colour



## 16<sup>th</sup> CANADIAN CLASSIC, July 26<sup>th</sup> - July 29<sup>th</sup>, 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 26<sup>th</sup> through to July 29<sup>th</sup>.

### SCHEDULE OF EVENTS

#### Thursday, July 26<sup>th</sup>

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 27<sup>th</sup>

7:30-9:00 am  
9:30 am  
12:00  
5:00 pm  
7:00 pm  
10:00-11:30  
Registration, Breakfast, tire kicking, hand shaking, oil checking.  
Tour of Niagara leaves Hotel  
Lunch break.  
Return to Hotel  
Harbourfront BBQ and pub.  
Hospitality Suite

#### Saturday, July 28<sup>th</sup>

7:30 - 9:00 am  
9:45 am  
10:15am -3:00 pm  
3:00 pm  
6:30 pm  
7:00 pm  
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

#### Sunday, July 29<sup>th</sup>

7:30-9:30 am  
9:45 am  
12:00  
Breakfast,  
Morning run of the back roads followed by visit to Capital Motors  
Head for Home

16<sup>th</sup> Annual Canadian Classic 2001, Jordan Harbour, Ontario Canada.  
July 26<sup>th</sup> thru July 29<sup>th</sup>  
Presented by The Toronto Triumph Club  
Hosted by Chris Walker and Gertha Griffiths, 1-905-335-0812, [triumph@wechat.on.ca](mailto:triumph@wechat.on.ca)

### REGISTRATION FORM

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

City: \_\_\_\_\_

Prov: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Email: \_\_\_\_\_

CarYear: \_\_\_\_\_

Model: \_\_\_\_\_

Colour: \_\_\_\_\_

Club Affiliations: \_\_\_\_\_

Registration

Cost Total

Registration per vehicle (before June 1<sup>st</sup>, 2001)

\$50.00.....

Registration per vehicle (after June 1<sup>st</sup>, 2001)

\$60.00.....

Events

Welcome Party, Thursday evening, July 26th

N/C

Friday Driving Tour, July 27<sup>th</sup> (with event registration)

N/C

Friday Harbourfront BBQ (ca)

\$15.00.....

Saturday Concours (with event registration)

N/C

Awards Banquet (ca)

\$35.00.....

T-Shirts (ca) indicate size

\$15.00.....

TOTAL

.....

#### Host Hotel

Best Western Beacon Harbourfront (905-562-4155) (Cut off date for room rate of \$139.00, June 27<sup>th</sup>)  
(888-8BEACON)

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 offices, 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



# 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
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- Car boot sale vehicles \$5

## No Vehicle Registration Fee

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Morgans at the Vancouver Classic Car Show, April 28-29

Photo by Ken Miles





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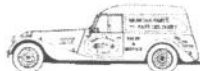


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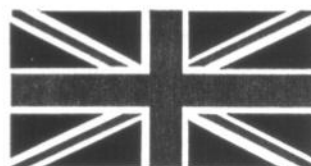


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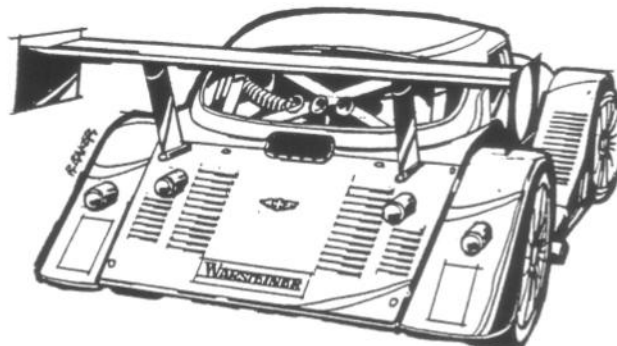
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