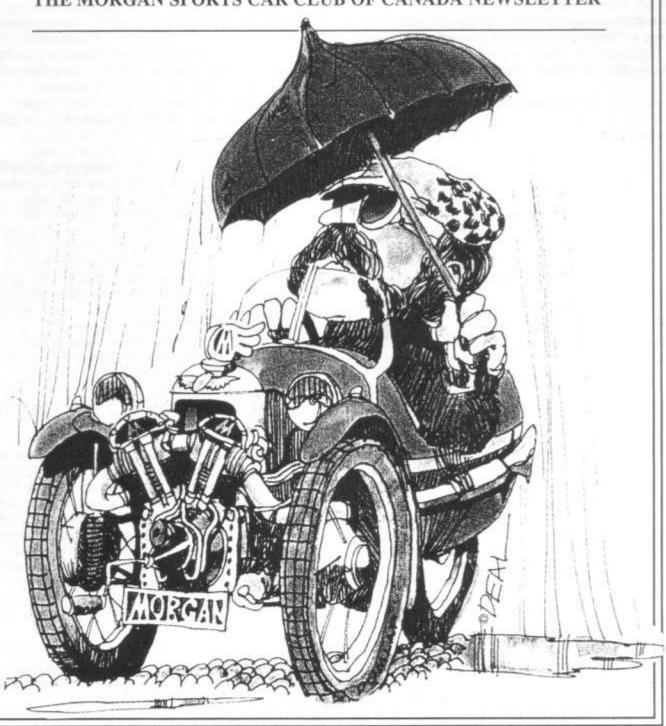


3/2000

THE BLURB

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Audrey Beer is quickly getting back to her old self after a recent heart attack series and visit to the CCU. Problems with coronaries and carotids, but after an angioplasty - stent & meds is recovering and has her sense of humour intact. No flowers! Cards, and emails (cmcmog@idirect.ca) please!

Welcome to new members Gary & Lynne Dunkley, Victoria BC, Peter Kreddig, Edmonton Ab, Rick McGrath & Catherine Johnston, Toronto On, Win Muehling & Christine Limmer, Burnaby BC, and John Pharr, Saskatoon Sk. Welcome back to Alan Marsh, Washington DC, and Claude Jacques, Ottawa, On.

Sylvia has again done an exemplary job on the the 2-2000 Blurb, a great issue. Thanks, Sylvia. Thanks also to Marlies Sands who I forgot to recognize as I pulled together the commentary for the last issue. Marlies (actually a friend of the Sands in England) was the source of the Daily Telegraph cover photo and articles from the Tele and Evening Standard. The Jim Kenzie article was reprinted from the Toronto Star with the permission of the author. That front quarter photo of the new Aero 8 sure got a workout! Before I forget, the article "Radiator Technology" in this issue of the Blurb is reprinted courtesy of Old Autos and Bob Bowden, the author. Hopefully it will remove a bit more of the mystery as to why Morgan's overheat! New member (purchased the 4/4 from Fred & Lynne) Geoff Wheatley has offered several more of the articles he has written for various publications (last Blurb we published "Scrapping in Europe threatens us, too"). They will be proffered as space permits. The usual Saturday morning reading of the papers turned up the "Day Drive in Durham" article (complete with map) by Brian Dexter. Perhaps some of those members in the "east end" of Toronto would like to use this as the basis for a run (Terry Brown??). Further in this issue you will find a travelogue from our intrepid "Interclub Events Coordinator" Ed Burman. As expected the welcome "down under" was a warm one.

Other mail that crossed my desk recently included the issue of "Auto Passion" a publication from Quebec. I couldn't resist lifting the article by Pierre Marchand "Une passion éclectique". It's a welcome article that doesn't list a Morgan as being "eclectic"! Also in my mailbox recently was a copy of Ken Hill's 1997 book "Morgan", one of the "Best of British in Old

Photographs" series. If you are interested in a copy of this book it can be obtained from Sutton Publishing by fax at 01453 732458 or email to sales@Sutton-publishing.co.uk All orders identified as from an MSCCC member are entitled to a 40% discount from the £9.99 price. You will be seeing some of the 250 photographs in the book gracing the pages of future Blurbs.

Over the winter OLBDII's, the Presidential +4, 4 seater was apart for what has become routine improvements. This year was the year to remove the old Burman steering box, replacing it with a new Gemmer box. The Gemmer and drop-arm were picked up from Melvyn Rutter back in November (however, if you are contemplating this conversion, check with Morgan Spares, Cantab, ISIS, Old World Restorations, or CMC Enterprises before going to a UK source, the price should be comparable with fewer import hassles). Malcolm Taylor, our resident Triumph guru sourced the collapsible top shaft from a TR7 for me while our other Triumph rebuilder, Chris Taylor, worked his CAD wizardry and had the shop where he works do the necessary extension of said shaft to mate up with the Gemmer through an MGB steering universal. With the help of photos supplied by MCCDC member (and my rally navigator during several MOG East events) Dave Burkette, more hints were provided as to the relatively minor additional work (fabrication of a clamp for the top of the Gemmer short-shaft and minor relocation of the original firewall bracket) the Gemmer was installed. What a difference! First day out was last weekend and the improvement is truly amazing. If you are still wrestling with an old Burman box, do yourself a favour before you give yourself a hernia or worse, miss that line through a corner.

The other chore for the winter was to finally replace the old mahogany board that passed as a "dash". I still had some of the birch 3 mm (1/8 inch) aviation plywood used to refinish the interior panels and used this, laminated to two 3/8 inch pieces of Finnish plywood to create a 5/8 inch 17 ply "board". After cutting and sanding the results aren't bad – finally I have a lockable glove box, cell-phone outlet, relocated heater switch (no more broken kneecaps!) but did go a bit overboard with a Smith's quartz clock sourced from Alfa Instruments to match the other gauges. The new look definitely finishes off the old girl.....

Pig Out at the Sands. Marlies and Alan have confirmed the August 19 date (Saturday) for our annual summer BBQ. Please mark your calendar. More info and a reminder of directions to the Sands will be in the next issue. In the meantime, RSVP's to Marlies and Alan would be appreciated 905-936-4341.

Fall Weekend. Peter McCowan ensured we got onto this early this year. We've secured the Mountain Springs Lodge in Collingwood (Blue Mountain) again this year for the weekend of Sept 8 - 10. That is the weekend before British Car Day (s) at Bronte. Again this year we are planning the weekend to coincide with the MG Car Club of Toronto "Wayne McRae" weekend to continue the friendly rivalry. Reservations need to be made before August 1 if you are planning to attend. Contact MSL at 800-704-8633 (705-444-7776) and mention the "Morgan Weekend" to get the special rates. Studio is C\$84/night, one bedroom suite is \$94/night, studio loft \$104/night and one bedroom loft \$124/night. Rooms are subject to 7% GST and 5% PST.

We need an organizer for the MSCCC part of the Fall Weekend. Vern Dale-Johnson is travelling with the MOA group starting Sept 3 and will not be attending. Please let Vern DJ know if you can be the "host" for the MSCCC portion, working with Martin Brassard and Dino Zapi of the MGCCT group.

Watch your mailbox for the long-promised and anxiously awaited "special issue" of the Blurb featuring the rather erotic work of Valentin Tanase, and more.... Yes, I've finally found some time and now have the raw material ready for the paste-up. With a bit of luck it should be the next issue of the Blurb you receive. It will come with a disclaimer – does not represent the views of the club or

the executive, etc., etc... only for enjoyment of those who like to fantasize over more than new Aero 8's.

Members have asked for a listing of members names and phone numbers. Enclosed is the list of those proffered to us at renewal time.

Coming events:

Y2K TREK UPDATE (May 19-22, 2000):

This last missive from Mary Shier most likely won't reach you before we start the "trek". Included here to remind you what you missed! "Hi folks — well we have done the total dry run with John & Sharon Roden. What a trip! The weather improved as the day wore on so that by the time we moved onto the Bruce Peninsula the sun was shining brightly and the scenery was spectacular. Our mileage is looking like this: Queenston to Orangeville — 224 km and Orangeville to Tobermory is 305 km for an approximate total of 529 km. To hike the escarpment on the Bruce Trail is 465 km so when you consider we're doing the best paved roads with the exception of 5 km of gravel in 2 places, the difference is relatively close.

Now for the bad news. 1) We'd like to gather at Queenston Heights at 8am on Saturday for 2 photo shoots in 2 different locations in the park. We'll meet at the stone cairn in the park. We'll have people watching out for you. 2) The LCBO closes at 5pm on Sunday in Tobermory — it's right beside our hotel, which is very nice and right at the harbour. At this point we can't guarantee our arrival at "The Tub" by 5 (hopefully between 5 - 6pm) so you might want to ponder these things in your spare time. Talk to you later. Pray for good weather".

Mary & Ray Shier 905-877-1427 shier@bserv.com

British Car show on Sat. May 20th in Lewes, Delaware

I wonder if anyone in the DC, MD, PA, DEL, NJ area is planning on attending the **British Car show on Sat. May 20th in Lewes, Delaware. Morgan is this year's featured marque.** I expect to be there in the +4 and if there will be some other folks attending, perhaps we can all get together for some informal Morgan outing either Friday night or Saturday night. We'll be making this a weekend outing. There's a ferry from Cape May, NJ to Lewes for those coming down from northern locations. So, get back to me if you think we can do something social together centered on the Moggies and the show. Stu Ross: 63 +4 (3/4 and MOPS clubs)

4th British Car Drivers Week, May 20 - 28, 2000:

A last reminder. Both opposing weekends are included this year for more driving time for those of you who are more likely to get your cars out and drive them during the weekends. You will also notice the word "Drivers" has been added to

the title. This marks the fourth annual British Car "Drivers"

Week a worldwide event for all British marques with the intent that it will continue to grow in popularity as the years go by. This "awareness" week is intended for all British car owners to get their cars out on the roads in their locality, to have some fun with them, and promote them for all to see and appreciate.

By getting our cars out on the roads at the same time during this week, we can create an awareness in our own part of the world that these unique, charming, fun cars are still around and doing well, thus hoping to create some new or renewed interests in them to help keep our hobby and related clubs and businesses going strong.

Coast to Coast 2000:

Malcolm & Brenda Taylor (with Buster) seem to be modern nomads in their 59 TR3A towing a camping trailer. We've been discussing the MOA III events, and a bit further on is discussion on the Around the World in 80 Days event but haven't heard much yet about our own Canadian long-distance drive "Coast to Coast 2000" organized by Frank & Diana Unrau of St. Albert Alberta. The Taylor's will be crossing Canada twice -Toronto to Vancouver to start the run, then home again from St. John's to Toronto. We wish them well and trust there are MSCCC members across the country who will cheer them on and lend a hand if needed.

Vintage cars on tour

COLLECTOR CARAVAN

Will cross Canada in month-long trek this summer

BY DAVE HALLIDAY

Size does matter when you're trying to organize one of the largest and longest automotive events this summer.

Frank Unrau of St. Albert, Alta., and his wife, Diana, have spent 2½ years planning and organizing Coast to Coast 2000, a cross-Canada trip by nearly 200 collector vehicles.

At any one time, the tour will include more than 130 vehicles and more than 300 participants, who have taken to calling themselves "Coasters."

The number of vehicles will vary because some of the cars will only travel part of the distance. And as some leave the caravan, others will surely join.

The idea for the tour followed a successful but much smaller tour that went coast to coast in 1992. That event had 86 vehicles registered, but 40 cars and about 60 people were involved most of the time.

This year's event was restricted to 200 vehicles. This difference in numbers completely changes the complexion of the task facing organizers.

"All of a sudden we had a whole set of problems that we never thought about when we took on the job of tour coordinators," said Mr. Unrau, explaining that situations that weren't a problem with the smaller number of people in 1992 become harder to handle with large numbers.

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For example, only 10 to 15 vehicles were pulling trailers in 1992 and needed camping facilities, he said. That meant they could find their own camping spots with little difficulty.

This time, there will be 75 to 100 vehicles pulling trailers, with all of the occupants needing camping space. That's more than some campgrounds can accommodate, even if they have no other campers.

In at least one location, tour organizers had to pick places other than campgrounds.

In Rosetown, Sask., for example, the tour will spend the night outside the arena, where showers and washrooms will be available.

Mr. Unrau and other members of the tour committee — Ron and Joyce Mattison and Clem and Doreen Lamoreux — have arranged camping at each stop.

He said he and Diana will check with the campgrounds before the tour leaves, but "as far as we know, we've arranged for every single night."

A variety of situations will arise during the tour that Mr. Unrau hopes participants will face with patience and good humour.

They range from spending hours waiting to dip the tires of the car into the ocean at the beginning and end of the journey to waiting in line for up to three hours to buy meal tickets.

Mr. Unrau said a goal is for the participants to experience small-town Canada. They'll see the diversity of geography and cultures in the country.

The Unraus expect to be on the road for nearly three months—including time in the tour and returning from the East Coast.

The cross-Canada tour leaves Victoria on July 9, and ends with a banquet in St. John's, Nfld., on Aug. 19.

The oldest car in the tour — a 1922 Franklin — is scheduled to go the distance across Canada, said Mr. Unrau, who will be driving a 1965 Pontiac convertible. A 1926 International truck will join the group in Regina and continue on from there.

Other vehicles include an ambulance, a Divco milk delivery truck, a telephone repair truck, an army Jeep and a Brill bus.

The newest vehicle is a 1975, but the bulk of the cars are from the 1950s and early 1960s, Mr. Unrau said.

By the time the cars reach the Newfoundland capital, the tour will have covered nearly 9,660 kilometres in 41 days.

Southam News

MCC DC MOG 30, June 30 - July 3:

MOG 30 organized by the Washington DC club will be at the Shawnee Inn on the Delaware River near East Stroudsburg on the Pennsylvania – New Jersey border (Northeast of Allentown, Southeast of Scranton). Events start Friday June 30 in the afternoon with a concours & rally on Saturday July 1, autocross & gymkhana on Sunday July 2. For those staying over for Monday there will be a driving tour of the area or a canoe trip on the river. The Shawnee Inn was built in 1916 so offers not only fine accommodation but plenty of nostalgic charm. 65 rooms have been reserved under the MCC DC. Call early at 800-SHAWNEE. Rate is \$110 + 16% tax per night. Room have also been

reserved at the nearby Ramada Inn (East Stroudsburg) 800-2RAMADA also under the MCC DC name. Rate is \$100 + tax and service. Rooms will be held until May 30, 2000

As has been the custom for past MOG's, the MCC DC has kindly offered a concession to Canadians attending – a reduced registration fee. As this year's MOG is several hours closer to Toronto, Ottawa, and Montreal it would be great to see a significant Canadian "Rumble of Morgans" attend this year. For more info call Ed Geiger at 703-620-0659 or email Ed at efgea@aol.com

Additional central Canada events to note:

MG Car Club and Victor Lions Club host "Sports car & Vintage Auto Festival XXIX" in Victor, New York on Sunday June 4. For info call 716-234-0482.

Victoria British Car Club of Lindsay Ontario have announced their "7th Annual Open Classic British Car Show" will take place Sunday July 23. Call Jim Nesbitt at 705-324-7574 (day) or Alan Dyson at 705-328-1658 (evening) for more detail.

Also, don't forget the MGCCT Invitational on July 15 on the grounds of Glendon College, 2275 Bayview Ave in Toronto. You need to pre-register for this event as space is limited to 500 cars. Looking for classic import cars 20 years or older. Proceeds to Heart & Stroke foundation. Call 416-410-5464 for details or check the new MGCCT website at http://www.geocities.com/MotorCity/Shop/6055/index3.htm or mailto:mgtoronto@hotmail.com

Kingston Boot 'n Bonnet Club's

11th Annual British Car Day is
being held in Kingston City Park Sunday
August 20. More info contact Brian &
Linda Thomas 613-533-2228
thomasl@post.queensu.ca or Wes &
Glenda Meyer 613-386-3797
olden@kos.net

Don't forget the Georgetown "Classics Against Cancer" on Father's Day, June 18. There were 3 British Classes at the event last year (but no Morgans took home trophies), should be at least 2 this year. MSCCC member Neil Young has more information – 519-853-0009 or call the organizers at 905-877-2203. Remember to get there early (before 8:30 am).

The Adventures of Raymond the Cat



"Keith Cox Memorial MOA III - New Orleans to Nova Scotia":

MOA III. I'm rather disappointed in our MSCCC group as no-one has called to take the open seat in OLBDII's for the MOA trip! Result, I've now pressed my brother, Rod, to at least join me for the first leg (Toronto to New Orleans and back to Montreal). There is a seat open from Montreal through New Brunswick and Nova Scotia, ferry across to Maine and the last leg down to Hershey Penn. You will need to plan to join up with me in Montreal on Sept 20. We leave Nova Scotia for Bar Harbour Maine on Sept 29 (Sept 20 to Sept 29 is one possible leg if you're interested) and run from Bar Harbour down to Hershey to finish on Oct 8 (another

possible leg, Sept 29 through Oct 8). Let Vern DJ know if you are interest in taking part in all or some of the second half of the trip -- accommodation is shared with me in a non-smoking room.

For the info of the "Eastern" MSCCC group, there are two Mogs from the BC section of MOG NW (also MSCCC members) attending - Ron & Yvonne Theroux and Ken & Pat Miles. Other MOG NW members from BC, Marv Coulthard & Elaine Fisher will make a 3rd car from the wet coast.

Beer lover member Oliver Dawson writes.....

Greetings Vern! Just a quick update on what is going on. Seems I can't keep at least one foot in the beer business. To clarify, please have a look at my new Beer Lovers' Tour Company website:

http://www.beerloverstour.com/ when you get a second. If there is anyone on your VIP list who might be interested, please take a minute to forward the link. Now in case you were wondering, there is indeed a Morgan twist to this story. As you know, I have always understood there to be a strong yet unspoken connection between the art of Morgan building, driving, repairing etc and a well crafted pint of Lager or Ale. So you should know, that on my upcoming Beer Lovers' Tour of Britain and Ireland, I had originally hoped to include a tour of the Morgan Works in Malvern as a bona fide highlight. Sadly, Heather Morgan herself very gently informed me via fax that tours for 2000 were not possible due to a supply-

demand imbalance — too many bookings and not enough space. So, my dream was not to be. However, you should know that I do hope to organize a "Morgan Spotting" game during the motor coach rides between the sights. The prize is as of yet not determined, but in honour of our valiant attempt to make the Malvern pilgrimage, perhaps the Morgan Sports car Club of Canada wouldn't mind offering something up!? I leave this to you and the members at the next meeting of the executive. Oh, and yes, I too will be competing and fully intend to win! (so you might as well save time and just send me the prize as soon as you've decided what it is going to be!) Cheers, Oliver

PS The wheels are already turning for a Morgan Lovers' Tour of the UK for 2001. More on this soon.

A request was received for information on what may be our "lost" Snob Mog"..... Anyone with information on this DHC (see below), previously owned by Doug Price, please correspond directly with Soren or pass a message on through Vern DJ.

I have just bought a 1960 drophead coupe ch.no. 4623, which belonged to Mr. Douglas Price. Do you have any information about the car or how I can contact previous owners. Best Regards Soren Sorensen, Denmark morgandenmark@post.tele.dk

And finally a couple of questions from MSCCC member Terry Brown. Please drop him a line or email a response to me to be printed in the next Blurb.

The Editor, The Blurb...

I have two questions to ask the Morgan experts:

 What is the correct spelling of "Moggie" or is it "Moggy"? – (Morgan guru Jenny Beer checked the Oxford Dictionary and "Moggy" is the choice). The air filter on the twin choke Weber Carb on my car - with 1600cc Ford Kent engine, is a Mickey Mouse affair messy to use and probably inefficient. Also there's always the worry of dropping its bolts and washers into the
carb. Does anyone know of a filter housing that will accommodate a replaceable paper air cleaner - Dare I say, a
Modern set up. I believe one was available when the car was new, but the Morgan Company have no records or
plans. Any ideas would be appreciated. Thanks, Terry Brown, RR2, 540 Lyndebrook Rd, Whitby, ON L1N 5R5

Terry also suggests there should be a discount for those members who pay for more than one year at a time. President Vern DJ's reply: "Terry, tell you what – if more than half our membership write in and request a discount the executive will consider this (the 50% +1 rule that we Canadians all know represents democracy in action). I know Alan Sands will support you on this suggestion but... will be actually write in the request".

Central Canada Morgan Events:

May 19-22	Y2K run from Queenston to Tobermory, Ray & Mary Shier (905-877-1427, shier@bserv.com)
June 18	Classics Against Cancer, Georgetown, info 905-877-2203 chairman@classicsagainstcancer.on.ca
July 15	MG Invitational, Glendon College, Toronto info 416-410-5464 or www.MGtoronto.com
June 30-July3	MOG 30, Shawnee Inn Penn, Ed Geiger 703-620-0659, efgea@aol.com
July 26-30	15th Annual Canadian Classic, Bowmanville, Toronto Triumph Club, Grant & Wendy Buss at 905-576-
	0817 buss3@sympatico.ca or Gary & Wendy Allan at 905-434-2521 gwallan@sympatico.ca
Aug 19	MSCCC Pig Out, Alan & Marlies Sands 905-936-4341 sands@csolve.net
Sept 8-10	MSCCC Fall Weekend, Mountain Springs Lodge, Collingwood (organizers needed, please!)
Sept 16-17	British Car Day, Toronto Triumph Club, TTC infoline 416-410-4TTC or www.interlog.com/~triumph/home.htm

West Coast Events for MSCCC and MOG NW:

May 20	Vancouver ABFM, Van Dusen Gardens, Mike Powley 604-261-0901 mpowley@bcit.bc.ca
June 18	Father's Day Picnic, Beacon Hill Park Victoria, 250-652-2159
July 22	Bellevue ABFM, Morgan is featured marque. Gil Stegen 425-883-6722
Sept 2-4	ABFM Portland - 25th Anniversary of MOG Northwest, Bob Hauge 360-636-6015
Sept 16	All British Vancouver to Whistler run, Ted Carew-Gibson 604-421-3939

Eastern Canada Events for MSCCC and GoMoG:

May 27 Old	Port of Montreal Car Show. Ed Burman 613-839-3140
May 28	Oxford Mills Car Show Anglican Church in Oxford. Ed Burman 613-839-3140
June 25	The Richmond Car Show. Ed Burman 613-839-3140
July 1	Canada Day Car Show, Amprior. Ed Burman 613-839-3140
July 15	The Trembling Tremblant Run, Mt Tremblant. Ed Burman 613-839-3140
Aug 12	The Hurst Marina Boat and Car Show. Ed Burman 613-839-3140
Aug 27	Moggies on the Grass. At Phantom Farms Ed Burman 613-839-3140
	or David Rees-Potter 613-256-4280 phanfarm@aol.com
Sept	Quyon/Healey Corn roast naturally held in Quyon (date TBA). Ed Burman 613-839-3140
Oct 21	La Runne de la Grosse Citrouille. Ed Burman 613-839-3140

Other Events of interest:

IVIAY 20-20	4th Billian Car Differs Week (get out and exercise the beast)
June 3	7th Annual London British Sportscar Club Classic Car Show, Gord Mair 519-680-7979 or
00110	
	sheilagh@home.com
July 2	Empire Day at 50 point Conservation Area, British Sportscar Club, Keith at 905-578-1788
	bimgb725@aol.com or Donat 519-759-3607 donpenpettitt@home.com
June 24	1st Annual British Car Summer Picnic, Waterloo West Park, Kitchener. Sponsored by Sterling Motors.
	proceeds to KW Food Bank & St. Johns Ambulance. Call 519-742-6861 to pre-register
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July 8-9	Canadian Carriage Classic, Tralee Vet Centre. Contact George Temple at 905-857-9583.
July 23	7th Annual Open Classic British Car Show, Lindsay Ontario (Victoria-British Car Club), Jim Nesbitt (day
	at 705-324-7574) Alan Dyson (evenings at 705-328-1658).
Aug 17-21	MOG 2000, Canterbury (U of Kent Campus plus trip to Le Touquet France) info tel: 01306 887046, fax:
	01306 884562 or check the website http://www.itmc.net/mog2000
August 20	Boot 'n Bonnet Club's 11th Annual British Car Day Kingston Ontario Brian & Linda Thomas 613-533-
10.10.00	2228 thomasl@post.queensu.ca or Wes & Glenda Meyer 613-386-3797 olden@kos.net
Sept 10	18th Annual Battle of the Brits, Sterling Heights Mich, Sue Snyder 810-979-4875 snydley@home.com
Sept 9-Oct 8	Keith Cox Memorial Morgans Over America - New Orleans to Nova Scotia (see above)
Sept ? - Oct ?	Morgans Over America III 2000, The Eastern Experience (see above)
Sept 16-17	17th Annual OhMOG, Newberry Ohio, Ken Long 419-877-0515 slong93404@aol.com

Morgan Memorabilia:

Still lots of MSCCC pins and crests available. Pins are the highest quality 4 color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue – at C\$10 each. We can also embroider your clothing with the MSCCC crest – send items to Vern DJ. Cost is C\$10 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once!

Check with our book suppliers and Morgan agents for "A Morgan Called Red, Brooklands to Laguna Seca" the story of a 1930 Morgan Super Aero 3-wheeler from the day it left the factory, through its fabulous racing career, relocation to America, restoration, and the facts about its present racing career. There are lots of historic photos in the book.

Notes from the East:

Ed Burman (elburman@cyberus.ca)

During a recent Antipodean vacation, your Interclub Events Co-Ordinator, and his wife Margaret were able to contact members of both the Australian and New Zealand Morgan Owners clubs. In Sydney they met (at a lovely pub in The Rocks area.....the Lord Nelson) with Stan Jodeiken, who was featured in the January 2000 issue of The Blurb. He and his wife Jenny had just returned from a trip to South Africa where they were able to meet with Terry Allan of the SA Mog Owners Group, who lives in Braamfontein, just north of Johannesburg, and whom Margaret and I had met at his home three years ago. Stan gave me one of the remaining (numbered) Australian Morgan Owners Group 40th Anniversary badges, (1958-1998) which now adorns Megan's badge bar. An interesting side trip we made while in the Adelaide area was to Birdwood, which is named after a British First World War general, where the Australian National Motor Museum is located. They have an excellent collection including a vast number of motorcycles ranging in age from 1905 to the present. It is the best collection I have ever seen of M/Cs and that includes Beaulieu, the British Motor Museum near Southampton owned by Lord Montague. My favourite vehicles were a Type 37 Bugatti, (drool!) a single seater MG Magnette, a 1956 Bentley pick up truck, and a yellow and green Rolls with the usual "Ecstasy" bonnet ornament replaced with a kangaroo. There is also an old Holden carved out of one solid piece of rock (full size !).

While in New Zealand we were able to contact Martyn and Jenny Elwood-Wade who kindly invited us both for dinner at their hilltop home at Papakura (about 45 minutes out of Auckland). There we met Ann and Neville Hay (blue '96 +8) and Evan Snyder (red '63 4/4). Martyn and Jenny also own a +8, which I think is a 1986 model. Vintage car racing is alive and well in both Australia and New Zealand, and there are many participants from both Morgan clubs according to their newsletters (the Morgan Ear, and Borrowed Times respectively). We particularly noticed the number of vintage (some would say elderly) cars being driven on an almost daily basis by people in New Zealand and spotted a Triumph Dolomite, an Austin Atlantic, an Armstrong-Siddely Sapphire, a couple of Morris Minors, a pre-war Alvis, at least one Rover 3500, and lots of MG's (including T types), Triumphs and Jaguars. The prize however went to a Hispano-Suiza four door touring model which I saw in Australia and recognized from the Stork hood ornament (it was coming towards us at a good clip so was not easy to identify).

If there are any of you planning visits to the southern hemisphere, please let me know, and I will try to put you in touch with fellow Morganeers there. (Sorry I do not have an contacts in South America at the moment.... but am working on it!) Edward and Margaret Burman

Just a gentle reminder that GoMoG'S main feature (Moggies on the Grass) is going to be at David and

Caroline's again this year, even though David has no car! It will be on August 27th and will feature two (count 'em!) significant anniversaries, my birthday (70th) on

August 26th and David's on August 28th (I think he is 56 but don't quote me). Hope you can make it to this auspicious occasion. Best wishes. Edward.



Dinner with Jenny & Martyn Elwood Wade at their home at Papkura



New MOG NW Northern Pod representative Ted Carew-Gibson has been very quiet! We've had to rely on material from Ron Theroux and Mike Powley (thanks, gents) to fill this slot. I'm sure the latest excuse is "too busy getting ready for the Van Dusen". Sounds like a good excuse to me!

A Morgan owner, member of Mog Northwest, Jim Walters of Victoria B.C. is on the "Around the World in 80 Days" rally. He has left his Mog at home, going for the comforts of a 1938 Packard. With a total rebuild of the car he just got it running days before the event started! This is the only entry from Canada on the rally, check out http://atw.csp.net_for Regards Ron Theroux

The sidebar from the Toronto Star gives information on when the rally will hit Canada. Other teams brought to our attention:

Kevin Clemmins- tech ed for Automobile mag and vintage racer (met him a few years ago at Pittsburgh GP where he runs a TD -- also owns a Morgan) is running in the around-the-world in 80 days rally. Most incredible route I have ever heard of anyone attempting. Can't imagine it. He is not driving a Morgan..., opted for a Mercedes 220S (1959) for the durability. For real grins look at www.usmercedesteam.com. I lent him a couple of digital cameras and they are planning to update the web site as they travel. Should be fun to watch. fred sisson

Hi Guys. The rally goes on, after leaving France they headed out across Italy and the first gravel roads of the event, plus a few hills! This seemed to have caught a few people out with cooling systems being tested to the limit in some cases. One or two cars even had power problems crossing the higher sections, they are going to have to play around with the mixture screws if they want power at higher altitudes. I believe that the highest peak they cross is 10,000 ft and if they have problem in the Italian hills look out for more interesting news when they reach East Asia. Julia (a last minute passenger without passport or change of clothes) is still with the Rolls and has spent the last night on the back seat (due to breakdown problems that appear to come from a not quite fully prepared car! Minds out of the gutter boys!) The Facels (Healey engine) have been running well but were one of those teams with power problems on the hilly sections. One Team Healey car is still up with the leaders. The vintage event is being led by a Lagonda M45 in joint place with a Citroen 2CV. In the classic section only 14 cars now share first place. Yesterday's leaders, the Spurlings in the Morgan +4 are now 15th (another car with altitude sickness!) A nice ferry ride and they are now into Greece.

Regards, John J Black Waterloo Drivetrain Systems

THE TORONTO STAR Saturday, April 29, 2000.

Timed classics rally around world includes Ontario leg

BY BILL TAYLOR

You could say that Around The World In 80 Days has already been

But not the way the crews of more than 40 classic cars hope to do it in a rally that kicks off Monday from London's Tower Bridge, with Sir Stirling Moss waving the starter's flag.

They're taking part in what's billed not only as "the longest rally ever organized" (32,000 km) but also "the firstever timed drive around the world."

It's coming to Canada, too, with a rest stop July 4 at Niagara Falls.

Oldest of the 101 cars entered is a 1912 Type 48 Locomobile (there are also a 1913 and '14 Rolls Royce Silver Ghosts and a 1914 Model T Ford), the newest a 1972 T-Series Bentley

Not all of them are going all the way. About 20 entrants plan to drop out in Istanbul at the end of the first leg. Another 40 will go as far as Beijing, the halfway mark.

For the others, it's the full monty (as opposed to the full Monte): From London, over the Alps to Italy, on to Greece, then Turkey, Samarkand and across the Taklimaken Desert.

Engines must be modified to run on gasoline with an octane rating as low as 70, the best that will be available in parts of China.

From Beijing, the cars will be airlifted to Anchorage, Alaska, driving from there across Canada and the United States, crossing the border July 3 at Sarnia and heading for Niagara Falls by way of Welland. July 5, they'll cross back into the U.S. at Queenston en route to New York.

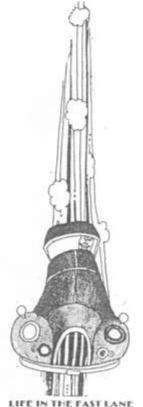
From there, there's another airlift to Marrakesh and the rally is the set to end in London July 18.

Freddie and Janet Giles will be driving a replica of the 1968 Hillman Hunter that Andrew Cowan drove to victory in the '68 London-Sydney rally,

Other entrants include Pablo Picasso's son Claude, partnered by Sylvie Vautier in a 1964 Mercedes 230SL; and 75-year-old American Ray Carr, a Beijing-Paris rally veteran, driving a 1939 Ford convertible, with Briton David Dabbs riding shotgun.

Canadian entries include Lennox McNeely and James Walters in a 1938 Packard touring sedan; and Myfanwy Jones partnering her husband David (he's a Brit, the organizers say) in a 1961 Jaguar XK150

For more information and to follow the rally's progress, go to Web site www.carnet.co.uk/rallyoffice



Notes from the Web:

Original Morgan Factory to be demolished!

The following is from Gerhard Keisling's three wheeler site:

ORIGINAL MORGAN FACTORY TO BE DEMOLISHED! The original Morgan factory built by H.F.S. Morgan in 1905 is due to be demolished if a Malvern garage gains approval to redevelop the site. Brooklyn Ford Ltd. of Worcester Road have submitted plans to Malvern council planning department to replace the historic building with a car wash.

Morgan & Co. Garage and Motor Works were opened in May 1905 to attend to the needs of the ever-increasing number of motorists visiting the town. Harry Morgan also operated Malvern's first bus service from the site. Following the success of the prototype Morgan three-wheeler at the Olympia show of 1910, the garage business was scaled down and the building adapted to produce the "Morgan Runabout".

Soon after the Great War the company transferred most of the production facilities to its new site in Pickersleigh Road, however, the machine shop remained at the Worcester Road factory until the 1930s. The site was acquired by Bowman & Acock Ltd. in 1936 who were the Morgan agents for the district for many years. In recent years the buildings elegant façade has been disfigured by unsympathetic modernisation, but the structure survives and as such is a valuable part of Malvern's motoring heritage.

A formal objection has been lodged with the Malvern Hills District Council planning department. However, to successfully defeat these plans it is necessary to gain the maximum amount of publicity and backing possible. If you wish to avoid the destruction of this significant piece of Morgan history, please write expressing your views to the local planning officer at the following address: Mr Duncan Rudge, Planning Services, Malvern Hills District Council, Brunel Building, Portland Road, Malvern, Worcs. WR14 2TB, ENGLAND. THANK YOU.

If you need any further details of the original Morgan garage and factory and how to prevent its destruction please E-mail Martyn Webb [mwebb@merrie-england.co.uk]

A reply: The building's demolished value would be worth more that standing; imagine every brick mounted on a wooden plinth with a brass plaque...who out there in Morganland wouldn't pay \$30 bucks without blinking an eyewould make a nice companion to the MG Works brick.

And another.... My sentiments, too. Isn't it the cars that count? The Bentley works at Cricklewood are gone. The MG factory in Abbington is history (One US company sells bricks from the MG works as momentos). What is so sacred about this building that it needs to be preserved. It isn't exactly a Christopher Wren church, is it!

On the subject of "jacking a Morgan", Greg Solow wrote:

In my 30 years of working on Morgans I have always jacked the cars up under the lower front cross tube at the front and at the rectangular cross member at the very rear of the car. These points are absolutely strong enough to pick up the car without any damage to any component. I would NEVER lift the car by using a jack under the engine oil pan. To do so is lifting the weight of the car suspended by the engine mounts in TENSION. The mounts are designed to be loaded in compression and no way are they designed to support more than maybe 75 to 100 lbs. in tension. The most damage to a Morgan chassis occurs when the car is lifted using a "floor" or "trolley" jack from one side of the car. When this is done the pad of the jack has a tendency to bend the inner lower flange of the chassis upwards. This is not difficult to repair, although it is necessary to remove the floors to do it if the damage is under the wood floors.

Over the years that I have owned my Morgan, since 1965, the only problem I ever had using the original jack that goes through the hole in the front seat cross member was when I stupidly tried the jack up the car when it was not on level ground without setting the hand brake or blocking the tires on the opposite side of the car. The car rolled down hill and bent the "pin" of the jack. There was no other damage fortunately. In every other instance of using the original screw jack it worked fast, well and safely.

The differential is a perfectly safe place to jack the car from; the tubes are welded into the center casting at four rosette welds per side and are in no danger of damage from jacking. Hard racing can cause the welds to fail. The diff can be a little difficult to reach because it is so far under the car and depending on the tires and your jack there may not be clearance.

When using a floor jack under the rear cross member or when jacking from the side of the car, be sure to "hook" at least two of the ears of the jack pad inside the inner edge of the chassis so that the car cannot slip off of the jack. THIS LAST IS VERY IMPORTANT! I have seen cars slip off of jacks when this was not done. The damage can be extensive and expensive! (If you don't believe Greg, just ask Ray Shier!)

According to The Times of London:

Sex appeal (authors names have been removed to avoid reprisals!) The Morgan sports car remains the ultimate fantasy for men obsessed with the inadequacy of their gear-sticks, with its poor relation, the MG, trailing somewhere behind. Claims that women equate sports cars with sex presumably refer to the gynaecological exposure involved in getting out of one. Anybody recognize himself?????

First webhead: "Hi, XXXX. If you substituted Harley Davidson for Morgan, I would heartily agree with the "substitute for the inadequate" description of the article. If anything, it has been my observation that men with Morgans have the most tolerant and best-looking wives and girlfriends of any group, so Morgans and Morgan drivers must attract the best of the fair sex, (starting with your own bride, to be sure!).

One of these days I'm hoping that my Plus 8 will attract the proper attention. (Perhaps that's beyond the power of ANY car in my case!) Meanwhile I will continue to enjoy the challenge of driving my car briskly or just cruising leisurely through the countryside. I am looking forward to seeing both you and your bride in Canterbury. It's my turn to buy the pints."

Second webhead: "Here we go again. A load of rubbish. I wanted a Morgan long before I knew what my gearshift was for. My wife only has a mild interest in the Morgan, so there goes the second part.

One of my friends described Harley Davidson's like a large fat girlfriend... Good to ride, but nothing you want to show off to your buddies...;) A Norton Commando featherbed on the other hand... UK cars and mc's rule! (hehe that was behaving like an adult!)"

And the first webhead's reply: "HEHEHEE. Now that one was self-serving - just to keep the peace! By the By — Leave Harley Davidson out of it - some of us ride 'em just for fun and to annoy our neighbors early in the morning! XXXX 77 HD XL Show Custom (2nd place winner 1999 so there!!!!!)

P.S. Do you think the author of the Times article was jealous?! Perhaps he doesn't like women. Both?

Subject: I 've seen the new Morgan with my own eyes!

Well gang, I've seen it with my own eyes, touched it, indeed sat in it! I am talking about the new Morgan Aero 8! I was in Essen, Germany this past weekend for the 'Techno Classica' show - hailed as "The greatest classic car show in the world" and believe me it is!

The Morgan was there in all its glory along with a 'rolling chassis' (and apparently Peter Morgan, although I didn't see him). It's amazing! I had read the comments on this list regarding the new Aero 8 when it debuted. But let me say this to all the 'nay sayers' - do not pass judgement until you have seen this car in the flesh. Modernized it may be, but it retains ALL that is the Morgan we love. I am talking about the innovation and courageousness of design, that makes a Morgan, a Morgan. This car is beautiful put together, the BMW V8 fits like a glove and looks so smooth. The new all aluminum chassis is bloody incredible. This car is a guaranteed classic right off the production line! I took several photos, some of which appear in a photomontage on my web site. Check it out!

http://www.buyclassiccars.com/technoclassica2000.html Looking forward to seeing some of you again this summer! Warm regards, Jeff Webster

Techno Classica in Essen

his two Collies. Herman Pol

You will have seen a lot of Morgan(s) at the Techno Classisca in Essen this past weekend, but not Peter Morgan! He just came home last week after a hip operation and is still recovering from the complication of a swollen leg. He wanted to go back to the Factory this week, but it is far from sure Heather will let him! Apart from his leg he's quite fit, though, so before too long he is bound to again occupy his familiar room with

MORGAN MOTOR CO LID MALVERN LINK WORCESTERSHIRE

Wisdom From the Young

- 1. Never trust a dog to watch your food. (Patrick, age 10)
- When your dad is mad and asks you, "Do I look stupid?" don't answer him. (Michael, age 14)
- 3. Never tell your mom her diet isn't working. (John, age 13)
- 4. Stay away from prunes. (Randy, age 9)
- 5. Never pee on an electric fence. (Robert, age 13)
- 6. Don't pull dad's finger when he tells you to. (Emily, age 10)
- 7. Don't squat with your spurs on. (Billy, age 9)
- 8. When your mom is mad at your dad, don't let her brush your hair. (Melissa, age 11)
- Never allow your 3-year-old brother in the some room as your school assignment. (Ann, age 14)
- 10. Don't sneeze in front of your mom when you're eating crackers. (Mitchell, age 12)
- 11. Puppies still have bad breath even after eating a Tic-Tac. (Andrew, age 9)
- 12. Never hold a Dust-Buster and a cat at the same time. (Ramona, age 9)
- 13. You can't hide a piece of broccoli in a glass of milk. (Joey, age 10)
- 14. Don't wear polka-dot underwear under white shorts. (Kelly, age 11)
- 15. If you want a kitten, start out by asking for a horse. (Jill, age 14)
- 16. Felt markers are not good to use as lipstick. (Lauren, age 9)
- 17. Don't pick on your sister when she's holding a baseball bat. (Tommy, age 10)
- When you get a bad grade in school, show it to your mom when she's on the phone.
 (Lee, age 13)
- 19. Never try to baptize a cat. (Eileen, age 8)
- I know God knows when you are bad, but it's your parents you have to worry about. (Sam, age 9)
- 21. Never spit into the wind. (Ricky, age 13)

Morgans versus the Bruce

After a dark and stormy night, Saturday dawned to rainy skies and we wondered, as we wandered to the starting cairn at Queenston Heights, what the weekend held in store. The portents were not propitious. The Plus 8 owned by Peter Toma was parked to one side, bonnets aloft. It transpired that the throttle cable, not to be confused with the garotte, (except, perhaps in this case) was stuck. A flat-bed back to the garage and a switch to other wheels provided a temporary fix. Courageously we posed beside the cairn marking the southern tip of the Bruce, for a group shot in the rain (not the rain of grape shot of yesteryear, thank goodness) and then we were off. Tops were up, except for Prez Vern's for the first stage or so, and we posed for more photos in the small parking space from which the Brock Monument usually provides an impressive backdrop. Not so, this time, because Brock was hard to make out through the raindrops. We then proceeded down to the bank of the mighty Niagara river and after a brief pause, went on our way.

We stopped at Lock 3 on the Welland (no lakers passed through) then went into the refreshment area for hot drinks and a little warmth,. The next stop was the Morningstar Mill just a short walk to see the waterfalls that led us to it. It was closed. The place would be a pretty spot to visit in the autumn when views would be clearer. Next, the coffee stop at Tim Horton's near Hamilton, gave us another chance to warm up, and Peter, after the flat-bed ride, rejoined the convoy. Chris and Gayle Taylor, a little concerned about the heat in one of the wheels of their Spitfire, decided to switch wheels too. Now we were two British cars short of complement, but thankfully, that proved to be the end of our misfortunes.

Onward and upward and sometimes downward, we followed the Bruce. The countryside was pretty and the weather did start to improve. We needed sunshine to do the scenery justice. We stopped for lunch at the Royal Coachman in Waterdown, and took turns sitting next to the radiator to warm up. Fred Kuzyk and Monty (Montana), the four-legged Morgan aficionado, who had accompanied us from the start, took their leave after lunch, while Martin Fisher with his +4 joined us to bolster the British stock. The balance of the group continued, drier, warmer and better fortified than before.

A brief pit stop at the Shier Limehouse estate afforded Vern the opportunity to top up his steering from the bottom, and for him and Alan Sands to debate the finer points of fixing Brooklands screens behind those of a more conventional variety. Alan recommends you fold the regular one.

Eventually we arrived at Hockley Highlands Inn and Conference Centre, and though not met by marching bands, we were met by the Michigan Band's Earl and Janice, who had arrived earlier to join the run. That brought the complement of Morgans to seven, plus the Roden's TR3. Peter and Dorothy Pfahl and Steve, Jenny and Trevor Beer joined us for dinner, as did Mary and Bernie Wilkinson, who have a Plus 8 in storage back home in



Morgans versus the Bruce (cont'd)

England. After dinner we watched Earl's tape of the Niagara leg of the 1990 Morgans Over America - nostalgia on wheels. Sunday lived up to its name and several tops were removed before departure. We made our way to Creemore - one of its products springs to mind - and took in the quiet ambiance of small town Ontario. We noted the tiniest jail in the province, not even big enough to accommodate a Morgan, and then headed for the heights overlooking Collingwood and Georgian Bay (stopping to take numerous photos).

We arrived at The Village Inn in Kimberley in time for lunch, during which the final hold-out removed the top. Now we were Morganeering! Mary pointed out to Alan a local landmark she claimed was named in his honour. Old Baldy, and surprisingly, without incident, we were on our way. The leisurely route to Tobermory was follwed, with detours in futile search of buffalo, to scenic Skinners Bluff, CoColpoys Bay and Lions Head before the final push to our destination, the Princess Hotel. We pause at the cairn marking the northern end of the Bruce for another group photo, this time in sunshine!

At dinner, awards were presented to Ray and Mary Shier and John and Sharon Roden, who planned, led, and swept a superb route. We speculated about whether a repeat visit in the fall, when the scenery takes on different hues, (and just maybe the weather would be kinder) would make sense. And then, after the one or two obligatory after-dinner drinks, to bed. Monday was the end of the event. We breakfasted en masse, said our goodbyes, and went our separate ways, for the moment. The Morgan Club is, to judge by the past weekend alone, alive and well, and Marlies was already reminding people that the Piper Hill pig-out for the year 2000 is set for August 19 (apologies to other BCC's, open to MSCCC Members only). Having attended more of those than I care to remember, my advice is unequivocal - BE THERE.

Post Y2K or 'THE TALE OF THE MISSING BUFFALO' by Ismella Bull:

For an added attraction to our journey, Fred Kuzyk suggested we take a hike up Walker's Line in search of buffalo . . . Hey, we're game, why not?! The road began as paved but quickly deteriorated to one lane of wet gravel. After rounding the first bend, we observed buffalo did not seem to be part of the setting; however, as the end of the lane came into view, we found many vehicles and people cluttering the roadway. They were amazed that we had chosen this road as part of our tour. My guess was they were on a buffalo shoot with movie equipment in tow. When we enquired about the presence of buffalo, we were informed they had been moved from that location four years ago and did we want to see them at their present location to which we replied, "NO."

All of us eventually got ourselves turned around for the descent down Walker's Line back to paved roads. It was not until we were doing dessert that evening, that the 'missing buffalo' were discovered. Marlies and Alan Sands were the first to notice the missing buffalo, or parts thereof, were being served on our plates under the name "Tartufo." Alan, though, with his enhanced command of the mother tongue, thought these were the best "Tasty Testees" he had ever sampled! Thus, our search came to an abrupt end, and everyone was somewhat relieved to know that even the smallest parts of the beast were a rare delicacy when served on a chilled plate surrounded by chocolate sugar and raspberry sauce. Bon appetit!



Empire Day

Picnic in the Park

Join the British Sportscar Club (Hamilton) for an informal gathering at 50 Point Conservation Area. Bring a picnic lunch or enjoy the fare at The Landing Restaurant.

NO FORMAL JUDGING OF CARS

Just a day of good friends, good food, good fun, and GREAT CARS!!

Sunday, July 2, 2000

11:00 am till whenever

50 Point Conservation Area Stoney Creek, ON 1479 Baseline Rd.

\$7.00/Car Park Admission

For more information contact Keith @ (905) 578-1788 or kimgb725@gol.com Or Don @ (519) 759-3607 or donpenpettitt@home.com

Brits in the Park

Sunday July 23



British Motor Festival

The Classic Motor Event of 2000!!

presents "Brits in the Park", the most authentic, Exclusively British Motoring Event Come to London on this carefree summer Sunday. The Victoria British Car Club on this side of the pond. Last year boasted 170 Classic British cars set in picturesque downtown Victoria Park, it is sure to steal your breath away.....and perhaps your heart!

As well, many interesting shops & restaurants will be open for your enjoyment.

"Rills in the Park" Classic Rrillsh Motor Show " People's Choice Awards Failgate Picnic Competition. " Puzze." Elympia Bub & Tood Ban Bills & Spanners Market Place " Queen Victoria (herself)

on Kent Street Lindsay. Field opens at 9am, \$10 entry fee. Peoples choice Sunday July 23: "Brits in the Park" Classic Motor Show, - in Victoria Park udging begins at 11am and closes at 2pm. Awards at 3pm.

or call our Club President (evenings) Al Dyson at 705-328-1658. (day time) Jim Nesbitt at 705-324-7574 For information, please call



st ANNUAL

BRITISH CAR SUMMER PICNIC Waterloo West Park

SATURDAY JUNE 24,2000

This will be a British car day with a Caribbean Bayour !!!

A Fun day for EVERYONE with door prizes

DASH PLAQUES for first 100 pre-registered carry

Registration by APRIL 24, 2000

Admission; \$5.00 (five) "before you arrive" \$8.00 (eight) "at the gate"

Proceeds to support The KW Food Bank & St Johns Ambulance

Pre-Register : Sterling Motors, 2-262 Mill St. Kitchener

Boot Sale- for those who want to

GATES OPEN AT 9:00am

REGISTRATION I" ANNUAL BRITISH CAR SUMMER PICNIC

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ENCLOSED \$5.00 PRE-REGISTRATION

17th ANNUAI

SH CAR

Sunday, September 17th, 2000

Presented by: The Toronto Triumph Club

Bronte Creek Provincial Park, Oakville, Ontario Mare than 1000 cars in 1999, come out and help us reach 1100! Exit the QEW at Burloak Drive and follow the signs. Gates open at 10:00 AM. Vating ends at 2:00 PM. Rain or Shine - These are British Cars!

Awards: Participants Choice Voting, Door Prizes

Enlarged Swap Meet and British Car Parts vendors area More than 50 vendors present in 1999

Bring a picnic lunch or buy your food there.

Please help the "British Sportscar Club" in their support of Operation Santa Claus by bringing along an unwrapped toy

For more information: Call or write. TTC Infoline at 416- 410-4TTC The TTC P.O. Box 39. http://www.interlog.com/~triumph/home.htm

Walker's, in nearby Burlington. More details on the TTC hatline just prior to the event In 2000 Bronte Creek Provincial Park is allowing camping on Saturday September 16th Also on the 16th a drive is being planned followed by a get-together/barbeque at the Don Mills, On. M3C 2R6

or the TTC webpage.

COLEMNITOS

A CANADIAN NEWSPAPER FOR THE ENTHUSIAST



Bothwell, Ontario, Monday, June 7, 1999

\$30.00 Per Year — \$2.50 per copy



Where horse power meets horse power...

by Lloyd Brown

CALEDON, ON — There is an interesting annual event to be seen at the Canadian Carriage-Driving Classic and Classic Car Show, at the Tralee Veterinary Clinic, near Caledon, Ontario.

It's a four day show. This year the meet was held July 8-11. The driving events are held in an outdoor show ring and all very formal. The day I was there the drivers of single horse-drawn carriages were competing for their individual honours. Immediately after this event, at the sound of a very large coaching horn, the double-team passenger coaches entered the ring to be judged. Very elegant, top hats and tails, just like the 'old days'.

After the judging the coaches

stayed on the spot, while the results were being tallied. Then, one person from each coach, opened the outside rear compartments, and champagne was served to the participants on and in each coach. Car clubs please

The car show part of the day had the cars lined up in separate divisions on a huge grassy area. It was not a large showing with about thirty-five cars participating for judging. Covering the show I was driving my'85 Jaguar Sovereign to the general parking lot, but a car show official stopped me and directed me to park with the show cars. I told him my car was too recent to be with the show cars, but that didn't seem to make much difference, so I parked in the line. I

had barely turned off the ignition, when another Jag pulled into the lineup beside me. What was unusual about it was that it was identical to mine in every respect, and the mileages (kilometres) were similar, too.

The majority of the cars on the field were sports cars, mainly Brits. One '72 Triumph Spitfire was painted in camouflage to resemble a WW II Spitfire fighter. It had I.D. lettering "SPT One", plus the roundel, and the drivers door included the pilot's name "George Temple". The other door had the name of the navigator. Unusual, to say the least.

Another rarer car was a '71 Triumph Stag, with a "T" bar roof. One car was displayed under its own canopy, a '35 Morgan F "Super", powered by a 4 cyl. Ford 100E 1172 cc. engine, owned by Martin and Donna Beer.

Late in the day, a Citroen Traction Avant arrived, which is another car seldom seen, and how about an 1898 Beeston owned by Mike Hoegl of Burlington. Altogether an interesting event on beautiful grounds somewhat on the style of the great horse breeding farms of Kentucky.



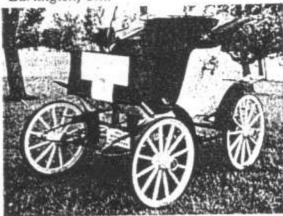
The matched pair. The writer's car is at the left.



One of the participating coaches.



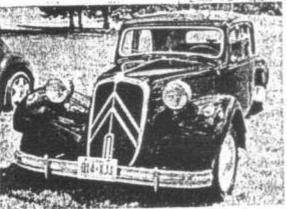
1898 Beeston owned by Mike Hoegl, Burlington, Ont.



1902 Buffalo Stanhope, failed to get owner's name.



'71 Triumph Stag, owner S. McCutcheon, Milton, Ont.



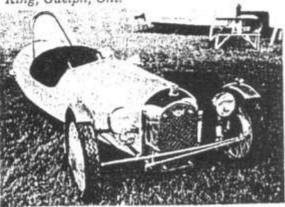
Citroen Traction Avant owned by Larry Lewis, Toronto, Ont.



"S P T One", '72 Triumph, owner Geo. Temple, Bolton, Ont.

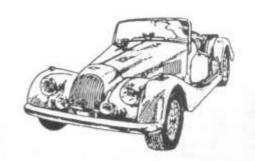


An elegant '62 E type, owned by Gordon King, Guelph, Ont.



"Motoring at its Best" '35 Morgan 'F' Super, owned by Martin and Donna Beer, Bolton, Ont. New price \$500.00 Cdn.

Crew for the USA. When they reach the US Waterloo will be acting as service crew so if you are in the area please come and have a chat, bring food and beer, and be warned, if you hang around to long you might get a job to do!



For Sale / Morgans Wanted:

Hendrik Rens has his 1971 Morgan 4/4 "for sale". This is one of those "too die" for cars. Consider:

- + one owner since new
- + has never been rebuilt but has been garaged, wings-off respray with all SS fasteners, usually runs with Brooklands screens.
- + black with red leather interior
- + 60 spoke wires with Pirelli P3 Cinturato's, Koni's front and rear
- + 2 engines. Original 1600 cc Kent with single downdraft Webber plus the installed 1600 cc Kent "formula ford" engine with all the tricks dry sump, ceramic coated pistons, Holbay large valve head, hardened seats, roller rockers, 2 40DCOE Webbers, Bosch electronics, Aeroquip lines on everything, Gary Wolf large diameter exhaust etc, etc (135 hp). Despite the engine car has never been raced
- + tons of spares.... 78,000 miles.... Located in Toronto area.

Asking C\$27,000. Hendrik Rens Home 905-842-6219, Office 416-752-8480 or email hrens@herzig.com.

Peter Toma has his 1989 Plus 8 " FOR SALE". British racing green, sports seats, leather interior, side curtains and top, all in tan color, third brake light, leather bonnet strap, lefthand drive, fog/driving lamps and more. The car has 24,000 original km and is in great shape. His price is firm at US\$48,000. Give Peter a call at 905-309-0890.

1970 4/4, 2 seater, 43,000 miles, BRG. Older restoration, engine rebuilt in the past 5000 miles. Very good condition, full wood dash and door panels, wire wheels, lots of Mog bits (mirrors, lights, badge bar). C\$28,000. Photos available. Call Brian Wallace (604) 534-7651, wallace@istar.ca

58 Morgan, previous owner replaced Ford 105E with Cortina 1600 GT c/w Weber downdraft, transmission and dif are original. Sound basic car with no frills. Stainless exhaust, Americanized electricals, no bumpers or side curtains. Body & frame sound, true mileage unknown, driven summers and stored in an indoor heated garage. Located in Elliot Lake Ontario (Northwest of Sudbury). Asking \$15,000, offers? Contact Paul Fuller 705-461-9080 pfuller@canada.com

1977 Morgan 4/4 Blue with red interior, only 11,000 original miles, one owner car \$40,000Cdn. \$26,500 US Phone Toronto (416) 675-0220 or Toll Free 1-800-265-4187 email: bramclas@idirect.com

Hi all - since there may be a feeding frenzy on +8s, I want to let you know about a Mass Mogger's 92 model:

MORGAN + 8 '92 Roadster: A rare singular beauty. 3.9 Range Rover engine, fuel injection, metallic black cherry

w/cream Connolly leather with matching wheels (brand new), walnut dash, Nardi wheel, AM/FM cassette, luggage rack

with custom leather rain proof luggage case, 68K miles, Bill Mancini maintained, therefore, - better than new. First

\$39,500 steals it. 1 (978) 582-0273 can be seen at www.cacars.com

Also, I had a chance to talk to the owner of the original 1970 +8 recently on E-Bay. His reserve was never met and he may be rethinking his price. I'm sort of curious what sort of "premium" you all think a car like this could command in today's market, given its particulars. It's an original, one owner LHD car, less than 16,000 miles, carefully maintained by very capable British car mechanics in Colorado. Condition sounds good plus plus; only if one wanted serious concours would anyone want/need to do a respray. Owner is very open to discussion about the car but is not mechanically-inclined. If interested, call him directly - Bill Colbertson, 303-442-7244.

Page 1 of 1



Home -Sponsors - 1999 Winners - Picture Gallery - Link Page

Annual Auto 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. Location: Georgetown is located about 40-km northwest of Toronto. Take Hwy 401 West to Trafalgar Road, north on Trafalgar Road; follow the Classics Signs along the route.

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

Fund Raising History: In 1999, the Classics Against Cancer auto show raised \$33,500 for the Canadian Cancer Society, To-date, more than \$236,000 has been donated.

Father's Day Outing: 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, muscle cars, kit cars and street rods. Come and enjoy almost a century of automotive history.

All proceeds to:



10 Oak Ridge Drive, Georgetown, ON 1.75 5G6, Tel: 905 877-2233, Fax: 905 877-4811 Email: chairman@classicsagainstcancer.on.ca

Last modified: 2000/04/13

I A T I O N A L

First Annual MG INVITATIONAL Applied On the grassy grounds of Glendon College

A car show of rolling beauty open to all classic import cars & motorcycles 20 years or older. With vendors, goodie bags and a dash plaque for all entries

Location: Glendon College (comer of Lawrence and Bayview)
Date & Time: July 15, 2000 gates open at 9:00 a.m. (Rain Date: July 16th)

Price: \$12.00 per show car, pre-registered • \$15.00 on site

\$10.00 per car for the general public (includes your parking)

We will feature: Fine automobiles, Awards, Vendors, Quality Merchandise, Catered food and much more. A donation will be made to the Heart & Stroke Foundation. for more into please call: (416) 410-5464

3~ (please cut and mail to the MG Car Club of Toronto, BO. Box #64, Station 'R', Toronto, Ontario M4G 323

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Name:	Address:	Cfy:	Phone:

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, the MG Car Club of Toronto Inc., collectively and separately from any and all liability from personal injury or property damage incurred by me or my guests while participating in this car show, I have read, understand and agree to this release.

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http://www.classicsagainsteancer.on.ca/overview.htm

CANADIAN CLASSIC 2000

the 15th Annual Canadian Classic The Toronto Triumph Club

Howard Johnson Liberty Street

Bowmanville, Ontario Gary & Wendy Allan Grant & Cheryl Buss July 26 - 30, 2000

buss3@sympatico.ca or at gwallan@sympatico.ca or call 1-905-576-0817 For info email us at or 1-905-434-2521

www.torontotriumph.com/~triumph the Toronto Triumph Club at Also visit the web site for for registration form, etc.

The Toronto Triumph Club Presents

5th ANNUAL CANADIAN CLASSIC 2000

Howard Johnson Hotel Bowmanville, Ontario

The CLASSIC 2000 will take place at the Howard Johnson hotel. Hwy 401 E. or W. exit #432 at outdoor swimming pool, and gourmet restaurant. The rooms are all newly refurbished and nonsandwiches. CoffeeTime and an ice-cream/yoguri shop and an ATM. You can reach the hotel lberty St. We have reserved 50 of the 62 rooms at the hotel which features an indoor and smoking rooms are available. The rooms range from \$86 to \$93 (please mention Toronto Triumph Club when reserving) Next door to the hotel is Harvey's, Swiss Chalet, Subway by calling 1-888-468-3509 or 905-523-3373.

SCHEDULE OF EVENTS (subject to change or revision)

For those arriving today, the registration desk will be open from 8 p.m. -9 p.m. Wednesday

The hospitality sulte will welcome you from 7 p.m. If you plan to arrive this morning, please note that we leave for General Motors at 9 a.m. for a tour of the truck plant. Regulations require that you wear closed shoes (no sandals). This is an interesting walking tour that will last most of the morning. We need to know if you are participating so that G.M. can arrange for Thursday July 27

p.m. Millenium Madness-funkana. Join us for a crazy afternoon on a funkana course with a millenium theme.

Manchester (near Port Perry) in time for lunch. After lunch, you could try your luck at the Great Blue Heron casino, or go shopping in picturesque Port Perry, or visit the fruit winery of Ocala, or do all three! If none of the above appeals to you, you Leave the hotel at 9.30 a.m. for a leisurly tour of the countryside arriving at p.m. + ... meet your friends in the hospitality suite.

Friday July 28

and wear your most colourful outfit. For those of you who don't like roasted pork, 5 p.m.+.. LUAU at Enniskillen Conservation area. Get in the mood of the BBQ could go back to the hotel and enjoy the two swimming pools.

9.30 a.m. Leave for the Concours and People's Choice car show in Oshawa at beautiful Lakeview Park. This will be a 3 hour show to allow for an affernoon drive

unch will be available for purchase at the park Saturday July 29

Please note: This banquet hall is very small so seating will be limited. Do not be

The CLASSIC 2000 promises to be a fabulous event | Please note that this is not the This schedule is not final and may vary at the time of the event. ong weekend but the one before the Civic holiday.

ay drive in Durhan

Region rich in motorist-friendly attractions

BY BRIAN DEXTER

Hey, all you winter hibernators, it's time for a road trip, and there's nothing like a drive out of Toronto to blow the cobwebs away.

A day out in the countryside in Durham Region, east of the city, might just do the trick. You can easily spend eight

You can easily spend eight hours stopping by places of interest, including some of special appeal to auto buffs.

It's a snap to accumulate 250 km with this inneray, but have fun and don't gripe about the cost of gas. Even at today's prices in Canada, you'd pay

double in Europe.

Many of the events listed here happen at specific times of the year, giving you an excuse to make parts of this drive again and again.

For a circular jaunt through Durham, start at Highways 7 and 48 in Markham, head east on Hwy 7 to Brougham and then north on Durham Rd. I (Brock Rd.) and Hwy 47 to Ux-

On the way, on the south side
On the way, on the south side
of Hwy 7 at Green River in
Pickering, you'll see a sign
marking the start of the Seaton
Trail, a 9.7 km hiking route
along Duffins Creek.

Later you'll pass Pleasure Valley (905-649-3334), an outdoor leisure park on Brock Rd. that offers a wide range of family activities.

Uxbridge, founded in 1806, is the start of the York-Durham Herriage Railway (905-852-3696), which begins running trains on June 3 over a 20 km coute between Uxbridge and Stouffville.

The town, a stop on the Trans-Canada Trail, sits at the widest part of the Oak Ridges Moraine. A trail pavilion can be found in Centennial Park, behind the town hall. The trail is now open to hikers and cyclists all the way to Lindsay on former CN rail lines.

From Uxbridge, head north
on Durham Rd. 1 toward
Leaskdale for 6.5 km. On the
east side of the road, see the
huge Byzaritine-style Thomas
Fester Memorial Temple (905852-9181) built in the 1930s by
"Honest Tom" Foster, who was
raised in Uxbridge but served
as Toronto mayor from 1925-

At Leaskdale, an historic plaque stands outside the house where Lucy Maude Montgomery, creator of Anne of Green Gables, lived for 15 years, starting in 1926. She wrote 11 of her 22 novels there. The house is owned by Uxbridge Township (905-852-9181).

Head west now across

Leaksdale Rd. to 6th Concession and dren just then south past beautiful farms to the Debbie 7 Uxbridge-Scott Museum (905-852- restaura 5854) that includes six pionser buildings including the Quaker Hill School. here. It's 1t has a steam-threshing festival Aug. "When 26-27.

Continue into Uxbridge and turn south on Main St.

This becomes 7th Concession and takes you to the Main Tract of the 405 hectare Durham Regional Forest just south of Durham Rd. 21.

It's popular for hiking, mountain biking and horseback riding, Return to Durham Rd. 21, turn east

Return to Durham Rd. 2I, turn east and then go south on Durhan Rd. 23. At Chalk Lake Rd. you'll almost certainly see people filling containers from a spring-fed well.

Turn east on Chalk Lake Rd. and then go north on Ashburn Rd. and east on High Point Rd. to the Ocala Orchards Farm Winery (905-985-9924), which has operated as a family business since 1915.

Continue east on High Point Rd., go north on Smith Sideroad and head east on Scugog Line 3 to Hwys 7-12. Now head north toward Manchester and Port Perry and consider stopping for a chicker sandwich at Haugen's Drive-in, a family restaurant.

On Wednesday evenings from May 3 to Sept. 20 the area behind the resaurant becomes a mecca for 200 to 400 classic or street-rod cars and '50s-style entertainment.

Cars cruise in from as far away as Gravenhurst and Hamilton. Saturday evenings in July offer similar fare and some events are also scheduled on Sundays. "People come out from all over with

heir wives, children and grandchil-

dren just to look at the cars," says Debbie Tsountzouris, a partner in the restaurant.

"We even have Model As tootling here. It's a very relaxed night in the

"Woody," a gorgeous 1926 Chevrolet station hack that won the General Motors best antique award at the Toronto Performance World show held March 9-11, is owned by Haugen's.

From Haugen's, continue north into Port Perry and take time to look around. The community has a Main Street with many Victorian-style shops and cafes, including the award-winning Settlement House shops.

Panops are cares, increased to winning Settlement House shops.

Panner Park on Lake Scugog is a pleasant spot with a gazebo, playground and swimming beach.

Next, head out of Port Perry on Hwy 7A. and go south on Durham Rd. 57 toward Bowmanville. After about 10 km, if you turn east on Durham Rd. 20, you'll come to Mosport Park race-frack (905-983-9141). Its season runs from May to October, and there's evening stock car racing on Saturdays.

ning stock car racing on Saturdays.

However, on this trip continue south on Durham Rd. 57 and turn east on Concession 7 to Tyrone and the fascinating Tyrone Mills (905-263-8871) that attracts tourists from all

over the world.

It dates from 1846, is powered by water released from a large pond, mills flour, cuts and planes lumber and presses apples for cider.

Bob Shafer, \$0, who bought the mill in 1979, also sells goodies like cider doughnuts, cheese, maple syrup and honey and charges a reasonable \$2 to anyone wanting to fish in the mill pond for trout, pike or carp.

He says best times to visit are on Saturday or Sunday "but if we have a minute during the week we'll be happy to give visitors a guided tour."

Leaving Tyrone go south on Liberty
St. (Durham Rd. 14) and 2.6 km north
of Taunton Rd., you'll find the Archibald Orchards & Estate Winery (905263-2396) — open Friday to Sunday in
March and April and daily May to December.

A family farm for four generations, it has more than 10,000 apple trees and its apple wines won 12 awards, including three golds, at the March 24-26 Toronto Wine and Cheese Show.

From the winery continue south on Liberty St. to Bowmanville, take Hwy 401 west to Oshawa.

As you enter the city, you'll see the headquarters of General Motors of Canada to the south, overlooking the Second Marsh and Lake Ontario.

The complex will be the site of Autofest 2000 on Aug. 25-27, a show of more than 2,000 customs, street rods, street machines and vintage and specialty vehicles.

The event is hosted by the Motor City Car Club.

In central Oshawa, take the Simcoe St. exit north to the Canadian Automotive Museum (905-576-1222), located in a 1920s car dealership just north of John St.

While the museum looks a little tired, it has more than 90 vehicles covering 1898 to 1981. It offers a nostalgic return to the era of Colonel Sam McLaughlin who, in 1907, founded his car company in Oshawa—the firm that became GM of Canada.

His 55-room mansion, Parkwood, a nathonal historic site, is a must-see (905-433-4311). It's further north on Simcoe St. and south of Lakeridge Health Care Centre (formerly Oshawa Gannerly

Health Care Centre (formerly Oshawa Jeneral), Connoisseurs say Parkwood is suserior to many of Britain's stately

Connoisseurs say Parkwood is superior to many of Britain's stately homes.

The 1915 structure is lavishly appointed with original furnishings and artwork, has a 12-acre garden, green-

houses and restaurants in a garden

Haugen's a summer mecca for classic cars

teahouse and indoor tearoom in the former orchid house.

The estate is open all year Tuesday to Sunday. A fund-raising Easter Egg Hunt is scheduled for Saturday, April 22 for children aged up to 10 who are accompanied by an adult.

To end the road trip, if time permits, continue north on Simcoe St. to Windfields Farm (905-725-1193), the horse racing and breeding farm made famous by E.P. Taylor.

The entrance to the 700-acre farm—still in the Taylor family—is north of Conlin Rd. It's open to the public from I to 4 p.m. Monday to Friday.

April and May are the nicest times to visit the barns and paddocks to see recently born foals. The farm is home to more than 300 horses.

Outside the stallion barn are the marked graves of eight famous racehorses, including Northern Dancer, the Kentucky Derby and Queen's Plate winner and North America's champion 3-year-old in 1964.

champion 3-year-old in 150-x.
John Neville, the farm's trainer today, gets horses ready for further
training and racing at Woodbine in

Toronto.

To return to our trip's starting point, proceed north on Simcoe St. and furn west on Winchester Rd. (Durham Rd. 3). This turns into Hwy 7, which will take you back to Markham via Brooklin — site of a major spring fair the

first weekend in June — and Greenwood. THERES MORE. On Lake Ontario shores, you'll find Petticoat Creek Conservation area in Pickering, sections of waterfront trail and community parks in Pickering, Ajax, Whitby, Oshawa and Clarington. There are ports or marinas at Frenchman's Bay, Pickering, and at Port Whitby, Port Oshawa and Port Darlington, south of Bowmanville.

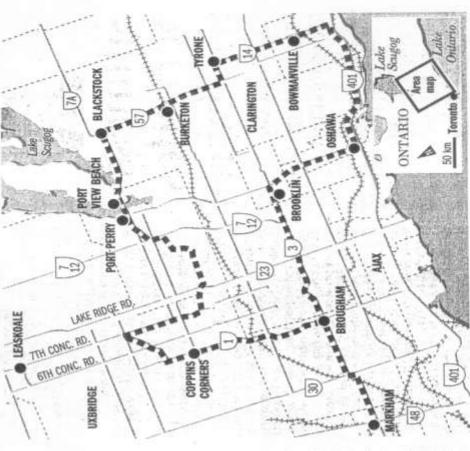
Walking tours of Old Port Whitby are a major attraction and there's a 6 km hiking, jogging and cycling trail along Whitby Shores.

Among inland conservation areas worth visiting are Greenwood in Ajax, Heber Down in Whitby, Purple Woods in North Oshawa and Long Sault in Clarication.

Clarington.

Tourism Durham has produced free maps listing hiking, biking and multuse trails throughout the region and another showing fishing spots. For information, call 1-800-413-0017 or write Tourism Durham, P.O. Box 623, Whitby, Ontario LIN 6A3.

Durham's eight municipalities will collectively host the Ontario 2000 Summer Games on Aug. 10-13. Events will attract more than 3,000 athletes from across the province. For information, call 905-619-2529, ext. 7264.



FROM OUR CORRESPONDENT IN BELGIUM, JACQUES GALLIEN:

2000, millenniumjaar. 2000, een uitzonderlijk jaar voor Morgan.

Na de nieuwe 4/4 FOUR SEATER onthult de constructeur van Ma Dvern Link nu de buitengewone AERO 8, de eerste Morgan met een chassis dat volledig van aluminium is en met een BMW V8-motor die zo'n slordige 286 PK verschaft.

De vedette van het salon van Genève, die nog maar nauwelijks het podium heeft verlaten, zal enkele uren in ons land doorbrengen en voor de gelegenheid rendez-vous geven aan enkele bevoorrechten.

Wij van de Garage Albert hebben het genoegen u uit te nodigen om deze auto exclusief te komen ontdekken in onze vestiging, op dinsdag 11 april vanaf 18.30 w.

De AERO 8 is schuchter, en aangezien hij voor de eerste keer in het openbaar komt in België mag u hem zeker niet negeren.

Noteer deze uitnodiging nu meteen in uw agenda en bevestig ons uw komst.

Tot binnenkort.

2000, année millénaire. 2000 pour Morgan, année exceptionnelle.

Après la nouvelle 4/4 FOUR SEATER, le constructeur de Malvern Link dévoile l'extraordinaire AERO 8, première Morgan à châssis entièrement en aluminium et moteur BMW V8 fournissant la bagatelle de 286 ch.

A peine descendue de son podium, la vedette du salon de Genève passera quelques heures dans notre pays, donnant pour l'occasion rendez-vous à quelques privilégiés.

Le Garage Albert est heureux de vous inviter pour la découvrir en exclusivité dans ses établissements, le mardi 11 avril dès 18h30.

L'AERO 8 est timide, et comme il s'agit de sa première sortie publique en Belgique, ne la boudez pas.

Notez des à présent cette invitation dans votre agenda et confirmez-nous votre passage.

A bientôt.





Du beau travail que cette soirée organisée au Carage Albert aux fins de moutrer la nouvelle née de chez Morgan, l'Aero 8.

Après Genève et le salon de la voiture de course à Essen en Allemagne, l'Aéro 8 était présentée en dernière exclusivité en Belgique, l'espace de quelques heures, le sort de ce beau prototype étant probablement de terminer sa brêve carrière sur le mur d'un crash- test.

On avait bien fait les choses pour nous la faire voir. Tapis rouge dès l'entrée du garage Jusque dans les deux salles d'exposition, l'atelier étant quant à lui garni de quelques modèles traditionnels savamment disposés pour le coup d'oeil.

Un traiteur avait été mobilisé ainsi qu'un nombreux personnel chargé d'assouvir la soif et la faim des invités.

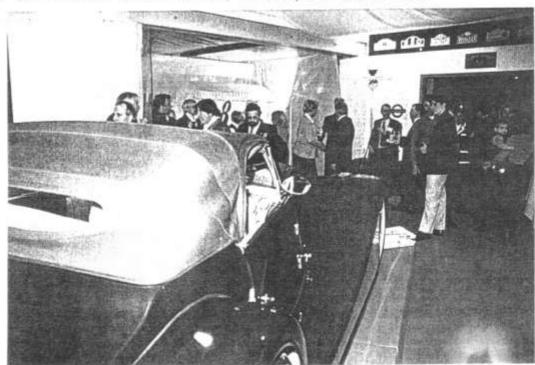
Car des invités, il y en a eu en masse et l'on se serrait à certains moments dans les deux salles. Nombre de têtes bien connues du petit monde morganiste belge mais également une délégation française amenée par Jacqueline Frot.

Le garage Albert présente cette particularité qu'une salle latérale d'exposition reproduit avec succès le décor de l'usine de Malvern, ambiance que l'on doit à l'initiative de Thomas Stammet si je ne me trompe. C'est dans ce cadre que le nouveau chassis roulant était exposé, dépourvu de carrosserie afin de permettre aux amateurs d'explorer à loisir le mode de conception et de construction. De même, le nouveau train arrière de la voiture était exposé séparément.

L'Aéro 8 vue à Genève trônait fièrement sur une estrade capitonnée de rouge dans la salle du fond. Autant dire qu'elle ne laisse personne indifférent même si on ne peut manquer de supposer que l'avant de la carrosserie a été pensé par un ingénieur de chez Wonderbra fantasmant sur le strabisme convergent.. A vous de juger au vu des photos, mais l'efficacité aérodynamique est certainement au rendez-vous. A noter que la calandre est factice, la ventilation du radiateur s'effectuant par la prise d'air sous cette calandre. Car pour chauffer, cà doit chauffer à voir l'usine à gaz BMW de 4,4 litres dotée de chaque côté d'impressionnantes lignes d'échappements, ainsi que la quasi absence d'ouies de refroidissement sur le capot.

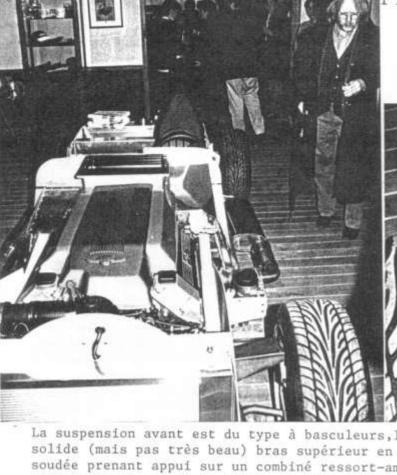
Curiosité également, le chassis tout en aluminium qui combine à la fois modernité des solutions techniques notamment au niveau des suspensions et simplisme de la construction. Les tôles en aluminium sont mises en forme à la plieuse et assemblées par rivets mais l'ensemble a fort belle allure, dommage qu'il faille mettre une carrosserie dessus.

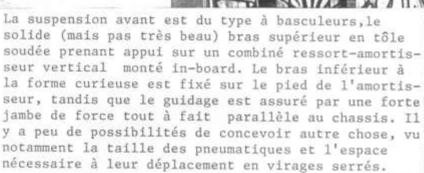
Voilà en tout cas un nouveau jouet qui devrait séduire une clientèle nantie, la même vraisemblablment que celle dont les Jaguar, Daimler, Porsche RSR double turbo, Mercédès, Saab décapotable, BMW stationnaient en double file devant le garage Albert lors de cet évènement hors du commun, historique en cet an 2000.

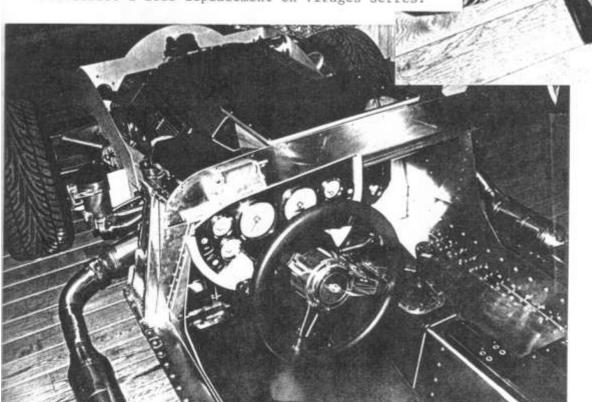


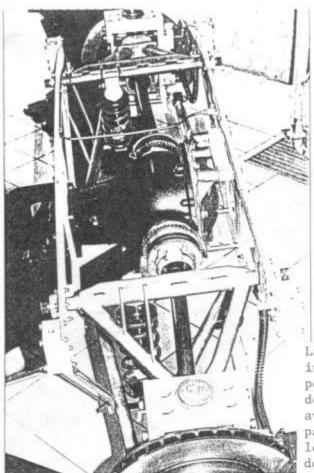
J. G.

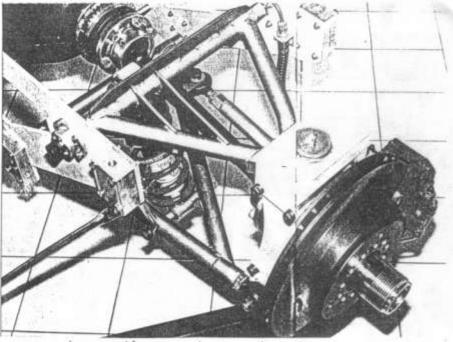












La suspension arrière est du type à doubles triangles indépendants avec combiné ressort-amortisseur monté pour obtenir un effet anti-plongée, d'inspiration Fl des années 80 tel qu'alors monté sur leurs suspensions avant. Le triangle inférieur de la suspension pousse, par l'intermédiaire du combiné ressort-amortisseur, sur le triangle supérieur monté en basculeur et qui donne donc un effet en sens inverse maintenant la roue au sol.



Radiator technology

by Bob Bowden

fic heading back to civilization. The slow drive is soon stop-and-go, which you know oline into heat energy, but with degrees C, the radiator just can't You've spent the day at a car perature gauge. Predictably, the needle starts to rise toward the blood pressure with it. The high he mercury hovering near 30 show, baking under the hot sun, but feel good because resting in show. Now, the rush is on to be first to leave, but everyone wants to go at the same time. area this morning looked short in comparison to the line of trafplays havoc with your car's temdanger zone, dragging your performance engine under your shed kilowatts fast enough the back seat is a trophy ranking your car as one of the best in the The queue at the registration nood is efficiently changing gas Blast that silly radiator!

The prime function of the cooling system is to maintain the engine operating temperature. The engine jettisons about 20% of the energy released during the combustion process into the cooling system. If all the heat picked up while the coolant flows through the engine block is rejected while flowing through the radiator core, we have achieved a balance that keeps the engine happy. Sounds simple, doesn't it?

tional to the power output. Many nition timing changes, upsetting ameter and rear end gear ratio will affect the cooling system balance, since they change the tures up to 35 degrees C (95 F), which probably covers 99% of our days. However, the cooling system capacity must be propormance of our cars with bolt-on this fine balance. Seemingly unrelated changes such as tire di-For temperate climates, such as Canada, radiators are designed to operate at air temperacomponents, camshafts and igof us have increased the perfor-

engine rpm and hence the water flow rate through the pump at your cruise speed. Soon, we have used up the margin in the stock cooling system and are looking through a cloud of steam at a puddle of green, slimy stuff.

size of the radiator and its effi-ciency at shedding heat. The colder the coolant is upon entermove your finger quickly across the flame of a candle and you hardly feel the heat. Now hold it ing the block, the more heat it can carry away, but the larger or need. The faster the coolant flows through the block, the less heat it picks up. A good example of this point is an old parlour trick: over the flame for an instant and diator cap will up this to 127 degrees C (260 F). Using a 50% solution of ethylene glycol will further raise the boiling point to flow. Both of these depend on the more efficient the radiator we rials, including a water/glycol mixture, absorb energy when they get hot. The amount of enter when it enters the engine block and how fast it needs to .35 degrees C'(275 F). All mateergy required to raise their temperature by 1 degree C is defined as their heat capacity. There are we additional perimeters to define: the temperature of the wa-15 pei radiator cap allows operatperature is the boiling point of grees C, but engineers have a few izing the cooling system and adding an ethylene glycol mix-ture raises the boiling point. A ing temperatures up to 120 degrees C (248 F) while a 21 psi ratricks up their sleeves. Pressur-The maximum operating temwater. Normally this is 100 deyou will soon wince with pain!

The radiator plays its own balancing act between airflow and coolant flow. Since we're already talking about coolant flow, let's concentrate on that facet of the radiator. The coolant enters the radiator header tank and flows

through a series of tubes to the other end. The slower it travels and the higher the airflow rate, the colder it is when it reaches the engine block. Along the way, it transfers heat to the tubes, which is conducted into the fins of the radiator core.

brackets and redrill the holes in sides of the frame rails. To go this route you would need to run out of height, such as under tor. It would not be difficult to Chevelle to accept this style of radiator, except that the bumper mount brackets are bolted to the modify the bumper mount the bumper. When engineers the sloping noses of Corvettes, they resort to tilting the radiagine bay is much wider than it is ater Chevelles, the forward arms of the frame (horns) were clearance for a horizontal radiapath without having to raise the tall. For example, on 1968 and widened to allow additional convert the frame of an earlier tors, ones with side-mounted crease the length of the cooling ing on them. The most common tive radiators has serpentine fins brazed to inline tubes, whether it is one, two, three or they are all classified as cross flow heat exchangers because the air flow path is perpendicuar to the water flow direction. ther on the top and bottom or on opposite sides. Horizontal radiatanks, allow the designer to innood line. Let's face it, the ensigns as there are people workfour rows of tubes. However, The water tanks are mounted eicore configuration for automo-There are as many core

The great debate is still raging do you make radiators out of copper/brass or aluminum? Today, many vehicle manufacturers including GM, offer wide-tube aluminum radiators. Is this being done for efficiency or just to save a few pounds? You can't dispute that aluminum is one-fifth the weight of copper,

but pure copper is an excellent heat conductor. However, the solder, which attaches the brass tubes to the copper fins, acts as an insulator, reducing the heat transfer efficiency. Brazing eliminates this problem, resulting in a core that is two to three times stronger in torsion and tension. Also, brazed copper/brass joints do not suffer from galvanic corrosion (think old flashlight batteries), with the joints between the fins and tubes experiencing minimal attack during simulated road environmental tests. By comparison, all aluminum radiator cores are furnace brazed. (See first 3 pic-

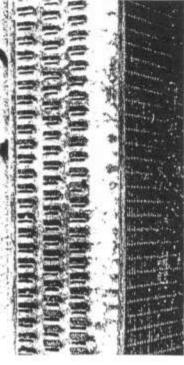
capability. The same 1-inch wide tube increased tube-to-fin conwide tubes. One way to slow the coolant flow rate down through the radiator is to increase the sure inside the tanks, tends to balloon the tubes breaking the connection with the fins. Since easy to make everything work. A I-inch wide tube would require a 5/8-inch wide tube to prevent ballooning. Wider tubes allow more contact between the tubes and fins, adding heat transfer tact area by 25% over two 1/2-inch the tubes need to be made as thin as possible to improve heat transfer, you can see that it's not makes it easier for deposits to are too long then the static pres-sure, combined with the air presit restricts coolant flow and block the flow path. If the sides We're used to seeing tubes that are round, but the tubes in a mize the surface area between the tubes and fins. This shape brings a whole set of problems. If the inner passage is too narrow radiator core are oval to maxiwall thickness twice that of number of tubes in the core.

Like super models, when it comes to radiator cores, thin is in it you need extra cooling capacity go for a larger core area before making it thicker. Switching from a 3-core to a 4-core radiator will not increase

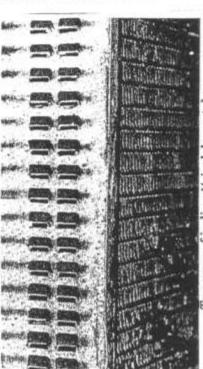
cooling capacity by 33% since the is already hot and it will be harder to suck the air through the core. You would be lucky to get 10% extra cooling capacity by adding another core, while in-creasing vehicle weight with the One engineering study on the effects of adding rows of in-line pared the Nusselt number, a term proportional to the heat baseline is the heat transferred by a single row of tubes, then doubling the number only gets 25% more capacity. Going from 3 to 4 rows of tubes only increased the average Nusselt number by air that is entering the last core extra metal and water volume. tubes to a radiator core comtransfer rate for various configuble that the law of diminishing returns comes to play. If our rations. You can see from the ta-3.6%. (See table.)

corner. The only cars that do not fan of an equivalent diameter draws air through only 80% of the core. Fan shrouds help pull age off the tip of the fan blades airflow rates occurring at the need a fan shroud are the ones We aggravate this situation by ar radiator cores. On a square First, they reduce the air spillthus increasing fan efficiency. Secondly, the fan sets up a pressure distribution over the entire radiator core, with the lowest centre of the core and in each with oversize radiators or ones action of the car is standing still putting round fans on rectanguradiator core, an unshrouded air through the core in two ways. because there is not enough airflow through the radiator core. Quite often, a high perfor-mance engine will overheat at

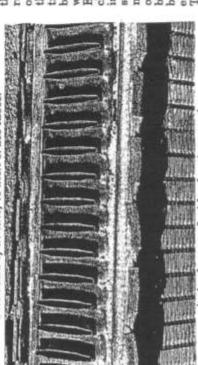
Monday, March 20, 2000 - Old Autos-



1/4 inch brass tubes staggerea, hree rows of



wo rows of in-line, 1/s inch brass tubes.



single row of wide aluminum tubes

No. of Rows of In-Line Tubes	1	2	ю	4	2
Ratio of Average Nusselt Number	1.0	1.25	1.36	1.41	1.44

pellers or they never operate standing still. Typically, fan with fans the size of aircraft problades are most effective at about % radius and if you think about it, no pumping is done by the entire fan hub

creasing the air turbulence. Placing the cooling tubes

inline and touching, reduces the core. One method that engineers air pressure drop through the

prove heat dissipation by in-

are exploring is using dual-tube wrapped inward from each end and laser welded down the cen-

cores formed from sheet metal

tre, giving them the shape of

capital "B

spacing on the fins, the harder it Lower density cores (10 to 15 fins per inch) are more suited to higher airflow rates that can be so if the air cleaner decal reads 360 hp, that means the engine-driven fan may be absorbing cal cooling fans are common on modern vehicles to reduce para-The greater the number of rows of tubes or the tighter the is to pump the air through. gine-driven fans. High density cores (more than 16 fins per inch) ing air such as from low-pitch electric fans. Most of the radiator cores I looked at during my research for this column had 15 or 16 fins per inch. Cooling fans reabout 18 horsepower. Thermostatically-controlled electrical fans or viscous-coupled mechaniachieved with high-pitch enare better suited to slower movquire up to 5% of engine power sitic power losses.

neath the car. If air has no place gine compartment, blocking flow

manifolds, the air exits under-

to go, it back-pressures the enthrough the radiator. An air dam

tration through the fins. The Any blockage of the cooling Even if the front face looks is well. Bend down and look straight through the fins. You must be able to see light on the back side of the core will make it core by dirt, bugs, leaves, old tire the efficiency. Studies of fouled radiators determined that most of the debris builds up right on other side. A white paper, trouble lamp or flashlight held on the (we're talking about a few mi-crons of dust), can actually imrubber or dead birds will affect the front face, with little penebuild-up is aggravated by oil, which attracts dust particles. clean, it is not a sure sign that all easier to see any blockage. Trapped debris in the core up sets air flow through the radia tor more than affecting the heal cases, a small amount of fouling, transfer capabilities.

rom the engine or lose it in the gine-driven water pumps, the ant is being moved. Increasing engine idle speed won't help the cooling, because as you increase the engine speed you also create more heat. If you feel there is a need to change the water pump speed, the most effective way is to change the pulley diameter on radiator. The water pump must higher the rpms, the more cooleither the crankshaft or water will not have time to pick up heat be matched to the entire system. Since most cars use picking up additional heat from the engine block and exhaust All that air coming through the radiator has to go someplace. After flowing around the engine,

tegration. Still, I hope you can how to keep the engine temperature down and enjoy cruising do not know everything overlooked circuit and their innow make a better decision on tion on the design, operation and maintenance of the cooling sys-I've tried to present informa-But if you're like me, pump. (See last 2 pictures.) about the components this summer. tem.

force the air upward through the core, leaving a slight negative pressure in the engine compartment, both of which promote If the coolant flows through

flow through the radiator core. the cooling system too fast,

placed below the radiator will

INC/ fins per 16 Radiator core with

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Radiator core with 12 has per inch.



our moi, cinquante pour-cent du plaisir de posséder une automobile consiste à pouvoir l'admirer dans son garage. J'aime énormément contempler mes voltures, étudier leur design, et les montrer à des gens qui savent les apprécier. L'autre cinquante pour-cent du plaisir se vit sur la route. Chacune a un style de conduite si différent. C'est une expérience nouvelle chaque fois que je passe d'une voiture à l'autre.»

La passion naît en 1959.

«J'avais deux ans. Mes parents nous avalent rapporté une voiture électrique d'environ trois pieds de long. Je l'ai conduite longtemps dans notre appartement! Ce fut ma première piqure pour l'automobile.»

Dinky Toys. De beaux objets. Le plaisir avec ces miniatures, c'était de les manipuler et de les admirer. Je constate

aujourd'hul que les voitures que je recherche, ce sont ces Corgi et ces Dinky... en grand format! La Type E, c'était ca: l'avais la miniature. Ce n'est pas Austin Powers qui m'a convaincu d'acheter une Jaguar Type E!-

«Ensuite, j'ai délaissé les autos. J'ai joué de la musique et je conduisais une... Pinto!-

Été 1982, c'est reparti.

«Cette année-là, c'était la fin de Triumph au Canada, Colteux Automobiles écoulait des TR7 et des TRB et offrait un rabais de 3 000 \$. Or, une de mes tantes avait eu, autrefois, une TR3, l'une des plus belles voitures. selon moi. Mon inconscient a été imprégné de cette volture-là. Quand j'al entendu le mot Triumph, il m'en fallait une. J'al acheté une TR7 décapotable (qu'il a encore) et. là, le goût pour l'automobile m'est

tique. Ni une «grande» voiture. Elle avait de la gueule, avec sa carrosserie toute en angles. Je trouvais ça chouette. Et. décapotée, elle était si agréable à conduire.»

«Après, l'ai acheté une Porsche (944 Turbo, qu'il a toujours). Les voltures spéciales que l'ai dans le moderne, ça m'atteint.» «Par contre, je n'aime pas les voltures pratico-pratique faites en série. C'est comme des photocopies... ou des autocopies! Je comprends pourquoi les constructeurs font qu'elles se ressemblent tant, mais, côté coeur, j'ai de la misère à admet-



"J'adore ma AC (Ace Bristol 1959), Elle est aussi belle qu'une Ferrari Barchetta. Plus belle qu'une Cobro. C'est une voiture de passionnés et elle est très peu cannue. On me demande souvent s'il s'agit d'une MGI Cela ne m'insulte pas; les vrais connaisseurs savent 'apprécier,»

achetées neuves, comme cellelà, je les al toutes gardées. Aujourd'hui, elles me montrent que l'ai vieilli.....

Quelle est LA plus belle?

«Comme l'aime beaucoup les voltures sport, la Z8 de BMW serait mon choix. C'est une belle pièce de design. J'aime l'intérieur, avec son côté très rétro. J'aime les voitures des années 1950-60, alors j'y retrouve plusieurs éléments de la 507 (BMW) .-

«J'aime aussi beaucoup l'Aston Martin DB7, moins la Jaguar XK8. La TT (Audi), le la trouve magnifique. La Boxster (Porsche) est un autre très beau design, comme la VW New Beetle et la future Thunderbird. Il y a un côté en moi qui aime le rétro, alors lorsqu'il y a du rétro

tre ca. Autrefois, les voitures se différencialent beaucoup entre elles. Aujourd'hui, on ne sent plus ça, à moins de payer très, très cher. »

«Je n'aime pas les Corvette. Je les trouve banales. Inintéressantes. Je ne veux pas insulter ceux qui les alment. C'est une question de goût; aimer le style victorien, l'art déco, l'art nouveau, le modernisme ou le postmodernisme s'explique de la même façon: Il y a quelque chose en nous, qu'on a probablement vu étant enfant et qui nous a marqué, qui façonne notre goût et nous pousse à aimer ça, aujourd'hui.-

«L'auto tu l'habites: c'est une partie de toi; une extension de ce que tu vis. On ne me verra pas dans n'importe quoi: pas dans un Hot-Rod, ni dans une Prowler. Ça, ce n'est pas mol. Une Kaiser-Darrin ou une AC Bristol, par contre, oul! Il y a dans ces deux voitures une partie de moi. J'en suis sûr!»



McLaren F-1 team using Web to boost cars' performances

SUN MICROSYSTEMS SERVER

Engineers can track any team car in any race on the Internet

BY ROBERT THOMPSON

As the Internet quickly plugs into every facet of life, it shouldn't be surprising to find out that the current Formula One car from racing team West McLaren Mercedes is connected to the Web.

"Our car has an [Internet protocol] address," says Patrick Lowe, chief engineer of vehicle technology for the McLaren Formula One team. "So when one of the cars is in the pits in Spain, in theory I could talk to it through the Internet."

Given the fact that shaving seconds off of a car's time is the aim of all Formula One auto racing teams, innovations such as this are significant, Mr. Lowe says. While Formula One provides rules for car design, the aim of the teams that compete in the international events is to make their cars as fast as possible within the restrictions. "We are in a data-driven operation," Mr. Lowe says. "And the more you find out, the more you want to know."

By hooking more than 100 sensors to the car, the McLaren team can check its performance and monitor such factors as fuel consumption and brake wear.

"If the brakes are wearing a bit, we can tell the driver to only use them at 90% to get him through the race," says Mr. Lowe, who leads the McLaren development team that is based in Woking, England. "We can also monitor telemetry data and temperatures [in the car] in real time."

The system, which uses servers from Palo Alto, Calif.-based Sun Microsystems Inc. for processing power and reliability, has transformed the way the McLaren team designs and develops its cars.

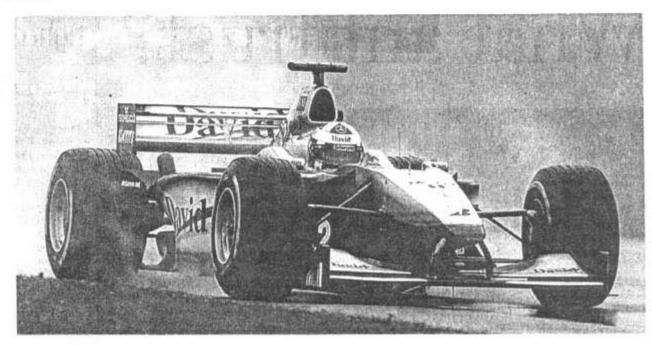
Information from the cars can be downloaded via a wireless connection, which consistently transmits information about the car back to the pit crew. The data is also transferred in a single burst when the car is nearest the reception point, providing the crew with the most accurate information allowable, according to Richard Jacklin, Sun's technical account manager for McLaren. "This information is used by the engineers and the driver to determine how to get the best performance from the car," Mr. Jacklin says.

But technological advances have also changed the way the team designs the cars, which are overhauled every year and changed consistently throughout the racing season.

With more than 25 computers running computer-aided design on a single network, both a race team and a design team rely almost exclusively on PCs to speed their work, Mr. Lowe says.

Related Web sites:

| www.mclaren.co.uk.com | www.formula1.com | www.fl-grandprix.com | www.atlasfl.com | www.forix.com | www.fi.on.net | Financial Post



David Coulthard drives his McLaren Mercedes through the rain while qualifying for last Sunday's British Grand Prix in Silverstone, England. Information from more than 100 sensors on the car is being transmitted back to the pit. Coulthard's subsequent win was McLaren's first of the season.

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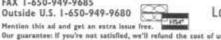
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BUSINESS TODAY



ECSTATIC: Workers outside Rover's English plant hope that the collapse of Alchemy Partners' bid for the firm will give a rival English consortium a chance to buy it.

BMW's sale of Rover falls apart at last minute

German firm could close troubled plant

BY BRUCE STANLEY ASSOCIATED PRESS

LONDON - In a dramatic reversal, the venture capital firm that was to acquire the troubled Rover Cars automaking group from Germany's BMW has called off the deal, and BMW warned yesterday that it might close Rover if it cannot find a buyer.

Alchemy Partners, which was believed close to clinching a buyout of Rover's money-losing car business, said differences arose late Thursday that compelled it to end discussions with BMW.

"Certain significant matters

arose at a fairly late stage which resulted in us not being able to reach agreement, Richard Oldworth, a spokesperson for Alchemy, said.

BMW confirmed the two companies have broken off negotiations, due to their inability to agree on certain unspecified conditions of the sale.

"BMW Group will now pursue alternative routes to bring to an end its involvement in Rover Car Operations. Those routes include the sale of Rover Car Operations or its closure," it said in a statement.

BMW said it would decide what to do by the end of next month.

It added that the impasse would not affect its plan to sell its successful Land Rover operations to Ford Motor Co. Ford has agreed to buy the fourwheel-drive business for \$2.9 billion U.S.

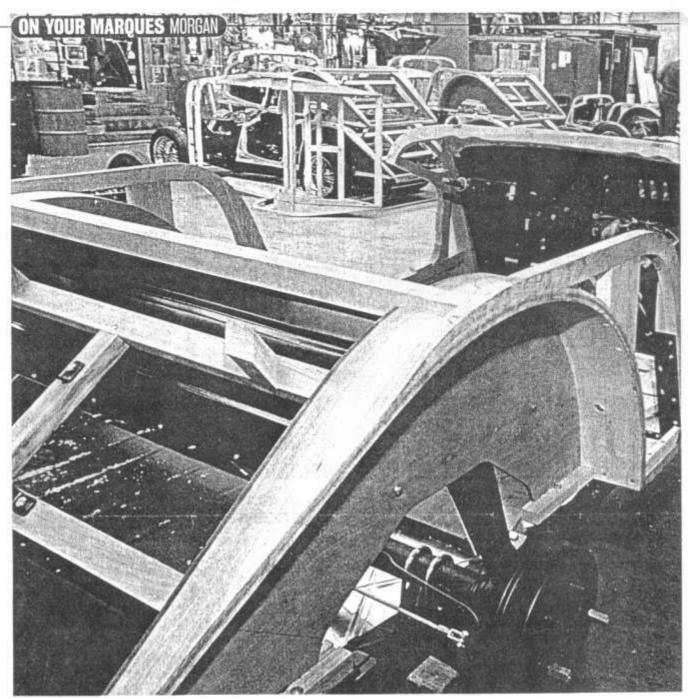
Talks with Ford were taking place "in a straightforward manner" and would be con-cluded "according to plan" by the middle of the year, BMW

The collapse of Alchemy's unspecified bid offers unexpected hope for a rival offer for Rover from a governmentbacked consortium. The consortium, led by former Rover chief executive John Towers, was widely seen as having insufficient time to prepare a viable proposal.

At stake are thousands of jobs at Rover's largest plant at Longbridge in the central En-

glish city of Birmingham.

Alchemy had indicated it would need to lay off several thousand employees. The Towers consortium has said it would eliminate far fewer jobs.



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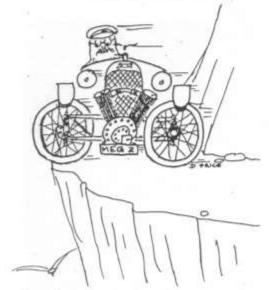
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