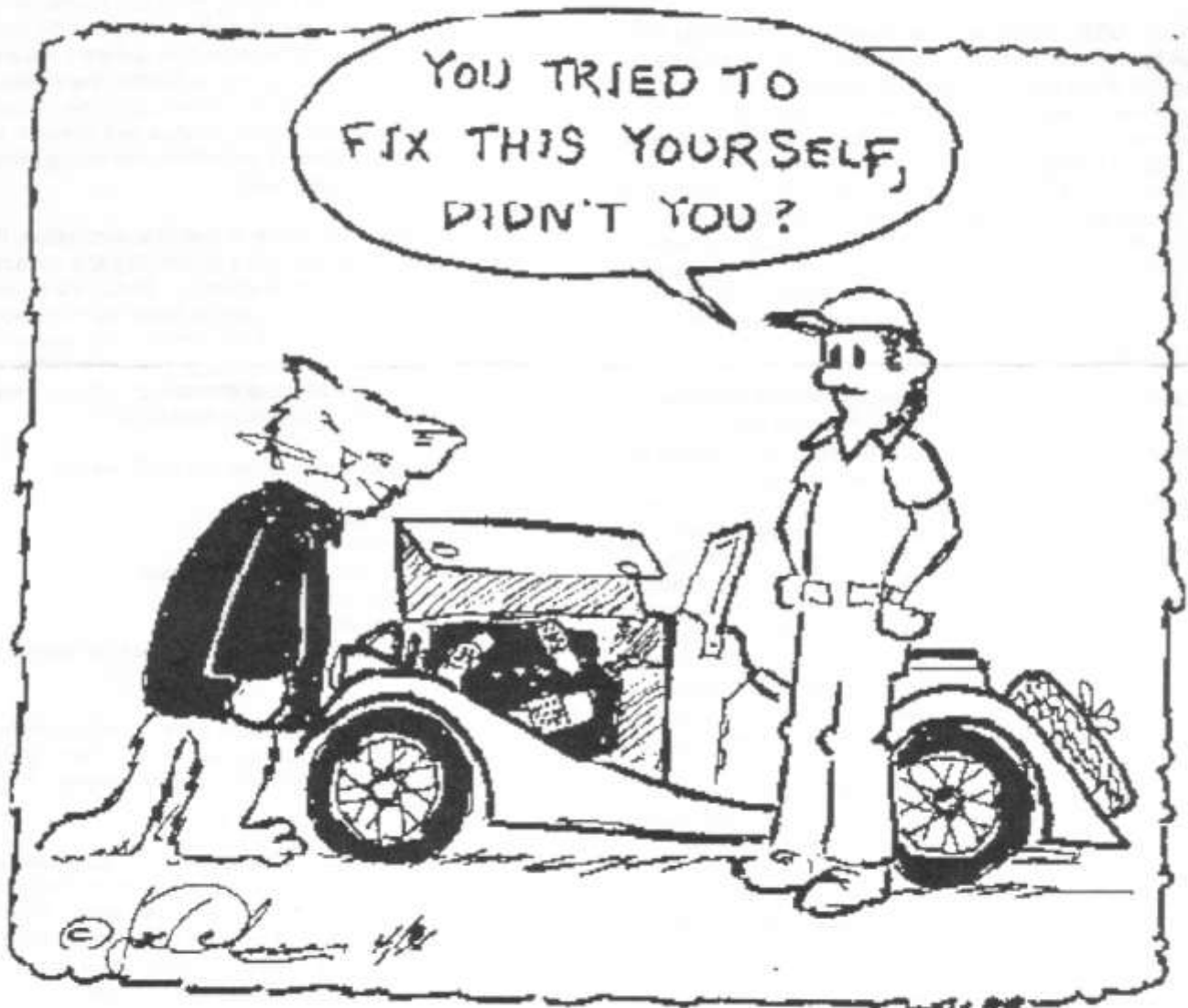




3-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Joseph DeLuca, President of the 3/4 Morgan Group and owner of a Morgan 4/4, is an amateur comic stripper. When asked if we could use his work his response was "I would be honored to see "The Adventures of Raymond the Cat" appear in your newsletter". "Raymond is meant to entertain sports car and cat lovers everywhere. Thanks for the opportunity."

This cartoon, with Raymond [aka Martin Fisher] talking to his mechanic [aka Martin Beer], is appropriate for this "spring" issue. Those are band-aids covering the engine block!

THE CO-PREZ SEZ:

Well, Spring must be here as the oxidation is in full bloom! Welcome to new members Kim & Mike Martin from Mississauga, ON and Chip & Yvonne Brown from Norwalk, CT. I'd also like to thank all those who have re-newed recently. Thanks everyone!

LAND ROVER....DELIVERS! The big news regarding the **4TH BRITISH CAR TOY RUN on Sept 27, is that Land Rover Canada has offered to pick up the tab for the awards party at the conclusion!** In addition, they have offered door prize items, children prize items as part of donations to the charity, and promotional materials. They also plan to provide publicity posters to all the area dealers. Trevor Easton of the Toronto Area Rover Club has been instrumental in achieving these ends & we are appreciative of his efforts! Happy 50th "Rovers"!

ON THE TUBE: It's come to my attention that both Ray Shier & Neil Young were featured on a Halton Cable TV broadcast in regards to the **Classics Against Cancer Show** in Georgetown, Ontario. Neil was there with Caterham, commenting on his founding of the show, while Ray appeared with Mog as a long time volunteer & participant. Bravo, gentlemen! Tim Shier was also on a broadcast, concerning his role in local soccer. I caught glimpses of "**Big Blue**" the Morgan factory FIA GT2 race car on re-broadcasts of Sebring & Laguna Seca on the Speedvision cable channel awhile ago. Nice to see! Thanks also to David Rees-Potter for the photos of "Blue" used on the website, as well as those submitted by Mog enthusiast David McCrossan.

There are a couple of locally [Toronto] produced TV shows that have caught my eye. The first is "**Classic Car Restorations**". This new series on Speedvision (Sundays at 10 AM) has been following the progress on two cars: a '58 Corvette & a '66 Mustang fastback. Each episode has a task done at a local shop (Meadowvale Ford...I've been there!), a Pro Tip provided by Peter Klutt of the Legendary Motorcar Company (formerly the Shelby Shop - a Toy Run contributor), and a Collector of the Week (actor Don Franks was on an episode with one of his Model T speedsters from the Christie Sprint days). Neat program. The second is "**The Car Guys**" (Sundays at 2:30 PM, ONTV). This show does a different repair job each week, step by step, not unlike "Shadetree Mechanic". The two fellows yuk it up much the same way, too.

SPINNING THE WEB: I've been in contact with a Tony Thomas of North Carolina recently. A member of the North Carolina MG Club, and a former resident of the Golden Horseshoe area of Ontario, Tony saw the website & decided to email. He remembers fondly chumming around with our group & attending the Niagara Fall Weekend in 1988. He wondered if member Gary MacFarlane & his yellow Mog were still around! I passed on Gary's address to him. He also remembers Derrick Howe's Bugatti replica (now belonging to member Paul Whittaker) & wished to pass on a message to Derrick Howe: "The rebuild on his engine is now 25,000 miles & still going strong"! If anyone is going to Watkin's Glen this year, you might run into Tony. He's doing the 700 miles there in his MGT. Say hi for us & I'll have to take him up on his offer to drop by, when we are in the area.

Fred & Lynn Kuzyk (msccc@sympatico.ca)

Ummm BEER. It seems that the details reported in the last issue regarding the group program with the Guelph brewery Sleeman's was quoted in error. Oliver Dawson from Upper Canada called (Upper Canada is now owned by Sleeman's) to say that they are not allowed to give beer under such circumstances by law. He checked into this & we received a letter stating the correct terms in writing. For each case of 25 bottles of their beer purchased with a receipt, the brewery offers not face value but \$4 towards regalia only. So, if 20 members bought 5 cases during the year and submit the receipts to the Club, Sleeman's would give us a credit for \$400! Not quite as lucrative as I was led to believe last year, so we'll just have to become better consumers!

RELISH THE MOMENT** Tucked away in our subconsciousness is an idyllic vision. We see ourselves on a long trip that spans the continent. We are traveling by British sports car. Outside of the car we drink in the passing scenes, friendly people smiling and waving, cattle grazing on a distant hillside, the unmistakable sound of the engine purring, the smells that accompany the surroundings, of row upon row of corn and wheat, of flatland and valleys, of lakes and streams, of roads that are often forgotten, of mountains and rolling hillsides, of city skylines and village halls.

But uppermost in our minds is that final destination, that light at the end of the tunnel. On a certain day at a certain hour, we will pull into our final destination. Bands will be playing, flags will be waving. Once we get there, so many wonderful dreams will come true, and the pieces of our lives will fit together like a completed jigsaw puzzle. How restlessly we spend our time damning the minutes for loitering - waiting, waiting, waiting for that certain time to come.

"When we reach our goal, that will be it" we cry.
"When I turn 18"
"When I get my first car"
"When I buy my dream house"
"When I get my last kid through school"
"When I get that mortgage paid off"
"When I get that promotion"
"When I reach the age of retirement I will live happily ever after"

Sooner or later we must realize there is no final destination, no one place to arrive at once and for all. The true joy of life is the trip. The final destination is only a dream. It constantly outdistances us.

"Relish the moment" is a good motto. So stop pacing, waiting and counting the miles. Instead, climb more mountains, eat more ice cream, go barefoot more often, watch more sunsets, laugh more, cry less, and certainly drive those British sports cars more often. Life must be lived as we go along. The light at the end of the tunnel will come soon enough.

Don't forget to enjoy those British cars this Summer and keep'em on the roads for all to enjoy!! British Car Week - May 18 - 24 Visit the web site at:
<http://members.aol.com/Trmgafun/britishcarweek.html>

This is an adaptation of "The Station", written by Robert Hastings, for the sole purpose of promoting **British Car Week, a non profit endeavor.



BCCI. The British Car Council held a meeting on March 21. The new Directors were introduced & will assume their duties at the May 2nd Annual General Meeting. The Calendars have taken the form of an "Events List", which is the responsibility of the clubs to duplicate & distribute. The upside: a couple of international Morgan events were listed for the first time. The downside: the emphasis on open events, charitable ones, etc - has gone out the window. Debate concerning the Long Distance Award dash plaque program ensued on whether a formula be implemented so that say, a 1915 Rolls would not be required to travel as far as a 1985 Morgan. No consensus reached & deferred to the new Executive. With regards to the Awards program, debate also occurred over "what is a British car"? One assembled in Britain, like a Nash Metropolitan? Decision to defer to the British Motor Industry Heritage Trust. Their conclusion is found elsewhere in this issue of the Blurb. Mention was made of the MSCCC website, with pages for the BCCI, SVAO, events, links, etc.

SVAO. The SVAO Annual General Meeting took place on April 18 at the Ford Company HQ, in Oakville. Have received the April newsletter. The SVAO is opposed to mandatory safety inspections of specialty vehicles. The body is in favour of voluntary testing of all such vehicles at the Club level. Inspections are currently performed by: Historical Automobile Society of Canada, Antique and Classic Car Club of Canada, Canadian Street Rod Association, Model A Club, & others. All clubs are encouraged to implement safety/touring inspections. It was stated that there has been reports of rips offs already concerning emissions testing. The sale of un-needed catalytic converters. For more info on these & other concerns, contact: MSCCC member Paul Whittaker (SVAO Director) at (905) 677-9259.

THE GREAT DISGRUNTLED: I read in the Toronto Triumph Club's newsletter recently, a full page letter from a disgruntled member. This was a gutsy & commendable move on the part of this Club's Officers. The tendency among any group is for the faithful to dismiss such things as isolated & sweep them under the carpet. This person was upset about the perceived cliques in the group. No matter what he did, whether he was working on his car, or brought his car to events, he felt there was no interest in him. No one was the least bit interested, just in their established friendships. Involved in other aspects of society where he fits in, he concluded that this poor treatment is definitely the fault of the people involved in such a British car club. Well, I know a number of people with the TTC that are happy, long-time members. At the inter-club level, the TTC has been helpful and supportive of projects like the Toy Run. Chris Walker, a past Executive member, helped with the 1st Toy Run & has been a friend since, coming as a guest to our meetings & events, and we've gone to theirs, such as a TTC BBQ after Carriage Classics, etc. Support is mutual. "You'd like a Morgan for a promotion of British Car Day....Sure, I'll get one!". Clubs are not entities, they are people. As imperfect as people are. In every group, not all people are good, nor are they all bad. A club cannot be all things to all people, either. But the people skills often need work. There's as many motivations as there are people. Some want help with a restoration. Some want to have the nicest car & win trophies. Some want to do things together, while others do not. Most folks just want to have fun & to be welcome, accepted, recognized. Having been involved with about a dozen car organizations over 2 decades, I've had the different expectations & played the various roles - searcher of cars/parts, seller of the same, follower, leader, keener,

grumbler, supporter of cliques, detractor of cliques, etc. With any interest or hobby there's usually stages for the enthusiast that are as predictable as the stages of a fire. 1) Keen. 2) Comfortable. 3) Ambivalent. 4) Soured/Change of Interest. 5) Parting of the ways. Some folks never reach the final stages with an activity or group. Others skip a few steps & achieve them in short order. It's very human. I think it's important for groups to encourage folk & make them feel welcome. The group should do more than ignore other than their friends & leave the outsider to adopt a clique. Likewise, there is onus on the individual, too. If one's only contribution is to show up once a year or two & complain that YOU should do this (but I'm too busy), then you will not endear yourself to those that do. Something I've learned is that people are pretty much the same all over, but the groups differ in philosophy, politics, & structure. All groups start out small & sometimes grow to a point where the "business" & policies become all consuming. It's what people make of them!

For our part, we're imperfect too. The Executive have been trying, though. Lynn & I try to avoid the formation of damaging cliques. The meetings & events are small enough that we try & mingle with all folks. We don't use every opportunity to "sell" the club like zealots that solely wish to sign people up & increase revenues. (Someone was looking for help with a webpage for his club, but if it doesn't bring in memberships, then the Club wasn't interested). The dollar is not our motivator. Another \$25 here & there is really immaterial. People communicating, interacting & enjoying themselves is most important. We try to make members & guests welcome. If someone has a problem, we try & act on it. We answer our mail, make activities known, recognize those that are doing (inside & outside), and encourage anyone with an idea that they want to develop. Anything that anyone submits, Vern will only be too glad to publish it! And externally, if any group wants good relations with ours: it's easily done. Yep, bettering people skills is required right across the board! Bravo to the person who voiced his feelings. Bravo to the TTC for printing them & hopefully acting on the issue!

SOME LOCAL EVENTS:

MSCCC Wine Tour, May 17. Meet at "Chez Kuzyk" for a Continental Breakfast at 11:00 AM. We depart at 12:30 PM for a leisurely tour to Kittling Ridge Wine & Spirits in Grimsby, Ontario. Free tour & tasting! Open to friends. RSVP to Lynn to confirm numbers, at (905) 336-0251 or E-Mail.

Lions Club Cruise Nights, Wednesdays, Maplevue Mall, Burlington, ON. Starts on May 20, 6-9 PM. Proceeds help the Lions Club to do community projects, such as defibrillators for the Fire Dept last year. Always a couple hundred cars, even a few Brits (start a trend). Maplevue & the Lions have been British Car Toy Run contributors.

British Wheels & Wings, May 24. At the Hamilton Airport, Mount Hope, Ontario. **The Canadian Warplane Heritage is a neat place.** I know as a past member, airman, and from car stuff there in the past (I've got a photo of me in the cockpit of the CF-100 taken in 1976! Another story...). Those interested, strap on your leather helmets & goggles & **wing it there.** Hosted by the Healey Club (519) 426-7139. Registration \$15.

MSCCC ESCARPMENT RUN III June 14. Host Nyal Wilson is opening his home once again to members for a lunch, followed by a scenic tour of Dundas, Ancaster & beyond.



Starts at Noon. Please call Nyal to RSVP, at (905) 648-0888 or Fax: (905) 304-0888. This is always a good day!

Euro Car Day V, June 14. For those who would rather "Show" than "Go" to Nyal's on this date, we've received word that the organizers of this show have added a Morgan class among the European marques. Takes place at the Rose Garden Restaurant, (2753 Wehrle Drive), Williamsville, NY. Info: (716) 634-6079. Hosted by the British Car Club of Western New York. \$10 gets you in.

11th Classics Against Cancer Show June 21, Cedarvale Park, Georgetown, Ontario. The classic show for a good cause! \$25 Registration with a charitable receipt from the cancer society. Entertainment, photo of your car, British Car class, etc. This Morganeer will be having the traditional picnic there! Open to cars 1978 & older. I'll give you a tip: if you'd like to fib about the age of your car & not have it judged (as some of us have done), who's to know? Alternative for Morgans, Caterhams, Bugatti replicas, etc is to enter under

Hand Crafted vehicles. Several hundred cars with some very rare & expensive examples.

British Car Day, July 4, 50 Point CA, Winona, Ontario. Those not venturing to Maryland for MOG 28, should consider this non-profit family day. Those of us who did last year had a splendid time! Phil Miller & Ken Baker have put a lot of work into this celebration of things British. And they have also been helpful to the Toy Run project, and we're grateful. Given the interest from the Clubs this year, there should be a gizzillion cars & bikes! Last year, along with Jimmy Lomax, we had a display promoting Operation Santa Claus & the Toy Run. This year, I'm promoting fun. Wanna have some?

PS ... Don't forget the PIG-OUT on August 1st & 2nd!

"It's Top Down Time"

Fred Kuzyk



CONTENTS:

- 2 *The Co-Prez Sez*
- 4 *Events Calendar;*
- 5 *Editor's Notes & News*
- 6 *HogMog historic photos – Stu Harvey*
- 7 *"On the Road Again" – Carsten Stroud*
- 10 *Doug Price Award, Interclub Activities*
- 11 *Notes from the East, Notes from the West*
- 12 *"Modern Morgan, still made by hand"*

"THE BLURB"

- 14 *Scuttlebutt Corner*
- 16 *"Driving Passion"/"More than a hobby"*
- 17 *For Sale*
- 18 *"Rolls-Royce sold to BMW/"The proper way to drive.."*
- 19 *"Motorcycle Tips and Trips"*
- 20 *BMI Heritage & Trust – what is a British Car?*
- 21 *Star Signs – Aries and Taurus; Event Flyers Classified; Membership renewal / Executive*

3-98 MAY 98

SCHEDULED EVENTS FOR 98 (CANADIAN MORGAN CLUB EVENTS IN ITALICS, TORONTO EVENTS):

- | | |
|----------------|--|
| May 17 | <i>Wine Tour</i> , Hamilton-Niagara area (info 905-336-0251) |
| May 17 | <i>Spring Brunch @ Sam Jakes</i> in Merrickville (GoMoG info 613-839-3041) |
| June 14 | <i>MSCCC ESCARPMENT RUN III</i> (RSVP to Nyal Wilson (905) 304-3047 or Fax: (905) 304-0888) |
| July 2-July 5 | MOG 28 , Emmitsburg, Maryland (info: Sara Corbett 804-593-3590 or Lee Ridgeway 610-458-7540) |
| July 18 | <i>Toronto Run – Lakeshore to Rosedale</i> (info: Martin Fisher, 416-961-9548, Vern D-J 416-530-4599) |
| Jul 30 - Aug 2 | HalMog 98 , Bishops Stortford, Hertfordshire (info Melvyn Rutter, ph 01279 725725, fax 726901) |
| Aug 1-2 | <i>MSCCC - GoMoG "Pig Out" weekend</i> , Pipers Hill Farm (info Alan & Marlies Sands, 905-936-4341) |
| Aug 13-16 | MOA '98 Reunion , Monterey California (info Steve Roake, ph 415-864-2260, fax 864-2336) |
| Aug 30 | <i>Moggies On The Grass</i> , Sunset Farms Hwy #7 (GoMoG info 613-839-3041) |
| Sept 11-13 | <i>MSCCC Fall Getaway</i> , Mountain Springs Lodge, Collingwood |
| Sept 11-13 | Autumn MOG , Jiminy Peak, Hancock Massachusetts (Info: Stuart Ross, 908-876-3688) |
| Sept 27 | <i>4th Annual British Car Toy Run</i> , (info 905-336-0251) |
| May 16 | 13th All British Field Meet , VanDusen Gardens, Vancouver (MOGNW group, Ron Theroux 604-576-2957) |
| May 23-24 | Spring Fling (MGCCT & TTC organized event) (details, Martin Brassard 905-712-0719) |
| May 24 | British Wheels & Wings , Hamilton Airport (details, Scott Morris, 519-426-7139) |
| June 7 | Vintage Auto Festival , Victor NY (contact WNY MG Club @ 716-924-3381 or 315-524-2128) |
| June 14 | Richmond Car Show , Richmond (Ottawa area), (GoMoG info 613-839-3041) |
| June 20 | Canada Day Rally , Toronto east, MG Car Club of Toronto (Martin Brassard 905-712-0719) |
| June 21 | Classics Against Cancer , Georgetown (details www.aztec-net.com/~classics/) |
| June 28 | British Car Day @ Herongate Theatre , Rolls-Royce Club (details Kiwi Crompton, 416-960-1393) |
| July 3-5 | Rally in the Valley , Kelowna B.C. (details Peter Wingfield, Okanagan BCC, 250-435-2339) |
| July 4 | British Empire Day at 50 Point (details Phil Miller millers@stn.net or 905-877-4600) |
| Jul 30 - Aug 3 | 13th Annual Canadian Classic , Blue Water BCC (details, Larry Edmonds, 519-541-1301) |
| Aug 23 | Boot 'n' Bonnet British Car Day , Kingston (details, Linda, 613-542-8110) |
| Sept 17-20 | British Invasion , Stowe Vermont (Mike Gaetano, 508-435-8007) |
| Sept 20 | 15th Annual British Car Day , Bronte Prov Park, Oakville (info, Gil Caratin 905-274-0974) |



Editors Notes:

From the internet Morgan chat line, Charlie Harris to Fred Sissons....."Yes Fred, it is a religious issue. And as a born again, evangelical 4/4 follower, I am aware that a study of the old religion is necessary to understand how things got to the glory that Morganist find themselves in at the present time. Since there is a possibility that God did tell P. H. G. Morgan the true way, and that even Moses did not follow His will, God must most certainly intend for me to study three wheelers and thus if any are known to be available, and are willing to live in abject poverty, succor unto me. It may be that 4 wheels are just an effeminate affectation, that any conveyance with more than three wheels are a social adjustment that was made just to conform to the laws of man, except for pick-up trucks, and should be abandoned upon re-examination. Surely we must do this , or at least me, if such a vehicle could be obtained". Faithfully, Chuck Harris

"Chuck, it IS a religious issue! If God wanted cars to have four wheels... don't you think that he would have told HFS's father & don't you think that he would have told his son?"

However, I must admit that there is a chance that he didn't cover the number of wheels in the original devine inspiration, that may have been HFS's human decision. Maybe the devine word was just "wood". Fred Sisson

MOG 28 (MCCDC) will be held at Mount Saint May's College in Emmitsburg Maryland starting on July 2 with a wrap-up and good-byes on July 5. **Rooms must be booked by May 26 either at the College or in area Motels.** If booking at the College, consider the 3 room apartment option (sleeps 5). Contact Sara Corbett 804-593-3590 or Lee Ridgeway 610-458-7540 for details on the event. Call Bob Hanson for housing information (7-10 pm only at 703-820-3496).

Autumn MOG (3/4 Morgan Group) is planning their Autumn MOG over the same weekend as the MSCCC Fall Weekend. For those in Eastern Canada who won't be coming over for "our" weekend, give Stu Ross a call at 908-876-3688 or stuross@nac.net for details of the event at Jiminy Peak. Concours, rally, autocross and banquet are being planned plus a visit to Hemmings Motor News. Cost, including banquet and accommodation in condos or 3 room suites, is expected to be under US\$350.

I recently purchased a couple of Morgan lithograph's by Bill Stroud through the "Western Driver" (stewartp@direct.ca). Priced at \$80 each "**Three Wheelin**" and "**Morgan Sport Racers**" are both about 15 in X 21in in size. I'm impressed -- contact Patrick Stewart at Westco Marketing in Vancouver -- fax 604-736-6750 if you're not on the net.

Speaking of purchases, over the winter I sourced some halogen bulbs to replace my turn indicators (single filament) and combination running-stoplight bulbs. The turn indicator bulbs take you from 8 watt to 50 watt (designed to be reversing bulbs) while the combinations take you from 5w & 20w to 8w & 30w. The difference -- incredible. Although not cheap I feel more brightness is definitely a plus, you will be seen and your intentions duely noted! I ordered mine through JC Whitney but understand these are also available through our friendly Canuk Tire or other parts distributors. If you can't find them locally, contact DesignTech International, fax 703-866-2001. The bulbs have a limited lifetime warranty....

Vern Dale-Johnson (vern_dj@msn.com)

As you've prepared your chariot for the summer season, how are the brakes? A note from the group at Little Hallingbury pertaining particularly to cars with cast iron wheel cylinders: "*Brake fluid wears out -- 3 years or 36,000 miles -- due to the high water content of modern brake fluid it become corrosive as it wears out. If you change your brake fluid on a regular basis there should be no need to replace master, clutch & wheel cylinders -- although they may require new seals from time to time. We [read many local garages] have an electronic gadget that dips in the master and slave cylinders, checking the water content. In excess of 50% of the vehicles that come through our workshop [read Melvyn Rutter] need the brake and clutch fluid changing. With Mogs we suggest changing at least every 2 years. Standing for long periods of time the brake fluid doesn't separate, but all the debris (dust and metal particles) in the fluid settles and ends up in the wheel cylinders causing the seals to leak.*"

The Feb/Mar 98 issue of British magazine **Race Tech** has a very good article on the Morgan GT2 racer Big Blue.

Thanks to Marlies Sands for sending through the Feb 98 "**Practical Classics**" article "**Make Mine a Morgan**". In respect of the copyright, I'll wait before reprinting! If you can, look for it at local dealers or order a copy from the publisher -- it's worth the read and addition to your library. A good synopsis of history with a mix of old and new (factory and cars) photos. Also sidebars on the current 4/4 (vs +8) as daily transport -- priced in MGF territory, on Sir John Harvey-Jones publicity for the MMC, and some great Morgan Miscellany, example: "*During the early Eighties, when continued supply of Ford engines looked in doubt, Morgan started to use Fiat twin-cam units instead. A senior Ford exec happened to have a new 4/4 on order, and when he realised his car might end up being powered by Fiat, he puledl out the stops to have Ford's new transverse CVH engine made suitable for use in the Morgan*". 'tis truth!

Member Stu Harvey wrote: "*I see from the Blurb that two club members have recently acquired British motorcycles, one Triumph and one Matchless. I should add to the list by noting I recently picked up a BSA (69, 250cc model) that was stored in a neighbour's garage since 1973. If any one is familiar with this bike, I would welcome suggestions on what would be required to put it back on the road. With one four-wheeler and one two-wheeler in the garage, I guess I now have on average two three-wheelers!*"

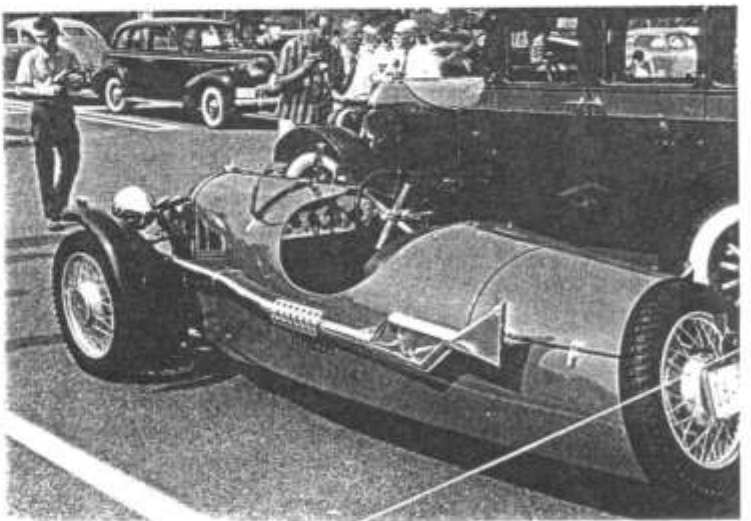
"*On unrelated matters, I enclose 3 pictures that may be of historical interest. One is a Morgan three-wheeler Super Sports that was displayed at a meeting of the ACCCC back, I think, in the 60's or early 70's. If I remember correctly it belonged to Ken Brown. The second picture is of a Family model. Does anyone know its owner? The third picture is a Morgan club outing with similar dating. Note there are four three-wheelers as opposed to three four-wheelers, thereby displaying at least a degree of symmetry. Does anyone recall the time and place of this outing?"*

"*It's always a pleasure to receive the latest issue, thanks.*"





Foreground dark blue "SS" licence 42-035 (Ontario); 2nd 3-wheeler is green with yellow cycle wings & Ontario plate; 3rd 3-wheeler is burnt orange (fellow standing in front smoking a pipe is in a yellow jacket); 4th 3-wheeler is burgundy. Three 4-wheelers are all cowled rads. Appear to be burgundy "low line", green "low line" and high cowl +4 (?) in blue. See Stu Harvey's letter for info on bottom two photos.



Stu, with that letter how can I pass up the enclosed articles, one from the Sept 96 issue of the Financial Post on the then new "Triumph Thunderbird", the other on "Classic Routes for Two Wheels" from the Nov-Dec 92 Men's Journal.

With regards to publications, "Morgan Life" published in Holland by Peter Ijsseldijk got off to a rocky start when shortly after the first issue Peter took ill. Happy to say he's now back at it with contingencies in place to continue the regular

(continued on page 10)

Auto File

1996 Triumph Thunderbird: 885cc, liquid-cooled, double-overhead camshaft, in-line 3-cylinder, five-speed gearbox. Base price: \$13,499. Test model came fully loaded with windshield, leather panniers and assorted chrome goodies, all free with the purchase of the bike until September 1. After that you pay an extra \$2,200.



ON THE ROAD AGAIN

Age cannot dam the adrenalin of an unrepentant biker. BY CARSTEN STROUD

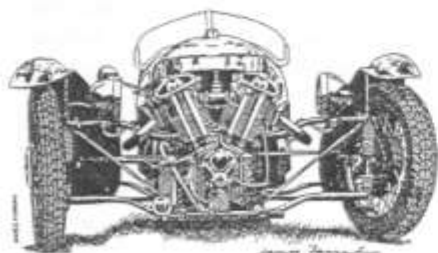
PICKED UP THE TRIUMPH THUNDERBIRD in a shadowed and silent little green-leaf village somewhere north of Elora and it took me a good 10 miles of rolling, open-country blacktop to get the muscle-memory stuff back—left foot for shifting, one down for first then four straight up—right hand on the throttle, twisting it as I blew through the gears, the windrush shrieking at me, the blacktop spooling away

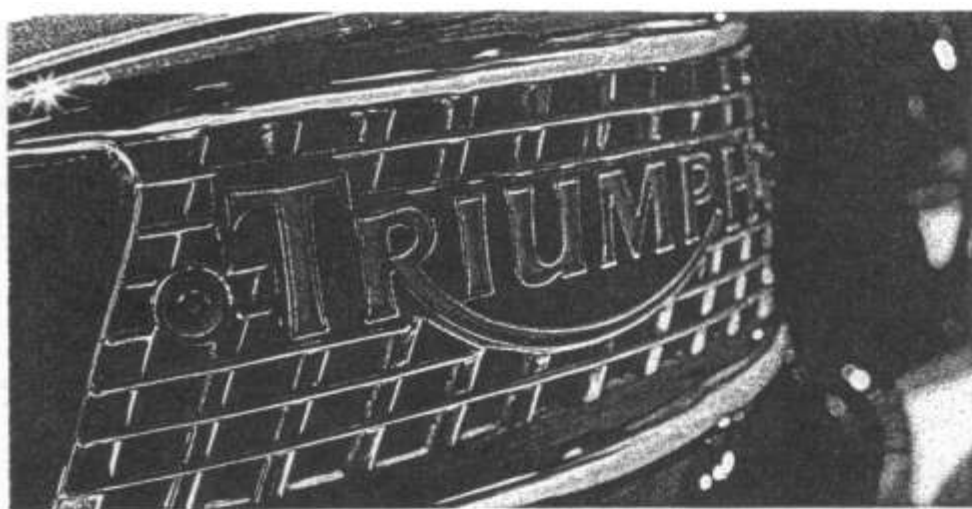
behind me, fields of yellow canola and green wheat melting into a surreal flow, my staccato heartbeat thrumming, and you know it was the *sound* of the machine that first took me away, an inside-the-lion-cage experience with that low, growling purr building into an brutal, open-pipe snarl that bounced off the blurring tree lines and rumbled back at you and then the pop-and-burble as you backed off again—damn this thing was frighteningly fast—and snaky—and, to tell you the truth, what was going through my head right then was “You’re FIFTY, you bone-

head; this thing might kill you.”

Well that was true enough; a Triumph bike had already tried four times before, in the summer of 1971. I took a slow breath, tried to get my heart rate down, settled into a safe cruise around 80 K and saw once again that psychopathic pencil-neck through a long tunnel of 25 years, saw the robin’s-egg blue ‘65 Dodge pickup, the side of his face grubby and half-shaven and that pointy little sideburn under a Massey Ferguson ball cap—just a glimpse of him as he cut me off—cut hard into my lane on a very clear evening

Jason Stroud





on a piece of four-lane blacktop coming out of Balmy Beach up in the Huronia peninsula—cut so hard and fast into me that there was no way to take it as anything but attempted murder, which I was only too happy to do, being 25 and in full possession of the combat instincts of a hung-over wolverine coupled with the analytical powers of a peat-moss bog.

So I braked hard to clear his tailgate—the long, chromed front forks took a nose dive and the back end broke away, I could feel it coming around—I torqued the throttle—the bike was a 1970 Triumph Bonneville with the front end

rebuilt, implying a previous shunt of impressive proportions if you're listening, rebuilt by the Vagabonds biker club—it straightened up and now my world view was mainly rusted robin's-egg blue with a red haze of anger around the edges. I twisted the throttle and fired back up at the guy, came alongside him. He turned to look at me, his mouth ugly with swearing and a kind of red-rimmed low-down mean-and-stupid in his eyes. So instead of trading insults—pointless in his case—I pulled in close, raised my right boot and drove it hard into the faded blue tin of the driver's door ...

...airborne then, with the bike somewhere off to my right, I looked down at the charcoal and pebble surface of the blacktop and saw my own shadow flying beneath me ... heard the bike slide into some bushes and crash, but by that time I was busy with persuasive intimations of mortality. I woke up at 3 a.m. on a gurney at the ER in Midland with a candy-striper leaning over me. She looked like Sandra Dee in the way young girls did in 1971, and I gave her my best Peter Lawford dying-in-artful-shadows from *The White Cliffs of Dover*... Sorry Miss, nothing they can do for me, don't you know, too busted up inside... Just stay close to me... Please ... the pain... Hold my hand... Is it getting darker?... So dark...?

UP AHEAD about five miles, I can see a series of thunderheads floating like Navy warships across a gunmetal sky and I come out of my memories and into the disturbing realization that I'm taking this brand-new Triumph Thunderbird into the kind of weather that made Dorothy and Toto famous. In minutes I'm driving through an El Greco view of Toledo, riven by distant arcs of lightning as a muted, muffled rumble comes rolling toward me from out of a sky the color of a three-day bruise.

On my left across a stand of stunted corn is a trailing veil of smoke-gray rain. Four minutes later, the first drops smack into my windscreen, sudden, sharp and hard, making snakes of water twist on the Plexiglas. I slow a little, the bike popping and snarling, and then torque it again, feeling the speed tug at my shoulders and push against my belly.

The narrow highway rises through a crest of two green hills and when I clear the pass at 110 K I hit the water wall, the black-and-green sky cracking open on me. Sixteen seconds of this and I'm soaked through to the ribs and water is running down my shins and filling my cowboy boots. The rain is warm and fresh and runs into my mouth. The sleeves of my jacket are shining like wet silk, ruffling and snapping in the windrush. The front forks hold a pinwheel of sparkling white water. I lower my head until the helmet visor and the windscreen are cutting most of the rain. My cheeks sting with droplets and my gloves are soaked



through. I have 60 miles to go before I sleep. The Thunderbird engine growls at nothing, a deep bass note that drones like a cello inside a shimmering cell of driving rain. I ride on into it, dulled and drifting.

AFTER MY CRASH in 1971, I was in the hospital in Midland for a few days and when I got out—a Tuesday and the parking lot was a simmering lake of superheated asphalt under a sun that burned like a match head in a sulphur sky—my Bonneville was waiting for me, leaning on the side-stand, scars on the burgundy-and-gold tank, one mirror smashed, but otherwise solid, and I stood looking at it for a long time, wondering if I should just drop my helmet on the ground beside it and go find a cab.

That night I went back to Toronto on the Triumph, but I took the side roads and argued with no one. I drove it like a hat-jammer, if you want the truth, like a little old guy with his fedora crammed down over his ears and his nose two inches off the steering wheel, 15 m.p.h. below the speed limit, the kind of guy you want

to shoot in the side of the head when you finally get to pass him after 16 miles of two-lane blacktop on the way to Innisfil Beach.

It was a summer night in Toronto and I parked the bike in the alleyway between the Fox cinema and a pool hall on Parliament Street. Limping, ribs aching, I got off the bike like an old man getting out of a bathtub, locked it with a length of drive chain and went inside to watch *Bring Me the Head of Alfredo Garcia*.

I CAME BACK to the present as the rain broke and tapered away into a mist. I turned onto Highway 25 northbound. The land was flat and clear and, for some reason, the freak storms that were sweeping across the Central Ontario farm country from Elora to Simcoe County had missed this section. The road was dry and level and ran true and straight for 10 miles ahead but I was cold and stiff and my ribs hurt and I was driving like a hat-jammer again. Earnest little mopeds in Volvos pasted with loonie-left bumper-stickers were passing me and giving me snitty little purse-lipped stares.

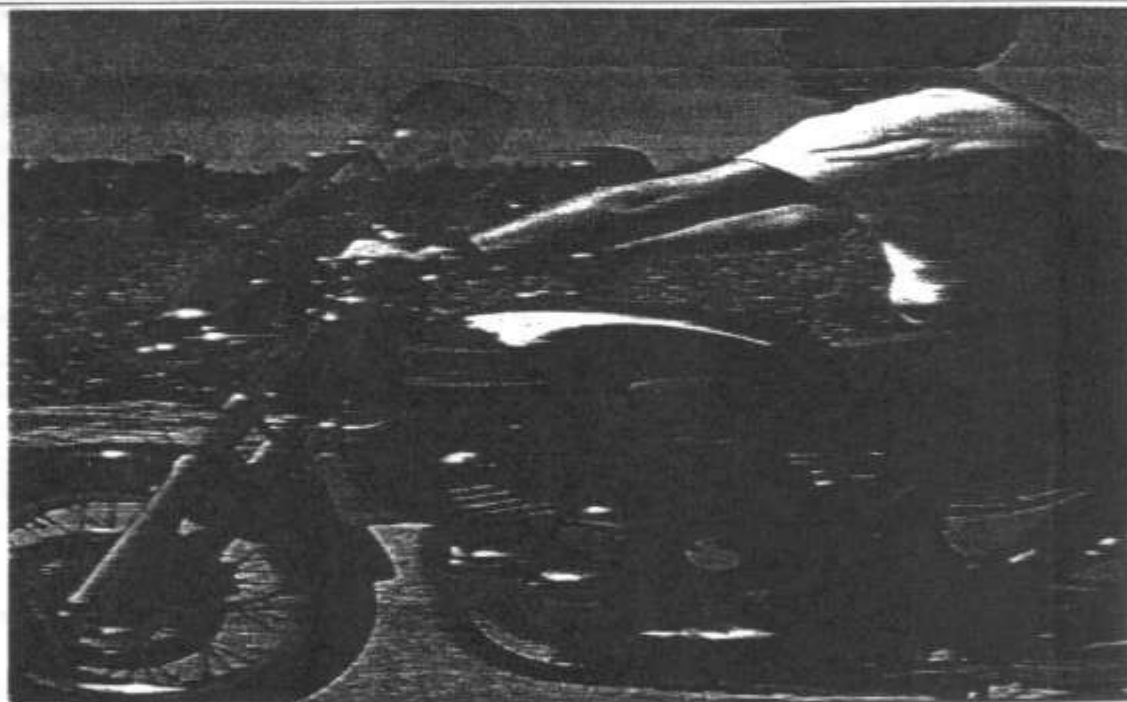
WHEN the movie was over—Warren Oates was my role model at the time, and there were few epistemological questions that Sam Peckinpah couldn't answer to my complete satisfaction—I went back outside and found two members of the Satan's Choice Motorcycle Club poking at my dented Bonneville. Nobody touches your bike. That's part of the Triumph creed. One of the bikers, I think his tag was Pigpen, accused me of having stolen parts on my bike. Pigpen was sure he'd seen those extended chrome forks, said they'd been stolen off a Choice bike by some other outfit.

"Yeah?" I said, pushing him back away from my Bonneville. "Who was it? The Boy Scouts?"

"No," he said, darkening. "The Vagabonds." My recollection of the next few minutes is still hazy after 25 years. I have a deep scar on my chin and a bad right knee. Other than that, I can't tell you much, but that was the third time that my Triumph tried to kill me. The fourth time was a freak and I don't have time to explain it the way it needs to be told. After that one, my girlfriend sold

the wreckage for parts, took the money and flew to Italy. I never saw either of them again.

UP AHEAD, the eco-weenie in the gray Volvo is cruising along at 100 K. The storms are far away to my right and left. On the forward horizon the sky is yellow. The road before me is dry. The Volvo is pulling away from me. He has a sticker on the back window. It says we should stop eating meat on account of the animals are cute and don't deserve to die. Well who does? A friend of the family dropped dead at the 19th hole of Saint George's just a while back. He was a good man and everybody loved him. He wasn't too much older than I am right now. I realize I'm 50 years old. Do I really think I'm going to live longer if I drive this Triumph Thunderbird like a hat-jammer?



I blew by that Volvo six inches off his door. I was a thunderbolt. I felt like Thor. I hope I made him pop a vasectomy clip. I was doing 140 K by the time I cleared his front fender. The wind was howling with me. I looked down at the twin dials. The bike was as steady as a Civil War statue. I torqued the throttle down hard and watched the needles climb. The Volvo

was a disappearing gray blur. Screw the Vegans! Red death to the eco-weenies! 150 ... 160 ... 170 ... 180 ... 185 ... almost red-lined now.

Life is good. Not permanent. But good.

What the hell—even hat-jammers die. ■

Carsten Stroud is a Vancouver-based writer

publication of this new journal. I've received my copy of Issue 2 – thanks, Peter.

Books?? I did order Alderson and Chapman's book "Morgan Sports Cars: The Early Years" from Win Sharples. It arrived days later along with the book on trikes – "Morgan Sweeps the Board". Almost (repeat, Alec Knight – almost) makes me want to build up a trike! Win has pleaded for us to re-run his ad, as the deal is a good one I have obliged.

Murphy's Law As It Relates To The Garage:

(Peter Egan - Side Glances - Road & Track September 1997)

The floor pan of an indifferently welded British roadster left abandoned in someone's backyard will hold up to 4 inches of water for three years without leaking a drop, but the water pump won't. Neither will the radiator, heater core, freeze plugs, hose clamps or heater valve.

A very slightly tarnished battery post or wiring terminal will pass no current at all until you carefully sand or scrape the surface to a high shine, free of all oxidation-and even then it won't always work until you wiggle it just so....while a stray horn wire, blowing around in the wind under your car, will somehow find a solid connection on a rusty, undercoated frame rail and either blow a fuse or melt your entire wiring harness.

One drop of brake fluid spilled on your newly painted fender will dissolve the 2-part acrylic finish in seconds and leave a big ugly spot, but a half gallon of Professional Strength Paint Stripper will have no effect on an old TR-4 fender painted by Earl Sheib in 1971.

A propane torch will not light unless you have exactly the right gas flow and hold the match just so, but a pile of oily rags will burn your garage down with no outside help.

No floor jack lifts high enough unless you use a wood block.

A car body will reject paint on any spot of primed metal you've touched with your supposedly oily fingertips, but the same paint will stick to the undersides of your fingernails for a month.

Packing fresh grease into wheel bearings by hand makes the phone ring.

Large springs are always 5% stronger than the person trying to install them.

Any toolbox you are able to lift by yourself is missing the tool you need.

New Event – July 18, Tour the Sites of Toronto. Meet at 4:00 pm at 1532 King Street (VDJ's place), 1532 King @ Roncessvaes. Depart at 4:30 for a tour through the highlights of west and east Toronto ending in Rosedale (Martin Fisher's place) for a picnic dinner, swim, and refreshments. Bring your own everything! Including bathers. Call Martin Fisher (416-961-9548) or Vern Dale-Johnson (416-530-4599) to confirm.

*Morgan
Sports Car Club Canada*

Doug Price Award: Nominations for the *Doug Price Award* are now open. The criterion for the Award is "most enthusiastic member", recognizing contributions to the club. The judging is informal – fill in a ballot (see below) and send to Fred Kuzyk (address on back page). Nominations will close the end of August with the award presented at the Morgan Fall Getaway. Note nominees/nominators can be from anywhere in Canada:

Morgan Sports Car Club 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...) _____

Your name: _____, Member of the MSCCC in good standing.

Interclub Activities:

Ed Burman (elburman@cyberus.ca)

Finders Keepers – not any more! (Ed Burman writes with help from the article "Mystery of the Phantom Mercedes", Ottawa Citizen, April 5/98....) In my younger days the phrase "Finders Keepers, Losers Weepers" was current and (usually) worked, especially if there was no traceable owner. Not any more, according to an investigation carried out by Ottawa Citizen reporter Paul McKay. The facts according to the article are as follows:

In late 1997 Morgan Snow (great name eh!) noticed a dark green 1967 Mercedes 280SL Sports Coupe in a "park & ride" lot in West Carleton Township (where I happen to live). It had less than 20,000 miles on the odometer, and appeared to be in excellent condition. Morgan reported the discovery to the OPP who arranged to have it towed to a Bob Hartman who owns a company called "Country Towin" (there is no G).

Morgan said he would pay the towing costs and requested the car be towed to his home for safe storage, but was turned down. It was the last time he saw the car.

Apparently the Mercedes had been stolen in Boston in 1979, a claim filed by the owner, and paid out by Hartford Insurance. The car was reported to have been purchased in 1973 for



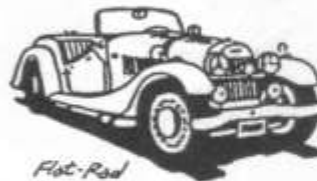
US\$47,240 (seems to be an outrageous price for that period). It therefore rightfully belongs to the Insurance company, but they apparently wrote off the loss several years ago.

Morgan Snow wants to know where the car is, who got it, and what they paid for it, and why? It has not been re-registered in Ontario, Quebec or BC under the original registration numbers. It would appear that Bob Hartman claimed towing and storage charges of \$621.60 from the insurance company, and may have received the car in lieu of payment. This does not appear to be equitable in view of the fact the vehicle is valued at \$21,000. (Seems like a low price for a car with such low mileage).

One might think this is another of those urban legends, except that Bob Hartman and "Country Towin" exist (located just down the road from where I live in Carp, Ontario) and so does

the OPP officer (Donna Cholette) from the West Carleton detachment.

Morgan Snow is contemplating legal action, since he feels he should have had the first option to purchase the car from Hartford Insurance. (I tend to agree with him). I will keep *Blurb* readers apprised of any further developments but it does seem to be an odd situation. Would you leave your precious Mog (or similar fine set of wheels), in a "park & ride" overnight? Without plates? Not bloomin' (no G) likely!
Edward Burman.



Notes from the East:

Greg Kaufman (toad@storm.ca)

Vern: I've had numerous requests for more silver buckles. At this time, 3 have been confirmed so I'm going to order some. Are you interested? [Yes, committed to another 3 buckles - 6 total being produced]. These will be numbered A1 - A6 to distinguish them from the first 15 numbered 1-15. Anyone interested in this unique Morgan accessory [for those who are not familiar, the buckle is a "dress" buckle, cast in sterling silver, featuring a raised Morgan script in a raised "box" outline. Price remains the same as the original series - C\$180] please get your requests in now! Contact me [Greg Kaufman] via e-mail (above) or phone at 613-832-3620. Regards, **Greg** (alternately, contact Vern Dale-Johnson at 416-530-4599, etc....)

Notes from the West:

Mike Powley and Ron Theroux, contributors (pwlm6079@bcit.bc.ca)

Memo : to all Northern Pod members

THE VANCOUVER CLASSIC MOTORING SHOW B.C. PLACE April 4th., WE DID.. WE DID.. we really, really did!!!!!!!!!!!!!!

What comes before 13 Ferrari, Triumph, Porsche, Pantera, Maserati, Lotus, Jensen, Sunbeam, Porsche, Healey..... We did, placing second in club displays.....in the Import sports car club class..... Jaguar/M.G. Club were first..... When did Jaguar become a sports car? Your members did a great job with the set up, and a very long day.... many thanks to all... Woody Thomson came over from the island with his pickup loaded with a 1966 chassis and ash frame, Carmel made up labels listing parts..... and the Island Cell Logo was well displayed.....Jim Walters of Bristol Motors was kind enough to

lend us the use of the car..... Al Allinson was there with his Plus 8 glistening.... we were all pleased to see Al did ,after much persuading, bring some of the many race trophies he has won over the years. Later he told me these were just some of the Conference Championship Trophies..... still had several hundred more small ones at home. Others that set off our display were Ken Miles Plus 8, and Larry Sharp 4/4 in its first public showing and our Plus 4 filling in the other corner. **Ron Theroux**

Reply to: RE: big brag/club run

To the Northern Pod and its affiliated Island Cell, Congratulations on an excellent show. This is the kind of event which is hard work for the participants, but is clearly within the spirit of our charter. Next year I hope to see you on Good Morning Canada !!! The club run sounds fantastic. Have a safe trip.

Best salutations, **Gil Stegen**



The Western New York Morgan Owners Group is pleased to announce their 20th Anniversary in 1998

To celebrate, we have produced a 20th Anniversary badge and pin. The badge is available for \$35 US and the pin is available for \$5 US from:

Bob Tescione, Regalia Chairman, 62 Wilmington Street, Rochester NY 14620-1930 USA





From the British Trade Commission submitted by a British Car Enthusiast at a MSCCC pub meet -- my apologies, no info as to who this kind "lady" was, Valentin suggests she is an admirer of fine Malvern machinery.

THE MODERN MORGAN - STILL MADE BY HAND

Coachbuilt cars - made by hand - are rarities indeed in a fast-moving world where robots and conveyor belts are the usual order of the day.

At the Morgan Motor Company, in Worcestershire, in the English Midlands, pride is taken in the fact that raw materials are fashioned into the essential components of a car in their own workshops, and that a high percentage of the construction is carried out by hand by a team of highly-skilled men and women.

At the end of the production line, even the seat covers are individually made, mainly from leather by a team of machinists. The first Morgan was a three-wheeler, built by hand in 1909. In the early days of motorsport, Morgans (both three- and four-wheeled) made names for themselves on race tracks around the world.

Today's version is also built for speed and roadholding. The largest model, the Plus 8, is powered by a V8 3946cc aluminium engine, and can reach 0-97 kph (60 mph) in five seconds.

The latest Plus 4, while closest to the spirit of the most famous Morgans, now has increased leg and headroom in the back. Fast but economical it has a multivalve engine of proven reliability.

Development of the Morgan car continues, and improvements made to the design. The distinctive body-styling has altered, but is still reminiscent of the early models. The car contains many modern components underneath that glossily-painted exterior.

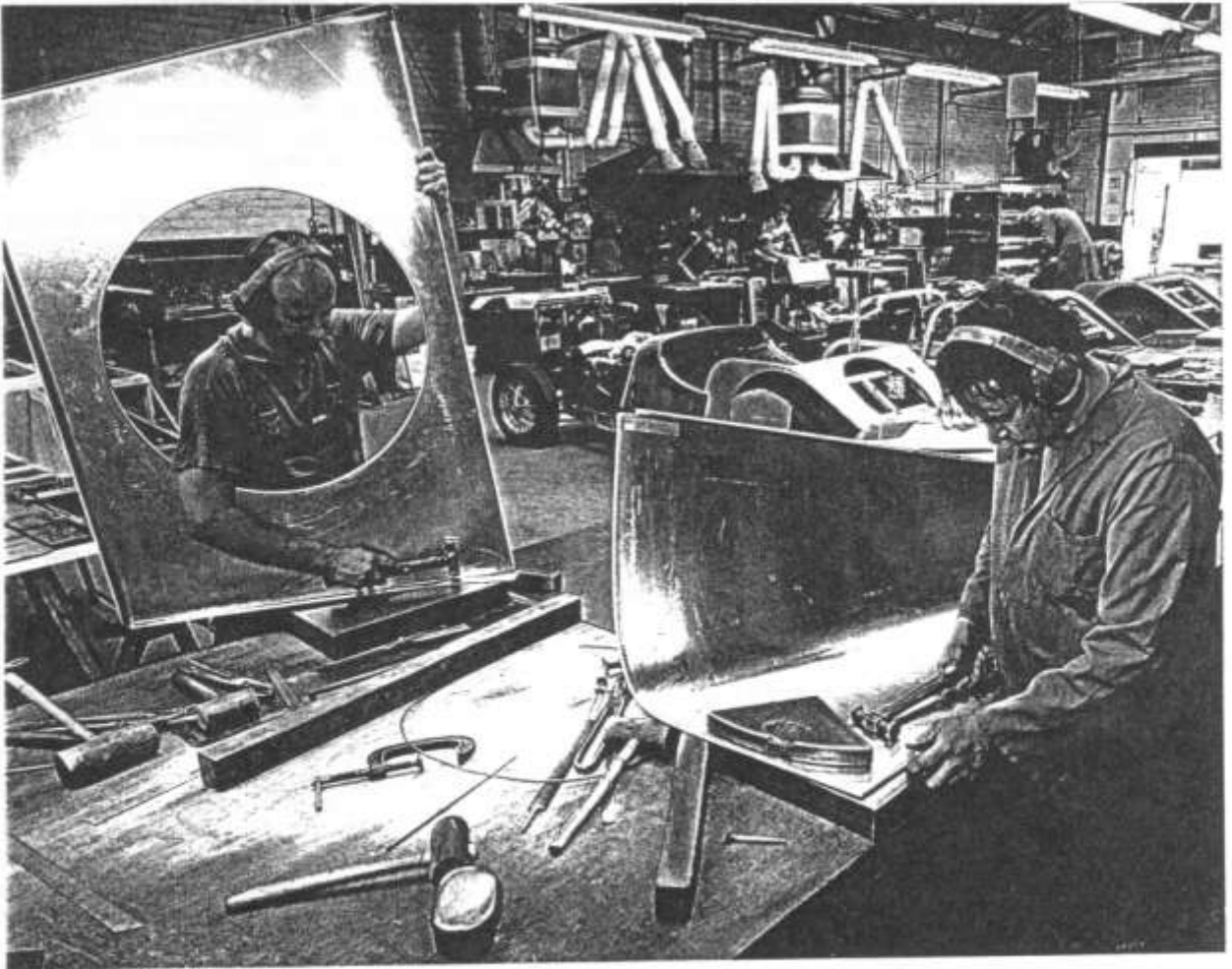
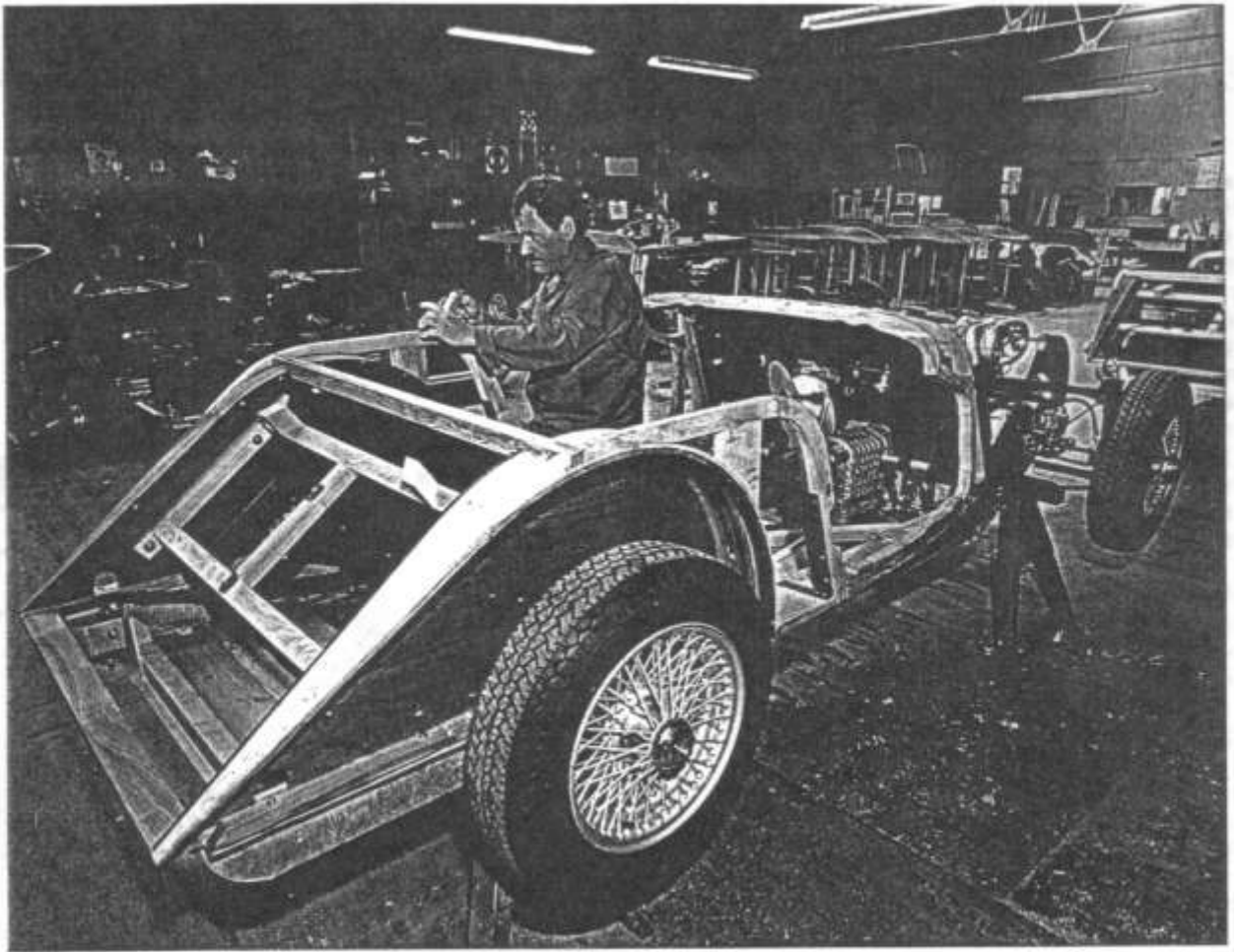
Two catalytic converters and an evaporative control system help to meet the world's most rigorous emission laws. Advanced protective coatings and materials are used wherever the elements may reach. The wood frame is soaked in a tank of wood preserver before it is fitted to the chassis.

Morgan Motor Company Ltd, Pickersleigh Road, Malvern Link, Worcestershire, United Kingdom, WR1 2LL. Tel: +44 684 573104. Fax: +44 684 892295.

Words: Liz Clark. Photography: Brian Bell.

P/424/5c/NL10
LONDON PRESS SERVICE





The March Pub Brunch was a splendid affair. Observers in the parking lot must have thought that this was a meeting of the Toronto Triumph Club, as the only "Little British Cars" (LBCs) were three Triumphs belonging to guests! Al Sands had his Mog out at the Christmas party, and Nyal Wilson had his out in Winter, yet despite beautiful weather, members had various reasons for the absence of their steeds (I needed a license sticker). Perhaps adverse weather provides a new challenge? The final gathering before the summer pub hiatus, in April, had a mix of cars, however. Also at the April meeting, I overheard a member with a Jag say to a Triumph-owner guest, that ours is "A No Bull Shit Club"! A finer tribute I have never heard! Perhaps that should be the Club slogan? It matters not that we are small, or odd-ball, or that few outside would appreciate our open example or would emulate the kindness extended - but a few members & guests do. That's good enough.

At the April gathering, Margot & Peter Heyerhoff displayed a marvelous greeting card obtained from the German Morgan dealer. When the card is opened, you are treated to the sound of a Morgan running through all its gears! Speaking of gears, Vern Dale-Johnson was the only Morganeer to bring out his trusty steed, despite fighting off the "cold of the century" - glad he stayed away from us!

I neglected to ask Margot about her trip to Hong Kong & China. Hellen will love to know the details! Another time, yes? Speaking of meanderings, Peter & Dorothy Pfahl, as well as Reg & Audrey Beer, have returned safe & sound from their southerly sabbaticals. Russ & Sylvia Balfour have also returned from the "Vacation From Hell" in Antigua!

I don't have the details as to the mishaps, but from my own experience, strange things can happen in The Third World (Did I ever tell you about the revolution I helped spawn in a certain banana republic? -Another time, perhaps!) Anyway, any trip south for this HOG beats time spent nestled next to the smoke stacks of HAMILTON! It's also rumoured that Russ will be retiring shortly, which should yield more time for car trips & travel!

It seems that the Hogmogs have not lost a cigar partner after all, as reported last time. Although Bob & Gloria Poloz have put down stakes in Michigan, they have renewed with our Club. And given that they racked up an extraordinary 21,000+ km last year on their Mog, we expect to see them in the neighbourhood this year!

Chris & Gayle Taylor have had some car woes of late. After the Toy Run, they dropped their rear axle. After putting the car on the road this season, they lost the clutch. Hopefully, the red Spitfire will be in fighting trim shortly to sally forth once again. Chris, would you like to consider the purchase of a "unreliable" Morgan....? They may ride like a buckboard, but they go on like the "Energizer Bunny"!

It seems that Fred Kuzyk has come up with a come-back for Lynn. He protests what she fondly refers to as his "gut", and instead refers to it as his "hard drive of nutritional information" - remembering every meal he has had the pleasure of knowing! It's not growing, instead "upgrading to higher capacity"!

Meanwhile, I'm pleased to report that Lynn Kuzyk is on the mend. As I write this, her radiation therapy will soon be over. Her hair is growing, or "upgrading to a higher capacity", and



now is about the length of a crew cut. Energy levels are increasing & she's looking forward to the Wine Tour on May 17, & hopes to have a "Wig Burning Party" this summer! Al can also burn his, too!

I can't verify this but I've heard that our own "international curmudgeon", Alan Sands, is being courted by the producers of a TV program, so that they may feature him as a "Curmudgeon of the Week". It seems that they've heard of his longevity in the hobby & his numerous acquisitions. This is too much! The thought of Al as "Curmudgeon of the airwaves", beaming into my living room, & preserved for posterity on video tape in numerous re-runs! Watch the skies....be afraid, very afraid!

It seems that everybody wants to make the "Empire Strikes Back Part 2" (Empire Day) "theirs" this year. The festival "For the people, by the people" ("Soylent Green" is people) seems to be becoming a gathering of separate & divided conclaves this time, due to the growing interest of the car clubs. The MG's are doing their own picnic, Land Rovers are trying to arrange off-roading for their folk, the Healey's are employing the venue for their celebration of 100 years of Donald Healey's birthday, some others wanted separate classes with trophies, etc. There may not be so much a celebration of things "British" but rather "our own class & kind", this time. Well, this only mirrors the dis-unity evident among the British Car Council. Separate & unequal! You can't fight city hall or human nature. So, Lynn Kuzyk, I'm told, has proposed that the Morganeers celebrate in their own way, too. How about "The Titanic Costume Picnic". This "big one going down" has nothing to do with Bill Clinton! Rather, costumes from the Diamond Jubilee/Boer War/Edwardian/Gatsby/Caranaby Street/Beetles eras. The grandeur of another age, when there was an Empire! Why not? Shades of the Christie Sprints in 1993 when the Morganeers were among the few to get in the pre-war costume spirit.

Sure, others will ridicule but ANYONE can wear their Club jacket & hat-full-of-pins! "Cedric" The Butler will not appear this time, but perhaps Johnny Hooker from "The Sting" or F.

Scott Fitzgerald, or John Lennon, will. I know a few ladies that would make good "Flappers"! Think on it. I also propose that we celebrate an anniversary as well. For on that date (July 4) the 13 Colonies became independent. We could celebrate the Empire's loss (or some would say gain)! Fly your stars & stripes upside down! Anyone remember the US Marines & the upside down flag at the Blue Jays game? Revenge is ours! Well, these are just thoughts. Wouldn't want anyone to think that the Morganeers are common & conventional....

I read a column in the Toronto Star recently. The author was commenting on a recent visit by noted physicist Stephen Hawking & the Theory of Everything. The author, Jim Coyle, is trying to figure things out, too. Not at the cosmic level. I quote: "These seem to be times both exceedingly lonely and suffocatingly structured. Technology makes it easier to communicate, but harder to connect". Amen to that! Take the MSCCC website, for instance. The Webmeister reports that there has been about 24,000 visits in the 3 months that it has been running, at the end of April. Quite a few people surfing in to get whatever, and then get out. These 24,000 visits have yielded 26 entries in the Guest Book for feedback! Only a handful of folk have taken the time to say: "good stuff", or "I'm looking for a car", etc. Event submissions = 0. It would seem that feedback is work. People want to mindlessly surf, they don't want to communicate. The site was envisioned as a free service of benefit to all, with info on the British Car Council Clubs, SVAO, Events, links to other sites, etc. I'm told while there has been requests for links, in some cases, these requests are one-way only. They only wish to transmit their message & cannot receive yours. An email request for a link exchange to a west coast MG club was ignored at their end. It may be because the message they send is: "Only MG", "We're the greatest", and "we want your money". The webmaster may still add a link to their site, as they are a Canadian group. The article author goes on about complacency. "Perhaps this is why stories of Grand Passion, *The English Patient* or *Titanic*, or on a smaller scale that beer ad [the one with the impromptu adult hockey game amongst the concrete canyons of Toronto & its street cars], met with such enthusiasm, such welcome relief from the pinched world view, the stunned emotional range, the dreary aspirations that seem to define the decade". Indeed, there is dreariness - and the struggle is not to be overcome by it all. Far too much structure, barriers, and policy-makers, & gate-keepers. Not enough child-like fun! Not enough escapism or higher ideals. This author too continues to search for the "why", as I try to figure it all out!

Instead of closing with the customary jokes, herewith are some suggestions on "How To Be Rich & Happy Internally", submitted by Lynn Kuzyk from the Cancer Society's newsletter "Between Us". I need to work on a number of these!

1. Live your ideal life ... now.
2. Accept people the way they are and the way they are not.
3. Forgive and love everyone.
3. Believe that: If it is to be, it is up to me.
4. Do what you feel is best, no matter what people think of you.
5. Think BIG. Dream lofty dreams. Plan. Act immediately.
6. Catch people "doing it right"!
7. Keep in contact with the best, meet people engaged in the best, experience the best.
8. Save 10% of your net income.

9. Give something away daily..... a postcard, letter gift, smile, hug, compliment.
10. Be your own boss. Do what you love and get paid for it.
11. Collect pictures of what you want to be, do, and have in life.
12. Take self inventory annually on your birthday.
13. Increase your income daily..... whether you work, play or sleep.
14. Do not criticize, condemn or complain.
15. Act as if it were impossible to fail.
16. Do what you do so well that people enthusiastically refer others to you.
17. Dine at the finest restaurants.
18. Dress to look and feel great! Mostly solid-colored clothing.
19. Inspire others by your example.
20. Build your reputation for honesty, integrity, quality and superb service.
21. Collect quotes that motivate you.
22. Speak and write only positive words.(there goes my column!)
23. Aim for excellence in your field.
24. Carry a crisp \$100 bill with you at all times.
25. Support others in achieving their goals.
26. Learn something new everyday.
27. Develop influential friendships worldwide.
28. Exercise at least 20 minutes daily to achieve and maintain your ideal body.
29. Take total responsibility for your past, present, and future experiences.
30. Two rules to success: A) Deliver the goods! B) Forget the rest!
31. Avoid saying: can't, hard, difficult. Say: I can, it's easy, it's simple.
32. Be open to new ideas, relationships, and new experiences
33. Keep your home, desk, closets, car... clean, neat and organized.
34. Realize that all events happen for the best.
35. Use a simple time management system.
36. Plan to do two significant things each year.
37. Listen to music which motivates you.
38. Build a personal development library.
39. Spend more time with nature.
40. Take calculated risks to get ahead.
41. Act as if all your goals are already accomplished.
42. Read books by and about exciting people you admire.
43. Take a winner to lunch.
44. Simplify your life; have more fun per hour.
45. Know that you are equal to everyone and everyone is equal to you!
46. Strive to Accomplish more with less time, money, and energy.
47. Do things that are extraordinary & nearly impossible.
48. Do and say things that benefit all concerned.
49. Know that you are equal to everyone and everyone is equal to you.
50. Constantly escalate your goals.

Author Unknown

All in good fun & bad taste....

Hairy Hogmog.



Consumed with a driving passion

Affairs.
Ah, yes.
Visions of stilet, hot nights, illicit passion, wild sex and desperate, doomed love.
Visions of sleek and powerful ... cars.
Sleek and powerful cars?
Mmm. I have to confess that, along the way, men may have been the object of my life's desire, er, mostly.
But I also have always had an overwhelming and irresistible passion for cars.
Hey! Not just any cars. I'm not that easy, y'know.
Not for me the bland look-a-like North American clone cars that wouldn't know a hot owner if they felt one at the wheel.



Nor anything that has a lazy, mind-numbing automatic gear.
No, no. They have to be sports cars. With five on the floor and a disdain for techno accessories — or any accessories other than gears, seats, wheels and an engine.

What turns me on are those racy little numbers that flood the blood with adrenaline, titillate with their strong curves and tip you over the edge with their hidden power.

Listen, it's a British gal speaking here — one brought up with a long tradition of neat, gutsy and deeply sensual sports

cars that the rest of the world envied and copied for decades.

The love of my life was a Mini Cooper "S" — cute as a button, small and chubby but with a heart that would willingly burst for me on a straight stretch or on wild curves.

He had a small leather-covered racing steering wheel and a short, stubby stick shift. I fell in love the minute I slid into the driver's seat and tickled the accelerator.

Mini Cooper responded with a roar of joy and an engine throb I knew would satisfy me beyond my dreams.

A plus was that we were such pals.
I could depend on him no matter how desperate the situation and whatever the weather. He and I went through a lot together. It broke my heart when I had to sell him and move on, his too, I'm sure.

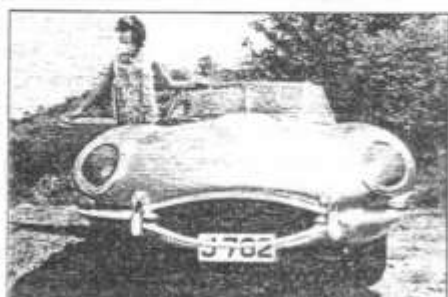
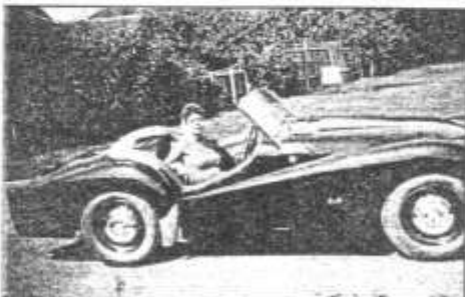
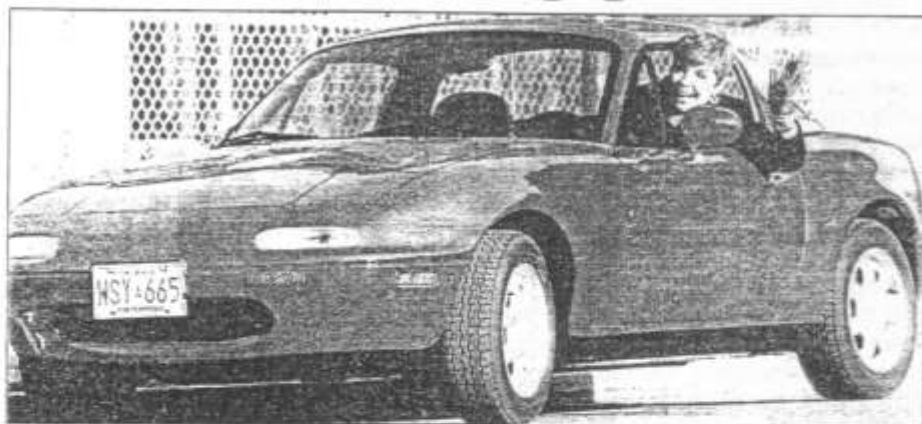
But before my love affair with Mini Cooper, I have to admit there had been rather a lot of handsome cars in my life.

The first love was a black Triumph TR2 — sleeky dark and good-looking, with a quirky cut-down door you could leap out of if you were feeling athletic and daring — and I often was.

An early Darth Vader of sports cars, he was mysterious and powerful, yet had an arrogant dignity that few truly understood or embraced. Of course, I was his immediately.

After him was an Austin Healey, bright red and a total exhibitionist who thought nothing of showing off his speed on the motorways. He loved to pass other cars "as though they were standing still" and, for some reason, rarely got into trouble for it. He said it was because no one could catch him.

Later came another black car, an MGB GT — a supermod-



CRAZY 'BOUT HER AUTOMOBILES ... Valerie Gibson with some of her favorite sports cars, including her red Miata (top), her black Triumph TR2 (lower left) and her metallic blue Jaguar convertible.

el with perfect lines and a snooty yet very classy sophistication. A bit obsessive and self-absorbed, he liked to pose in front of the outdoor cafes and insisted on always being shiny and clean so he looked his best.

I then fell head over heels in love with a convertible E-type Jaguar.

Metallic blue with a bonnet (as we Brits call the hood) that seemed to stretch forever into the road ahead, he was the hottest of them all.

Just give me an autobahn or French highway, he would say, and I will show you what life in the fast lane is really like.

I would try to reason with him and try not to mention the amount of gas he used to guzzle when he was this headstrong. But he usually had his way with me and I loved it.

After him I entered the rarified world of Mercedes Benz SL sports cars which, to most people, would seem like the pinnacle of car love.

It wasn't.
I found them snobby and elitist and surprisingly lacking in sensuality. Oh, yes, they had breeding, power and good looks but somehow they simply didn't have the earthy sexuality I was used to in the English cars. The affairs fizzled.

Then I discovered my little red Miata.

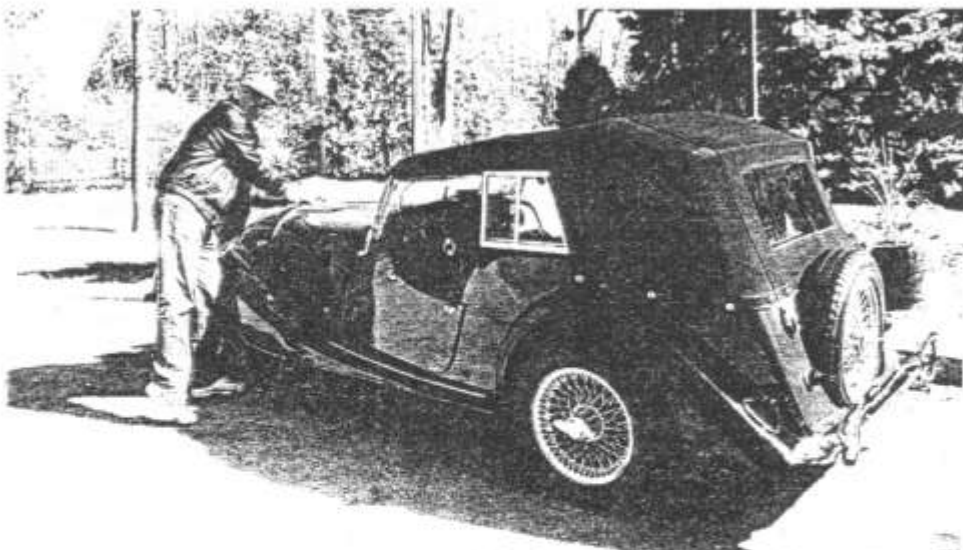
Cheerful, feisty, kind little Miata.
Oh, sweet love, my intimate friend — the one who cares for me and soothes me at the end of a long, cruel day.

"Don't worry, we'll be fine. We'll soon be home."
The one I can tell my troubles to as we travel together on life's highway and who sits and waits for me without complaint no matter how long it takes.

Ah, yes. This is the real thing.

But then again, I know I've said that before.

Valerie Gibson's Intimacies appears Sunday, Tuesday and Thursday.
E-mail address: vgboson@sunpub.com



Vern Dale-Johnson's impeccable 1966 Morgan outside the Willow Inn during a recent visit to the Montreal area by Canadian Morgan enthusiasts — just one of a number of outings planned for Morgan owners.

Anyone interested in Morgans or the Club can contact Vern Dale-Johnson via e-mail: vern_dj@msn.com or fax 416-536-3621.

Classic cars... more than a hobby

She's British racing green, 31 years old — but she doesn't look her age.

She has brand-new leather upholstery, a metal-and-wood composite frame and a Triumph Tr-4 engine gleaming with chrome.

Her pedigree is impeccable — one of only 250 built that year.

Meet one of the three lovers of Torontonian Vern Dale-Johnson's life — a 1966 Morgan.

Vern bought his Morgan nine years ago — his second —

and spent five of those years restoring the car to its current glory. Morgans of this vintage and degree of restoration don't have to do any slogging through city traffic or high-speed commuting on the 401 — when Vern brought the car to The Willow Inn for a recent outing into the Laurentians, the car rode the whole way on a specially-designed road trailer.

Then there's the Morgan aura. Vern is the editor of something called the Blurb, the newsletter of the Morgan Sport Car Club of Canada. For some obscure reason, Morgan enthusiasts call themselves hogs. This publication is called a newsletter, but it's the size of some magazines, complete with an article on something called a Westfield Seight, a car that looks vaguely like a Morgan but is second only to a McLaren Formula One in acceleration — only it's street-legal.



For Sale:

Regalia: Have your wearables (or anything else that will take embroidery) adorned with the MSCCC "crest" @ \$10 per item plus shipping. Don't want the hassle of sending in your items? I've some **ready made "crests"**, on polyester felt, available for **\$10 each** – various background colours. Also have **heavy cotton tote bags** with the crest embroidered on. Again, various colours – **price, including embroidery, a steal at \$20.** Contact Vern Dale-Johnson.

Sadly, my **1928 Aero** is for sale. It is mostly dismantled with refurbished chassis and wheels, new body & wings, gearbox cross-shaft, dogs & sprockets. 50 degree JAP water cooled engine. **Asking US\$8000.** It can be seen in New Jersey – contact **Alec Knight in Toronto at 416-487-8597 evenings or 905-761-2931 days.**

1962 +4 Roadster, 28,000 miles. 1991 wings off repaint in 2-tone green, front suspension overhaul. Solid vehicle. Photos available. \$US18,000, Dave Manley (Michigan) 734-455-3952.

This was in the Vancouver Buy & Sell [courtesy of Geoff Burkholder]. CS's?? **34 MORGAN Super Sport 3** wheeler, has 1000 cc Matchless air cooled engine, rare & unique \$38,000 obo. Last chance before it goes stateside. Tel: 604-530-6415

Rob Vary's **57 +4 SVRA/VARAC racer**..... 3 engines, track & road wheels, racing & street (new leather) interiors, boxes of spares, full history, manuals, custom trailer. Advertised last year at C\$32,500 – now C\$25,000. Phone Linda Vary at 519-583-2137.

Morgans for sale, via email:

- 1) A **1953 Morgan flat rad**, British Racing Green with a saddle leather interior. It has a TR4A engine and overall is in excellent condition. Located in Vermont. Price in the low \$20K US range. (Have been told by others the car is a knock-out!). Car often seen at Stowe "British Invasion". Contact: MSCCC member & owner Barry Lyman 973-586-9000, <bhl@tonar.com>.
- 2) A **1969 Morgan Plus 8**. The car has 500 miles since a complete restoration. All parts but for the frame and running gear are brand new. Running gear is rebuilt. A Moss box, narrow fender, metal dash car. Car is "magnificent and detailed to the max". Price 35,000.00 Cdn firm. Located in Vancouver. Robert G Straghan <roberts@rst-inst.com> Phone 604-540-1100, home at 604-462-9366, fax 604-540-1005.

Anyone want to swap or sell MSCCC or old Toronto Morgan Owners Group badges? Couple of enquiries lately:

Hi Fred: Just had a quick look at your page and it looks great - got a bit lost trying to get onto the guestbook but will try again next time. Re your car badge - do you know any member over there who would like to swap a **New Zealand badge** for a Canadian one? Just had a look in my collection and found I don't have one. Was there an "old" badge as well?? Gary Moles <morgannz@manawatu.gen.nz>

Dear Lynn: For several years I have been trying to find one of your Club's [Toronto] **original car badge that was carried out in brass**. Could you provide me with any leads? Many thanks for any advise you can give me. As you might have guessed, I'm an avid Morgan badge collector. Homer Deakins, 3800 One Atlantic Center, Atlanta, Georgia 30309; (404) 881-1300 <Homer.Deakins@odnss.com> (**Editor's note – after you've let me know as I want first dibs on the badge, we need to keep it in the club!**).

For Sale: British Model Car List - All prices include packing and shipping (prices in US\$'s).

BUILT UP CARS:

1984 Polistil 1/18 Morgan +8 Boxed, BRG Rare!	35.00	1947 Monogram 1/24 MG TC Complete, open box	15.00
1960 Burago 1/18 MGA Mint - boxed, white	25.00	1969 Bandai 1/25 Datsun 2000 complete, open box	30.00
1956 Burago 1/18 Mercedes Gullwing - boxed, silver	25.00	1965 Airfix 1/32 Three car set. Complete, open box, includes:	
1956 Burago 1/18 Lancia Roadster - boxed, Lt.blue	25.00	TR6, Herald and Ford Escort Rally (rear drive)	40.00
1963 Burago 1/18 Porsche 356 Coupe - boxed, white	25.00	1947 Airfix 1/32 MGTC Complete, open box	20.00
1964 Burago 1/18 Jag XKE Roadster - boxed, BRG	25.00	1933 Airfix 1/32 MG K3 Magnette, Complete, open	25.00
		1965 Airfix/Advent 1/32 MGB Complete, open box	25.00
		1950 Revell 1/32 MGTD Complete, open box	35.00
prewar ????? 1/20 MG K3?? Unopened wood toy kit	20.00	1950 Revell 1/32 Jag XK120 Complete, open box	35.00
1952 Banthrico 1/24 MG TD bronze colour bank	25.00	1960 Monogram 1/32 MGA Complete, open box	25.00
		1960 Lindberg 1/32nd MGA Complete, open box	20.00

KITS - SOME CUSTOM CONVERSIONS:

1950 Monogram 1/24 Jag XK120 Complete, open box, metal body prepped and nearly ready for paint	30.00
1964 AMT 1/25 Cobra (AC Ace) Complete, open box converted to AC Ace, Ford 6, 16" wire wheels	40.00

Rick Feibusch Automotive Journalist/Appraiser
Venice Beach, California 310-393-6605 Fax:396-1933



Rolls-Royce sold to BMW

BY ANDREW YOUNG
REUTERS NEWS AGENCY

LONDON — Vickers Plc agreed Wednesday to sell Rolls-Royce Motor Cars to BMW AG for 340 million pounds (a bit over CDN\$300 million), although Volkswagen AG, BMW's German rival, vowed to pursue buying the British luxury car builder.

The British engineering group said it reached full agreement with BMW on the deal and entered into a contract. It said it expected completion in early July, although the deal must still be approved by Vickers shareholders at a meeting provisionally scheduled for early June.

Volkswagen refused to admit defeat, with a VW spokesperson saying the company still intended to table a rival offer.

A Vickers representative said his company had received only one firm bid—from BMW.

"At the moment, there is only one offer and it has been accepted," the official added. He said Vickers would keep its shareholders informed of any rival bid that came in before the company's planned June meeting.

Vickers shareholders could still theoretically veto the sale to BMW, but the spokesperson said talk of a rival bid from Volkswagen or anyone else was hypothetical at this stage.

Several industry analysts also said VW was likely to admit defeat in the end and then concentrate efforts on creating its own luxury line, expanding into off-road vehicles.

"VW needs Rolls-Royce like I need a hole in the head," said Peter Schmidt at Automotive Industry Data outside London. "Until Rolls-Royce was up for grabs, VW never gave any indication they wanted to get into luxury cars. They have plenty of other projects to work on."

Nevertheless, VW said it was not putting the brakes on its race for Rolls. "We still intend to get ourselves involved in Rolls-Royce," VW spokesperson Kurt Rippholz said from the company's headquarters in Wolfsburg, Germany.

BMW, which is based in Munich, had been the leading contender to win the race for Rolls-

Royce, a synonym for style and quality in automobiles for almost a century.

It supplies engines and components for the new Rolls Silver Seraph model, which sells for about \$250,000, and has vowed to halt deliveries if it loses out.

Whatever the outcome, Rolls-Royce is set to become the last of the British car industry's famous brands to pass into foreign hands. BMW bought Rover, Britain's last volume car maker, in 1994, while Ford Co. owns Jaguar and Aston Martin.

Colin Chandler, chairman and chief executive of Vickers, said in a statement: "We are pleased to have achieved our objective of securing a very good deal for Vickers' shareholders and a strong new owner for Rolls-Royce Motor Cars."

However, a VW spokesman in London told Reuters that the company still intended to make an improved offer for Rolls, which was originally put up for sale last September.

He said VW's plans for Rolls-Royce included increased investment in the British firm of up to two billion pounds (\$4.76 billion) and raising production to 10,000 cars a year across all brands and models.

BMW has said it would triple production at Rolls from the

current annual level of around 2,000.

The VW spokesperson refused to disclose what the improved offer for Rolls-Royce would be.

But sources close to VW's supervisory board have indicated that an offer could range between 400 million and 500 million pounds, depending on what assets were included.

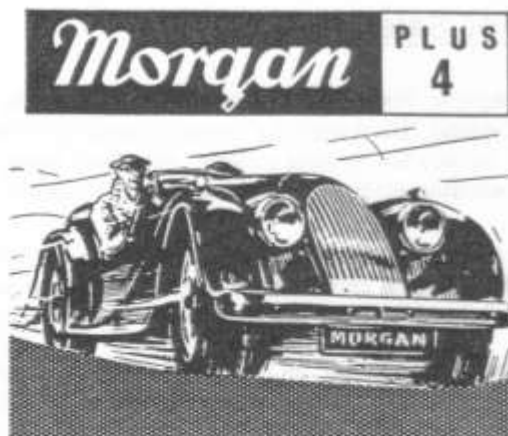
"If and when we are able to present an improved offer, the Vickers shareholders will have the option to consider it in parallel (to the BMW offer)," the VW representative said.

Analyst John Lawson at Salomon Brothers said he expected VW to take its offer directly to some of the banks and investment companies that hold stakes in Vickers.

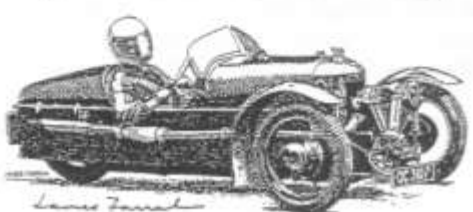
"VW is not completely out yet," he said. "There are precedents of shareholders turning over decisions by executive boards."

However, VW may have to convince its own shareholders that a higher bid for Rolls can pay off. One analyst at an investment company involved with VW said his firm did not want VW to beat out BMW.

"We were relieved," he said. "Rolls is not making much of a profit. It's not clear why VW was going so hard after them."



Rolls-Royce to BMW, does this make Morgan the only historic "British" marque left??



The proper way to drive in Toronto traffic

Little-known statute holds some surprises for drivers

By DAVID MARTIN

Recently I've heard some unkind words about Toronto drivers. Mostly, they seem to come from new arrivals to the city who express dismay with some of the local driving habits. But invariably I have found that none of these new residents is aware of the modified statutory scheme that governs Toronto's highways and byways. So, as a public service to Toronto's new citizens and any mystified tourists, I'd like to review some of the more important aspects of The Toronto Highway Traffic Act.

Some newcomers complain that Torontonians run red lights at intersections. Not so. Although Section 4(1) of the Act requires motorists to come to a stop at red lights, Section 4(2) provides as follows:

4. (2) — If there is a delay before the opposing light turns green, motorists need not stop at a red light unless it has been red for a full two seconds.

Others seem to be under the impression that Toronto drivers regularly exceed the posted speed limits. Again, not true. Section 10(1) of the Act does not provide that they are to adhere to the posted limits. But in keeping with the multilingual and multicultural nature of the city, Section 10(2) provides a little latitude:

10. (2) — Notwithstanding s. 10(1), posted speed limits can be interpreted in kilometres per hour or miles per hour at the driver's discretion.

Stop signs seem to be another bugaboo for novice Toronto drivers. It's true that Section 13(1) of the Act states, in part, that

Every driver . . . approaching a stop sign at an intersection, shall stop his or her vehicle. . . .

But one mustn't forget subsection 2, which provides as follows:

If the driver is of the reasonable view that he can avoid oncoming traffic, he can comply with subsection (1) by means of a rolling stop.

And subsection 3 expands on that provision in



THE TORONTO STAR Wednesday, April 15, 1998

A. WONG

the case of four-way stops:

At all-way stop intersections, vehicles coming to a full stop must yield to those coming to a rolling stop.

Newcomers also seem to be perplexed by the common use of car horns by Toronto drivers. But once they've been reminded of local weather extremes, they can see the reasoning behind Section 51 of the Act which reads as follows:

A motor vehicle must be equipped with a horn which should be activated frequently to insure proper functioning.

The infrequent use of turn signals confuses drivers new to Toronto. Although Section 33(1) of the Act provides for the use of such devices, again, Canadian weather extremes have given rise to Section 33(2):

Notwithstanding subsection (1), a driver can signal his intentions by the raised extension of one or more digits of either hand.

Finally, motorists new to Toronto should note Section 2 of the Act which specifically excludes "bicycle" from the definition of "motor vehicle." In other words, cyclists are not governed by The Toronto Highway Traffic Act and need not concern themselves with such things as stop signs, crosswalks and pedestrians.

Once new citizens have been informed of Toronto's special statutory status, they will cease to be mystified by local driving habits. In fact, with a little practice, they can put their foot to the floor and join the fun.

David Martin is a freelance writer in Ottawa.



HERONGATE BARN THEATRE
 PRESENTS

One of the most popular and successful dramatic thrillers of our time...

Deathtrap

by **Ira Levin**

Directed by **Ray Nicholas**

May 15 - June 27, 1998

The edges of our seats are well padded, call now for reservations

905-472-3085

Working arrangement with JAGUAR, MINI, MG, IOLUS, Bentley, and other fine cars.

HERONGATE BARN THEATRE
 2885 Altona Road, Pickering 905-472-3085

Our Spring Season of Comedies

Shirley Valentine Feb. 6 - March 7
 Don't miss the opportunity to see Margaret St. John in this role as a disillusioned house wife who flees the suburbs of London for a new life. The critics rave about "Shirley Valentine": "A marvelous play, possibly funny and passionately serious". A smash hit in London, New York and Toronto...this play has been acclaimed as a sheer rousing piece of Theatre!

The Affections of May March 27 - May 9
 What would you do if you were abandoned by your husband in a new town with no money and looming payments on the house? If your name is "May", you try and pick up the pieces and carry on! And how "May" carries on! This play will have you in stitches with its fast pace and delightful wit. "A definite must see", Charming and hilarious!! "A real winner". Book your seats now!

Death Trap May 13 - June 27
 "The game's afoot!"; And what a game it is! A young writer with lots of ideas. An older writer who seems to have dried. What will either of them do for his writing career? What laughs will either of them go in for success? Hold on to your seats and get ready to laugh and scream with horror and delight as we present "THE BEST OF THE COMEDY-THRILLER PLAYS EVER WRITTEN!" Book your seats early for this scintillating revival!!

Saturday
 \$37.40 + G.S.T. @ \$2.55 = \$39.95

Groups, Thursday, Sunday and Wednesday on request
 20 or more people
 \$32.74 + G.S.T. @ \$2.11 = \$34.95

284 28 '98 13:38

RESERVE YOUR SEATS NOW
 JUNE 28 PRIVATE SHOWING - "BRITISH CAR DAY"
 RR/BENTLEY CLUB CONTACT - KIWI COMPUTER (416) 960-1593

APPLICATION FOR SEASON TICKETS AT 15% SAVINGS

Please Mail to: P.O. Box 96
 Whitelake, Ontario
 L0H 1M0

3 Shows - Thursday, Friday or Sunday
 \$110.00 Less 15% = \$94.50

3 Shows Saturday
 \$110.00 Less 15% = \$94.50

Enclosed please find my cheque in the amount
 Of \$ _____ as payment _____ people

Please reserve the following date:
 Play No. 1 _____
 No. 2 _____
 No. 3 _____

My tickets should be mailed to:
 Name _____
 Address _____

 Phone _____

9054723085 PAGE 01

British Wheels & Wings

May 24, 1998 Hamilton Airport, Mount Hope, Ontario

10:00 am - 3:00 pm

CANADIAN WARPLANE HERITAGE MUSEUM
 "Canada's Flying Museum"

10

Come see: • The Lancaster Bomber & The Spitfire
 • Classic British Car Corral
 • Vintage Aircraft Museum



Sponsored by

Austin Healey Club
 Southern Ontario
 State Branch
 (519) 462-8478

Scott Morris
 (519) 468-1139

Canadian Warplane Heritage
 Museum
 (505) 479-4182
 or 1-800-385-78

British Car Club Western New York Presents

EURO CAR DAY V

Sunday, June 14 9:00 a.m. to 3:30 p.m. Rain/Shine

Rose Garden Restaurant Grove (Grove is behind restaurant)
 2753 Wehrle Dr., Williamsville, NY (716) 632-9871

130 European automobiles were displayed in 1997

All European Marques Welcome • 1-2-3 Place Awards in All Classes
 Popular Vote • Dash Plaques • Well-Drained Grassy Show Area • Food Available
 Free Spectator Admission/Parking • 2 Hrs from Toronto • 1 1/2 Hrs from Rochester

ENTRY FEE: > \$6.00 By June 9 > \$10.00 After June 9 INFO: (716) 634-6079

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

Sound System Courtesy of Wharfedale: Disc Sound, Inc. DJ - Tim Heifner

A. Austin-Healey-Healey	H. MG A	P. Triumph Other	W. Mercedes Other
B. A-H Sports/MG Midget	J. MG B/C (chrome)	Q. British Sports	X. Porsche
C. Jaguar XK	K. MG B (chrome)	R. British Other	Y. Volkswagens
D. Jaguar E-Type	L. MG B-GT	S. Alfa Romeo/Lancia	Z. French
E. Jaguar Sedan	M. Sunbeam	T. Fiat	AA. Swedish
F. Jaguar XJ-S	N. Triumph 2/24	U. Saab Other	BB. European Other
G. MG T Series	O. Triumph TR6	V. Mercedes Sports	Includes In-Peak Cars

REGISTRATION 9:00 AM TO NOON
 AWARDS 3:30 PM

DETACH AND MAIL - PLEASE TYPE/PRINT LEGIBLY

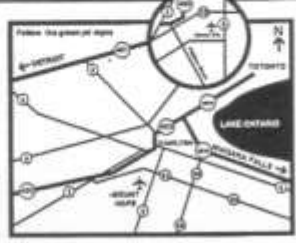
EURO CAR DAY 1998 REGISTRATION FORM

ENTRY FEE: > \$6.00 Before June 9 > \$10.00 After June 9 PAYABLE TO: British Car Club WNY
 MAIL TO: Euro Car Day, 103 Fieldstone Drive, Grand Island, NY 14072-1112

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

Entrant(s) Signature(s): _____ Date: _____
 Entrant(s) Name(s): _____ Phone: H () _____
 Address with State/Province and Zip/Postal Code: _____

Marque: _____ Model: _____ Year: _____
 Class: _____ Check here if Kit/Repl car Club Affiliation(s): _____



- \$15.00 per British Car • (Museum entrance included)
- Free dashplaques for the first 200 vehicles entered •
- Parking for 500 Cars •
- Food Service Available •

11th Annual Show -



The annual **Classics Against Cancer** auto show is held in the attractive setting of Cedarvale Park on the banks of the Credit River in downtown Georgetown, Ontario, Canada, June 21/98.

Toronto, Ontario, Canada to Georgetown: Georgetown is located about 40 km northwest of Toronto. Take Hwy 401 West to Trafalgar road, go north and follow the signs.

Cedarvale Park. The park is all grass (no dust!). There are food and drink concessions (including a pancake breakfast), live entertainment, and a convenient supervised children's play area.

Fund Raising History for the Canadian Cancer Society: In 1997, the CLASSICS AGAINST CANCER auto show raised almost \$30,000 for the Canadian Cancer Society. To-date, more than \$180,000 has been donated.

The theme was and remains that the show be a **Father's Day** outing for the whole family as well as a chance for enthusiasts to show their cars. There are representatives of almost every age and type of auto from turn of the century to flashy American production cars, imports (with separate **British Classes**) muscle cars, kit cars and street rods. Come and enjoy almost a century of automotive history.

Contact Information:
 Telephone: 905-877-2203 or 416-798-7889.
 FAX: 905-877-4811
 10 Oak Ridge Drive, Georgetown, ON L7G 5G6
 E-mail: classics@aztec-net.com
 website: <http://www.aztec-net.com/~classics/>

All Proceeds to:



11 • THE CANADIAN DRIVER • MARCH/APRIL 1998

Aries natives are dealers' favourite customers

Aries birthdates:
 March 21 to April 19

Born under the first sign of the zodiac, Aries are assertive and extroverted by nature, so you don't think twice about making quick moves that can keep you moving in heavy traffic. But be wary, your typical restlessness and natural impatience can lead to over-impulsive actions that could end up in a fender bender.

Similarly, your most negative characteristics are selfishness, aggression and an argumentative nature. So you may leave other drivers no room to make lane changes or merge on highway ramps, have a tendency to tailgate, and spar verbally with those who don't like your moves.

Aries are also blessed with strong personalities and an urge to dominate others. So it would no surprise to find you behind the wheel of a big GMC Suburban, Ford Expedition, Range Rover, sporty coupe version of a mainstream model or even a powerful Corvette.

But, since you're a reckless romantic whose passionate temperament is rarely fulfilled by the single life, the

Road Signs

BILL McLAUCHLAN

latter is more likely a short-term choice for young Aries.

Whatever car you choose, it's most likely to be bright red or scarlet and definitely not black.

As in love, lack of excitement can prompt you to stray, so your head can easily be turned by some glamorous

new model that catches your eye.

That makes you buy often, a car dealer's favourite kind of customer.

Your tendency to take the reins and dominate your partner can also result in clashes of will and spectacular arguments on road trips.

But since you rarely bear a grudge, this simply adds a sense of drama to life's journey, as does a pioneering spirit that often brings about unexpected, yet pleasant, back road explorations.

ARIES CAR PEOPLE

Triple world driving champ Ayrton Senna. Land speed record-setter Craig Breedlove. F1 and Indycar drivers Jacques Villeneuve, David Coulthard, Al Unser Jr. and Scott Pruett. F1 team owners Frank Williams and Eddie Jordan. American racing great Dan Gurney and leading race car designer Adrian Reynard.

Bill McLauchlan is a freelance auto writer based in Greenwood, Ont.



BRUNNEN

<p>We have it all: Complete body assemblies, sheet metal, wood, interiors, weather equip, accessories.</p>	<p>Morgan Spares Ltd. 225 Simons Rd. Ancram, NY 12902</p>	<p>We have it all: Mechanical, electrical, Stainless Steel, race and performance items.</p>
<p>Car Sales and Sales Consulting Service</p>		<p>USA Factory Authorized Parts Distributor and Service Agent</p>
<p>The Best Reasons To Buy From Morgan Spares Ltd.</p>		
<p>1- The largest inventory of Morgan parts in USA.</p> <p>2- 21 years of Morgan restoration, service, and sales equals professional, fast and courteous service, no part is too small or too big.</p> <p>3- We sell genuine Morgan factory parts.</p> <p>4- Lucas -Girling Distributor.</p>	<p>5- Obsolete, used, and hard to find parts.</p> <p>6- We offer one of the finest component rebuilding services anywhere. No job is too small or too big.</p> <p>7- Plus our own illustrated parts manual.</p> <p>8- Toll free order hotline.</p>	
<p>And best of all we guarantee the lowest prices of any Morgan parts supplier in the USA!</p> <p>Serving the Morgan owners of America and around the World</p>		
<p>Call our new toll free order line @ (888) 345-MOGS (6647) Telex (518) 329-3877 or Fax 329-3892</p>		
<p>E-Mail: morganspares@taconic.net Web: www.morgan-spares.com</p>		





BRITISH MOTOR INDUSTRY
Heritage Trust

ARCHIVE AND LIBRARY

HERITAGE MOTOR CENTRE, BANBURY ROAD, GAYDON, WARWICK CV35 0BJ
TELEPHONE: (01926) 641188 FACSIMILE: (01926) 641555

ref: PRI MG

8 April 1998

Mr Jon Rosenthal
Bayview Village
Post Office Box 91135
Willowdale
Ontario
M2K 2Y6
CANADA

Dear Mr Rosenthal,

Thank you for your letter dated 2 April.

Concerning re-issue of certificates: Our fees have increased somewhat since 1987, the current fee for a Production Record Trace is now £25.00 (or US \$40.00). The current fee for a re-issue is £5.00 (or US \$10.00). From Canada, please remit payment in £ (British Pound Sterling).

Regarding your query about what is a British car, we take the same view as the Society of Motor Manufacturers and Traders (the official body which represents the British motor industry), that a car is British if final assembly is carried out in Britain, even if a proportion of components or parts have been manufactured abroad. The ownership of the company is not relevant.

This means that the following qualify as being British cars: Fords built in Britain; Vauxhalls built in Britain; Chryslers built in Britain; and more recently, Nissans, Toyotas and Hondas built in Britain. - Also the following: Citroens built at Slough in Berkshire from the 1930s to the 1960s; Renaults built at Acton in London from the 1930s to the 1950s; BMW Isettas built at Brighton in the 1950s; some Fiats built at Crayford, Kent, and in London, in the 1920s and 1930s; and now that you mention it, I suppose that the very early Volvo P1800 coupes built by Jensen at West Bromwich would qualify as being British (but not later models assembled in Sweden!).

On the other hand, it also means that the following will not qualify as being British: Austin, Morris and Mini cars built in Australia; Austin, Morris, MG and Triumph cars built in Belgium; Austin, Morris and MG cars built in South Africa; any car of British make assembled in Eire; and some real oddities such as Minis assembled in Venezuela, Austin-Healeys in Cuba and so on. Never the less, in your position I should accept such cars for your events, at least those which are simply assembled in another country from a CKD (Completely Knocked Down) kit. But I would not consider as British cars those cars which were made in Australia, South Africa and elsewhere to unique designs - such as the Australian Leyland P76, Austin X6, Morris Nomad, or Austin Lancer/Morris Major; the South African Austin Apache, etc.

I hope this is of some assistance. It is up to you how you deal with modified or customised cars, such as fibreglass Austin-Healeys with V8 engines!

Keep up the good work, yours sincerely


Anders Ditlev Clausager

Motorcycle Tips and Trips

CLASSIC ROUTES FOR TWO WHEELS



Nothing quite compares to riding from one coast to the other, but if you don't have ten days to spare, there are scores of superb roads around the country that make for outstanding weekend rides. Here are seven of the finest runs in the United States:

NORTH CASCADES LOOP. A 460-mile run through some of the most pristine wilderness in the Lower 48 states. From Everett, Washington, to Rockport on Washington Routes 92 and 530 via Granite Falls and Darrington, then east across the stunning Cascade Crest on Washington Route 20. At Twisp take

Washington Route 153 south to Pateros, then U.S. 97 to Wenatchee, where you head back west across the Cascade Range to Everett via Stevens Pass on U.S. 2.

REDWOODS-SISKIYOU LOOP. Four hundred seventy miles of big trees, wild rivers and beautiful coastline. Go west out of Arcata, California, on California Route 299 to Willow Creek, then north on California Route 96 through the winding valley of the Klamath River. At the junction of Interstate 5, go north to Medford, then west on Oregon Route 238 through Applegate and Murphy. At the junction of Oregon Route 199, head southwest through Cave Junction to rejoin U.S. 101, then south down the redwood coast back to Arcata.

THE BLUE RIDGE PARKWAY. A high, breathtaking ride that parallels the crest of the Appalachian Mountains for 450 unspoiled miles from Front Royal, Virginia, to Knoxville, Tennessee, finishing with a run over Newfound Gap through the Great Smoky Mountains. The most spectacular stretch of blacktop east of the Mississippi.

THE PANHANDLE RUN. Seven hundred miles of fragrant pine forests, cool mountain passes and the rolling wheat fields of the Palouse. Go northeast on U.S. 2 out of Spokane, Washington, across the Idaho panhandle to Kalispell, Montana, then south on U.S. 93 through Missoula, west on U.S. 12 over Lolo Pass to Lewiston and finally turn north on U.S. 195 back to Spokane.

OVER THE OZARKS. Two hundred miles of wooded hills and fast, sweeping turns. Take Arkansas Route 7 north from Hot Springs, through Russellville and Dogpatch U.S.A. to Harrison, then west on U.S. 62 to Fayetteville.

CANYONLANDS CRUISE. Six hundred miles of otherworldly desert landscapes and red-rock geology. Go west on Interstate 70 from Grand Junction, Colorado, then south on Utah Route 128 to Moab, south on U.S. 191 to Bluff, west on U.S. 163 to Mexican Hat, north on Utah Route 261 to the junction of Utah Route 95, northwest on 95 to Hanksville, west on Utah Route 24 to Torrey, southwest on Utah Route 12 to the junction of U.S. 89, south to Mount Carmel Junction and finally west on Utah Route 9 through Zion National Park to finish at St. George.

GREEN MOUNTAIN LOOP. Four hundred miles of twisting roads, hardwood forests and picturesque New England villages. Go north out of North Adams, Massachusetts, to Stowe, Vermont, on Route 100, then northwest on Vermont Route 108 to Jeffersonville, west on Vermont Route 15 to Burlington and finally south on U.S. 7 back to North Adams.

Men's Journal, November/December 1992

Taurus drivers are dependable

Attention to detail good for auto maintenance

Taurus birthdays:
April 20 to May 20

Those born under the sign of the bull have a steadfast nature and are mainly concerned with stability, security and material comfort.

Tauruses tend to be solid and dependable and it shows in your road manners and careful adherence to routine maintenance of your vehicle.

Your need for security and the good life often brings lasting success in business and, with that, a strong desire to protect and conserve what you have achieved. So it's important to you to keep your car clean, polished and mechanically sound at all times.

Your characteristic attention to detail also means anyone buying a car from you in private sale can usually count on getting a fully-documented maintenance record as part of the process.

True to your sign, Tauruses eschew small vehicles and usually go for cars with plenty of power — the more luxurious the better. Career success means you can indulge such tastes and a Lexus, Mercedes-Benz, BMW or other luxury sedan/coupe will grace your parking spot.

Even if your budget can't accommodate a big-buck car, chances are you'll go for some-



Road Signs

BILL McLAUGHLIN

thing foreign rather than domestic.

Your astrological affinity with the earth is also powerful, leading you to choose a car from a manufacturer that takes a leading-edge stance on emissions-control, recycling and other resource-critical issues. Tauruses, who like to know what they're getting for their money, are most likely to be seen driving around in a new car.

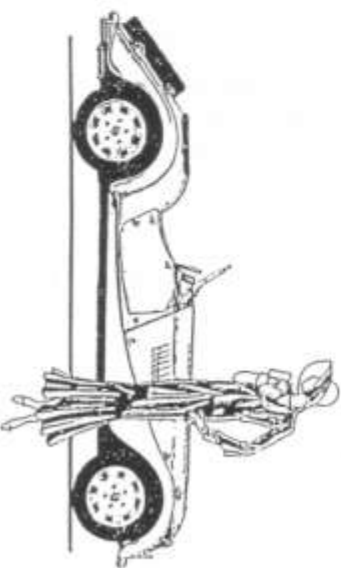
You probably want that car to be blue but, like all of those born in the spring or summer months, can be keen on yellow and light-colored cars too. On the negative side, your

stubborn nature, resistance to change and a curious, irrational fear of spontaneity means any trip taken with you could be dull, as you keep to the major routes with no time out for serendipitous side trips.

TAURUS CAR PEOPLE

Car designers Colin Chapman (Lotus), John Barnard (Ferrari) and Alan Jenkins (Stewart), Multiple NASCAR champion Dale Earnhardt, IndyCar drivers Maurice Gugelmin, Adrian Fernandez and PJ Jones, American F1 World Champion, Phil Hill, Driving school operator Bob Bondurant.

Bill McLaughlin is a Greenwood, Ont.-based freelance auto writer.



4th BRITISH CAR TOY RUN For Operation Santa Claus Sunday, September 27, 1998 Milton to Burlington, Ontario, Canada

Santa wants you!



Come join the British Cars in the 4th British Car Toy Run, in support of Jimmy Lomax's Operation Santa Claus charity.

This is a Christmas theme driving tour (police-escorted) from the Halton Region Museum in Milton to the Mapleview Centre in Burlington Ontario, ending in a Car Show, & Chili bash awards PARTY! There will be Goody bags * Dash Plaques (for the first 200 cars) * Awards * Music * a 50/50 Drawing * Door prizes * Santa & his Elves.

Land Rover is the "Featured Marque" this year. Come celebrate their 50th anniversary! Decorate your cars & dress in the festive spirit! Award for "Most Christmassy Car". Over 140 British cars last year in convoy to the show.

When: Sunday, September 27

- Registration Opens at 11AM.
- Tour departs at 1PM.
- Car Show starts at 2:30 PM at Mapleview Centre, Burlington.
- Awards party follows car show at 5PM.

Where: The Halton Region Museum at Kelso Conservation Area, Milton (Tremaine Rd near Steeles).

No registration fees! Instead, please bring a new toy or other donation for the charity such as NEW, unwrapped: toys, cosmetics, clothing, grocery items, clothing, candy, books, jewellery, cash, etc.

Miller's Bakery of Georgetown will be providing food items for sale, with all the proceeds aiding the Museum & Operation Santa Claus.

Hosted by: Morgan Sports Car Club Canada Sponsored by: Morgan Motor Company (UK), Mapleview Centre, Halton Region Museum/Kelso Conservation Area, & many other fine companies.

Join the "Santa Cause"! The only charity show of its kind for British vehicles in Canada! Since 1958, Operation Santa Claus has been helping people of all ages to have a merrier Christmas. For his years of voluntary dedication, Jimmy has received the Order Of Canada, among other recognitions.

For more info, to be a sponsor, or to pre-register, call:

Lynn or Fred Kuzyk (905)336-0251.

Email: msccc@sympatico.ca

Christmas does come TWICE a year!

Morgan

First of the real sports cars



**CANTAB
MOTORS**

540-336-2211
Fax: 540-338-7944
Valley Industrial Park
115, Robinson Lane
Newcastle, Virginia 20712 USA
E-Mail: info@cantab-motors.com
Web Site: <http://www.cantab-motors.com>



THE PRESIDENTS OF
MORGAN MOTOR CLUBS
Sales Service
Restoration Spares

Cantab Motors, USA- The impeccable research and engrossing writing of JD Alderson and DM Ruhlton has been known to Morgan enthusiasts since the 1978 publication of Morgan Sweeps the Board, the definitive book on Morgan trucks. Sweeps explored early Morgan history through the lenses of racing, rally and trials competition, an ideal approach to a firm whose success has always been won through remarkable victories on road and track.

Now Alderson, partnered by Chris Chapman, has brought forth an admirable history the early days of the four wheeler: Morgan Sports Cars: The Early Years.

Both books are now available thanks to the sponsorship of Morgan service agent, Melvyn Rutter, working with the authors. To enable all Morgan enthusiasts to share these stories of exciting times, Cantab Motors has joined with Rutter to offer these books at a most reasonable US price. We offer Early Years at \$45, Sweeps at \$35; best of all we'll send you a package of both, together with the latest factory brochure on the 1997 spec Morgan, for \$65.

Jake and Chris are hard at work on the next chapter of Morgan History, their efforts spurred by the response to these books. You owe it to you self-and to the authors-to immerse yourself in the marvelous works about the most amazing of cars, the Morgan sports car. Call today for immediate service: 540-338-2211 (540-338-2944 Fax) Morgans@cantab-motors.com



**St. George's Society
The English Club**



Advanced Notice of Special Event

Second Annual British Car and Motor Cycle Show
August 16th/98 9.00 a.m-4.00 p.m.

Dundas St East, London.

Event includes British show cars and motor cycles...

Car boot sale, Inside and outside vendors.

Vendor costs...\$15/ table (inside), outside \$15/ 25x25ft area.

Car boot sale \$3/car or small truck.

Admission:\$3/person, kids 12 and under free.

Lots of free draw prizes with admission coupon.

No charge for show vehicle entry, show prizes awarded.

Concessions...

Outside...Hot Dogs,Hamburgers, Soft drinks.

Inside...British pub grub, imported and domestic beers on tap.

Watch your club newsletter, event flyers and newspaper adds for further details or call Stu Brownlow at.... (519) 453-0068.

St George's Society (519) 268-7841.

Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business: _____ / _____

Fax: _____ / _____



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

CO-PRESIDENTS, REGALIA & EVENTS:

Lynn & Fred Kuzyk

1305 Ester Drive

Burlington, Ont L7P 1L2

905-336-0251

mccc@sympatico.ca

<http://www3.sympatico.ca/mccc>

VICE PRESIDENT & EDITOR "THE BLURB":

Vern Dale-Johnson

1532 King St West

Toronto, Ont M6K 1J6

416-530-4599

Fax: 416-536-3621

vern_dj@msn.com

TREASURER:

Jenny Beer

30 Parsons Ave

Caledon East, Ont L0N 1E0

905-584-0619

Fax: 416-744-7696

drbbooks@istar.ca

(c/o DRB Motors Inc.)

CLUB LIASON:

Audrey Beer

RR#3, Bolton, Ontario

L7E 5R9

905-857-7320

905-857-3210 (fax)

INTERCLUB EVENTS

COORDINATOR:

Ed Burman

156 Robertlee Dr

P.O. Box 268

Carp, Ont K0A 1L0

613-839-3041

elburman@cyberus.ca

Morgan

First of the real sports cars

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

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

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

WESTERN SCRIBE:

Mike Powley

1867 West 37th Ave

Vancouver, B.C. V6M 1N3

604-261-0901

pwl6079@bcit.bc.ca

MOG NW (Northern Rep):

Ron Theroux

5794 Kilkee Dr

Surrey, B.C. V3S 6E9

604-576-2957

EASTERN SCRIBE:

Greg Kaufman

GoMoG, Ottawa MOG

P.P. Box 385

Woodlawn, Ontario K0A 3M0

613-832-3620

toad@storm.ca

ROAMING SCRIBE:

Dr Francis (Art)

Sharpenwessel

Teching Temple

Teching, Tibet (for now)

Phone: none

Duties: depends

Fax: not a hope!