



Issue 4- 2002, July

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



From top: peaking around the corner – Allan Alexanian's Corvette, Chris & Gayle Taylor's TVR; top left --Malcolm & Brenda Taylor's TR3A, John & Sharon Roden in MGA, Brian & Brenda Morgan in +4 4-seater (eggplant), Marlies Sands' +4 4 seater (yellow); top -- Brad Morgan in 38 4/4, Alan Sands' Allard, Glenn Nigh & Rene Roberts in +4 (white); middle – Ray Shier in 4/4, Andrew & Teresa Flint in +8, Tom & Lynda Van Zuiden's +4 4 seater (standing with daughter Kim in the +4); bottom row – Vern Dale-Johnson (with Lida Alexanian) +8, Rick McGrath +8, Gary & Sherry McFarlane +4. Dave Farmer is standing at upper right (Morgan +4 out of the picture).

A photo of a few of the Morgans that participated in a Morgan Sports Car Club of Canada rally that touched down in Dundas. The event was organised by our good friends Tom and Lynda VanZuiden. The cars arrived at Lida Alexanian's for lunch and a tour of Websters Falls, then went on to Bryce and Jen Weylie's farm in Vinemount, for a garden tour and wine tasting. Of course many photos were taken. Few automobiles are as photogenic as the Morgan. Note the presence of a vintage Triumph, MGB, Allard, TVR, and Corvette. The oldest Morgan present was Brad Morgan's 1938 (light blue).

Photo & text by John Farr

Prez Sez:

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

Housekeeping item... All those who have had their email address or phone number change over the past while, ie a move from @home to @rogers or @shaw, please advise VDJ... you are missing valuable missives!

First order of business is to welcome new members Ray & Elizabeth Stevens of Pickering Ontario. John Fitchie & I met Ray & Elizabeth at MOG 32 – they were attending with the intent of looking for a Morgan. What they received was significantly more (but no more than any normal Morganeer would offer!). From their note:

Dear Vern: I want to thank you for helping Elizabeth and myself enjoy our first but certainly not our last Morgan meet. Our time in Staunton was really an eye-opener in respect to Morgan car owners and the way we were made so welcome by such a great bunch of people despite being non-Morgan owners. Considering the fact we went to MOG 32 as complete strangers and newcomers to this event, by Sunday we felt we were part of the "Morgan Family" and had found a new hobby to pursue.

As we said we had visited the Malvern factory last year because of my interest in Morgans, but both you and John Fitchie took the time to drive us around in the +4 and the +8 – what an introduction to Morgan Clubs.

My application to the MSCCC was mailed last week and, following your introduction to Tom Hooker, I've already received details of his 67 +4 Lotus twin-cam in the mail. We are attending "Brits in the Park" in Lindsay July 21st and are looking forward to the "British Car Day" event at Bronte Creek in September. Of course the MSCCC Niagara event is included in our calendar as well as MOG 33. Hopefully by that time we will be driving down in a Morgan rather than the Chrysler.



Taken at MOG 32, left to right – Don & Ruthmary Newell, Laffin PA, Elizabeth Stevens, John Fitchie, Vern DJ (with Autocross award) and Ray Stevens – photographer ??

Before I get too far ahead of myself there are many stories already with regards to our 2002 season... The **Moggie Miglia** put on by the Morgans of Philadelphia (MOPS) group was held over the May 18-19 weekend. Canadian representation was from Vern DJ assisted by the "Headmaster" of Marissa's school, Glenn Zedarako (who, legitimately, is a sports-car nut as he owns an Intermecannica 356 cabriolet). As Glenn needed to close out the Friday school day we did not get away until nearly 4 pm meaning a dark drive through Pennsylvania rolling into the Stroudsmoor well after midnight.. in the pouring rain. Saturday morning we had planned to meet up with Craig & Kerry Seibert along the route down to the start of the event at about 6:30. The call came from Craig at 6:30 enquiring where we were. Precisely? I was standing in the rain about 5 miles down the road from the Stroudsmoor changing the right front tyre while



Glenn was hitching a ride back to the Stroudsmoor to pick up the Isuzu and trailer... Out of the early morning rain and gloom, through a less than a clear windscreen had appeared a "black band of doom" across the road – rockslide! Good news is we got around the majority of the rock and saved the sump, bad news is we tore the sidewalls out of two nearly new and very hard to replace Michelin XZX 165-15's! Other good news was Craig had the same tyres and 72 spoke wheels on his +4 that was not being used that day and agreed to bring one with him and meet us at the start. As we dried out in the Isuzu we were beginning to wonder if this was such a great idea... after all there would be a great breakfast and roaring fire at the Stroudsmoor and there is nothing like a really good book to while away a rainy day. But we soldiered on, arriving at the start to bewildered looks of "why the trailer" until stories were told. Event one, regularity run, was skipped and we drove directly to event 2, "sprint" where, after fitting Craig's wheel, we fared reasonably well. After lunch was the "rally". By late afternoon the sky had begun to clear allowing for an enjoyable (even if non-competitive) run through the countryside. At the awards banquet although we garnered no laurel wreaths we were given one of the door prizes, a 4-seater tonneau – the group had obviously seen ours was getting a bit tired.

No word yet from Michelin regarding "road hazard" warranty adjustments for the two [nearly new] tyres – I'll settle for just finding replacements! One wheel was dinged however after a trip to Frank Kutas' at **Spoke 'n True** it is as good as new (Frank can be reached at 416-802-2934 or fkutas@interlog.com)

Postscript to the Moggie Miglia is event organizer, Craig Seibert was admitted to the University of Philadelphia Hospital on June 4th after suffering a heart attack. Tests revealed he had lost the function of most of his left ventricle and was immediately placed on the transplant list. Incredibly he received a new heart on Father's Day, June 16th and is now well on the road to recovery. We wish you well, Craig... Our thanks to Tony Souza and other eMOGGER's for keeping us apprised of Craig's recovery.

Ale Trail, June 2, 2002. Report from Oliver Dawson: What happens when a person who owns two Morgan's wants to go on a run? They find some fortunate person to drive the second car so they can double their pleasure - driving one, while watching the other being driven (sort of a "Ménage a trois" for multiple-Morgan owners). Well, I became that lucky person when VDJ asked me back in the winter if, in exchange, I might not take on the task of organizing some sort of beer related club event. No problem there. With Dave Farmer as my logistics partner, we scouted out the best route in advance (and of course tested the quality of the beers to be sampled on the way). A thumbs up and all systems a go for Sunday June 2, 2002. Thus was born the first ever MSCCC Ale Trail Run.

On the day, cool breezes and a robins egg blue sky reminded us that winter was not that far behind us. But the warm June sun ensured a gorgeous top-down motoring day.

Starting in Guelph behind the famous Albion Hotel (apropos, Al Capone's lodging of choice while on one of his quarterly procurement visits to Guelph breweries during the 'Dirty Thirties'), the gang of club members and guests assembled to meet, greet, oogle and chat before heading north to the first official stop, the historic Mill on the Gorge in Elora. After this short stop, it was time to get going on the longest leg of the day, the run to Neustadt where lunch awaited.

Neustadt, regarded as one of Ontario's prettiest towns, is not only the birthplace of Former Prime Minister John Diefenbaker, but also home to the wonderful Neustadt Springs Brewery. Getting there proved to be a slight problem for the event organizer (moi) including those foolish enough to trust he knew where he was going (Yes Martin Beer!). Event rule number one - don't get separated from your logistics partner.

If you have never been to the brewery in Neustadt, treat yourself to a special experience. Dating back to the time of Beethoven (well, not quite), this is an example of a classic 19th century rural Ontario brewery built by German stonemasons. The best part was how great a dozen Morgans looked, strategically parked in front of the building. Photo op!



ROAD TRIP ONTARIO

Celebrate 150 years of culture, natural beauty at Grey County

This year, Grey County celebrates its 150th anniversary. Festivities take place June 14 to 16 at Owen Sound's Victoria Park. Events include country music hoedowns, square dancing demonstrations and traditional Barn Dances. Don't miss out on this one-of-a-kind event.

Enjoy a two-day driving tour covering some of the regions within the county, highlighting points of interest, events and local festivals of the area. You'll take part in the Billy Bishop Heritage festival on Saturday, June 1, and visit The John Diefenbaker House on Sunday, June 2, as well visit the local Neustadt Springs Brewery.

*Award Winning
Craft Brewers
from the
oldest operating
brewery in
Ontario*

NEUSTADT SPRINGS BREWERY LTD. NEUSTADT, ONTARIO, 1889

When driving along Hwy. 10 from the GTA, the first natural attraction you come across is The Beaver Valley. This valley is known for its four seasons of relaxation and recreation. Situated along the Niagara Escarpment, visitors can enjoy mountainous cliffs, meadows and hiking trails.

Further up Hwy. 7, you'll connect with the town of Meaford, situated on the pristine, fresh waters of Georgian Bay. Meaford and its waterfront appeals to visitors with its dignified Town Hall and Opera House, Beautiful Joe Memorial, historic Christ Church stained glass windows and the whimsical "Big Apple" information centre.

When venturing outside of town, you'll come across blooming apple orchards. Meaford is Ontario's No. 1 apple harvesting region. When continuing across Hwy. 26, you'll

come across the Billy Bishop Owen Sound Regional Airport. It has been named after the region's legendary war hero whose contribution served to protect our freedom and democracy in the First World War.

The first historical event to attend along the journey is the Billy Bishop Heritage Day, which is presented at the airport and is a celebration to honor Billy Bishop's achievements.

The event is full of festivities, including a keynote address by Lt. Col. David Bashow, a vintage aircraft display, military re-enactments, demonstrations from the SkyHawk parachute team and military bands.

Departing the Owen Sound region on Hwy. 6, through winding roads and hilly countryside, you'll enter a small town called Durham, with its many bridges and waterways. Connecting to Hwy. 4 will lead to your destination, Hanover.

When in Hanover visit the Hanover Races, way and Slots. With its tropical atmosphere and 100 slot machines, it's a great way to have some fun.

County Road 10 will lead to the final destination, the town of Neustadt. Neustadt has been named one of the prettiest towns in Canada. You can take a personal tour of the town's famous Spring Brewery.

On June 2, end your two-day driving tour with a visit to the John Diefenbaker House, a museum created for the Honorable John Diefenbaker, Canada's 13th Prime Minister.

The Morgan Car Event also takes place on Sunday, June 2. You'll be able to step outside and watch the antique cars of this particular period drive by.

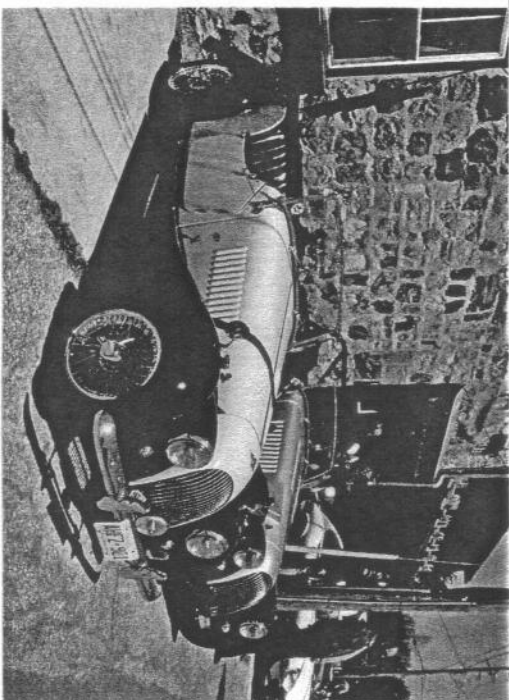
To find out more, call 1-800-567-GREY or check out www.greycounty.on.ca/tourism.

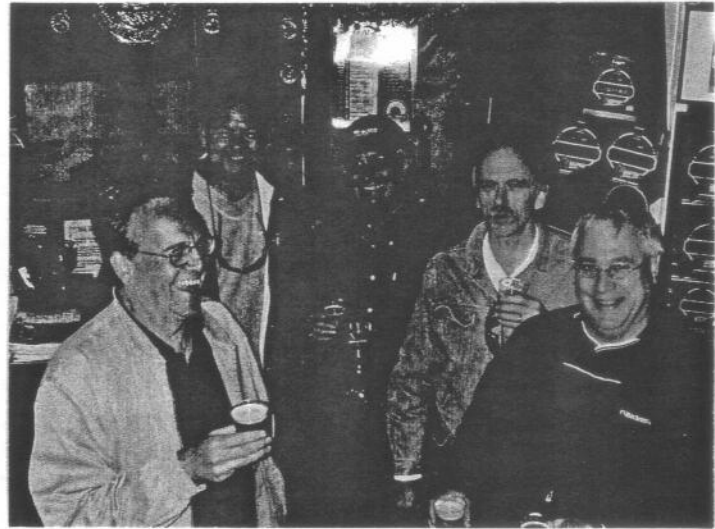
Van Zuiden's +4, 4 place
Martin Beer's 4/4

NEUSTADT SPRINGS BREWERY



THE CRYSTAL SPRINGS BREWERY, NEUSTADT, ONTARIO, 1969





← Oliver Dawson toasting with a bit of ale
Henrick Rens, Martin Beer, Vern Dale-Johnson,
Dave Farmer, Don Allen testing the product. ↑

Proprietor's Andy and Val gave us a wonderful tour of the facility (including the famous vaulted underground aging caverns) which now brews an excellent all natural Ale & Lager authentically "olde worlde" in character. The highlight was sampling their beer with a specially prepared lunch that included their homemade Beer BQ sausages. Fabulous! Thanks Andy and Val.

The rest of our stay included a self-guided walking tour of the town and a visit to Diefenbaker's Homestead where the local Monarchist League were celebrating the Queen's Jubilee with a \$8 per person high tea. A lot of little old ladies in print dresses exhibiting proper deportment (and the correct salutary wave-of-the hand technique) reminded some of us where the word 'frumpy' got its meaning. Ah, for the good old days...

Back into the Morgans for the drive back to Guelph where the staff of the Woolwich Arms was preparing our Beer Lovers Banquet. The "Wooly" as it is affectionately known, is famous for its great selection of locally brewed craft beers (Neustadt Springs included) and the quality of the food they serve. The local Wellington County Brewery was gracious enough to sponsor the event by providing us with samples of their authentic English style Ales. What makes Wellington truly traditional is their brewing method (remember cask-conditioning!), ingredient selection and the hardness of the water they use. As each course arrived a different Wellington Ale was served. Given my background in beer, I was able to play the part of a "beer sommelier" explaining the subtle differences between styles and how to match beer with food. Much to my surprise, people seemed to listen, or at least they pretended to. There was no quiz at the end so I'll never know for sure. Many thanks to the good folks at the "Wolly" and our friends at Wellington County Brewery.

With our bellies full and the early June sun now hanging low in the sky, it was time to bid adieu and make our way back safely to our respective nests. A truly memorable day and lots of possibilities for future MSSCC beer-related events and hopefully, more chances to be the lucky guy who gets to drive the second Morgan.

Attending the run were: Oliver & Lisa Dawson with sons Andrew and Lucas (Morgan); David Farmer and son Aaron (Morgan); Vern & Amanda Dale-Johnson (Morgan); John & Sharon Roden (MGA); Alan & Marlies Sands (Morgan); Martin & Jeremy Beer (Morgan); Steve, Jenny & Trevor Beer (Ford); Malcolm Taylor (TR3A); Tom Van Zuiden & Don Allen (Morgan); Andrew & Teresa Flint (Morgan); Laurence Gutcher & Jane Kim (Porsche Boxter); Henrik Rens & daughter Anya (Morgan); Todd & Pam McCallum (Jag XKE)

Oliver Dawson is founder of the Beer Lovers' Tour Company (www.beerloverstour.com) and an active Morgan wannabe. He works as a corporate trainer and consultant and also remains active in his artistic pursuits as a classical singer.



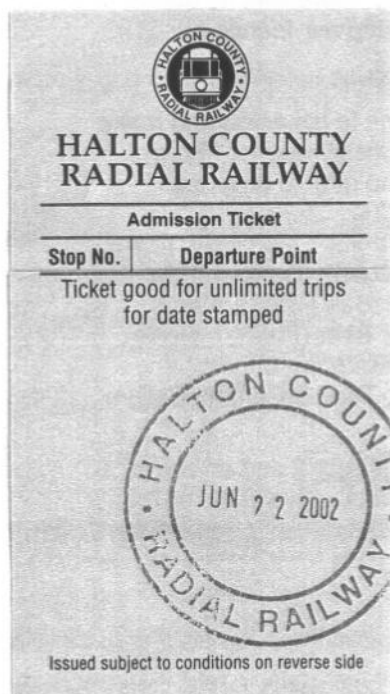
Next on the calendar for Central Canada was "**Classics Against Cancer**" on Father's Day (June 16th) in Georgetown. Report from Neil Young was the field was pretty sparse – only about 150 cars – but spectators were up in spite of the iffy weather. Attendees were the Shier's, Roden's, Glen Nigh & Renee Roberts, and Tim Clark from Niagara on the Lake. Awards were given to Sharon Roden - 1st in class for her beautiful red MGA and 3rd in class for Glen's regal +4. -- Congratulations to both of you! Alan & Marlies joined the group for the BBQ in Limehouse.

Many of the same group also attended the **Scottish Festival in Kincardine**. Mary Shier notes: "We all improved in our Highland fling as well as throwing our weights around. Shier's, Roden's, and Taylor's enjoyed the many activities and capped off the day by following the Kincardine Scottish pipe band down the main drag on Saturday night. It might be worth marking this event on our calendar for next year".

"**Brits in the Park**" in Lindsay July 21st was attended by the Shier's, Roden's, Glen & Rene, Dave Farmer and Rod Wilkinson... a very warm and breezy day. Her Majesty, Queen Victoria, was not immune to bribes for her favourite car, however, Sharon was unsuccessful in her attempt to persuade her highness. Glen took 2nd place to an Austin "Sheally". We then drove down to John Roden's (son of John & Sharon) for a wonderful swim and BBQ. The big question..... did Dave Farmer drive or swim home from Bolton??

Mary also notes **The British Saloon Car Club** is inviting us to join them for their annual fall tour in the hills of North Halton on Oct 6. It sounds like a groovy time as there will be a steel band providing the music before and after the run plus some authentic British food to be enjoyed at the Limehouse Memorial Hall.

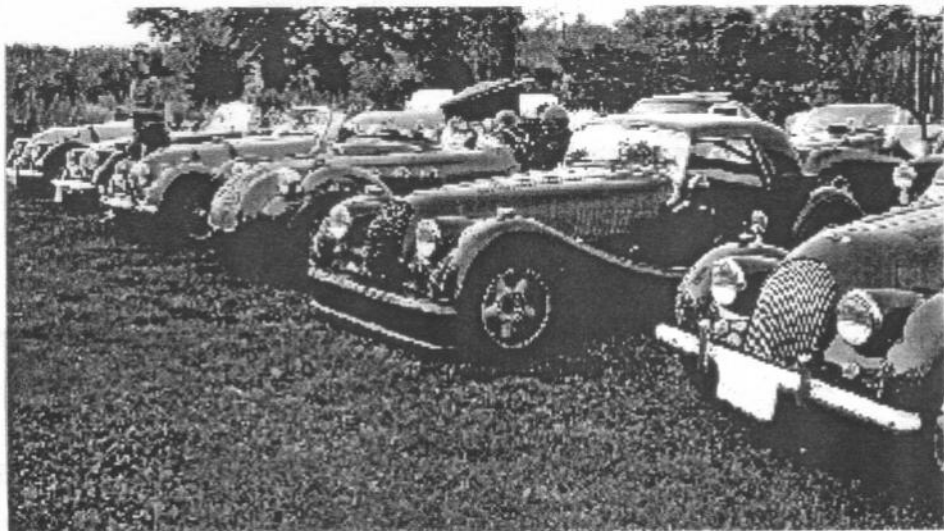
MSCCC luncheon – run June 22: Tom & Linda van Zuiden organized and hosted this club run on June 22nd. The run started at **Teresa and Andrew Flint's** in Oakville, stopped at "**The Halton County Radial Railway**" then moved on to our lunch stop at the home of Lida Alexanian for a scrumptious feast of sausages, salads, lamb, and refreshments. After a quick walk to view the Bruce Trail (we were running late) it was off through Dundas towards Paris along the meandering Grand River then northeast and make our way to "Ferris Lane" where Bryce Weylie lead a garden tour and the group enjoyed more refreshments.



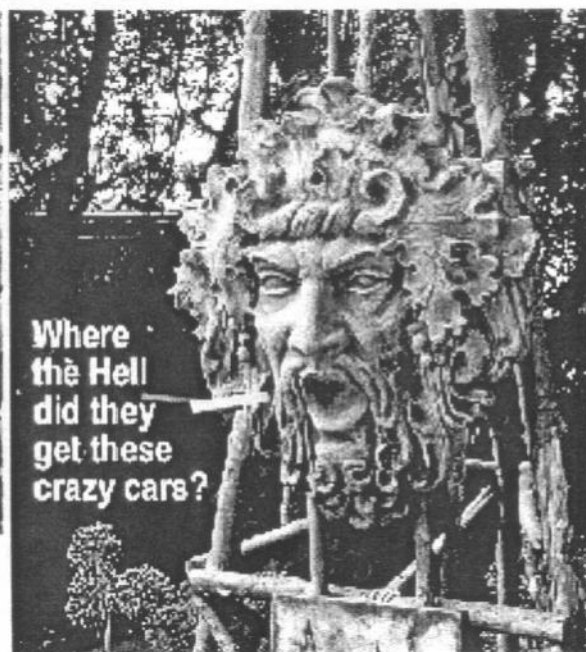
Most of the group riding the old Toronto Transit Commission streetcar...

Tom & Lynda send specific thanks to:

- Teresa & Andrew Flint for the use of their home as a staging area.
- Lida Alexanian for her enthusiasm and use of her home for the MOG invasion.
- Allan Alexanian for joining in with his Corvette and sweeping up the Mogs at the back end of the convoy.
- Alene Alexanian & Lynda Van Zuiden for organizing the food for lunch.
- Larry Sagar on the barbecue.
- John Farr for his great pictures.
- Steve, Jenny & Trevor Beer who stayed back and helped Glenn & Rene get mobile!
- Bryce and Jennifer Weylie at Ferris Lane for hosting the group for the garden tour and wine refreshments.
- Thanks to Brad Morgan and the 1938 Flat Rad which prevented all of us from getting a speeding ticket!
- The Staff at the Halton Radial Railway Museum were great!
- All the MSCCC members for showing up despite the marginal weather.
- Tom's parents -- Tom & Jane Van Zuiden and Wendy Alexanian who helped at lunch.



Morgan's on the grounds of Ferris Lane
Old Man of the Garden's asks the strategic question
Photos by Tom Van Zuiden and Gary McFarlane



MOG 32, MCC DC, July 4-7, Staunton Virginia: As noted above the MSCCC contingent this year consisted of the two Morgans belonging to the Dale-Johnson's (one driven by John Fitchie, the other by Vern DJ) and our newest members, the Steven's. As seems to be the rule this season nothing goes as per plan. Consider the following.

After returning from almost a month of travel... Business work in Winnipeg Manitoba, Vancouver B.C., then St. John's Newfoundland followed by 4 days in the wilderness of Nfld fishing with a Urologist (pissing around, you might say)... caught nothing of significance! I got back to Toronto just in time to repack and head off to **MOG 32 in Staunton Virginia**. After setting up a rendezvous with the Fitchie's at our place for 1 pm I headed off for a quick visit to the office. On the way the Isuzu failed me (first time ever!) when the alternator died, then the dealership failed me, as there was no replacement unit available in Toronto... We had expected to drive one Mog and tow the other but changed to plan "c" -- John and I would drive the Mogs sans women-folk (who, under plan "c" elected to stay home and rent videos for the week!).

1400 miles on each car with narry a complaint (although co-driver John says the +4 brakes are acting up after the pounding I gave them in the Autocross).

I did manage to break off both shift knobs! Incredible as it sounds the +8 knob broke first on a shift from 4th to 5th (no, I was not overcooking the acceleration run as Ray Steven's will attest to). That actually gives me the opportunity to shorten the shifter by an inch and create some very needed knuckle room. Then, 2 days later on a 1-2 shift during the Autocross, the +4 knob parted company causing loss of the run... Why the +4 and not the +8 for the Autocross you ask? Long story, starts with having to leave the Hoosier's at home (no trailer and thus no room for an extra set of wheels) and the heavy competition (read John Sheally) in the modified +8 class. That and a broken shift knob on the +8 (poor excuse) meant the decision to run the +4 as each driver is allowed to run only one car... but I had planned to do at least one of my 4 runs in the +8... until the +4 shifter broke and I blew the run. Was it worth it? Yes! The +4 brought home a "plate" in the Autocross – the only plate acquired by the Canadian contingent (sorry, not quite true, Grand Moose and eMOG webmaster Lorne Goldman attending with his wife Audrey took home a plate as well – congratulations, Lorne!). Competition in the Concourse was fierce and as is the DJ tradition we were foiled by the Rallymaster but really enjoyed the drive.

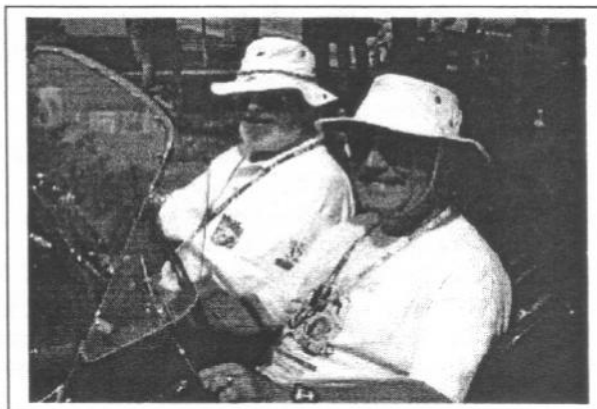
Many of those in attendance asked to be remembered to the MSCCC crowd – especially to Audrey and Reg. I know Millie Adams, Penny Bates, Peter & Anne Dattels, Orrin Geeting, Iris Knight, Jim Nickol, Perry & Ritamarie Nuhn, Alan Marsh, John Sheally, Ray & Ginger Shriver, Tony & Janet Souza, and Scott Willoughby all passed on their regards.

Ray Stevens offered the following insights to the MOG 32 events... Following a visit to the Morgan factory in Malvern last year, I noticed an ad in "British Car" that I subscribe to for the MOG 32 in Staunton VA. I discussed this with my wife Elizabeth and she agreed that it might be fun and interesting to attend. After e-mailing Ed Herman and receiving details on the event we booked into the Ingleside Resort not knowing what to expect, since we were not Morgan owners.

We can honestly say that we had a blast and from the time we arrived on the Wednesday at the registration area, meeting Ed Herman and his team, everyone we met made us as first time attendees quickly feel that we were part of the "Morgan Family". Everyone was ready to discuss any item about their particular Morgan or advise us on what to look for if we were interested in purchasing one of these great sports cars. Lucky also for us Vern Dale-Johnson and John Fitchie were attending the event and after introducing ourselves were quickly invited to join them in Vern's Plus 4 and Plus 8. I had the opportunity to assist in judging the 'late plus 4's' with Orrin Geeting from Saginaw Michigan in the Concourse and also take part in the Gymkhana with John Fitchie.

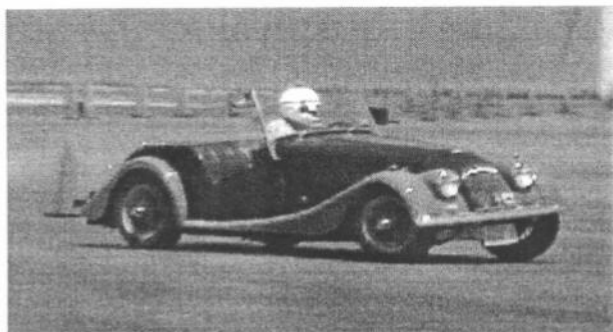
Attending the Cook-Outs, BBQs, Wine Tasting/dinner and several "Noggins" where again my wife and I met with many new people, watching the Auto-Cross, taking part in the Parade of Four Seaters with Vern and John, then finally the banquet on the Saturday night. Again lots of good food, watching the presentation of awards and finally embarrassingly winning the big "Basket of Goodies", was really the icing on the cake for the really great time and promising ourselves to make the trip to the MOG 33 at Sheppardstown in 2003.

On arrival back home in Pickering my application for membership to M.S.S.C of Canada was promptly mailed. We now have photos of 3 wheelers, flat rads, four*fours, plus fours, and plus eights to remember our wonderful introduction to the "Morgan Sports Car" enthusiasts. Our search has begun for a suitable Morgan and we intend to attend many more Morgan/ British Sports car events in the future. For the record I believe there were 74 Morgans registered MOG 32.



John Fitchie & Ray Stevens in the Gymkhana
Vern DJ photo

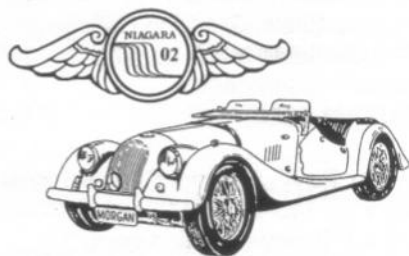




Top: Alan Marsh & his +4 and Lorne Goldman & his +8 in the autocross
Bottom: Morgans at the vineyard BBQ; Alan Marsh & Millie Adams at the gymkhana.

Vern DJ photos

MSCCC "Fall Weekend"... Sept 28-29 in the Niagara area. Please fill out the enclosed registration form and order your regalia.



Agenda starts with arrival at our hotel – the **Day's Inn 7280 Lundy's Lane, Niagara Falls** -- on the Friday evening, scheduled events from Saturday am through Sunday am, departure Sunday afternoon. If you can help organize the weekend please contact Sharon at jsroden@vaxxine.com or phone 905-892-6907.

Details are as follows:

- 25 rooms have been reserved at the **Days Inn**, 7280 Lundy's Lane, Niagara Falls, Ont. They will hold until **August 27/02**. To reserve call 1-800-461-1251 and ask for the **Morgan Car Club**, Reference: Sharon Roden. Package deal of 2 nights at \$189.00 + tax. This includes the 2 nights stay, plus Dinner for two at Montana's Steak & Seafood Restaurant (\$50.00 value), 2 Breakfasts for two at Denny's (attached to the Day's Inn) and free shuttle pass for two.
- **Friday afternoon & evening** - open. Indoor pool at the hotel, shop next door at the Outlet Mall, or take the free shuttle bus to the "Falls" and walk around or go to the casino. 9 pm Hospitality Room open at the Day's Inn – pizza and beer will be available.
- **Saturday** - breakfast at Denny's 8 – 9:30 am. Leave Day's Inn at 10:00 am for a run to **Joseph Estate Winery** for a wine tasting and tour.
- Run down to **Niagara on the Lake** and along the **Niagara Parkway** with appropriate stops along the way to Kingsbridge park in Chippawa. Park car (Niagara Parks has confirmed Kingsbridge Park, in Chippawa for Saturday, Sept. 28th 11am to 3 pm) for our **fun concourse** and **lunch at "The Boat House"**. Additional time in the afternoon to continue the tour or, head for the Day's Inn to rest up for..



- **Saturday Evening** around 7:00pm catch the free shuttle bus from the Days Inn to **Montana's Steak & Seafood Restaurant** for Dinner (and Morgan fun).
- **Sunday** - breakfast at Denny's 8 – 10 am. Catch shuttle bus to falls and go on the **Maid of the Mist** boat ride and return to hotel by 12:30. **1:00 pm convey to the Roden's for a B-Q lunch.** It's BYOB.
- **Registration fee of \$10 will include welcome reception**, regalia T-shirts must be preordered at \$15 each.

As numbers must be confirmed for organized meals, pre-registration is mandatory. Please see enclosed flyer and send completed form to Sharon Roden asap.

Vintage GP at Watkin's Glen dates for 2002 are Sept 6-8. Still warm enough to camp if you want to save your pennies to shop at the large vender area in the paddock however you must reserve your camping spot. If interested, and you don't want to camp, select and make your hotel reservations now... space won't be available once the summer is upon us. Check out the Glen website at www.theglen.com

As mentioned in previous newsletters there is an eastern event coming up that will be a "must see" (and hopefully for some Morganeers a "must do"). Details of the **Targa Newfoundland Rally** are now available on the rally organizers website www.targanewfoundland.com Entries closed the end of January; applications closed May 31, 2002. If not planning to "drive" plan a mini-vacation to "watch" and rub shoulders with the participants. Armchair rallyists are welcome! If in need of assistance contact Robert Giannou at rgiannou@nfld.com or phone the organizers at 709-722-2413.

Central Canada Morgan Events:

- | | |
|------------|--|
| July 26-28 | Grand Island Sequicentennial Automotive Events (All European car show, Solo 2, Grand Island Grand Prix (1952) re-enactment. www.isledegrande.com/2002 Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111. |
| July 28 | MGCCT Annual Glendon Import Invitational Car & Motorcycle Show. Glendon College, 2275 Bayview Ave. Gates open at 9 am. More info will be available in the coming months. |
| Aug 18 | St George's British Car Show, London, Marian Bishop 519-268-2797, embee50@rogers.com |
| Aug 25 | Boot 'n' Bonnet Club, Kingston, "13th Annual British Car Day" , Contact Brian & Linda Thomas 613-385-1947 thomasl@post.queensu.ca or Bill Gray 613-542-5371 |
| Sept 6-8 | Zippo US Vintage Grand Prix, Watkins Glen, NY 803-723-7872 www.theglen.com |
| Sept 14-15 | British Car Day , Bronte Park, info 416-410-4882 www.torontotriumph.com |
| Sept 27-29 | MSCCC Fall Weekend , Niagara-on-the-Lake, contact Sharon Roden at jsroden@vaxxine.com or phone 905-892-6907 |
| Oct 6 | British Saloon Car Club fall colour tour , Phil Miller 519-620-3703 or Elva Allen 519-367-5517 for details. |

West Coast Events for MSCCC and MOG NW:

- | | |
|---------|---|
| July 27 | 14th Bellevue All-Brit Field Meet , Arnie Taub 425-644-7874 |
| Aug 10 | Midlands (and Northern Pod) Tour & Picnic on Hood Canal at the Seligman's – contact Dave Wellington 360-387-8770 |
| Aug 31 | 26th Portland All-Brit Field Meet... details to follow. |
| Sept 21 | MOG NW Whistler Run , meet at Park Royal at 9:00 am. Ken Miles 604-576-8036 for details. |
| Oct 27 | Northern Pod Halloween Run . Win Muehling 604-299-2425 |
| Nov 3 | Ladner to Bellingham (aka London to Bristol) run |



The Alaskan Highway Experience, August 2003

Ken & Pat Miles

We leave Vancouver in early August 2003 and drive to Prince Rupert through the BC interior. Catching a ferry from Prince Rupert for two days and one night of cruising through the interior waterways of southern Alaska arriving in Haines, Alaska. From Haines we head to Alaska driving first to Anchorage and then Fairbanks. Leaving Fairbanks we pick up the Alaskan Highway, driving through Whitehorse, Watson Lake, Fort Nelson, Fort St. John ending up in Dawson Creek. Here we turn southwest and proceed through Chetwynd and end up in Prince Rupert where we turn west to Jasper and Banff. From Banff we head south to pick up hwy. 3 where we turn west and proceed along the southern route back to Vancouver.

The trip as presently planned is 5000 miles of pure Morgan driving and spectacular scenery. The trip will take at least 21 days including the ferry ride. Estimate costs are in the range of \$9 to 10,000 Cdn. including the ferry, which is expensive.

If anyone is interested in joining us for this experience, please email Ken Miles at kengmiles@shaw.ca or alternatively write me at 15410 Kildare Dr., Surrey, B.C., Canada, V3S 6B9. (home phone 604 576-8036). If enough people are interested, we could turn this into a great event. There is reason to believe that three separate countries and two continents could be represented on this drive.

Eastern Canada Events for MSCCC and GoMoG:

- | | |
|------------|---|
| Aug 18 | Moggies at the Farm , Contact Ed Burman or Greg Kaufman for details |
| Aug 25 | 13th Annual British Car Day, Kingston . Hosted by the Boot 'n' Bonnet Car Club.
Contact Brian & Linda Thomas 613-385-1947 thomasl@post.queensu.ca or Bill Gray 613-542-5371 |
| Sept 6-8 | Zippo US Vintage Grand Prix, Watkins Glen, NY 803-723-7872 www.theglen.com |
| Sept 13-22 | Targa Newfoundland. Targa office 709 722 2413 |
| Sept 19-22 | British Invasion , Stowe, Vermont. Mike Gaetano 508-435-8007
mgaetano@maainc.com , www.britishinvasion.com |
| Oct 6 | Boot 'n Bonnet Fall Colour Tour, Joe Lightfoot 613-476-5881 |



Other Events of interest:

OHMOG XIX, Sept 20-22, 2002, Put-In-Bay, Ohio. This is an island in Lake Erie just off the North Coast from Port Clinton and Catawba. To get to the event you and your Mog take the ferry across to the island or, if you are without a car take the Jet Express. On the ferry passengers are US\$10 round trip while the car is US\$12 each way. Event hotel is the Perry Holiday Hotel (419-285-2107). For full details of the weekend contact Ken Long at 419-877-0515, slong93404@aol.com. Registration form later in this Blurb

For Eastern Canadians who don't want to make the trek to Niagara for our MSCCC Fall Weekend, check out the **¾ Club's Autumn Mog** happening this year Sept 27-29 at the Appletree II in Lennox Mass. Registration form later in this Blurb.

MOA IV... the event is starting to take shape. Will be held in 2005. The team of Steve Roake, Jeremy Harrison and Elaine Fisher are at it again for your enjoyment. Tell your friends, mark your calendars, inform us of your level of interest, and save up your dollars/pounds for the **GREATEST MORGANS OVER AMERICA** yet. Start your preparations:



ANNOUNCING MORGANS OVER AMERICA IV SEPTEMBERISH 2005

Drive from New York to San Francisco
via

THE GREAT ROUTE

Drive the Great Lakes
Drive the Great River (Mississippi)
Drive the Great Prairies
Drive the Great Southwest
and
Drive the Mother Road, Route 66



The **Morgan 100th anniversary definitely will be in 2009**. Interested in shipping your Morgan to the UK for the "big event"... Planning is already underway, contact Vern DJ if interested.

Morgan Memorabilia:

For those who have been waiting, we've reordered the **MSCCC grill badge**. Badges are available 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 (Colmet) 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.

And our latest memorabilia... **self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles**. These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. **Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels)**. Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc... Styles are:



Race script



Classic script

Note **zippered nylon tote bags** (C\$17/US\$12) and **zippered sports bags** (C\$25/US\$17) have been sold out. If you want a specific bag colour, please advise VDJ very soon as a new batch will be placed on order prior to the Fall Weekend...



We've still lots of **MSCCC pins and crests available**. Pins with either a "safety pin" or "tie-tec" closure 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, white – at C\$10 each.



We can also **embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif** – 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! Note the new Morgan motif (shown on the left) is **not** available as a stand-alone crest, must be embroidered on your clothing or other articles.

For Sale:

1953 +4 FlatRad Twin-Spare Roadster, TR3 engine, Serial # P2633, 15" wheels, "cream&chocolate" colour, brown leather interior, Total restoration by Bob Couch in 1997, Reliable, strong, and ready for any event. \$29,000. Iris Knight 408-836-4912 New Jersey, USA iknight@eclipse.net

The following was sent to the **MSCCC email list early in July (again, if your email address has changed, let VDJ know!)**: Ray Shier has been asked by the executor of the estate of Dick Edmunston to help in finding a new owner for his **72 Morgan 4/4 4-seater**. Below are the particulars. Ray has looked at the car and comments are his. Anyone interested needs to contact Ron Hicks at 519-396-6662. Car is located in the Toronto Ontario area: 72 4/4 4-seater, 28,500 miles - seems to be original based on knowledge of owner, vinyl upholstery, a recent respray (yellow) covering some body fill behind / under the doors, steering is good, front suspension feels good engine sounds good, undercoated, needs some TLC. It appears this is a 30-year-old Morgan that has had some cosmetics done but basically is a car that within the next few years will need a proper rebuild. A good original Morgan. Asking C\$28,000. Contact Ron Hicks for more details or to purchase 519-396-6662.

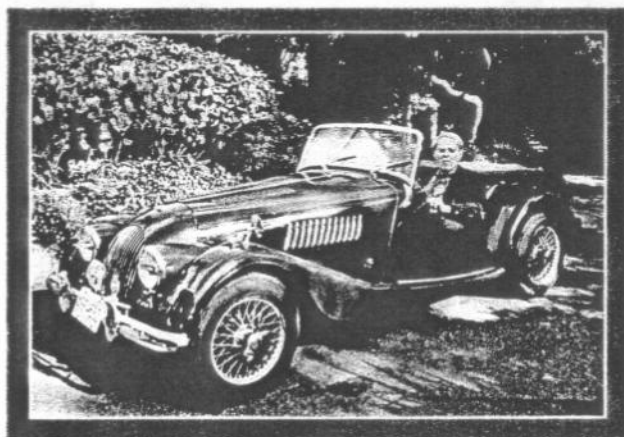


John Sheally II has notified the eMOG group that his new book "**Peter Morgan the Rare One. Peter Morgan +4+**" was introduced at MOG 32. Copies should be available from your local automotive book supplier – Price is US\$35.

Some time ago I advised that Dani Carew of Monaco was preparing a "**Who's Who**" of the Morgan world. The First Edition has been released and although many of the "stalwarts" of Morganeering are missing there are about 70 entries including Tom & Lynda Van Zuiden, Vern & Amanda Dale-Johnson, and one of our newest members (see below) **David Daniel Ruddy**... David lives in Victoria but his Morgan has toured Europe and North America. Price of the "Who's Who" is E100 (100 Euros) including postage from Monaco. Contact Dani danicarew@compuserve.com for details on how you can get your copy and how you can get your page in edition II or the "Who's Who".

WHO'S WHO

Name :	David Daniel Ruddy
Fax :	00 1 250 658 6020
E-mail :	ddruddy@shaw.ca
Country :	Canada
Morgan owner since :	1966
Construction date of present Morgan :	1966
Design :	Plus 4
Motor :	Ford Cortina
Colour exterior :	British Racing Green
Colour interior :	Black leather
Affiliated Club :	MSCC Canada

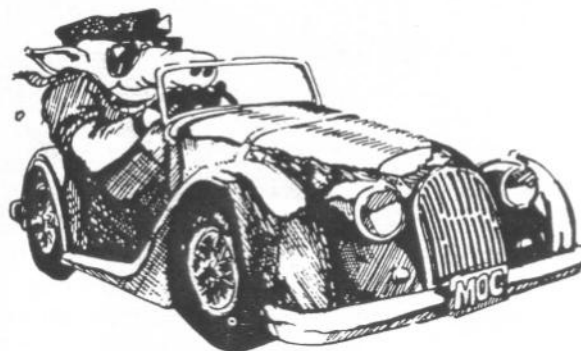


Short history on present Morgan : The car was broken in on the continent and had its first checkup in Rome. It was brought to North America in September 1966 and crossed North America from Montreal to California and British Columbia and return to Montreal. Its home is now in British Columbia.

HOG MOG MATTERS:

For those who might not have heard in late May one of the British Morgan Agents, Andy Simms of Four Elms Morgans was killed in a traffic accident along with a member of his staff. Those who have dealt with Andy will note the marque has lost a valued supporter.

Hermen Pol who attended the late May "agents meeting" at the factory commented on eMOG "This fortnight proved most interesting and informative. I had the pleasure to meet several of the new American agents, as well as Canadian agent Martin Beer. Martin really



deserves the support of all Canadians as he is a very good, devoted Morgan man, as is indeed his entire family". Thanks, Hermen for the comment... Martin has noted this still doesn't get Morgans past the Canadian authorities!

Interclub Events:

Ed Burman (elburman@cyberus.ca)

Ed continues his battle with cancer with periodic updates from Margaret. We're still pulling for his recovery and wish him the best.

Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

The past months have been quite active for the western members of MSCCC and their relations of MOGNW.

VanDusen ABFM May 18th 2002: The days before and after the annual VanDusen ABFM it rained but May 18th was a beautiful day with only clouds and a bit of sun peaking through which made for a great show as nobody got sunburnt, frozen to death, or soaked. Thirty-five Morgans arrived on the field from as far away as Portland, Oregon and Toronto, Ont. If we would have had a long distance award Mary and Ray Shier of Toronto in their 4/4 would have won it. Of the thirty-five Morgans, there were 11 4/4's, 14 Plus 4's, 9 Plus 8's and one Trike which unfortunately was not appreciated by the voting public.

In the 4/4 class Pat Miles was first, Larry Sharp was second and Les Burkholder was third. In the Plus 4 class Larry Emrick was first, Bob McDiarmid was second and Lee Harman was third. In the Plus 8 class Win Muehling was first, Heinz Stromquist was second and Ron Weiskind was third.

After the presentations, the vast majority of the participants made their way to the Miles' the usual post ABFM party where a few hours were spent looking at each other's cars, remembering old times and discussing technical problems. We also had the opportunity to spend some time with two new members Glenn and Sue Sorko, and Ken Griffin who had just joined the club during the previous week.



Morgans at the Van
Dusen "All Brits" May
18th
Vancouver

Photo by Pat Miles



Thanks to the Northern Pod members who attended the party and brought either an appetizer or dessert. Without your help the party would not have been so successful. Besides the wonderful appetizers and dessert, we enjoyed an excellent steak cooked by Craig Runions and David Wellington accompanied by salads and garlic bread. Approximately 60 members attended this function with about 20 guests including

several Tiger Drivers who carefully parked their cars across the street to create a double-sided road hazard for people driving through the subdivision. Everybody had a great time and went home happy.



Morgans and Tigers at the Miles post Van Dusen BBQ

Pat Miles photo

Victoria Father's Day Picnic in the Park, June 15-16: We'll start on June 15th with a party at Woody Thomson's house in Victoria. Both Woody and Carmel were great hosts in both cooking a great meal and providing a place of rest for the couples that stayed over night. Thirty-one people enjoyed the hospitality and spent their time doing what Morgan owners enjoy, having a good drink and lots of story telling of past Morgan events. This particular event always brings me fond memories in that it allows me to study my original Plus 4 that I sold in Toronto in August 1968. Boy do past decisions come back to haunt you.

The next day was the annual Victoria Father's Day Picnic in the Park. This year was the biggest turnout in memory of British cars to this event. Morgans were well represented with over 17 in attendance. Just a great day with the sun shining and meeting old friends some of whom we only see once a year. About mid afternoon nine Morgans left the park to begin the odyssey known as Barkerville or Bust.

Barkerville or Bust, June 16-25: Barkerville or Bust began with an official kick off at Bill and Fay Sterne's house in Courtenay. (To those of us out west that surname bring shivers to the neck as his father was the owner of the Morgan dealership out here and a racer of Morgans). Bill and Fay had kindly offered to host a dinner party for those on the Barkerville or bust run and invited some of the local owners of old English Cars to attend this party. The next morning 11 Morgans and two impostors (Morgan owners whose cars at the last minute had broken down and were unable to make the run.) began the odyssey by heading north on the Island Hwy. for Port Hardy to catch the ferry to Prince Rupert with Mike Powley our leader taking the lead. Six days later and approximately 1000 miles later we arrived in Barkerville as a complete group having enjoyed a great day sailing the inside passage, touring an aluminium smelter and enjoying some tremendous scenery. Barkerville was worth seeing with its old renovated buildings, actors portraying characters from the past and the good food. The final night with everybody together was in Williams Lake where we had a great meal, accompanied by a few presentations to Mike Powley for organizing this event. The next day some of the group departed for home while others went on for one more night in Whistler. Just a great trip and another memory to one's lists of great Morgan events.



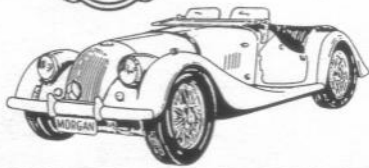
Captions to photos (bottom of previous page): Mile and Harmon's enjoying refreshments

Old mode of transport meets new outside of Barkerville Church

Below: Barkerville Morgans outside Barkerville Restaurant during evening meal

Bottom: Line up of Morgans at Rally in the Valley

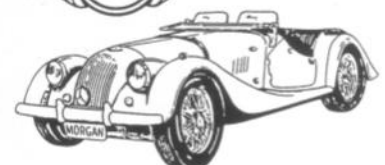
photos from Ken & Pat Miles



MORGAN SPORTS CAR CLUB
OF CANADA



The weekend of **July 5th, 6th and 7th** was the annual **Rally in the Valley** held in Penticton this year. This event was attended by Morgan owners from as far away as Winnipeg and the US. Besides the usual contingent of MogNW owners in Graham and Val Bailey, Bob and Judy McDiarmid, Ted and Judy Carew-Gibson, Frank and Debbie Kaufman, and Ken and Pat Miles, Lee and Judy Harman and Bill and Cassandra Ward from the US along with Dave Gard of Calgary and Bill Sullivan of Winnipeg joined us. Dave and Thea Wellington were also up from the US but in their MGTD. Trophies were awarded as follows: Pat Miles was first with her 69 4/4 4str., Bob McDiarmid was second with his 66 Plus 4 and Lee Harman was third with his 56 Plus 4. Dave Welling took a first with his 1948 TD but had a rather momentous drive to the Rally. As usual this event provided plenty of time for the parking lot party and great food having two dinners supplied by the host the Okanagan British Car Club. An event well worth attending.



MORGAN SPORTS CAR CLUB
OF CANADA

Notes from the Web:

I've found that the most common cause of pins riding up and hinges loosening in wooden body cars is from misalignment. One method that I have used to be certain that the hinges are aligned is to temporarily replace the pins with a long rod of the same diameter (sometimes not easily obtained!) for fitting the hinges to the door and jamb. To be absolutely certain the hinges stay aligned when the screws are tightened and that there are no forces tending to misalign the pins when the long rod is removed, I set the hinges in epoxy. Use a thin sheet of plastic bag material between the hinge and the wood after smearing epoxy on the wood. Then use only one screw in each side of the hinge and only tighten just enough to hold the hinge in place.



Morgan Moose

(eMOG mascot...)

Once the epoxy has cured remove the plastic film, redrill the remaining epoxy filled holes and tighten everything up. The long rod should slide out as easily as it went in and the original hinge pins should now be absolutely in line, resulting in a door hinge system where the screws will rarely loosen and maybe the pins will stay put. It's a lot of work but has worked well for me on several early wooden body cars and my Morgan. However on the Morgan the screws are machine screws that go thru the wood into a threaded steel backing plate. The hinges, however, were still set in epoxy with a long rod as a pin tying them together first to assure pin alignment. Art Hart '64 +4 Chester, NJ

+++++

From: Christopher Bushell King <bushellking@yahoo.com
Le Mans 2002 - a long & personal view

Bonjour... Anyone with high standards or a low boredom threshold should leave now, because this risks being long and only occasionally interesting. You have been warned.

Anyway, Thursday morning, bright-eyed, kiss my wife goodbye, she's going to work and I'm going to Le Mans. Get the Mog out, load up and away I go, leaving Amiens under a discouraging drizzle, typical for the place and time. The weather cleared after ½ an hour, and the smile came out, and stayed out for 5 days straight. 4-odd hours later, Le Mans.

I decided too late to go to Le Mans to be able to join in with the vagabonds, so had to make my own arrangement. Having found the "chateau" where I was camping, I introduced myself to the charming ladies who were guarding the gate, found a spot, pitched the tent. Slightly edgy due to the number of Porsches camped in the grounds. Lotus Elite arrives and pitches up next to me. The only two cars with character, side by side.

Went back to the ladies (at the gate) for a welcome and welcoming glass of wine, and directions for locating Chateau "Dow". Headed off with a light heart and a lightening head to La Renaudiere, rolled in slowly. Very nice, better class of Porsche and an overall gentlemen bent over a Morgan... the only one visible. Hearing my arrival he straightens up and voila, the man himself. "Bonjour, George" "Hi, Christopher" Grins all round. The guy he was talking to didn't quite understand what was going on, but turned out to be American and quite OK. He owns K & N. Anyhow, after chewing a lot of fat, it's off for a barbecue in the presence of a goodly number of Scottish Porsche and Lotus owners. The 'will you look at that' factor is fully in place by now. Lovely evening, end up cutting through the most Scottish of accents and understanding all of them. Ran a guy back down to "The Circuit" (first visit of the trip) at midnight, just at the end of practice. H'll of a sight, night sky, floodlights illuminating the track, the sound of those engines... Let the guy out behind a Pagani - never seen one of those before, very Italian and probably worth as much as my house.

MAID
OF THE
MIST



THERE'S
MAGIC
IN THE
MIST

CANADA ONE
FACTORY OUTLETS

MONTANA'S



Niagara 2002

Sept. 27-28-29th

Days Inn
Lundy's Lane
Niagara Falls, Ont.
Canada

Phone: 1-800-461-1251

By 3:00 pm, 27 August 02

Ask for special room pkg.

Under Morgan Car Club
Sharon Roden

Cost: \$189.00 + tax for the 2 nights

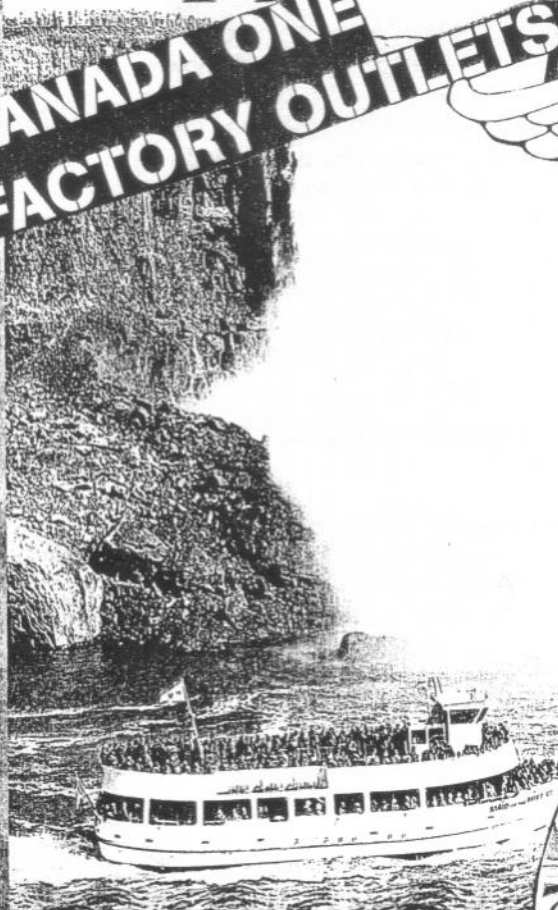
(Fri. & Sat.)

This includes -

Breakfast for two, each morning (Sat.&Sun.) at Denny's
\$50.00 voucher at Montana's Steak & Seafood
Restaurant

Free shuttle bus pass for two

Limited number of rooms available
please call to reserve ASAP



DANIER
LEATHER FACTORY OUTLET

InWear

La Vie
En Rose

NIN
sho

BLACK & DECKER

ESPRIT

Villeroy &
1748

THE BODY SHOP
DEPOT



cloire's day set



Tristan & AMERICA
OUTLET

TOOTSIES
FACTORY SHOE MARKET



CLUB MONACO
Outlet Store



Asian Gourmet

Battery Plus

Levi's
Outlet



MEXX

Samsonite
Company Stores

ESCADA
FASHION OUTLET

Sambridge
MILL OUTLET



HANTOM
OUTLET

Thomas
Cook
Foreign Exchange

URBAN BEHAVIOR



TIME
WATCH OUTLET

REGISTRATION

Niagara 2002

Sept. 27-28-29th



Please Print

Name _____

Mailing address _____

Phone home _____

4 Seaters			Year _____	Serial # _____	Plate # _____
Trike	4/4	+4	Color _____	Body _____	Wings _____
Trike	Roadster	+4	Interior _____		
4/4	Drophead	+8	Special Features _____		
SSports	Comp/Racer		Other Morgans _____		

			# Attending	Cost
Fri.Sept..27	9 pm	Hospitality Room Pizza & Beer	<input type="checkbox"/>	N/C
Sat.Sept.28	8 pm	Dinner-Montana's (\$50.00 voucher)	<input type="checkbox"/>	
Sun.Sept.29	10 am	Maid of the Mist (pay there)	<input type="checkbox"/>	
	1 pm	BBQ @ Roden's BYOB	<input type="checkbox"/>	N/C

T-SHIRTS MUST BE ORDERED & PAID FOR IN ADVANCE

Colours: (04) Serene Green (69) Light Blue (93) Ash (light grey)
(03) Yellow Haze (31) Natural

Sizes: S, M, L, XL, XXL Cost: \$15.00 each

Size Colour Qty.

T-Shirt Total _____x\$15.00 = \$

REGISTRATION FEE:

\$10.00

TOTAL COST

\$

Make cheque payable to: Sharon Roden
3 Leslie Place, Fonthill, Ontario L0S 1E3
phone: (905) 892-6907

TEAR OFF AND RETURN THIS FORM

A race by any other name would be the Sept Jours du Mans

LE MANS 70TH EDITION

By ANDREW ROSS

Right about now Ron Fellows ought to be putting his feet up at a nice hotel southwest of Paris, relaxing and waiting for tomorrow's start of the 24 *Heures du Mans*, the most prestigious and storied endurance race in sports car racing.

That is what he should be doing, but Le Mans is a unique event in a unique setting and demands more than that from its drivers. Fellows, from Mississauga, Ont.,

will be defending his 2001 GTS class win with co-drivers Olivier Gavin and Johnny O'Connell in a Corvette C5-R.

He is one of only two Canadians competing this year. The other is veteran John Graham in a Parrot prototype.

Fellows says the history, the pageantry and the tradition of Le Mans demands special things from a driver.

"Le Mans is very different from other events. Just as you are getting used to the time change, there's practice and qualifying at 7 p.m. to 9 p.m. and then 10 p.m. to midnight. Most of the track is on public roads and they aren't

allowed to close them until 6 p.m." He says the organizers have track preparation down to a fine art. This should not be a surprise considering they have been doing it since 1923, and have presented 70 editions of the event.

Only one other race event — the Indianapolis 500 — clings to the type of extended schedule honoured at Le Mans. The pageant starts in May with pre-qualifying and continues through to the race.

Pre-qualifying for Le Mans in early May is not just about speed either. Prospective competitors are also judged on presentation. You do not enter Le Mans; you are granted an entry by the Automobile Club de l'Ouest's Selection Committee. If the organizers do not want you to race, you do not race. This year they sent home half of the 96 prospective entries, allowing only 48 cars to race — 26 prototypes (18 LMP 900s, one LM GTP, seven LMP 675s) and 22 GT cars (10 LM GTSs, 12 LM GTs).

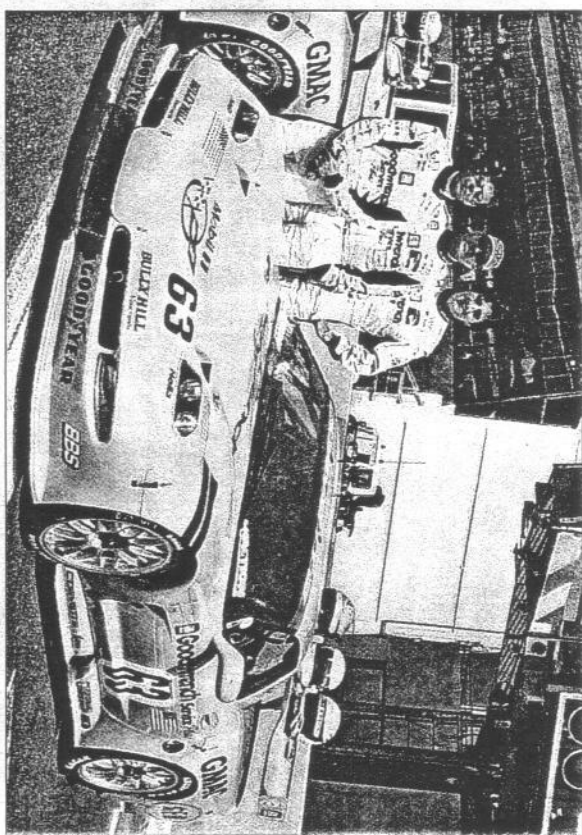
Leading prospects for the overall win are the defending champion on Bentley GTP car and the Audi R8 entries in the LMP (Le Mans Prototype) 900 class. Fellows' Corvette runs in the GTS class.

This week, prior to the race, things really ramped up. All day Monday and Tuesday, official technical inspection of the accepted entries took place as a public event. On Wednesday and Thursday evening there were the evening qualifying and practice sessions to set the grid order.

They are not done yet. While there are no on-track activities today, Fellows is getting ready to head into the centre of town to take part in the drivers' parade. So, by the time Fellows and all the other drivers strap themselves in for the race start tomorrow, they will already have had a week's worth of events under their belts. Perhaps they should call it the *Sept Jours du Mans*.

It is the way it has always been. "Nothing has changed over the years," says Fellows. "The tradition is part of the attraction. It makes it unique and special. It is a true test of man and machine, probably in that order."

Le Mans' track layout is steeped in tradition — there have been only minor changes over the years — and, at 14 kilometres long, it is one of the longest competition courses still in use. Most



Mississauga native Ron Fellows, right, will defend his 2001 GTS title along with Chevrolet Corvette C5-R racing team co-drivers Olivier Gavin and Johnny O'Connell in this weekend's 24 Heures du Mans.

tracks are little more than five or six kilometres.

"A lot of it is very high speeds," says Fellows. "Five times a lap you're at over 320 kilometres an hour. You don't see that kind of top speed at Daytona. And you're on a narrow road lined with guardrails with trees just behind them, so you get a tunnel effect, particularly [on] Mulsanne Straight."

That legendary straightaway was tamed (somewhat) with the addition of two chicanes when racing speeds began to regularly exceed 400 km/h and the rolling hills became ramps. Still, it is the kind of speed that will get your attention. Or so you would think.

"The laps are so long and there are so many straight sections, it all starts to look the same," says Fellows. Plus, "I can get kind of lonely out there. 'Loney?'"

At a race like Daytona, they start 80 cars. For the first few hours it's like a video game. At Le Mans, there's this massively long track, yet they only start 48 cars. Last year, I didn't see more than a few cars in any hour. It's a bit eerie. It's very dark and it's difficult to find reference points.

"The traffic at Daytona helps keep you mentally alert. At Le Mans, you really need to stay on

top of your game."

Running for long periods in darkness, alone on a track, can cause drivers to lose focus and forget how fast they are going.

"You lose that sensation of speed," says Fellows. "All it takes is one little incident to remind you how fast you're really going." Even with all that, and some serious GTS competition from the likes of the Oreca Viper team, the Prodrive Ferrari Maranello,

and the Saleen entry that gave them trouble at some races last year, Fellows likes the Corvette's chances this year. He thinks they have good speed and reliability on their side.

"When you're a defending winner, you're not too anxious to give that up. It's so much work to get, and once you've learned how, you feel pretty good about doing it again."

National Post

Racing picks and predictions

24 Heures du Mans. The smart money is on the Audi R8s to take the overall win. They have great reliability and only the endorsed GTS class, but it is a long race and anything can happen. You will be able to see most of the action on Speed Channel, starting tomorrow at 9:30 a.m. **CART** It is the second race in as many weeks and the teams are hitting Portland and its unusual layout. There is always lots of breaking action just before the Festival turns, and it has ended many a hopeful's dreams. Rain wreaked havoc last year, taking Canadian Paul Tracy out early, though Patrick Carpentier finished fifth. Watch for both. Broadcast time: Sun., June 16, 3:30 p.m., on CBS. **NASCAR** Winston Cup Michigan International Speedway marks the return of super-speedway racing. Dale Earnhardt Jr. holds the qualifying record, running at more than 191 mph in 2000. Watch for him, Sterling Marlin, Mike Waltrip, Mark Martin, Tony Stewart and, of course, Jeff Gordon to challenge. Broadcast time: Sun., June 16, 12:30 p.m., on Fox. Andrew Ross, National Post



Friday. Up early, work out the showers, have full English breakfast that's a pur French invention and it's off to the Arnage RV. Managed to find Arnage village, tracks off to the left so let's look down here, try again, what are all those crash barriers? Yikes, the track. Goose pimples, hairs on the legs standing on end. Forty years I've waited for it and I'm here. Turn left, down to the end, round the bend and there it is, "Honest Jones' Used Morgans", 70 of them (maybe less, seems like more) all lined up and gleaming in the spring sunlight. Park beside them, and look for Peter Crawford, who is bringing "The Shirt". Colin Mackay introduces himself, Barney Gower does too, as does Russell Wakefield, then the man himself arrives, although not staying long, luncheon duty calling. Say hello to the only other one I know, Dallas, and sunbathe, watching a fair chunk of British sports car history driving past. Get a call from a colleague, French, and manage to maintain a halfway intelligent conversation with him, interspersed with "Blimey", "Strewth", "Would you look at that", and more downright vulgar exclamations.

Crowd breaking up, so out onto the track and off to the Mulsanne roundabout, and a bit of the back roads (due to a camion having fallen over going round the roundabout) to Mulsanne itself and off up to Tertre Rouge, back down Mulsanne. Urgent pit stop 100 yards from the bottom of Mulsanne straight, two gendarmes walking past en route to their duty station, "Bonjour", "Bonjour" and half an hour spent chatting about cars old and new, restoration, life in France and England, etc. Superb selection of cars streaming by, Barney Gower stops, asks if everything's alright (thanks, "no problem"). Realize what he must have been thinking, that I had been nicked. When I finally left the gendarmes, I thought maybe there might have been a collection for the poor Englishman, just after the bend. Wrong. So kept on going, through Indianapolis, up to Arnage, turn right and let rip. Lord, it really is the most fun you can have with your clothes on. Track closing soon, so back to Tertre Rouge, park nearby, have lunch in the restaurant downstairs. No way it's Michelin, but Tertre Rouge - must be dreaming!

Into town to suss out the Drivers' parade. Park in underground car park, ideally located, pat self on back. Come out, see notice "Car park closed from 17:30 to 20:30 due to Drivers' parade", go back downstairs, pay parking time, collect car, shortest ever stay, all for 1 Euro! Steaming hot, but park outside closed area and head for the collection park and what a collection there is, with TVR (mainly modern), Cadillac (50's to 70's), AC Cobra (real? replica?), Ford GT40 (ditto AC Cobra), Bentley, vintage stuff and an Aero 8, turning heads. Off to the parc ferme, just in front of and below the cathedral. In quantity and effect, it's the collection park cubed. A certain number of people in yellow t-shirts, looking nonchalant, only one I knew was Dallas Jones, but that was enough!

Off to get a good position for the parade, 30 yards from the Podium. The parade starts on time and lasts about 2 hours, which, given the heat, is a bit long, but it's a good mix of showbiz (presentation of the drivers), the serious (the cars, old, new, and historic) and the lighter hearted (Samba orchestra, majorettes and marching band). The well-known Vagabonds were represented by the spitting image of Dallas, introduced by the commentator as "Monsieur John Dallas".

G*d, The Shirt is hot. It's good stuff, will last for years, but wearing it in 35 degrees will probably see me off long before it wears out. Back to the campsite, barbecue in spitting rain and bed.

Saturday. Clear blue sky, beautiful sunshine. Down to the track at about 10 AM, taking the Mog instead of the shuttle, to be independent as to return time. Bumped into a pair of Vagabonds, coming back to the campsite with the bread, gave them a lift and, voila, the day's parking is settled. Had a nice chat for a couple of hours, sustained by coffee, wine, pate, baguette, . . . Hi and thank you to John and Anne Hasell, Dave Atkinson, Gerald Young, Conor (?) and the young guy with the Dorset accent. Nice to meet you.

Went our separate ways to our separate seats to get into the ambiance and found I was opposite a huge TV screen and the exit to the pit lane. Very nice. Watched the build-up and listened to England-Denmark, excellent way to start the afternoon. Drivers presented again, foolish virgins of Hawaiian Tropic, then the drivers' national anthems - nice touch, to play the National Anthem and flash England 3 - 0 Denmark on the TV screen at the same moment. All the English supporters on their feet, singing their heads off, flags a waving (at this moment we could have won the race on foot).



Off they went for the warm-up lap behind the Cadillac pace car, then the start, 50 cars foot to the floor, hairs on the back of the neck on end - and there's 24 hours of this. Things calm down a bit when you see the groupings at the end of the first lap! Cheer #73 through and sit down. Then the shock - #73 into the pits, and into the garage. Confused explanation 'Coolant loss', then 'Changing back axle because of a tiny vibration'. #73 comes back out - immense relief and a cheer.

Highlight... Almost every passage of #73 was marked by cheering, excellent atmosphere and v. good for the image. Same is true for Bentley, but no-one's forced to do it.

Mooched round to the Dunlop Bridge after a couple of hours. If you've got the sounds of the cars worked out, you're OK, because in this crowd, it's a heck of a job getting to see them. The quietest are the best (Audi, MG, Bentley), the bass notes are the Americans (Cadillac, Corvette, Panoz, Saleen), the sharp notes are the Peugeots, the street loud ones are the sports ones (Porsche, Ferrari, Morgan) and that's it, watch the race with your eyes shut

Joined up again with the Vagabonds and off for supper in Arnage, eating outside and watching the posers go by. Deliciously warm, sunny evening. On to Arnage, park opposite the entrance.

Highlight... Arriving at Arnage in darkness, waiting to get into the car park, the corner is blocked off with a 10 foot high wall, you hear the cars come by, braking then accelerating away, see their lights illuminating the trees, but can't see them - otherworldly, it is.

Car parked, up onto the banking and there they are, 20 feet away. Lit by the TV lights, thundering in from Indianapolis at G*d knows what speed, braking hard, round Arnage at G*d knows what speed (i.e. about 1.5 to 2 times my 4/4's top speed, windscreen off, downhill, following wind, etc.) then away into the night. Then the TV lights go off, and the effect is magnified tenfold. Pitch darkness and silence, blinding light and deafening noise, pitch darkness and silence again. That's what I came for. Try a couple of photos - bound to be rubbish, but the emotion got the better of me.

#73 still going strong, and still being applauded. Back to the campsite and to bed. Wake up at 5 AM, hear a car coming in and switching off, then another starting up and pulling out; night shift back and day shift out. Next time I'll get up early and go see the sunrise, promise.

Sunday. Good breakfast and off to the track in the bus. Chatting to a Porsche owner who nearly became a Morgan owner 20 years ago. Ordered a Morgan on a 6-year waiting list and sometime later went to work abroad. Had a letter from the dealer telling him the car was to be made shortly and asking for the spec. He said that as he was abroad, he couldn't take the car, but could he freeze the order for a while. Got a very dusty reply from the dealer. Bought a Porsche.

Arrive at the track at 9.30 and "imagine my surprise". #73 was in the garage. You know the rest of the story, but the bulletins stuck up outside the ACO shop showed she had been running well. Went for a turn towards Tertre Rouge and heard the announcement of the withdrawal at 10.30. #73 is applauded again. The withdrawal was a heck of a shame, after all that the guys had done, but they had achieved a lot in a short time, so bravo to them all! Had lunch at Tertre Rouge again; the food hadn't improved, but background music certainly had. Feeling deflated without #73, but watch the last hours go by from the stands, applaud winners and wonder how next year will pan out.

Back to the site for another barbecue, this time with George and Sandra. They're excellent company, highly recommended! George took me out for a ride in his +8 and passed me the wheel on the way back - strewth! An easier ride, less effort than the 4/4 and the power output is just a wee bit higher, flies in the teeth all the way back. Mine's still nicer 'though, George. Learnt a fair bit listening to him, which I will try to put into practice in the coming weeks, but not too close to holiday time, just in case.

Monday. Off home. Got the time so I opt for the routes nationales via Alencon and Rouen over the autoroutes. Not fast. Hordes of traffic, straight but narrow roads, blistering sun, not in a hurry so great fun.



Fetch up with another Mog, a +8 4-str. from Stansted Abbots way. Stop off for lunch with them and watch the traffic through the restaurant window - the whole catalogue again - TVR, AC, Lotus, etc., etc. and Norbert Dentressangle, without whom no trip would be complete.

Tuesday. Back to work. Say no more. Still at Le Mans.

Next year? If this year's historic meeting works well enough to be put on again next year, I'll go to it, otherwise, well, maybe I'll be back in June. Right now, I'm sated, but I think the yearning will come back in the depths of winter.

Bon weekend, Christopher. Amiens and Le Mans (a bit), France

++++++

Hi Folks, "The noise may have died away but the memories live on of the thrilling week for the Morgan Aero8 that ran at the **Le Mans 24 hours race** on 15th/16th June. The crowd roared its approval at each appearance of the Morgan on the track through qualifying. The excitement grew as the start of the race approached and the unique Aero8 took its place on the starting grid of Le Mans 2002. A new car and a new team, entered by RSS Racesport and sponsored by DEWALT, ran for almost 18 hours in an astonishing return to Le Mans for Morgan. As the race went on, a constant stream of visitors to the Morgan/DEWALT stand in the village expressed support and delight at the performance of the team."

Many supporters were proud to wear the special range of Morgan Aero 8 merchandise that had been commissioned for the event. The sports cap became a "must-have" for Morgan supporters watching the race. The key ring, designed around the starter button used in the Aero8, was another very popular item. Later in the race, as the car ran through the cooler hours of the night, the Morgan Aero8 fleeces were put on by many spectators around the circuit."

The entire range of **merchandise is now available for Morgan supporters around the world -- Keyrings, Sports Cap, Polo Shirts, a Limited edition Photograph Signed by all 3 Drivers- 45 x 30cm, mounted in a wooden frame, a Fleece jacket, Leather & Wool Jacket, Gore-Tex Jackets...**

If you would like to purchase any of the special Morgan Aero8 merchandise, you can contact MorganAero8@4imprint.co.uk Fax: +44 207 627 5464

++++++

Subject: Le Mans Classic. For those interested, there's now a website up showing details of the timetable and current entry list of the Le Mans Classic in September. See www.lemansclassic.com

There are three Morgans entered: TOK (Rick Bourne & Chris Lawrence), XOY 555 (Adrian van der Kroft & Jack Bellinger) and the 1938/9 4-4 (John Clarke & Chris Acklam) - I haven't seen any web references for details of the entries of TOK or XOY but for the latter see www.MogSport.net/44AtLeMan

This appeared in the Saturday edition of The Daily Telegraph:

The best of Le Mans (Filed: 29/06/2002)

Some of our contributors are calling this September's Le Mans Classic the most significant historic car event to be introduced since the first Goodwood Festival of Speed 10 years ago. Period cars, running on the whole 8.45-mile, closed-public-road circuit throughout 24 hours, is exactly what previous Le Mans retrospective events lacked and what this one has, writes Andrew English.

At 4pm on September 21, drivers will sprint to a line-up of 52 1920s and 1930s Bentleys, Bugattis, Rileys and Invictas, which will then run for 40 minutes, whereupon another grid of 1950s sports cars will take over. With five grids running for 40 minutes in every hour throughout 24 hours, enthusiasts will have a



chance to see their favourite cars from their favourite Le Mans era in day and night racing. The grids cover 1923 to 1939, 1946 to 1956, 1957 to 1961, 1962 to 1965 and 1966 to 1975. Topping the race card are cars such as the Porsche 917, with Brian Redman and Bobby Rahal at the wheel, a Jaguar D-type driven by Win Percy and the 1959 Le Mans-winning Aston Martin DBR1, hopefully in the spectacular hands of Peter Hardman.

In addition, organisers Peter Auto and the Automobile Club De L'Ouest have invited classic car clubs from throughout Europe to spectate and park their cars in the centre of the circuit. Sponsors include Alfa Romeo and Aston Martin and we understand that Aston's chief executive, Ulrich Bez, will be driving in the event.

Potential visitors should be aware that the weather in Le Mans in September is likely to be more changeable than it is in June for the modern 24-hour race. In addition, although Peter Auto organises prestigious classic events such as the Tour de France and the Tour de Espana, this is the first running of a very complicated racing event - the attrition rate is likely to be high in all classes and while the strict timetable allows 20 minutes to clear the circuit, marshals are likely to be very busy and the timetable might slip. For more information tel 0033 (0) 142 59 73 40 or try www.lemansclassic.com

+++++

Just back this afternoon from the **Goodwood Festival of Speed**. Verdict: Brilliant!!

Unfortunately due to not having my hood or tonneau available before I left I had to travel via tintop BMW. Weather on route there was wet to very wet at times, but once there on Friday only heavy showers, but Saturday and Sunday were brilliant sunshine.

I was parked in one of the major car parks on Saturday when I spotted a Mog with an e-mog badge!! reg was PO51 NHY. This car had no badge bar, but the smart owner had fixed his badge very discreetly on the front bumper. If he/she fails to reveal the secret, then I will in due course. Also close by in the carpark was a +4 4-seater from Luxemburg.

Back to Goodwood. The Dewalt Aero was there, I witnessed it going off at one of the bends, but the driver was going for it. The noise as I have said before was wonderful!!!! even the commentator said so. We were standing on the Hill and saw it screaming up at a great rate of knots - superb. The real climax was when the string of cars were returning down the hill (about 1 in 8 I would reckon) Some of the cars would stop and do a burn out start. Guess what, the Aero stopped and did one of the best and I was delighted to see it being used in anger, still seemingly with the dirt from when I last saw it at Le Mans, as it snaked down the road with the rear wheels alight! Magic.

The works Aero was there too, with Charles at the wheel. It sounded a bit too refined when going up the hill to be having fun, after the DeWalt beast!

I could go on but I will not! One of the objects of our trip was to support my Lotus employed son in the Gravity Powered Soapbox race. Unfortunately they were narrowly beaten by a Rolls Royce Team (read BMW, as they all were talking in German and had a German registered hire van). The money that had gone into the RR project was uncanny having spent a fair amount of time in the wind tunnel as part of the design it just pipped the very innovative Lotus Type 119 with its Carbon Fibre honeycomb shell and its Active Mass System into second place by about 1 second per run.

For anyone interested in old cars which are used to the full on the Hillclimb series, Goodwood Festival of Speed is the place to go. You can walk amongst the cars and enjoy them to the full later when they are extended up the hill!!!!

Colin Mackay Peebles Scotland

+++++



Blood, Sweat, Tears and a Lot of Oil Leaks

New York Times, June 7, 2002 By JIM MOTAVALLI

KATHY MANGAN, a freelance writer in Hagerstown, Md., has owned her British-made 1980 Triumph TR8 for 18 years, so there really was no excuse for her thinking she could drive it without incident to Boston last December. After being stranded regularly by the car throughout her ownership, Ms. Mangan should have known what to expect.

Here's what happened: The car refused to start without jumper cables, a familiar experience for Triumph owners. One block out, the passenger door suddenly flew open and refused to close again. Ms. Mangan's mechanic wasn't surprised to see the car limp into the service bay.

When she set out again, the TR8 made it at least several miles before starting to lose power. Opinions differed as to whether the fuel line or distributor was to blame, but everyone agreed the car was not going to make it to Boston without a tow.

Ms. Mangan's story is a familiar one among British-car owners. In the 1950's and 60's - before the Japanese had a foothold in America - Triumphs, MG's, Austin-Healeys, Lotuses and Jaguars ruled the import lots. In the mid-60's, MG and Triumph alone were selling 60,000 cars a year in the United States, 85 percent of their global volume.

The cars were rakish, and fun to drive compared with the bloated American land barges of the time, but nobody ever called them reliable. The tiny four-cylinder engines with their adventurous Skinner Union carburetors ran on an idiosyncratic schedule, and quality was so poor that parts flew off regularly. The roofs often leaked water, which puddled with the oil dripping from the engine block.

But there is a saving grace about British sports cars. Even while their owners are becoming stranded, they love them. "There's something wonderful about not knowing how your trip will turn out," Ms. Mangan said. There are thousands still on American roads, even though the last of the true British sports cars were imported in the early 80's.

What most British-car owners share (other than repair bills) is a stoic's sense of gallows humor. A common joke like, "Why do Triumph TR7's have fog lights? To light up the tow rope," makes a small point about British technology, but says boatloads about British character.

Before wisely buying a Mazda Miata, Tod Bryant, a Norwalk, Conn., photographer, was a serial British car owner. He took delivery of his first, a brand-new Triumph-engine Morgan, in Europe in 1967. To his chagrin, he discovered that the car had no outside door handles and he couldn't reach in because it didn't have optional sliding window "side curtains." He had also expected the car to come with a working clutch, but within weeks he was forced to set off in pouring rain to return it to the dealer.

"You had to secure about 20 of those ridiculous lift-dot fasteners around the windshield to get the top up, and it still leaked like a sieve," Mr. Bryant recalled grimly. "Water was blowing through the side curtains and around the windshield. The heater was useless, of course." The latter is an absolute given in countless British cars. One Jaguar owner marvels at the engineering feat that allowed the car's engine to overheat in winter while maintaining Arctic temperatures in the cabin.

When Mr. Bryant returned to the United States in 1968, he replaced the Morgan with a 1959 Austin-Healey "Bug-Eye" Sprite that, he said, "just died on me." Next was a Triumph TR3B that in only a few months of ownership went through one front suspension, two coils, two voltage regulators, a clutch, a rebuilt head and a brake master cylinder. "I finally sold it for \$100," he said.

The last straw was another Triumph, a 1967 TR4A. "It popped out of second gear, and you could put your finger through the frame in several places," he said. The rear suspension, featuring the diabolical lever

arm shock - an outmoded British shock absorber that survived in some models through the 1980's - was regularly shaken to bits by potholes. "Every weekend I'd be underneath it, rebuilding the suspension while a crowd of street people gave me unsolicited advice," he said.

Is Mr. Bryant cured? Not at all. "If I had a garage, I'd buy a British car tomorrow, probably another TR3," he said.

In the purgatory of British cars, much of the blame is heaped on the famous manufacturer Joseph Lucas, also known as "the Prince of Darkness" and "the Father of the Intermittent Windshield Wiper."

But in trying to set right the many problems in a British car, the hapless American owner happens upon the fact that the British have their own names for everything, many of which sound like they first appeared in "Winnie-the-Pooh." Does the repair call for a wrench? It's a spanner to them. Trouble under the hood? It's the bonnet. Trying to find the trunk release? Sorry, that's the boot. A few other choice translations: fender equals wing, the rear window is a backlight, the glove box is a cubby, an electrical ground is earth, gas is petrol, a turn signal is an indicator, and a muffler is a silencer. When some drivers hear that the word for "ball joint" is "trunnion" and a generator is a dynamo, they must feel like giving up.

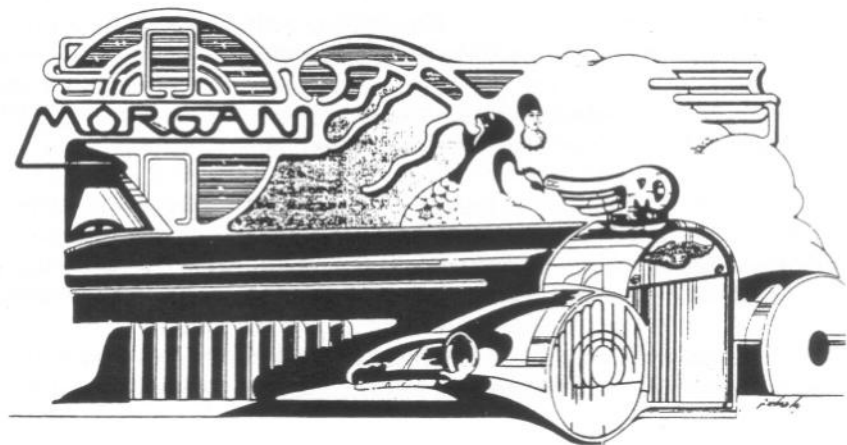
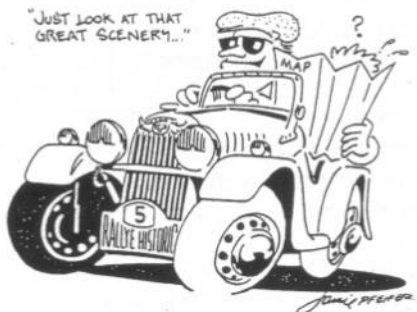
Not everyone agrees with the poor reputation of British cars. "There are no bad cars, only bad owners," said Jeff Burns, whose garage, Motorhead LTD, in Fairfax, Va., specializes in them. "If you restore a British sports car to a proper standard, it will be an excellent daily driver." The stories of failing carburetors and fading electrical systems, he said, are a form of folklore fostered by dodgy, unrestored cars and by poorly performing Asian replacement parts.

"If they sit for a long time, things start to corrode and Lucas gets the blame," said Mr. Burns, somewhat defensively.

Ian Young, who once ran Triumph and Austin dealerships in Niagara Falls, Ontario, agrees that British cars have been unfairly slagged. "It's like the Corvair," he said, referring to the much-maligned 1960's Chevy. "Once it was tarred and feathered, nobody would acknowledge its virtues."

Pierre Kanter, a Frenchman who now lives in New York, sees few virtues in British cars. For that reason, he takes a perverse pleasure in buying them in the United States and sending them back where they came from. Mr. Kanter sells the cars to collectors in Britain, as well as on the Continent. He was particularly glad to see the last of a 1967 Series 1 Jaguar E-Type he owned for seven months. "It was orgasmic to look at, but it only ran for one of the seven months," Mr. Kanter said. "I've never had so much trouble with a car. Just try keeping three carburetors in tune. It leaked oil, the gauges never worked, and the Lucas electrical system was a nightmare." The E-Type shipped off to Belgium and is now said to be making some European's life miserable.

Underneath it all, however, Mr. Kanter admits to being just another helpless addict. "If I had a choice between a Miata and an MG," he said, "I would take the MG."



Golf, spas and gastronomy among delights of the Eastern Townships

BY CATHERINE GEORGE
ASSOCIATE TRAVEL EDITOR

PICTURE THIS: Mountains awash in autumn glory. Covered bridges. Round barns set in rolling green countryside. Charming villages with white steepled churches.

Thinking Vermont? New Hampshire? Maine?

Close. But, wrong!

We're talking the countryside immediately north of the border from the New England states, a pretty rural region of Québec, popularly known as the Eastern Townships. And, though it's more of a travel secret than its neighbours south of the 49th parallel, it has its own unique identity and is every bit as beautiful. Plus it's much less crowded and, best of all, it's a holiday destination where our dollar is still worth a dollar.

The Townships, as they are dubbed, were recognized as a vacation destination early on — by Montréalers, naturally, and Americans following the U.S. Civil War when rich southerners, seeking a retreat from the summer heat, came north by train, discreetly lowering the shades as they passed through Yankee territory.

Less than an hour's drive south-east of Montréal, the Townships are tucked into the foothills of the Appalachians, an area that is perhaps better-known as a winter destination with the popular ski resorts of Bromont, Orford, Sutton and Owl's Head. But once the blanket of snow melts, a rolling countryside of maple, beech, poplar and oak forests is revealed. In summer, it's a region of shining lakes and secondary roads that wind beneath leafy arches and pass by rolling farmland, apple orchards, quiet towns and picturesque hamlets, nearly all with pretty churches, art galleries, craft and antique shops and old-fashioned country stores.

Sometimes known as Estrie or, properly, Cantons-de-l'Est (kingdom of the east), the Townships are where lakes and rivers still carry the names given them by First Nations peoples — Lake Memphremagog (great expanse of water) and Lake Massawippi (lots of clear water). And places named by Loyalist settlers who arrived from New England at the beginning of the 19th century — Sherbrooke, Granby, Sutton, Knowlton, Hatley and Ayer's Cliff. French settlers began to arrive in the mid-19th century and named their villages after saints — Saint-Benoît-du-Lac, Saint-Claude, Saint Sébastien and Sainte-Anne-de-la-Rochelle.

Incidentally, Ayer's Cliff was originally named Ayer's Flat. But its owner felt the term "flat" suggested swamp or lowland, which he felt didn't bode well for investment potential in the area, thus the name change. Ayer's Cliff features a number of 18th century buildings, among them the Ripplecove Inn, a lovely country resort perched on a lakeside peninsula. (1-800-668-4296, www.ripplecove.com).

It's a region where an anglophone and francophone population live side by side, some in pretty gingerbread trimmed Victorian-style homes, some in Québécois houses built of fieldstone with slate roofs and wrap-around verandas (actor Donald Sutherland has a home near Georgeville). Country inns, B&Bs and luxu-

rious lakeside resorts are scattered throughout the region, more than 4,000 rooms in all, starting with Auberge Georgeville in Stanstead Township, built in 1889, the oldest inn in Québec, renowned for its wine cellar and award-winning cuisine (reservations are a must: 1-888-843-8686, www.fortune1000.ca/georgeville).

Abraham Channel, one of the founders of Georgeville, is buried in the local cemetery. It's said the burial vault that he had built for himself fell into ruin long before he left this world at age 105.

There are four provincial parks in the Eastern Townships, along with more than 500 kms of hiking and biking trails, boating and horseback riding and at least 40 golf courses ranging from executive-length to championship calibre (see story and chart elsewhere in this section). And, while family golfers are at play, non-golfers can indulge themselves at one of the area's sugar shacks, pastry shops or chocolatiers. Or, perhaps on a healthier level, at regional spas like Spa Eastman, considered among the top 100 in the world, call 1-800-665-5272, www.spa-eastman.com.

Or the Spa des Chutes at Bolton, owned by Claude Provost Jr., son of nine-time Stanley Cup winner, Claude Sr. Junior is proud of the day spa he has created in a wooded glade overlooking a brook and waterfall at Bolton. It's a bargain, too, consider-

ing you can spend the whole day in steam baths, whirlpools, saunas and hot tubs for only \$30. Massage and other treatments cost extra. Phone 450-292-4SPA or www.spabolton.com.

Plan your itinerary to take in the unusual architecture, such as the round barns, first built by Quakers, scattered throughout the Townships. According to legend, they were built round so that the devil couldn't hide in a corner, but the most likely reason is that the round shape maximized use of space and provided superior wind resistance. Also, keep an eye out for road signs locating covered bridges and make a stop. Bridges were covered simply to preserve the wood and, in more prudish times, made a perfect place for lovers to steal a kiss unobserved. The only drawback: Snow had to be put into them in winter to allow sleighs to pass through.

The Memphremagog region, shaped by English and French settlers, is considered the jewel of the Townships. Its landscape has long attracted artists, among them celebrated names like Cornelius Krieghoff, Frederick Coburn and A.J. Casson. The town of Magog, filled with galleries, restaurants, outdoor cafés and historic homes, makes for an interesting walking tour. Incidentally, Memphre is a legendary creature that has been prowling the depths of the lake for two centuries, since 1816

when Ralph Merry IV, nephew of the founder of Magog, made a note in his journal that Amerindians living near the lake had reported at least four sightings of a sea serpent. Another 300 sightings have been reported since, which hasn't hurt the tourism industry of the region.

Another day's option might include a visit to Granby. It is considered the gateway to the Townships and the second largest city after the regional capital of Sherbrooke. It boasts a zoo with more than 1,000 animals and is home to the Québec Golf Museum. Then, there's Bromont with its Chocolate Museum and a flea market with more than 1,000 stalls.

The village of Knowlton, known for its Loyalist heritage, has been described as the prettiest village in Canada and, after a visit, few would argue that point. It's one of the more touristy towns with a steady stream of strollers taking in its Victorian architecture, shopping its craft and antiques stores or enjoying a local brew on an outdoor terrace overlooking the Coldbrook Park waterfall. North Hatley, on Lake Massawippi, is considered another jewel and, with its Georgian, Queen Anne and neo-Gothic architecture, was declared a heritage site in 1986.

Visit the Saint-Benoît-du-Lac Abbey on the west side of Lake Memphremagog where Benedictine monks, renowned for their cheeses

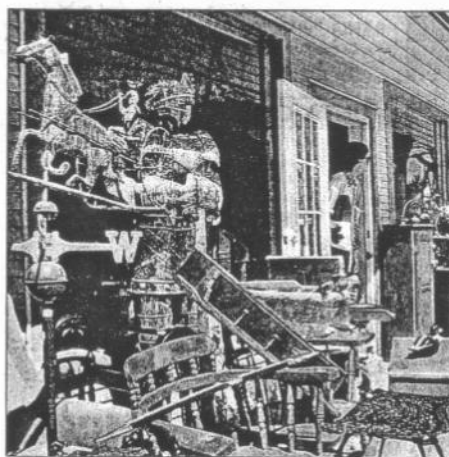
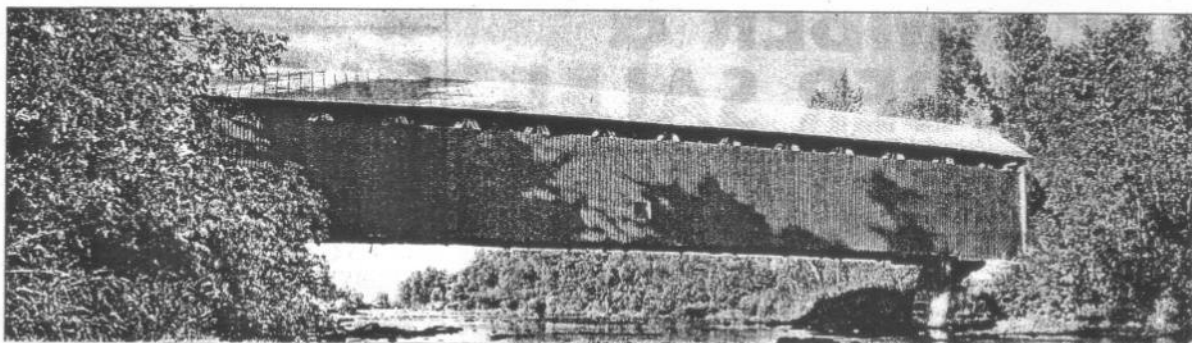
and apple cider, produced on the premises, have been living and worshipping since 1912.

When it comes to dining, there isn't a province better known for its cuisine. Regardless of where you find yourself at mealtime, there's bound to be a restaurant or an inn serving traditional dishes made from the fresh produce that this agricultural region is known for.

Places like the award-winning Hovey Manor at North Hatley, a turn-of-the-century inn overlooking Lake Massawippi. Local chef Roland Menard is renowned for his French cuisine and presentation and his dining room is almost always filled to capacity so it's best to reserve well in advance, 1-800-661-2421, www.hoveymanor.com. Incidentally, the Manor was the setting for the recently made movie *The Human Stain*, starring Nicole Kidman and Anthony Hopkins.

And if you're in the Lac Brome region, do try to dine at Auberge Quilliams overlooking the lake, where duck is the specialty. Call 1-888-922-0404, e-mail info@aubergequilliams.com or www.aubergequilliams.com.

■ For information on Québec's Eastern Townships, write Tourisme Cantons-de-l'Est, 20, rue Don-Bosco Sud, Sherbrooke, Québec J1L 1W4, call toll-free 1-800-355-5755, e-mail info@atree.com or visit www.eastertownships.cc.



SERENE COUNTRYSIDE: Knowlton, top photo, has been called the prettiest town in Canada. Covered bridges, white steeple churches and antique stores are highlights you will find while meandering through the Eastern Townships.



Le Mans 62



Le Mans. No other race track in the world evokes quite the same feelings. Prestige, glamour, endurance, spectacle, drama.

In 1962, a team led by Christopher Lawrence drove a Morgan Plus 4 into the history books with a famous win in the 2 litre class of the 24 Heures Du Monde.

Forty years on, a Morgan is back at Le Mans 2002, once again under the watchful eyes of Christopher Lawrence, now chief development engineer for the Company.

The stunning Morgan Aero 8 is a 21st century masterpiece of engineering, featuring a leading-edge aluminium chassis, advanced suspension technology, and a highly sophisticated BMW engine.

For all that, its classical appearance couldn't belong to anything but a Morgan.

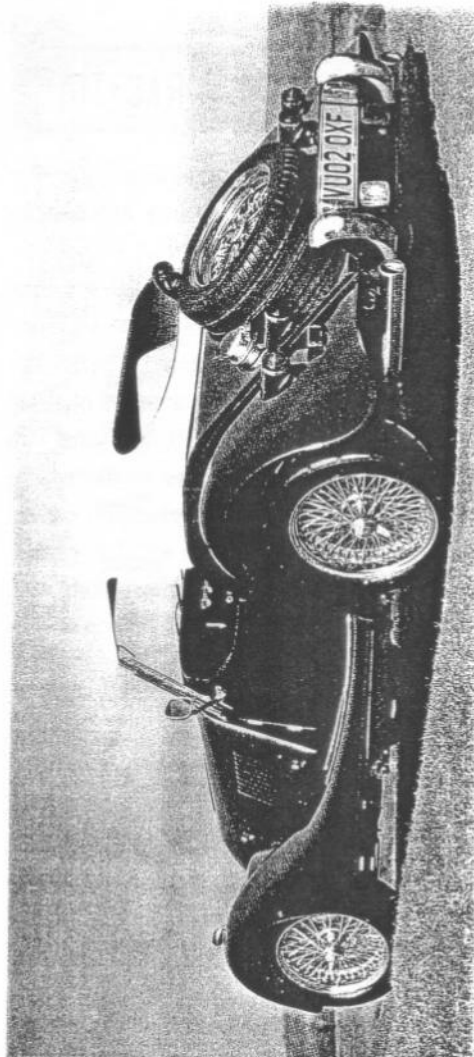
Things have changed in the past four decades, many for the better, and some perhaps for the worse.

But at Morgan, some things never change – things like a rare belief in craftsmanship, loving attention to detail and a bold spirit of individuality.

To celebrate its return to the world racing stage, Morgan Motor Company is producing a special limited edition tribute to the car known as 'TOK 258', the 1962 Le Mans winner. Only 80 of these unique cars will ever be produced – 40 each in 4/4 and Plus 8 versions.

Finished in exclusive Morgan Racing Green, each individually numbered car will sport unique features that epitomise the spirit of motor racing in more civilised times.

The Le Mans '62 Commemorative Edition is a unique opportunity to own and drive a piece of history – the ultimate in classic Morgan motoring.



Special features - Plus 8 and 4/4 models

- Polished stainless steel over-riders front and rear
- Repositioned number plates front and rear
- Under trays front and rear
- Polished Stainless Steel 6.1x1.6 wheels with 2 eared spinners
- Yokohama racing pattern tyre
- Increased rake, 9 stud windscrew
- Driver's side door handle
- Composite hard top with lining
- Individually numbered Mata lita wood-rim Le Mans steering wheel
- Classic cream-faced instruments
- Stained wood dashboard with crackle finish switch panel
- Drilled racing clutch and brake pedals and organ style accelerator pedal

- Perforated leather seat inserts
- Sports gear knob
- Le Mans 62 footwell mats
- Performance exhaust
- Monza racing filler cap
- Speakers and aerial
- Le Mans 62 badge
- Finished in Morgan Le Mans 62 Racing Green with black leather interior

Optional extras

- Hood and Tonneau set

On 4/4 models

- Low-line body
- Short-shift gear change

ACTION

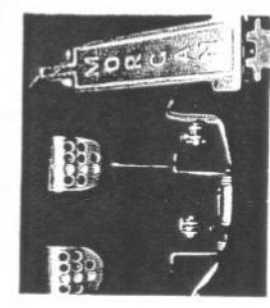
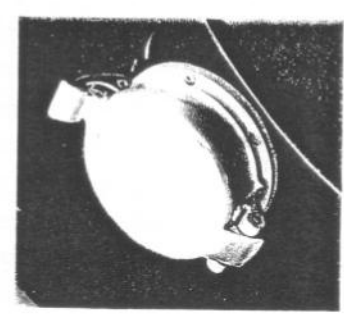
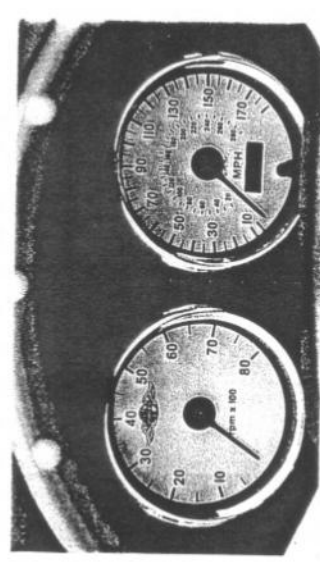
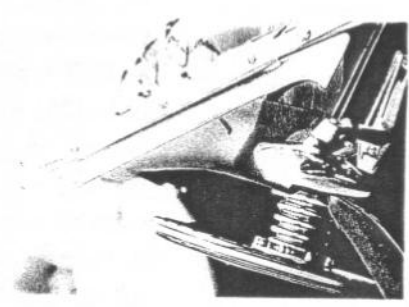
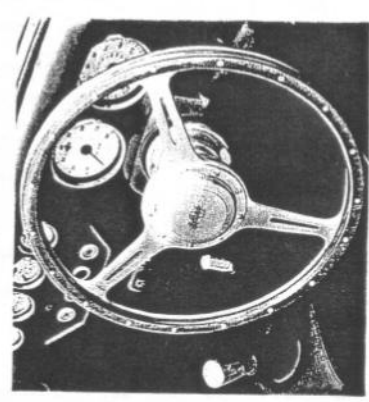
To find your nearest Morgan specialist dealer, please visit:
www.morgan-motor.co.uk

All specifications are correct at time of press, but are subject to change without notice. Some items are available as a dealer fit. Please enquire for details with your local Morgan dealer.



MORGAN MOTOR COMPANY

PICKERSLEIGH ROAD MALVERN LINK WORCESTERSHIRE WR14 2LL ENGLAND
 TEL +44 (0)1684 573104 FAX +44 (0)1684 892205 WEB www.morgan-motor.co.uk



Bill C-32 *What is the Impact on Vintage Vehicles?*

The following is from the NAAACCC and serves as an alarm about the potential for serious impact to our hobby from impending Federal legislation. - SVAO Editor

Bill C-32 is the Canadian Environmental Protection Act (CEPA). This bill replaced Bill C-74. The enactment of Bill C-32, on Sept 14th 1999, has the effect of repealing and replacing the old Bill C-74 CEPA. Bill C-32 has more than doubled the size of the CEPA to encompass 358 sections. Bill C32 gives extraordinary powers to Federal Regulators to create new regulations covering a wide range of environmental issues including pollution control. The true impact of the legislation will only be fully understood when the various CEPA regulations are drafted. The new Bill significantly broadens the powers of the Federal Minister of Environment. It also promotes harmonization of Provincial and Federal Legislation.

Federal funding directed towards new measures on clean air total \$120.2 million. This funding is focused on four major areas: transportation, industrial sector, monitoring and reporting. In the transportation area, initiatives on vehicles, engines and fuels total \$48.4 million. They include the development and implementation of regulations for vehicles, off-road equipment and fuels, laboratory testing of vehicles, the expansion of voluntary inspections and maintenance programs and support for high emitting vehicle scrappage programs. The regulatory plan will align Canadian vehicle emission

standards with those in the United States by 2004, and introduce new standards for diesel fuel used in trucks, buses and construction and agricultural equipment.

In December 2000, Canada and the United States signed an agreement, The Ozone Annex. It details the commitment of both countries to dramatically reduce smog-causing pollutants, which create health and environmental problems. According to the Federal Government, air pollution causes more than 5000 Canadians to die prematurely each year. Canada's goal is to meet or exceed emissions standards brought in by the US.

With the growing concern in the world about global warming, green house gas, and air quality, additional pressures are being put on all governments to reduce pollution. In a recent Environment Canada Bulletin, the Federal Government stated, passenger transportation accounts for more than half of all fuel consumption and carbon dioxide emissions in the transportation sector, and is a major contributor to negative environmental impacts such as climate change, poor urban air quality, and acid rain. The transportation sector, in turn, is the fastest-growing source of greenhouse gas emissions in Canada. Emissions controls are increasingly effective. However, the benefits they provide are being partially offset by several factors: the increase in the number of automobiles, an increase in the total number of kilometers traveled, and the continuing presence of older or poorly maintained vehicles on the road.

We may not be able to dispute that newer vehicles are cleaner but we can identify that vintage vehicles do not pollute to the extent the government claims they do. Various Pollution Advisory Board members have stated, that vintage vehicles are driven an average of 8,000 miles a year. The NAAACCC claims vintage vehicles are driven considerably less than 8,000 miles a year. This can be verified through surveys and data gathering. Accurate mileage figures along with the economic and heritage benefits of vintage vehicles, should allow them to survive and not become innocent casualties of future legislation.

The SVAO Survey established that collector cars are driven less than 800 miles per year - *me thinks someone slipped in a digit!* - SVAO Ed

The good intentions of future legislation, improving air quality, is in the interest of all Canadians but we must insure our vintage vehicle hobby is not consumed by broad based legislation, initiated without accurate and sufficient facts of vintage vehicle usage. The Government states, Public involvement in CEPA-related matters is an integral part of the success of the act. Industry and individuals are continually invited to participate in a wide variety of public consultations through notices published in Canada's official parliamentary journal, the Canada Gazette. Some consultations are also posted on various Environmental Canada Websites. The NAAACCC could participate, when the opportunity is presented, through the Public Involvement Avenue, on any proposed Emissions / Air Quality Environmental Legislation, that could impact the Vintage Car Hobby in Canada.

British /European Car Show



Sponsored by

FOREIGN
CAR PARTS



Aug 18th/2002. 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 519-268-7841

or STU BROWNLOW 519-453-0068

DON COULBECK 519-451-0829

HARRY BISHOP 519-268-2797



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

Trissa's
Restaurant



St Georges Society

London Sales
Arena

Dundas St. East.Hwy #2

Crumlin Side Rd.

Airport Rd

Free Parking

Road to
Dorchester

Hwy.401

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

THE BOOT 'N' BONNET CLUB'S 13TH ANNUAL BRITISH CAR DAY



2002 Featured Car - Celebrate the 40th Anniversary of the Spitfire
HELD IN KINGSTON CITY PARK
SUNDAY AUGUST 25, 2002

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

PARTICIPANT'S CHOICE JUDGING
(Trophies sponsored by Silver Wheel Plan)

DASH PLAQUES
BBQ LUNCH
VENDORS

MANY, MANY VALUABLE DRAW PRIZES
ADMISSION: \$20.00 PER CAR (includes BBQ lunch for 2)

For More Information Contact

Brian & Linda Thomas (613) 385 1947 - email thomasl@post.queensu.ca
Wes & Glenda Meyer (613) 386 3797 - email olden@kos.net

www.bootnbonnet.org

Please send your registration form and cheque payable to "The Boot 'n Bonnet Club" to Linda Thomas, R.R.#1 Wolfe Island, Ont. K0H 2Y0

I/We will be attending British Car Day 2002

Vehicle - Marque/Model/Year Colour.....



September 20, 21 and 22, 2002 OHMOG XIX at PUT-IN-BAY

REGISTRATION

Registration must be received by July 25, 2002. This is an island with limited berthing facilities. We have booked 30 rooms and are allowing them on a first served basis. After the bookings are full, we cannot guarantee a room. Other hotels may be full.

Your registration includes a dash plaque, event poster (Bob Cox Original), event souvenir, Friday hosted reception, Saturday continental breakfast, entrees on tour, evening cocktails and awards ceremony.

MEALS

Registrant and car 1 @ \$35.00 = \$ 35.00
 Companion(s) fee @ \$15.00 = \$ _____
 Friday evening on your own _____ @ \$8.00 = \$ _____
 Saturday lunch at Sky Way _____ @ \$22.00 = \$ _____
 Saturday Clam Bake dinner _____ @ \$10.00 = \$ _____
 Sunday Buffet _____

HOTEL RESERVATION

Different then ever before, you reserve your hotel room with the event registration

Friday and Saturday reservation 1 room @ \$75.00/night = \$ 150.00

Total Amount Due:

\$ _____

Clam bake dinner includes 12 clams, 1/2 chicken, potato, corn, fruit, rolls and drink. This meal is put on by and to benefit the Island EMS/Volunteer Firemen department.

A good number have reserved their rooms. Now you may fill this out and send your check. If you haven't yet registered the room, do it NOW.

Registrant _____
 Companion(s) _____
 Phone # _____ email: _____
 Car you will bring _____

Make checks payable to "OHMOG" and send to: Ken Long, POBox 2626, Whitehouse, OH 43571. For info 419-877-0515 or slong93404@aol.com

MORGANS AT APPLETREE II AUTUMN MOG XXIV

September 27-29, 2002
 Lennox, MA

Registration Form

NAME(S): _____

ADDRESS: _____

PHONE: _____ Please check accommodation: Appletree _____ Other _____
 (Please make accommodations directly with Appletree Inn (413) 637-1477, or other lodging.)

NUMBER IN PARTY: Adults _____ Children _____

REGISTRATION INFORMATION: Please circle all that apply for each car:

CAR 1: Trike 4/4 Plus-4 Plus-8 Dropthead Roadster 4-PlaceCompetition
 YEAR _____ COLOR _____ STATE _____ LICENSE # _____ SERIAL # _____

CAR 2: Trike 4/4 Plus-4 Plus-8 Dropthead Roadster 4-PlaceCompetition
 YEAR _____ COLOR _____ STATE _____ LICENSE # _____ SERIAL # _____

One person, one Morgan \$30
 Two people, one Morgan \$40
 Additional adults \$15 each
 Additional Morgan \$15 each
 Additional adult Saturday night banquet tickets * \$45 each
 Children under 12 Saturday night banquet tickets \$20 each
 Additional breakfast tickets \$5 each

GRAND TOTAL

\$ _____

Make check payable to: Morgan 3/4 Group Ltd.

*Banquet price includes cocktail party.

Mail to:
 Jim Hennessy
 31 Overlook Place
 Trumbull, CT 06611

NOTE: Two adult banquet tickets and four breakfast tickets for each double room, and one banquet ticket and two breakfast tickets for each single room, are included in Appletree Inn package price. Tickets for extra guests, children, and people not staying at the Inn must be purchased separately. ALL meal tickets will be included in registration packets.

Meet us under
 the Apple Tree





Established 1976

Melvyn Rutter Overseas Limited



THE WORLD'S FAVOURITE MORGAN DEALER

7th Edition Catalogue Now on CD



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

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

When requesting a catalogue, state if you want the New CD or the printed version.



WORLDWIDE WEB

Find us on:

<http://www.melvyn-rutter.co.uk>
E-mail: MR@melvyn-rutter.net

Melvyn Buys Contents of Morgan Factory Stores
1954 - 1959 front brake drums and backplates
Stub axles, rear brake drums, brake and clutch pedals. Hood frames and loads more, all NEW STUFF.
Enquire, great prices, all has to go.

INSTRUMENT RESTORATION

We carry out full restorations on all instruments, including cream ones, to show standards.

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

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

Full Leather Trim Kits
Made to order in all colours.



GET IT NOW!



ISSUE 6 OUT NOW

A 50 page Morgan magazine by Melvyn Rutter, in full colour

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

AVAILABLE QUARTERLY

Back order copies available
Subscription Overseas (air post) £25

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

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



The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 011 44 1279 725725 Fax: 011 44 1279 726901 Fax: 011 44 1279 600498 (direct parts dept)

CANTAB

MOTORS

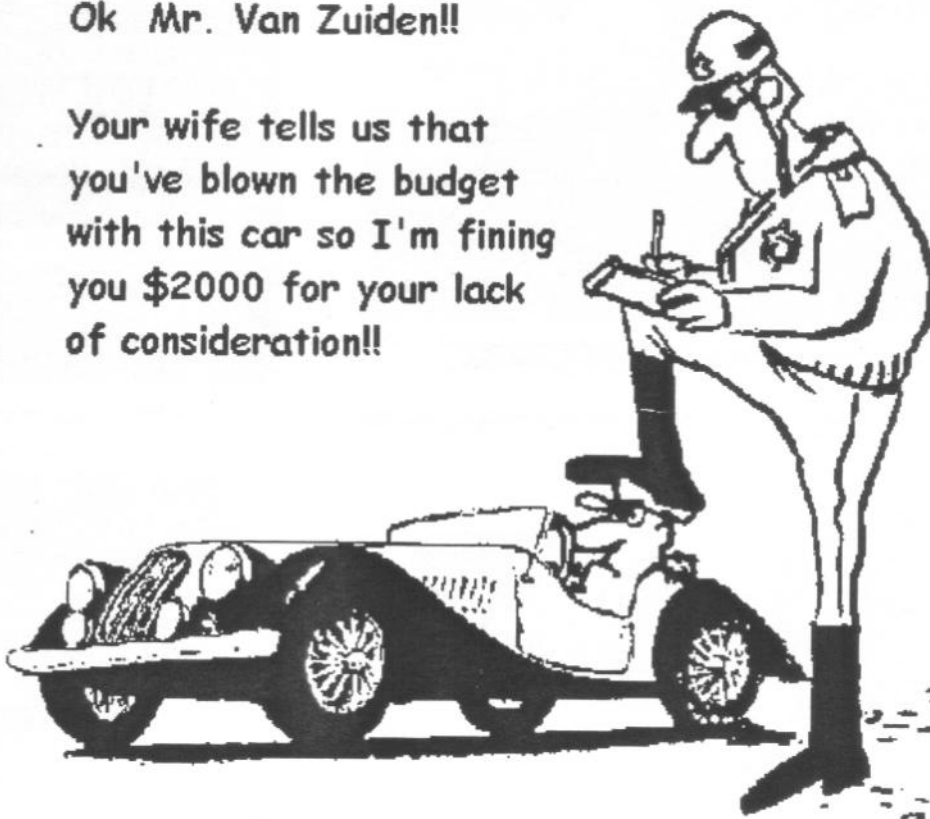
540 338-2211
Fax: 540 338-2944
Valley Industrial Park
12 E. Richardson Lane
Pocahontas, Virginia 20132 USA
E-Mail: Morgan@cantab-motors.com
Web Site: <http://morgan.cantab-motors.com>



USA PURVEYORS OF
MORGAN MOTOR CARS
Sales Service
Restoration Spares

Ok Mr. Van Zuiden!!

Your wife tells us that
you've blown the budget
with this car so I'm fining
you \$2000 for your lack
of consideration!!



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

[illegible][illegible]

4801 Keele Street, Unit 37
Downsview, Ont. M3J 3A4
(416) 736-4267

MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC •

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

CCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC



MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC • MSCCC

(215) 947-8720
FAX (215) 947-8722

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

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

70 County Rte.7A, Copake, NY 12516 • 518 329-3877 • www.morgan-spares.com

~~MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC * MSCCC~~

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

Membership Renewal:

Name: _____

Spouse: _____

Address: _____

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

Fax: ____/____/____ email: _____



Morgan(s) owned:

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

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

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

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

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

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

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

PRESIDENT, BLURB EDITOR & REGALIA:

Vern Dale-Johnson

1532 King St West
Toronto, Ont M6K 1J6
416-530-4599

Fax: 905-826-6643

vern_dj.msn@attcanada.net

TREASURER:

Jenny Beer

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

INTERCLUB EVENTS:

Ed Burman

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

VICE PRESIDENT & ONTARIO REGION SCRIBE:

LYNN KUZYK

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

CLUB LIAISON:

Audrey Beer

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

WESTERN SCRIBE:

Ken & Pat Miles

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

EASTERN SCRIBE:

Greg Kaufman

GoMoG, Ottawa MOG

P.O. Box 385
Woodlawn, Ont K0A 3M0
613-832-3620
toad@storm.ca

PAST CO-PRESIDENT'S:

Lynn & Fred Kuzyk

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

ROAMING SCRIBE:

Dr F. (Art) Sharpenwessel
Teching Temple

Teching, Tibet (for now)

Phone: none

Email: you have to be kidding

Duties: depends

Morgan

First of the real sports cars

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

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

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