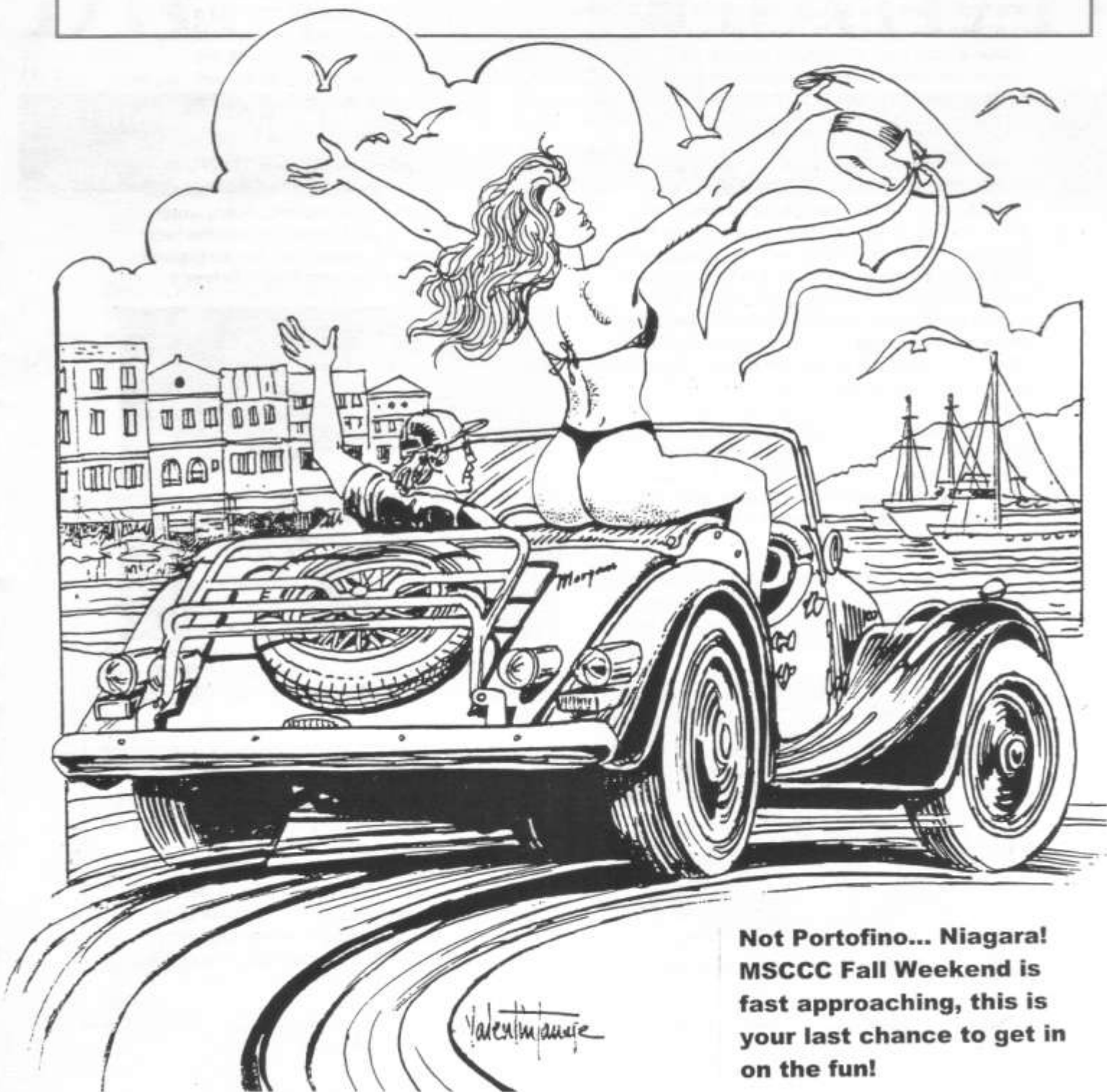




Issue 5-2002, September

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Not Portofino... Niagara!
MSCCC Fall Weekend is
fast approaching, this is
your last chance to get in
on the fun!

Prez Sez:

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

The "season" for open cars seems to be quietly slipping by... And I do mean quietly as the Mogs are spending an inordinate amount of time parked in the garage while work continues to get in the way of my life... Of course getting notes from Powley and Theroux regarding their downsizing to smaller homes (with bigger garages??) doesn't help. With luck the market will soon turn northward and we'll be back to a position where at least we have a choice on what our daily activities will be.

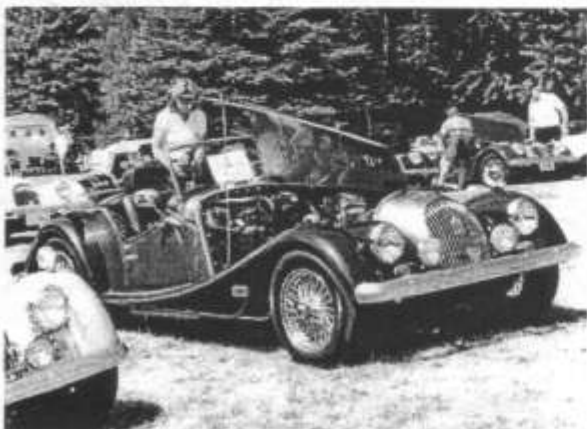
The Miles continue their criss-crossing of western Canada and the USA. Cambria, Barkerville, Victoria, Bellingham, Portland and all points inbetween. No wonder they garner BCCI "Long Distance Awards" for both their Morgans (yes, those awards are still available and I've been told to expect the 2001 plaques any time..., are you all keeping track of 2002 mileage?). As noted below the Miles are planning a run up to Alaska in August 2003. Several have already committed to the run with long distance travelers, the Tutton's from the UK showing interest (way to go, Henry and Barbara!). Makes me think, with the comments made above, that perhaps Amanda and I should be planning to take in this run as well. As the paint on the +4 is getting a bit tired, and a full strip down and clean is in order, perhaps not too far-fetched an idea.

One event we did get to in July was the **MG Car Club of Toronto's Glendon Invitational**. Alec & Gayle Knight were there with their 3-wheeler while Shirley Zinman attended with her Michael Pistol #4 special. OLBDII's arrived and was promptly swarmed by the lone National Post photographer/auto event writer, Krystyna Lagowski... I'd like to think it was my good looks and the fabulous car but alas, it was the two "beauties" who were riding with me. Daughter Tanya (on the left in the photo below) and her step-sister Tina made the run with me and in turn we made it onto the front page of the National Post's **Driver's Edge**. I'm sure the MG group is a bit miffed at seeing a Morgan taking the limelight. All kidding aside a very enjoyable event that deserves better attendance from the British car crowd. Make sure it is on your calendar next year.

My apologies to Alec & Gayle... I told you the sun was in the wrong location for good contrast! Your photo has been displaced. Besides Morgan's we do need to show off our other assets!

(Morgasm transfers courtesy of Gary duBois Bell... a limited production item).

Another photo I have to get into this introduction is a shot of Lorne & Audrey Goldman's +8. Lorne is webmaster of the GoMoG site www.gomog.com and pulled the eMOG group together.



As noted in our last Blurb Lorne & Audrey were at MOG 32 (where this photo was taken by John Fitchie).

The Goldman's were able to get several Morgan trips in this year... at least until early August when disaster struck. Their Morgan was struck from behind by a full size Dodge and their car was completely destroyed in the aftermath.

Miraculously Lorne & Audrey were able to get out of the car but their beauty was gone. A total write-off that could only be resurrected if Malvern agree to help. As they investigate any possibility of a rebuild,



their Jag e-type roadster has been pressed into service - as Lorne says "Nice machinery but not a Morgan. We miss our car more than can be expressed."

DRIVERS' EDGE II

DTI

NATIONAL POST

FRIDAY, AUGUST 9, 2002

Timeless appeal

Car buffs turn out to worship the best from MG. Page DT7



Urban Driver

VW's Golf GTI 1.8T gets you there fast, without the foreplay. Page DT11

Official duty time is upon us... Two items for you to consider. The first is **election of officers** (at the Dec 1 Pub Brunch - our official MSCCC Annual Meeting - where all officer positions are open for nominations (see incumbents on back page of the Blurb):

- President
- Vice-President
- Treasurer
- Interclub Events Coordinator
- Regalia
- Ontario Region Scribe
- Eastern Scribe
- Western Scribe
- Blurb Editor
- Events Chairman

We'd like to hear from you - even from those who currently hold a position and will stand for re-election (appointment?). Nominations can be made by letter (to the President), phone (416-530-4599) or email (vern_dj.msn@attcanada.net)

The second official duty is to consider nominees for the **"Doug Price Award"**. Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. The judging is informal - fill in a ballot or send a note to Vern Dale-Johnson. Nominations will close the end of **October (or sometime in November)** and the award presented at the **MSCCC Central Canada Christmas party or Pub Brunch**. Note nominees / nominators can be from anywhere in Canada but must be MSCCC members in good standing. The award is not necessarily given out each year...

Morgan Sports Car Club of Canada "Doug Price Award" Nomination

I would like to nominate _____ for the Doug Price Award as the "most enthusiastic member" of the Morgan Sports Car Club of Canada because (print in 25 words or less...)

Nominator: _____, member of the MSCCC in good standing.

Date: _____



By the time this Blurb reaches you the first **Targa Newfoundland** will either be in progress or officially history. With a bit of luck we are hoping for a "first hand" report from our members on the East Coast – Jim & Hannelore Fisher, Stuart Clare, Andrew & Susan Struthers. (We've lost track of Norm & Sue Jolin who were in Windsor Junction Nova Scotia – anyone have a new address, phone number, or email for them??). We know Jim Kenzie will prepare a report but first hand info is what we're really after.

Good Show for Morgans in Kingston (report by Dave Farmer taken from eMOG with additional comments from Greg Kaufman). Dave reports: "We had 8 Morgans, (well 7 plus, I'll explain later) at the **Boot 'n Bonnet club's British Car Day** in Kingston Ontario. And they pulled in the prizes.

Peter Pfahl took '3rd Best Overall', a racing '57 +4 took 'Best Race Car', and eMOG's own Toad, Greg Kaufman got the 'Most Coveted' prize for his three wheeler, Angus. Another member [John & Sharon Roden] of the MSCCC took 'Best Boot' but they drove their MGA, their Morgan is just back on the road after years of rebuild and not yet ready for a 500 mile round trip.

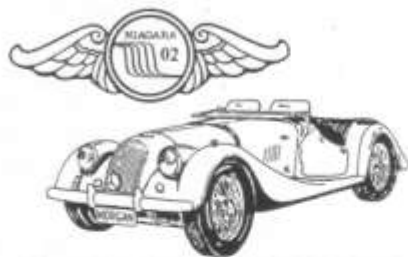
The 'plus 4' mentioned above was a gentleman who bought a burned out Morgan back in 1963 and built it into a hot rod. It sits on a '51 Chevy frame, the body was widened a foot (still no room in the foot well) and he dropped in a big American V8. Which is close to what MMC did a few years later with the +8. It is currently powered by a 350 V8 from a racing Camaro with an output of 400BHP curb weight about 2200 pounds."

Greg's addition... "Brethren, Mr. Farmer in his usual polite manner has purposely forgotten to mention that he is an engine 'cranker over' par excellence. The only problem is that the support staff has to remember to turn on the ignition. Must find new staff. Ignition was forgotten on two separate occasions. How embarrassing". And Dave's rebuttal... "Not only did Angus serenade us several times, but there was a Brough motorcycle that was fired up in a choral response with Angus. Two big long stroke V twins singing together. Thanks again Greg for the opportunity to crank over Angus."

Other members who attended were Ray & Mary Shier, Rod & Meg Wilkinson, Glenn & Rene Nigh (this is correct... see Hog Mog Matters) in Morgans, and Gayle & Chris Taylor in their TVR. Note that John & Sharon's Morgan is reported to be "finished"! That means it will be seen at the Fall Weekend... there is no better reason to attend! Photos of the Kingston event should be forthcoming (hint, hint) for the November Blurb...

MSCCC "Fall Weekend" ...! Weekend Sept 28-29 in the Niagara area.

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.



MORGAN SPORTS CAR CLUB
OF CANADA

Details for those who don't keep them:

- 25 rooms had been reserved at the **Days Inn**, 7280 Lundy's Lane, Niagara Falls, Ont. They held them until August 27 so... good luck if you are trying for a room now. **Call 1-800-461-1251 and ask for the Morgan Car Club, Reference: Sharon Roden. Package deal of 2 nights was priced 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, visit a pub, or head for the Day's Inn to rest up for.
- **Saturday Evening** around 7:00 pm catch the free shuttle bus from the Days Inn to **Montana's Steak & Seafood Restaurant** for Dinner (and Morgan fun) – starts at 8:00 pm.
- **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 includes the welcome reception, regalia T-shirts must be preordered at \$15 each.**

As numbers must be confirmed for organized meals, pre-registration is mandatory – contact Sharon Roden asap if you've just made up your mind to attend.

Central Canada Morgan Events:

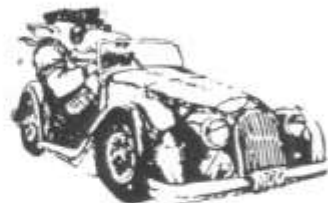
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|------------|---|
| Sept 6-8 | Zippo US Vintage Grand Prix, Watkins Glen, NY 803-723-7872 www.theglen.com |
| Sept 14-15 | British Car Day , Bronte Park, info 416-410-4882 www.torontotriumph.com |
| Sept 27-29 | MSCCC Fall Weekend , Niagara-on-the-Lake, contact Sharon Roden at jsroden@vaxxine.com or phone 905-892-6907 |
| Oct 6 | British Saloon Club fall color run , Phil Miller 519-620-3703 or Elva Allen 519-367-5517 for details. |
| Nov 3 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |
| Dec 1 | Pub Brunch, Queen's Head Inn, Brant St, Burlington 12 noon (416-530-4599, vern_dj.msn@attcanada.net) |

West Coast Events for MSCCC and MOG NW:

- | | |
|---------|---|
| Sept 21 | MOG NW Whistler Run , meet at Park Royal at 9:00 am. Contact Colin F. for details 606-253-4145 |
| Oct 27 | Northern Pod Halloween Run . Win Muehling 604-299-2425 |
| Nov 3 | Ladner to Bellingham (aka London to Bristol Run) |

Eastern Canada Events for MSCCC and GoMoG:

- | | |
|------------|---|
| Sept 19-22 | British Invasion , Stowe, Vermont. Mike Gaetano 508-435-8007 mgaetano@maainc.com , www.britishinvasion.com |
| Oct 6 | Boot 'n Bonnet Fall Color Tour , Joe Lightfoot 613-476-5881 |

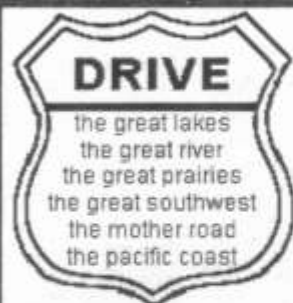


Other Events of interest:

Tex Mog XXII, Boerne, Texas. Oct 25-27. Reserve your room at Ye Kendall Inn 830-249-2002, www.yekendallinn.com



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.



**ANNOUNCING
MORGANS OVER
AMERICA IV
"THE GREAT ROUTE"
New York
to San Francisco
FALL 2005**

Plan to JOIN US on our fourth US and Canadian cross country trip being created especially for you by Steve Roake, Jeremy Harrison and Elaine Fisher, organizers of the highly successful "Keith Cox Memorial Morgans Over America III, New Orleans to Nova Scotia" held in the Fall 2000, as well as "Morgans Over America II" 1995 and "Morgans Over America" 1990.

For information
visit OUR web sites at

morgansoveramerica.org (US)

morgansoveramerica.co.uk (UK)

or email

moa2005@attglobal.net (US)

jeremyhere@blueyonder.co.uk (UK)

or

send a note to

Morgans Over America IV

813 Hutchinson Road

Walnut Creek, CA 94598

USA

**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 C\$9~C\$10,000 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.

Morgan Memorabilia:

An invitation has been received from the **Morgan Sports Car Club** (ie, the Mother Club) for MSCC members to offer photos for a **2003 colour calendar** will be distributed to all MSCC (note only 2 "C"s) members with the December *Miscellany*. I have submitted the John Farr photo from the July 2002 issue of the Blurb but other MSCC members may want to consider submission of their cherished photo. Photo prints must be sent to Quentin English, 6 Longfield Road, Dorking, Surrey RH4 3DE, England. Include a note to indicate it is an entry for the MSCC Calendar Competition and give details of the picture including names of drivers, owners, etc. Digital submissions are allowed via travel@hopmog.co.uk or bill@noble.inuk.com but please keep file size down to 2 Mb. If your photo is chosen a printed copy of the image will be requested.



MSCCC grill 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

We've used our new "Morgan Canada" motif on **zippered sports bags** (with zippered side pocket) for C\$25/US\$17 – dark green, dark blue, and black are available. **Please include \$5 for shipping.**



We've still lots of **MSCCC pins and crests available.** Pins with either a "safety pin" or "tie-tac" 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:

Edward Burman's **69 4/4 4-seater is for sale.** Megan has recently had a new chassis, engine rebuild, and general cleanup. The car is not a concours gem... well travelled, a strong runner & reliable. Looking for offers in the high 20's (C\$28,000) to low thirties (C\$34,000). Megan comes with lots of compassion, enthusiasm, history and some extra parts. Contact Greg Kaufman (613-832-3620 or email to: toad@storm.ca) for details and negotiations.

Sadly, My finances leave me no alternative but to part with my beloved Mog. **1970 Plus 8;** Red on black leather; full ground-up restoration using only original Morgan parts completed in 1999; mild cam, Holley 390 4 barrel carbs, "Moss box" 4 speed, est 200HP, Gemmer steering box, gas shocks, new Yoko tires, Lucas fog lights, cast wheels, badge bar. Includes new top, two tonneau covers, side curtains, fabric storage cover, built-in tool box and attachable luggage rack. 1970 brochure signed by Charles Morgan! Immaculate car and engine bay. Wintered in heated garage; rarely driven in rain! Asking \$59,000 416-703-6983 Brian Prendergast bprendergast@sonargroup.com

This ad was in the Toronto Globe & Mail during late August:
1982 MORGAN PLUS 8, RHD, Brunswick Green, Black leather, all records from new, 31000 miles, aluminum body, \$48,000. 416-526-3194 or bpln@cogeco.ca

HOG MOG MATTERS:



Truth, not gossip... **Glenn Nigh & Rene Roberts** were married September 6th in a quiet, private ceremony on the shores of Lake Ontario in the St. Catharines area. Congratulations, Glenn & Rene! We'll be raising a glass to you at the upcoming Fall Weekend (even though you'll be honeymooning in Spain). Word is Glenn is preparing the 4/4 so they can drive His & Hers Morgans to upcoming events...

In the last Blurb we included a note from Herman Pol regarding CMC Motors and the Beer family. This note triggered a response from **Peter Morgan** sent to the editor on Aug 9:

"Dear Vern"

"I find it hard to believe the Morgan can be sold in all the USA including California but cannot be marketed in Canada". "It makes me conclude that Canada does not want 'New' Morgans but are content with a dwindling number of old ones!!" "Thank you very much for sending me a copy of the Blurb. I read it thoroughly and really appreciate hearing about what goes on in Canada. Your remarks about my first point would be appreciated"

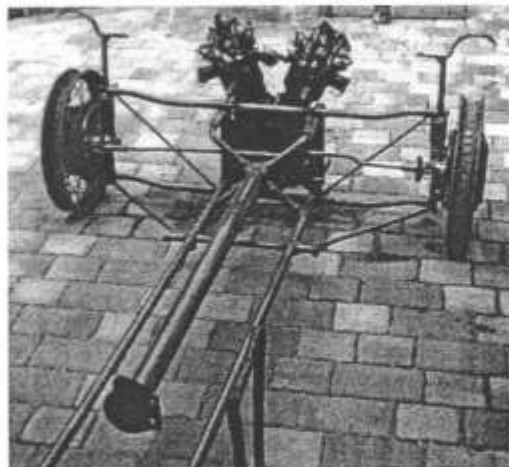
"Yours Sincerely, Peter Morgan"

Thanks for your thoughts, Peter, and for your concern regarding Morgan's in Canada. This letter was shared with Steve & Martin Beer who have crafted a response to Peter. In addition, Vern Dale-Johnson, on behalf of the MSCCC forwarded a letter as well. The Beer's letter outlines some of the disappointments regarding factory support (as discussed during Martin's recent factory visit) and reassures Peter that Canadians do want new Morgan's! Although the regulations in the USA and Canada are similar, in the US an importer can import & sell vehicles without providing full compliance documentation (the onus is then on the National Highway Traffic Safety Assn to disprove compliance) whereas in Canada the importer requires full testing & documentation prior to the vehicle entering the country.

The MSCCC letter reinforces the message regarding a desire to not only keep our "stock" of used Morgan's in Canada but to increase the number of Morgan's through importation from the US and overseas... For those looking for "new" Morgans, the wait continues but, be assured, all options for importation are being considered including importation through the USA.

Ex MSCCC member Bob Wright, now living in Maine sent us a note and a photo of their 3-wheeler under rebuild (below right) inviting MSCCC members to consider attending **Lobster Mog** held this year Aug 3 in Harpswell Maine. Bit of work still to do there, Bob...

From eMOG (through the GoMoG website) comes this photo of **Jeremy Harrison's "Iilac" Family**. Perhaps I should have saved it for a "color cover" but... then... Jeremy, "WHY BE LAMRON" (sorry, couldn't get the letters of "NORMAL" to run backwards!)

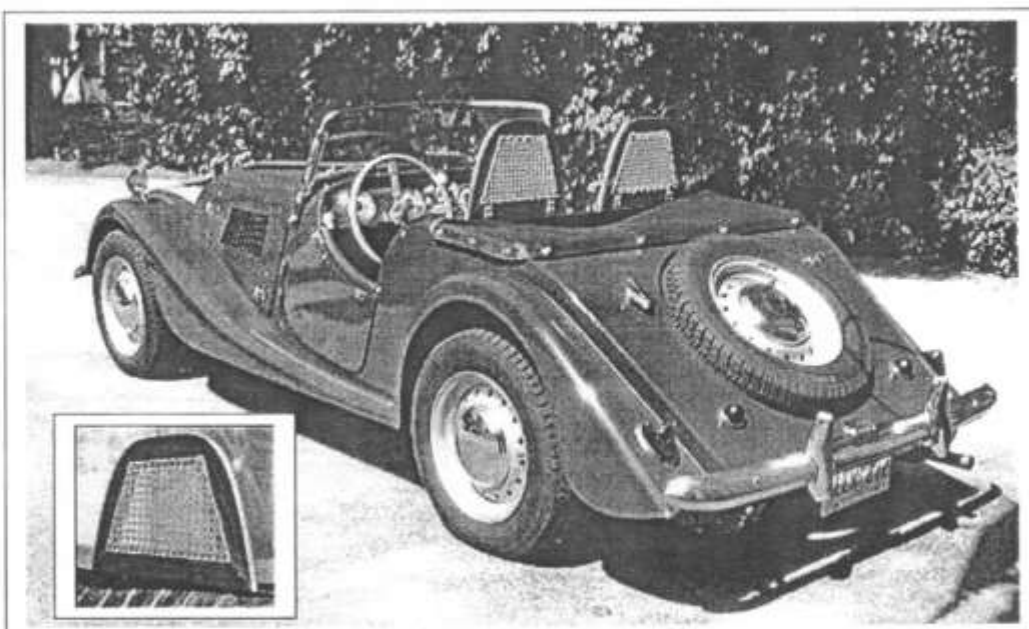


This compilation came from one of our (female) members...

- "When I die, I want to die like my grandfather-- who died peacefully in his sleep. Not screaming like all the passengers in his car." --Author Unknown
- Advice for the day: If you have a lot of tension and you get a headache, do what it says on the aspirin bottle: "Take two aspirin" and "Keep away from children" --Author Unknown
- "Instead of getting married again, I'm going to find a woman I don't like and just give her a house." -- Rod Stewart
- "The problem with the designated driver program, it's not a desirable job, but if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." --Jeff Foxworthy
- "See, the problem is that God gives men a brain and a penis, and only enough blood to run one at a time." --Robin Williams
- "What do people mean when they say the computer went down on them?" --Marilyn Pittman
- "Relationships are hard. It's like a full time job, and we should treat it like one. If your boyfriend or girlfriend wants to leave you, they should give you two weeks' notice. There should be severance pay, and before they leave you, they should have to find you a temp." --Bob Ettinger
- My Mom said she learned how to swim when someone took her out in the lake and threw her off the boat. I said, "Mom, they weren't trying to teach you how to swim." --Paula Poundstone
- "Why does Sea World have a seafood restaurant?? I'm halfway through my fish burger and I realize, Oh my God.... I could be eating a slow learner." --Lynda Montgomery
- "If life were fair, Elvis would be alive and all the impersonators would be dead." --Johnny Carson
- "My parents didn't want to move to Florida, but they turned sixty, and that's the law." --Jerry Seinfeld
- "Remember in elementary school, you were told that in case of fire you have to line up quietly in a single file line from smallest to tallest. What is the logic in that? What... do tall people burn slower?" --Warren Hutcherson
- "Bigamy is having one wife/husband too many. Monogamy is the same." --Oscar Wilde
- "Suppose you were an idiot ... And suppose you were a member of Congress... But I repeat myself " --Mark Twain
- "Our bombs are smarter than the average high school student. At least they can find Afghanistan." --A. Whitney Brown
- "Ah, yes, divorce... from the Latin word meaning to rip out a man's genitals through his wallet." --Robin Williams
- "Women complain about premenstrual syndrome, but I think of it as the only time of the month that I can be myself." --Roseanne
- "Women need a reason to have sex. Men just need a place." --Billy Crystal
- "You can say any foolish thing to a dog, and the dog will give you a look that says, 'My God, you're right! I never would've thought of that!'" --Dave Barry
- "Do you know why they call it "PMS"? Because "Mad Cow Disease" was taken. --Unknown, presumed deceased

Dave Farmer's 59 +4 showing off its new wind baffles... Heh Dave, did Paula find those chair seats at a garage sale???

He says they really helped on the 400 mile round-trip to Kingston.



Note from the East:

Ed Burman (elburman@cyberus.ca)

Edward continues his battle with cancer. Chemotherapy & radiation treatments have now been completed but the battle still rages. We wish him well... Thank you Margaret for the updates.

"Yesterday here on the Maine coast was one of those that makes Morgans (and eMOG) so precious. Good Morgan friends (old and new) graced LobsterMog and fine sunny weather, light sea breezes and soft shell lobsters fresh from the sea completed a diamond day. Our Mog took 4 prizes, including, "the car that James Bond would drive" and "the best car to pick up chicks with". (smile) This was another in the long chain of precious memories we have of our Mog.

We left to many waves in the early evening to do some of the distance to Loudon, New Hampshire, where we are down as crew for today's vintage races. However, after only a few miles, we were struck at high speed by another car. We were able to escape, but our Morgan was totally destroyed along with all our travel gear.

There are some rumors that may have started by the site of the wreck and I am sending this to assure all that we are alive and recovering in the care of fellow emoggers". Lorne

The note from John Sheally who viewed the "remains" says it all... "They were very, very blessed and lucky to still be with us"

+++++

Jim & Hannelore Fisher, of Digby Nova Scotia sent on a note regarding a tour now underway by Fred Goldstein in his 62 +4 roadster. From their home in Demarest NJ they are expecting to put on over 8,000 miles on their run through to Los Gatos CA. They requested (and have received) contact information of Morgan owner's and mechanics they could call on if needed. Although their trip only touches Canada at Niagara they are crossing many of the Northern states.

Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

MOGWEST 2002: Monday July 15th dawned bright and sunny. Pat and I had the car packed and were looking forward to our drive to Cambria, California where we would meet old friends and make new ones. It did not dawn on us that it would be a Cambria to remember.

On Wednesday July 17th we arrived at George and Kathy Tollworthy's where we would spend the next two nights before departing for Cambria on Friday. The only misfortune in the 920 miles that we had driven was a badly split windscreen due to a stone chip from a truck on the I5. The next two days were spent cleaning the car and getting it ready for the show. Thursday night we were invited to Phil and Elaine Fisher's house along with the Tollworthy's for a barbeque. Also in attendance were Keith and Sue Ahlers with their Aero 8. It gave us the rare opportunity with few people in attendance to inspect the car and discuss its handling with Keith. The pictures that we have seen do not present a true picture of its design. The car is fantastic and every thought has gone into its design. For example there are no defrosters but each glass surface is individually heated by invisible traces of electric wires. The only changes we could think of was that the Morgan script for the cowl should be mounted on the cowl not on the vertical surface of the boot lid and that the cockpit could have been made wider for more comfort.

Friday arrived and we drove to Carmel where we met up with the rest of the Northern California club and headed to Cambria. Friday night was the usual registration, reception and dart contest with the additional pleasure of meeting old friends.

The concourse show was held Saturday morning. I had been asked to help judge the Plus 8 and DHC classes and was able to get my first true insight into judging. It is not as easy as one thinks and it is a



tough decision when viewing cars of the calibre presented. All the classes were finished except for the four-seater class, which seemed to go on forever. Finally it was finished and the rally commenced which provided for a pleasant 3-hour drive through the countryside. Saturday night a barbeque was held at John Willburn's house, which was a 15 mile drive from Cambria. It was a pleasant change from the old beach barbeques held in the past

Sunday morning was free from scheduled events but for some of us it was the highlight of the weekend. Pat and I along with others were able to drive the Aero 8. Of course Keith was in attendance. I cannot describe the feeling one gets when driving this car. It handles better than any Morgan I have driven and of course the power is fantastic. It is truly an exhilarating experience!

Sunday afternoon the Gymkhana was held and was not as difficult as last year in that Boxing gloves were not required for drivers and we did not have to back up the whole course.

Sunday evening was the usual awards banquet with Keith and Sue Ahlers winning Best in Show for their Aero 8. Pat won First Place in the 4-seater Roadster class and also placed first in the 4/4 Gymkhana class.

We left Cambria Monday morning with many happy memories and experiences to meet one more misfortune on the way home which was another bad stone chip which left us with two parallel vertical cracks in the windscreen.



Keith & Sue Ahlers brought their Aero 8 to Cambria.
Pat Miles 4/4 again wins the concourse trophy.
Photos by Pat Miles.



Notes from the Web:

Subject: MMC quality

There are over 40,000 parts in a normal road vehicle.. (in Morgan's case perhaps we can halve that. [©]) The overwhelming majority of these



items are hand fitted at the MMC. Every hand fitted part is subject to human (not computer) influences... mood, pride, stress, training, health, memory, etc and whether you are getting along with the missus that morning. We can either suffer or benefit here.

On the flip side, many parts are made far better than strictly necessary spec because it is the easiest way to protect them from with this non-precision assembly. We do muchly benefit here.

It is all a question of perception and tolerance. When Morgan was producing their swans out of a dark little factory that had not changed since the 1930's we were charmed and amazed and grateful to have one. That it rolled was a bonus...(GRIN!)..as we had an authentic automobile from another era proven with a glance at it's womb and styling. Now, that womb has been face-lifted, modernized and, no surprise, our expectations have "modernized" as well with the new lighting.

I have done many major projects on cars...most of them with my old Morgan. (They are a delight to work on compared to other cars.) I am always as careful as I can be and use the best parts available anywhere. I double and triple check everything and yet when I put it on the road I expect a "tweaking" period of dealing with problems that can last as long as a year and more depending on the size of the job. A new hand-built car is a huge size job.

JHSII is right. A Morgan, new or old, is not what they make it. It is what you make it. The Works just provides you with a canvas to create and paint on. How many cars could an owner so pleasantly improve and refine so sweetly? You must be committed to it...as each Morgan is indeed different and distinct. On the Work's side, they must be prepared to give you the best of send-offs they can with a religious respect for their warranty. Thus far, from this forum's emails, it seems they do.

On their pricing and their market...well Morgans should not be compared with other cars. They are indeed made for a small, fiercely loyal market. That's us. This market, if treated fairly and catered to properly, has proved capable of providing decades of solid sales and profits. If one designs and prices away from the market's parameters, it will respond. Lorne Goldman

+++++

Ok, It's my turn. **A Morgan merely is and that should be enough.** Either accept it as the Himalayas or go on to more splendid things such as butterfly collecting. A Morgan merely is and that should be enough. If you want a BMW, Porsche, Mercedes or Rolls go buy one and forget the Morgan. If you want a hand-built motorcar to love and improve and enjoy and be hands on with and turn wrenches on and make it your personal icon and have fun with. Do have a Morgan.

I have been doing the above for over 35 years. I have owned and driven all the models including the three-wheelers except the Aero-8 and as a result have never been bored and have accepted what I have bought knowing what I have bought and have not expected each of them to be more than they were.

The hands-on has lead to pleasure.

The thrill of making the Morgans better and better is very satisfying. I have never had a perfect one even when receiving the checkered flag or a Best of Show or a compliment from a stranger.

They are real. The improvements that I have made on them is my therapy. The friends that I have made via association with the marque are treasured. The unlimited hours at the wheel are exhilarating. The miles of seat time take the edge off the day. The smiles from all are priceless.

Yes I have owned and/or driven other makes and models from Bugatti, to good Ferraris ie. Daytona Spider, etc. Fleetwood Brougham Cadillac, Porsche 904, 906, 356 Carrera to modern Carrera, the wonderful 930s all the Lotus, Lamborghini, Alfa, Maserati, GT40 Fords and on and on. With the exception of Bugatti I soon become bored and always go back to the Morgans because they excite and stimulate me very much, much more than the others.



Wonder why? My answer is because they are everything that others say they are and everything others say they are not ... they are merely Morgans not anything more, not anything less. They just are!

Butterfly collecting never appealed to me because I prefer the butterfly in free flight just as I do a Morgan in the wind. The pleasures that Morgans bring are their perfection. Sincerely, John H. Sheally II

+++++

Massey Ferguson - The End of the Beginning

I just received this on the Spitfire list. Thought you all (especially the +4 types) might be interested: The UK lunchtime news today informed the closure of Massey Ferguson tractor manufacturing in the UK. While this is probably of little consequence to most Triumph owners, it is timely to remember the Coventry plant at Banner Lane where Fergusons have been made since September 1946, is very definitely part of Standard Triumph's industrial heritage. Built originally as a shadow factory for the construction of aircraft and aircraft engines for WW2, there is no doubt that Banner Lane played a major part in Standard Triumph's post war success. While some aspects of car production continued after hostilities ceased, the 'little grey Fergie' (with the wet liner four pot as per Vanguard and TR up to 4A) came out of this plant - to the tune of some 513,000 units in total in just over a ten-year period. Had it not been for the undoubted financial success of the tractor, it could be argued with some conviction that the development of Standard and Triumph cars might have been a little more difficult through lack of finance? There is no statement (AFAIK) as to when production will actually cease - or what will happen to the site. I just hope that some of it can be preserved - as the Standard Triumph site at Canley and Fletchamstead wasn't, apart from the old social club. The buildings themselves, especially the office blocks along the frontage are superb examples of the industrial architecture of the late 1930's and not so long ago were thoroughly cleaned which exercise finally removed the last vestiges of war-time camouflage clinging tenaciously to the brickwork. I think I'd better get up there PDO with my camera before some property developer turns the whole lot into yet another retail park!

Firms split luxury line: VW keeps Bentley, BMW gets Rolls-Royce

FINANCIAL POST, SATURDAY, AUGUST 31, 2002

Welcome to Crewe.
The home of Rolls-Royce and Bentley.

THE LAST ROLLS ROLLS



The Rolls-Royce Corniche, right, receives some finishing touches from Karl Shirley, alongside the 1907 Silver Ghost cared for by Michael Edge, as the last Rolls-Royce to be built at Crewe leaves the production line.

MARTIN RICKETT / AGENCE FRANCE-PRESSE

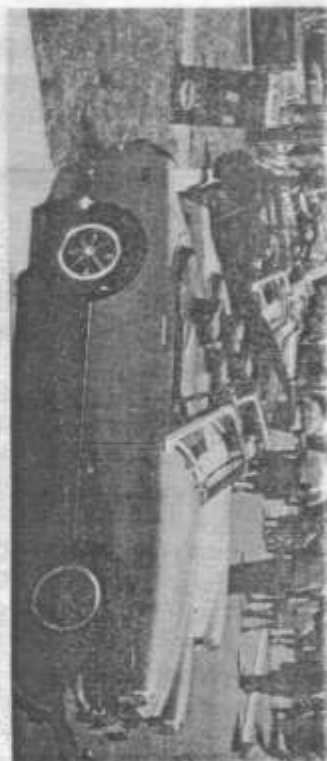
LONDON • U.K. factory workers put the final touches to a unique Rolls-Royce yesterday marking the end of 56 years of producing the luxury car at a northern England plant.

It was the last Rolls Royce to roll off the Volkswagen-owned production line in Crewe.

Volkswagen AG will continue to produce Bentley luxury cars at Crewe, while BMW takes over Rolls-Royce in 2003, manufacturing the cars at a plant in West Sussex, southern England.

The Crewe factory will keep the two-door Silver Storm convertible Corniche it produced as the last Rolls Royce with a special interior based on the 1907 Rolls-Royce Silver Ghost, which is also owned by the Crewe factory.

The Associated Press



English cars anyone?

by Ross Pratt

KINCARDINE, ON - July 6, 2002, was a warm sunny day in Kincardine, Ontario, a great day for the annual Scottish Festival. Through the goodness of their wee hearts they have seen fit to allow a "British Only" car show/shine to participate in their activities for the third year in a row.

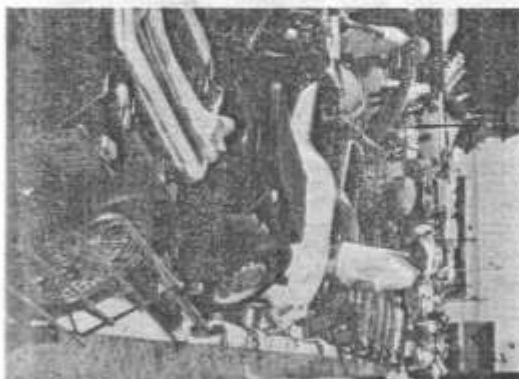
Kincardine is located on the east shore of Lake Huron about 2 hours north of London and Sarnia, about 1 1/2 hours north west of Kitchener-Waterloo, and 1 hour west of Owen Sound.

You will not hear the burp and bark of the exhaust of sporty little English cars at this event as it tends to be drowned out by the sounds of the competing pipe and drum bands at the festival. During the car show one can enjoy viewing the other cars, the festival activities, go to the beach (about 1 block away), or wander the downtown area adjacent to the park where all the festivities take place. Restaurants are close by in the downtown area as well. The show starts at 1030 hrs. and ends at 1600 hrs. with a parade of the cars through the downtown area and then they disperse to wherever they wish to go.

Badges were given to all entries along with refreshment tickets and admission to the festival. Coffee and muffins were served on arrival. Three plaques were handed out to three lucky owners. Their selection was decided on by the organizing com-

mittee based on a secret criteria but deemed to be fair by all participants. All cars were grouped by make and model whenever possible, ie: MG Midgets, Jaguar, Triumph, Aston Martin, MGB, Rolls Royce, Jensen, Austin, Austin Healey, Anglia, Morgan, MG-TD, etc. The whole show was set up to be an enjoyable afternoon and it appeared to have been a success.

The photos included with this article are some of about two dozen I sent along to Old Autos. I let them make the selections of the ones to print. I did not include names or makes and models, I only took photos showing the overall line-up of vehicles. All were worthy of having their own photo shown, but I could not show them all, so "group photos all around." All in all it was an excellent day.



Monday, August 19, 2002 — Old Autos —

EURO-SNOB TO REDNECK: THE HIERARCHY OF RACING

Formula One



KEY SPECIFICATIONS
10-cylinder, 3-litre engines, generating about 900 horsepower and a top speed of about 350 km/h

STARS
Michael Schumacher
Juan Montoya

BUDGET
\$50 million per car and up

TYPE OF CIRCUITS
permanent road and temporary street

FANS DRINK
Beck's



CART



8-cylinder, 2.65-litre engines, generating about 900 horsepower and a top speed of about 384 km/h

Paul Tracy
Michael Andretti

\$8-\$10 million per car

permanent road, temporary street and ovals

Coors Light



IRL



8-cylinder, 3.5-litre engines, generating about 650 horsepower and a top speed of 368 km/h

Helio Castroneves
Sam Hornish

\$5 million per car

ovals

Budweiser



NASCAR



8-cylinder, 5.9-litre engines, generating about 600 horsepower and a top speed of 320 km/h

Jeff Gordon
Tony Stewart

\$8 million per car

ovals

vodka and Kool-Aid



In many articles written over the years I have often mentioned GRADE 8 fasteners, and I see that I was giving strength figures that were way off. Now I am going to write a few words to clarify the phobia I have about "hardware store" fasteners, and I will add the correct numbers for GRADED fasteners.

This fall ('01) I had to move a valve guide up into the cylinder head of a Triumph TR4 engine, because the valve wasn't closing completely. It was hitting the bottom of the valve guide before it could seal the combustion chamber. Since I wasn't sure of the exact length needed, I bought a 4 inch bolt (at a hardware store) that had the threads all the way up to the bolt's head. The head of this bolt was smooth. The hardware store had GRADE 8 and GRADE 5 fasteners, but none with thread all the way up to the head, so I had to go with the ungraded bolt. Then I made a rig to move the valve guide up into the exhaust port, using this bolt, washers and a 3/4" socket on top of the cylinder head to pull against. Just as the guide began to move up, the bolt stretched "right half in two" and came away in my hands. Then I found a GRADE 5 and it was that bolt, much stronger than the smooth head "hardware store" quality bolt, that did the job. The GRADE 5 bolt did the task, that the NO GRADE couldn't. This was "The moment of TRUTH" for me, proof that smooth head bolts will let you down when you need strength, not excuses.

For a car that is going to be used on the road the fasteners that attach the front sub-frame to the chassis, the rear shock mounts, the rear springs, anything on the front Subframe that is bolted should be GRADE 8. One could say anything that's fastened to the chassis ought to be GRADE 8. If you think we're talking big money, that is NOT the case. There are probably less than 40 fasteners here, and you just know there is no way these fasteners are going to fail. That's worth twenty or thirty bucks.

Racing builders use fasteners that are one step higher than my beloved GRADE 8s. These are aircraft quality, or A.N.s, sometimes called Air Force-Navy 'cuz of the A.N. designation. These are probably another 25 percent stronger than the 8s, and 10 times harder to find. A bunch more spendy too.

I don't believe it's possible to determine what kind of fasteners are on a particular Mog. Lots of them have had rebuilds or partial rebuilds. It would literally frighten me to wonder what was holding that chassis together after a few at-home, shade-tree repairs. I had a Morgan here once that had been hit hard on the left front. The body shop that repaired the fender and cowl did nothing to the front sub-frame which was bent back at least a couple inches. The paint job was just dandy, but that front end might kill a guy.

Here is a list of GRADED fasteners if you think re-fastening your front end might save your rear end some dark and stormy night.

withbest

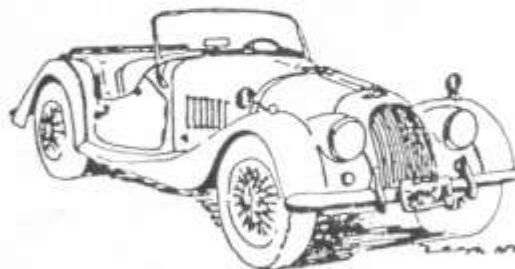
SAE Grade Code Markings

SAE 0-1-2 SAE 5 SAE 6 SAE 7 SAE 8



DESCRIPTION	GRADE	MATERIAL	STRENGTH
No lines, unmarked Unknown quality	0, 1, 2	Low carbon steel	65,000 psi
Three lines, automotive grade	5	Medium carbon steel	120,000 psi
Four lines, automotive grade	6	Heat treated carbon steel	140,000 psi
Five lines, rarely used	7	Medium carbon alloy steel	140,000 psi
Six lines, best commercial grade	8	Heat treated alloy steel	150,000 psi

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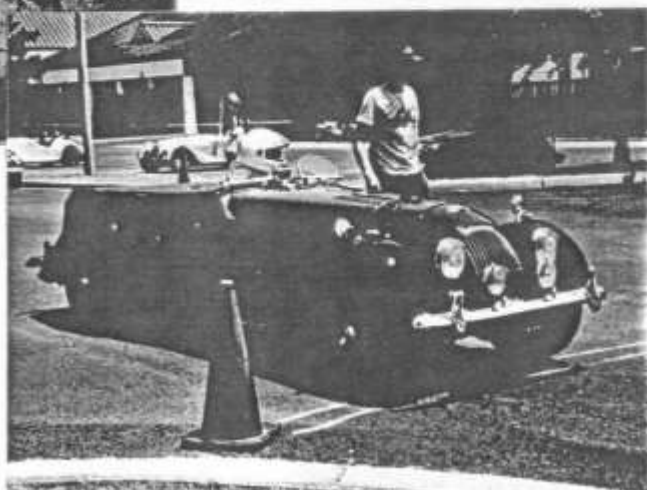
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More pictures from MOG 32
Courtesy of Orrin Geeting...
Ray & Elizabeth Stevens with
John Fitchie partially hidden
and a pensive Vern Dale-Johnson
anxiously waiting for one of 'the'
Morgans to return...

Vern Dale-Johnson in OLBDII's
at the Autocross.



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A CAR FOR THE AGES

Dad fell in love with the Roadster long before he fell in love with his bride-to-be

THE OLD GIRL first caught my eye 21 years ago. She was toodling through an intersection in my Scarborough, Ont., neighbourhood with a sign attached to her rear: For Sale. She was a 1947 Triumph Roadster, in remarkably good shape for her age. She had a long snout, or bonnet as the Brits called it, and an enormous chrome grill on the front that glistened whether the sun was out or not. Four big headlights were mounted on her grand, sweeping fenders. She even had a rumble, or dickey, seat that unfolded out of the "trunk" floor, and a rear windshield that popped up to protect the teeth of the passengers who sat there. By the end of the week she was mine, sitting in my driveway with all my neighbours walking past in that standoffish Toronto way—interested but not too obviously interested. She sat there for seven more years as I slowly took her apart, located various bits and pieces she needed, towed her to and from a couple of garages, and eventually ran out of steam and money. My wife took to calling her "The Driveway Ornament."

My dad, on the other hand, regularly called from his Florida retirement getaway to find out how "the baby" was doing. Within days of the purchase, I had phoned my father to let him know I'd finally located my classic car. The type of car the two of us used to gaze at lovingly whenever we caught sight of one on the street. At first he couldn't picture the car in his mind. The next day he called me excitedly: "Robert, I sat bolt upright in bed last night! I know exactly what car you've bought. The local photographer in Arbroath used to drive one!"

My dad, Able Bodied Seaman Bob Davidson, was stationed in Scotland with the Canadian Navy in the early 1950s. Although he never mentioned it to me, he fell in love with the '47 Roadster long before he ever fell in love with his bride-to-be. He only brought one of them back to Canada with him. By the time I bought

the car, it was beginning to show its age. Every time I took it out for a spin I ended up being towed ignominiously home. It had its share of dings and scratches on the body, and there was something decidedly "off" in the front end. Months later I figured out that at some point the entire front suspension must have collapsed and been put back together by someone whose entire tool collection consisted of a screwdriver and hammer.

After struggling with the restoration project for nearly a decade, I was ready to give up. My dad, on the other hand, was ready to show the young pup a thing or two. He towed the car (and the car parts) down to Florida and over the next two years restored her to her original glory. In many ways better than she rolled off the assembly line in England just after the Second World War. He took every piece off the car, examined it carefully and placed it in one of two piles: KEEP or TOSS. When he had made a list of what he needed, he got on the phone to the Triumph Roadster Club in Britain and ordered about \$4,000 worth of

various bits and pieces. They were shipped to his house a week later. He stripped, sanded and painted the bodywork himself.

"Twelve coats of lacquer!" he'd eventually tell anyone who commented on how pretty she was. He fixed the brakes, the steering and the upholstery. In fact, when he took the car to get some tools from the local upholsterer, he was offered a job.

"I told him forget it! Fourteen pieces of leather in every door. That's a lot of leather and I hand cut every one of them."

He installed a new wiring harness (the previous owner had replaced all the old wires with a homemade unicoloured harness that was worse than useless). He re-sleeved the cylinders and fit new pistons he had custom-made in Florida. He even found the original English licence plates stashed under the carpeting and installed them to their rightful place on the chrome bumpers.

It was a thing of beauty, and for the next 12 years, he drove it proudly back and forth to his part-time job in the oceanside town he called home. He'd load his fishing rod in the back and scoot off to the beach with his dogs. And whenever the Davidsons visited the Sunshine State, a ride in grandpa's old car was a highlight. As long as you were prepared to wash the old girl down thoroughly before you were allowed to ride in her (and you better be prepared for an oration on the differences between today's cars and the Roadster and what, exactly, chrome was and why it needed polishing).

Two years ago, my dad's wife died. Since then, he has been off-loading—lightening his life. And the Roadster was one of the possessions for which he wanted to find a good home.

"You want it?" The phone call was a total surprise. Of course I wanted it. So this month, we will ship the old girl to Ontario. We'll have a party to welcome her back to Canada and settle her into the new garage we've built for her. Before he heads back to Florida, dad and I will put the key in her ignition for what will likely be one last ride together and we will drive her along the Ontario backroads near my farm east of Toronto.

I think we'll take my two boys out with us. Three generations. One Car.

Rob Davidson is the car and house guy for Global TV's *MoneyWise* program. To comment: overtoyou@macleans.ca



Lakes, falls: Water, water everywhere

Close at hand: scenic roads, historic sites, summer activities

BY JIM KENZIE
SPECIAL TO THE STAR

WATKINS GLEN, N.Y. — One school of thought has it that the Finger Lakes in upstate New York were formed when retreating ice-age glaciers cut huge gorges in the land, which subsequently filled up with water.

Another concludes that the lakes were formed when the Great Spirit laid his hand upon the land.

Whichever theory suits your prejudices, these long, graceful lakes form a beautiful backdrop for a variety of mobile and stationary vacation opportunities.

This region seems to have remarkably little visibility in the Toronto area, despite being less than a three-hour drive via the QEW to Buffalo, then the New York State Thruway (Interstate 90) to Canandaigua.

It's worth the trip.

For the driving enthusiast, mile upon mile of decently paved, two-lane, twisty, hilly blacktop should be attraction enough. One tourist brochure claims that Route 54-54a, circumnavigating the bifurcated Keuka Lake, is one the "Top-10 Best Drives in the World."

(Just who chooses these things, anyway?)

I don't know that this road will make you forget California One or the French Riviera's Lower Corniche. But it is pretty. I'd also plump for Route 414 along the east shore of Seneca Lake. But you can't go wrong, no matter which way you turn.

Be forewarned, however: the Finger Lakes must have the world's lowest crime rate, because state troopers and the local constabulary appear to have



MIRROR: Trinity Episcopal Church in Seneca Falls, N.Y.

little else to do but monitor your speed. And fines are payable in 155-cent dollars. (No, I did not get a ticket.)

The Finger Lakes were home to the early United States Grand Prix, held initially through the village of Watkins Glen and environs at the foot of Seneca Lake.

This is a story unto itself.

Back in 1948, local sports car racing enthusiasts somehow convinced the

powers that be to allow a flat-out road race on public streets. They even persuaded the New York Central Railroad to shut down rail traffic (racing is dangerous enough without having to dodge the 2:15 to Schenectady).

Serious crashes led to the circuit being rerouted to avoid the village. Eventually, a private circuit was built, which, after many renovations and layout changes, exists today.

Formula 1 came to The Glen in 1961

and stayed for 19 years. The U.S. Grand Prix was never the same after it left, at least until the new Indianapolis course was introduced two years ago.

NASCAR is now a major shareholder of The Glen, and their event — one of the few road races in that oval-dominated series — is the track's biggest draw.

The original 1948 circuit is still marked by small signs, so you can follow it and try to comprehend the bravery of the drivers who partook of this challenge, many in pre-war bolides of dubious structural integrity. Parts of the road were even gravel.

I did it in a brand-new Mazda Protegé5, and the course was scary enough with airbags, ABS and seatbelts.

You can also visit the bar at Seneca Lodge, where racing greats typically celebrated their victories by hanging their laurel wreaths over assorted stuffed deer heads. Jack Brubaker, brother of the lodge's founder, will entertain you for hours with his stories. Many of those wreaths are still there.

Race fans must visit the International Motor Racing Center, adjacent to the Watkins Glen public library, built to celebrate the 50th anniversary of racing in The Glen. Staffers will happily assist you in any motor racing-related research you care to indulge in.

The sleepy village itself appears little changed from those early days. Smalley's Garage, originally the site for technical inspection for the early races, is still there, run now by Tom Smalley, son of founder Lester.

Hammondsport, west of Watkins Glen at the foot of Keuka Lake, is home to the Glenn Curtiss Museum. Local boy Curtiss taught the Wright Brothers most of what they knew about flying, and the company he founded became an aviation powerhouse.

Mechanized transportation not your bag? Not to worry: the Finger Lakes has all the usual vacation options covered — sailing, swimming, hiking, boating — in a variety of private and public venues, including free-admission state parks.

Many of the parks, naturally enough, centre on waterfalls. The Taughannock Falls near Ithaca are actually higher than Niagara and worth the 2.4 km walk to their base.

History also abounds in this region. Memorial Day, which honours U.S. war dead, was instituted in 1866 by local residents of the town of Waterloo, between Geneva and Seneca Falls. A small but fascinating museum is dedicated to this event.

Seneca Falls, near the top of Cayuga Lake, should more accurately be called Seneca No-Falls — the falls were dynamited into oblivion during a spate of canal building years ago. (The famous Erie Canal runs just north of here.)

On the main street of this pretty town is the Women's Rights National Historical Park, which includes the remains of the Wesleyan Chapel, where the first convention of the suffragists' movement took place in 1848.

If you share the popular but inexplicable fascination with spoiled grape juice, the Finger Lakes region is littered with wineries, many of which offer tastings and tours.

Some Finger Lakes towns have seen better days, with many businesses closed and/or for sale. But education remains a growth industry. Cornell University, "high above Cayuga's waters" in Ithaca, is one of the most prestigious universities in the country.

The Hobart and William Smith Colleges — Hobart for men, William Smith for women — give Geneva a prosperous look, with many of the stunning lakefront mansions now used for school buildings or fraternity houses.

If you want your kid to go there, start saving now: tuition is US\$25,000 a year.

You can eat well around here. On a couple of visits over the years, I have had excellent meals at the imaginatively named Hamilton 258 (it's located at 258 Hamilton St. in Geneva), considered by many as the best restaurant in the region.

And the Boat Yard in Ithaca offers a lively bar and waterfront views in addition to good, reasonably priced meals.

Ithaca is also one of the few places in the entire region where you can get a decent cup of coffee — if you agree that Starbucks makes a decent cup of coffee.

Accommodation runs the gamut, from chain hotels at all price levels, to charming bed and breakfasts, to five-star luxury at Belhurst Castle in Geneva. For details, a Google search of the Internet is your best friend.

As might be a Protegé5.

I've always liked Mazda's Protegé; it's nimble, well-built, entertaining to drive. The 5 edition adds extra cargo capacity — ideal for touring — and a cheeky look, augmented in this case by my test car's brilliant yellow paint job.

At the time of this visit, the Protegé5 was still quite new. While I was checking out Belhurst Castle, I overheard a father and son admiring the car, with its Ontario licence plates.

"What is that?" dad exclaimed.

"It says 'Mazda Protegé5,'" said the son.

"Wow!" replied dad. "We don't get anything like that down here!"

You do now, dad.

Freelance journalist Jim Kenzie (jim@jimkenzie.com) prepared this report based on driving experiences with a vehicle provided by the automaker.

Road Taken

JIM KENZIE



Jeff Parker Florida Today

More than six decades of car buffs have worshipped at the altar of the classic MG roadster. Recently, more than 300 of them came out to the MG Car Club of Toronto's third MG Invitational.

A morning thundershower eventually dissipated and by noon the sun came out to play. The lush green lawns of Toronto's Glendon College were quickly filled with a brigade of 110 vintage British and European cars.

Neat rows of MGs, lined up like little peanuts, were on display with sinewy Jaguars, voluptuous Citroën Traction Avants, wickedly cute Minis and some truly rare birds such as a Morgan SS three-wheeler, a Vespa truckette and a Fiat 500 station wagon.

Owners hastily polished off raindrops to reveal richly hued vehicles embellished with dazzling chrome, swooping fenders, arched bonnets, squared snouts, curvaceous bumpers and rakishly angled windshields.

A deejay pumped out oldies from artists ranging from Peggy Lee to the Beatles and the Guess Who and handed out door prizes to lucky winners — a set of Snap-on tools, Meguiar's car-care products and more.

A group of four stern judges made the rounds — *Driver's Edge* columnist Bill Vance, automobile artist Michael Pistol, autophile Patrick Charbonneau and Yours Truly. Some owners stooped so low as to offer shameless bribes in the form of hand-kissing and bear hugs.

Peeking inside, judges made sure the interiors had been fastidiously and meticulously attended to. Often, we were rewarded with a heady bouquet of seasoned leather mixed with a soupçon of old petrol and motor oil. A veritable feast for the senses!

For the first time, a people's choice award was offered. It went to a red, 1959 Jaguar XK150S, which had won Best of Show for the past two years running. "It just goes to prove that everyone has the same good taste," quipped Trevor White, president of the MG Club of Toronto.

He attributed the MG's enduring appeal to its driveability. "You can use it as a daily driver," Mr. White said. "I put 13,500 kilometres on my 1979 MG Limited Edition last year and it didn't let me down.

"The only time I had trouble was due to a couple of tire punctures. You can't blame that on the car."

One of the more unusual British cars was a green, 1972 Triumph Stag, which won first prize in the 1970 to 1980 category. Owner John Oldroyd said he bought it in Illinois for only \$7,500. "These cars weren't imported into Canada," he said. "The TR6 and the other models were more popular."

A seductive, low-slung Art Deco sculpture on wheels was another standout. Featuring a 1974 Fiat engine, the Custom Pistol was owned by Shirley Zinman. "It's made of metal, including airplane-gauge aluminum, and five different kinds of wood," she said. "Michael Pistol designed and built a Bugatti-styled car for my brother and I loved it. Michael said he would build me a car in an Art Deco style and it eventually got more and more exotic."

She constantly gets waves and grins, especially from little old ladies. "It looks like a car from their generation," said Ms. Zinman. "Men will turn away and pretend they haven't seen it; they're afraid someone will ask them what it is and they don't know."

The car has won numerous competitions, including an Automobile Journalists Association of Canada (AJAC) Art of the Automobile award in 1999. "I custom-built the car for Shirley," explained the designer. "She sat on wooden crates and I worked around her. I believe the car design industry will eventually come full-circle, with cars exclusively designed to fit one person."

A diminutive, pastel-blue, 1957 Jurisch Motorplan three-wheeler was popular with the younger set. "It was designed by German engineer and motorcycle fanatic Carl Jurisch," said owner Peter Svilans, who is also the curator for collector Bruce Weiner's microcar museum in Georgia. "Jurisch decided to build something that was more than two wheels. His vision of the future was that everyone would be driving their own personal small vehicles."

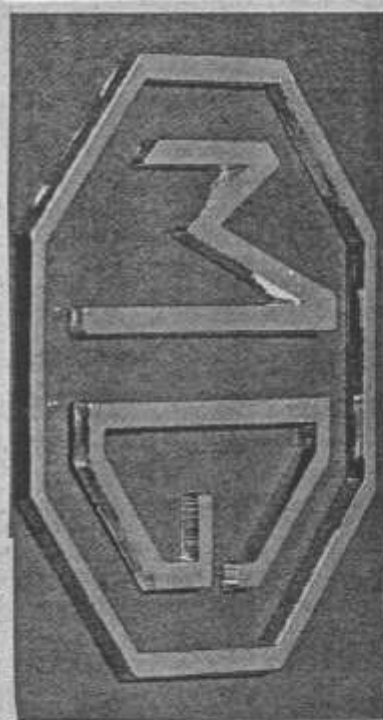
The Jurisch is a prototype, rescued by Mr. Svilans from Florida for a mere \$1,500. "I've put more money and hundreds of hours into it. I felt sorry for it, no one understood it. There aren't any others like it in North America."

Roland Glenn said he was into oddball cars, which is why he bought his white, 1972 Opel Kadett B. "I like MGs, but it's hard to find one with a back seat," he joked. "This is the European version of the Opel Kadett and it's the only one in Canada. It was dirt cheap, only \$675 on eBay from a guy in Belgium."

The Opel sported a large 40 decal on the door and was painted up rally-style. "It's a 40th birthday present," said Mr. Glenn. "The number's just a decal, although there is a rally model that looks just like this."

Mr. White was tickled at the turnout of unusual European cars. "You just don't see cars like the Jurisch in Toronto. I didn't know they were even here. It just makes it more fun and that's what it's all about."

National Post



YVONNE BERG / NATIONAL POST

Low blow Down Under

No self-respecting Aussie would describe an Englishman as a "whinging Pom" (letter — July 26). The correct usage is "whinging Pommy bastard."

WILLIAM CHRISTIAN, Guelph, Ont.

Hundreds of car buffs who worship at the altar of the roadster turned out recently for car club's third show

The MG's timeless appeal



Specialty Vehicle Association of Ontario

Overview 2001

Well it is that time again for you to renew your membership in the Specialty Vehicle Association of Ontario. The SVAO has been working on a number of issues over the past year and I would like to briefly tell you about them.

Emissions

There have been proposals from different sources that would like to see Ontario's rolling twenty year exemption done away with. Did you know that in BC if you are going to license a recently completed restoration on a post-1935 car that you must pass a one time emissions test that at present has a fifty per cent failure rate. This can happen if you don't have a group that keeps a dialogue going with government officials.

Licensing

The Model A club led the political fight for Year Of Manufacture plates and are to be congratulated on that fine effort. Unfortunately the implementation of the concept is running into a lot of problems that need to be worked out. The SVAO is trying to help in that regard but it is a great deal more difficult when things are already in place. Hopefully things will work out in the end.

We are slowly working on trying to get a specialty plate that would be less restrictive than the historic plates but still recognize the value of other types of specialty vehicles. In this regard we are also going to be asking our community to help us out by stopping the misuse of historic plates by a small minority of owners whose vehicles do not meet the existing criteria. If we can police ourselves, it will help in other negotiations.

NAAACCC

We were really pleased to see the resurgence of this national body and have agreed to form an alliance with them in areas of mutual concern. The National Association of Antique Automobile Clubs of Canada Corporation has recently published a survey in OLD AUTOS and we would encourage all to complete and return this survey as soon as possible.

There continues to be a need for a strong provincial voice on your behalf to watch for legislation and/or regulations that might restrict your enjoyment of your specialty vehicle. Please complete and return your renewal form as soon as possible so that we can count you as a supporter.

Chris Whillans
Chairman, SVAO

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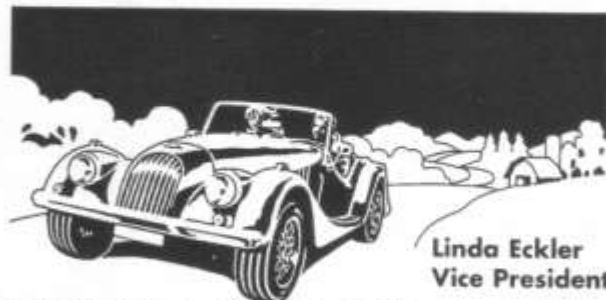
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