



The Blurb



MULTIPLE MORGANS IN HAMMONDSPORT N.Y.



PREZ SEZ

Glenn Nigh is the new President of the Morgan Sports Car Club of Canada following nominations at the club's annual general meeting which took place at the Christmas Party in December 2006.

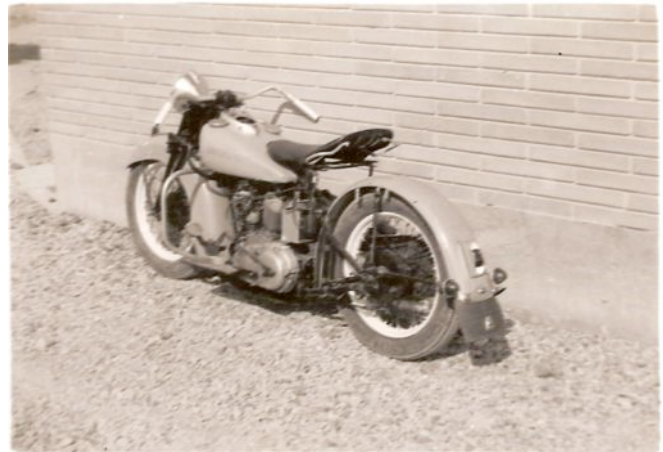
Glenn is a Morgan addict as you will find out in his introduction below. Glenn lives with his wife Rene in Grimsby, Ontario where he rebuilds Morgans and model aircraft.

My first motor Vehicle was my wagon. Yep, I was the only kid in town with a 1.5 hp Clinton motor on his wagon. I took the rubber tire off and replaced it with a "v" belt long enough to go up and over the pulley on the motor. The motor was attached to the wooden floor with screws through the slots in the adjustable base. I used a piece of wood to move the motor back and forth to tighten the belt and make the wagon go. A kid up the street got me the motor from his dad's cement mixer. Well, I got it running and ran the wagon up and down the road for a few days till an OPP officer, (neighbor) made a special trip down to tell me to get the wagon off the road. What a poop! Not long after that the guy that owned the motor saw it running and came to get it back for the mixer. I did learn a very important lesson from that Clinton motor though. Never grab a running motor by the spark plug area even if it is falling over!.

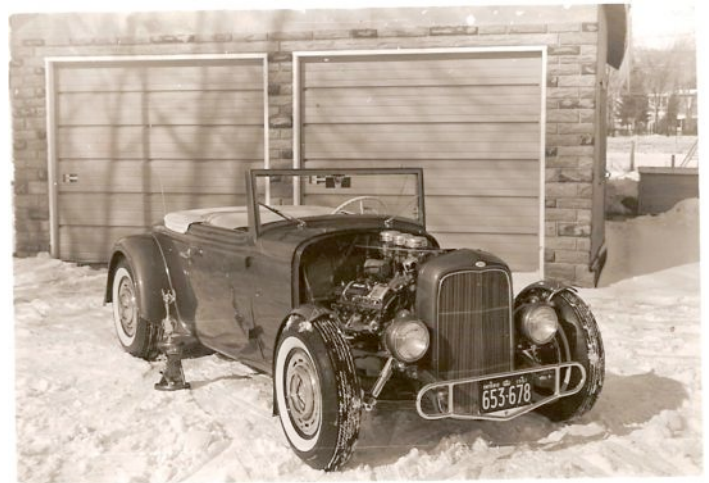


Then came the 45 Indian motorcycle. Yep, I had one of those too. Got it in boxes from an ambitious friend after he took it all apart. I paid a whole \$25 for it. My dad OK'd the transaction because he thought I would never get it together anyway. The following weekend I was cutting grooves in the lawn by going around

Glenn Nigh (reneglen@vaxxine.com)



and around the house with it. Boy did I get *%^^* that Sunday morning! I did get my permits and a year or so after I got a 74 Indian. That got me through high school days.



I had my share of old cars too '40s, '50s, '60s, most needing a lot of work but I had fun. The car that I had the most fun with was a '32 Ford Convertible. I found it in a field with the bottom all rusted out, the frame next to a house with only the wheels. I bought it and made a street rod from it's parts and other cars. I used a '49 Olds V/8 engine and automatic trans and Ford running gear. What bomb. Convertible top, roll-up windows, Olds power, automatic, what more could I want.



When I went into second childhood, I happened to come across an old Morgan at an auto-jumble. I missed buying it that year but it was for sale the next year so I bought it. I bought a serial number and a bunch of parts tied together by rust. After 7000 hours and \$35,000, I had the white Morgan that I have driven for the last five years all ready to go. I had

never even had a ride in one till I started my own and took it around the block. But wait, one is never enough when it comes to Morgans. I bought a second

Morgan car ! This was a better car but still needed a lot of work. I did a total rebuild on it and after fully assembling the car was offered a Toyota Corona parts car . The offer of a 22R motor and automatic transmission was too much for me. I took everything apart again and I now have installed the Toyota engine and trans in the Morgan. I have 600 miles on the modification and all is good. This fall I rebuilt the engine and have everything back in it's place. I have added a roll bar, a rear crash bar, bucket seats from an MGB. (highly Modified) The interior and paint will be finished by the end of April. ??? "Toymog" will be out this summer all complete and ready for more fun.

Can anyone see why I was hooked on a Morgan after 30 years? So much for History.

I must thank everyone for putting trust in me and allowing me to be president of the MSCCC. As you will see from the contents of this news letter, 2007 is going to be a great year for us. Volunteers have filled many dates on your calendar already. You will not want to miss out on a single event so mark them now and plan to attend the monthly meetings to keep up to date.

I thank John Roden for taking the meetings that I cannot attend.

"Many Thanks" to Fred and Outi Hendriksen, who put on an awesome Christmas party for us. The well attended event was enjoyed by those who where there. Brad Morgan again drove his Morgan on one of the coldest nights we have had this winter. That's enthusiasm !

Our "Thanks" go out to Martin (past pres) for the job well done. I hope to dig up a few jobs for him so he can stay in shape.



Newlyweds Glenn and Rene with their white Morgan

I think I need to thank the many members who have come out to volunteer to take on a project / job. This is what makes a great organization. Keep the ideas coming.

For those of you who considered going to Mog 37 the dates are 6th, 7th, 8th, and 9th of July. Unfortunately this over-laps several other events including our Collingwood trip.

Happy New Year, Happy motoring!

Cheers Glenn



PAST PREZ SEZ



Martin Beer (mpbeer@sympatico.ca)

Happy New Year to all. Winter arrived last, allowing some of us to keep the Mogs out for an extended season. I'd like to thank **Fred & Outi** for a wonderful Christmas bash. Excellent food & great hospitality. Their efforts were very much appreciated. Splendid job.

Welcome to **Glenn Nigh** as our new President. It is a position that Glen has experience with, having been involved in several different Clubs in the past. I'm sure he will do us proud. All remaining Executive will remain as previously elected. I'd like to thank all Members for the opportunity of being President for the last 2 years. Without their support, things just wouldn't happen. Not to detract from the appreciation of others, a special thanks to Tom VZ. Our colourful, boisterous behind the wheel Editor. The work that Tom does is incredible. I have no clue where he finds the time, but he does. A truly dedicated member. Events are being researched & planned for 2007 and as long away as 2009 for the 100th.

Some members have expressed interest in shipping their Morgan's to the UK for the 100th. I have researched the costs involved in vehicle transport to & from the UK. The forwarder tells me to anticipate a 15 to 20% increase by 2009. Pricing is based on a 40ft container, one container will hold 2 - 8's & 1 - 4/4 or +4. Three vehicles per container, so all amounts can be divided by 3 for per vehicle cost.

Pricing is based on container being dropped off in Bolton, loaded & picked up the following day. I think the Canadian Morgan Agent should be able to load, block & brace vehicles. There will be costs for flat bed truck to transfer vehicles into container & materials required to secure vehicles. All vehicles should have a recent appraisal.

To UK
Trucking container to & from Bolton
365.00 US

Ocean freight
1100.00 US
Handling & Customs paperwork 75.00 US
Destination terminal fees, Southampton 200.00 sterling
Destuff & local transport on dock
430.00 sterling

Return from UK
Origin charges
650.00 sterling

Ocean freight
1500.00 US
Bunker charges 422.00 US
Handling & Documentation fees 195.00 US
Customs entry
95.00 US
Delivery to Bolton
365.00 US

At current exchange rates, this brings the per container cost to \$7884.00.
Divided by 3 brings per vehicle cost to \$2944.00 Canadian.

We would need to allow 2.5 - 3 weeks each way for the Transport time. If everyone wanted the Car in the UK for 2 weeks it means no Morgan here for roughly 2 months. Insurance costs are \$0.35 per \$100.00 of vehicle value. Premium payable each way. So multiply by 2.

Anyone interested can let me know & we will see if it is possible to fill one or two containers.

Happy Motoring in our dreams.

Cheers Martin



BLURB EDITOR

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

It is truly amazing what some people can do with Adobe Photoshop! I only wish that it was so easy to become as physically fit as I appear in the photo!

With nominations out of the way and a new club president we head into 2007 with several events scheduled, several future events in the planning stage and a plan to produce a new club badge.

The turn out at our pub lunches has been so great that we may end up growing out of the room that the "Queen's Head" provides for us.

The Christmas Party and Annual General meeting were a huge success. Outi and Fred Hendriksen put on a lovely sit down dinner. The borscht was the most intense and flavourful that I have ever encountered and the ham was cooked to perfection. We had a seamless transition for the President's position and I welcome Glenn Nigh to the post and thank Martin Beer for his contributions as past President.

All club members at the party were asked to view and rate their top three choices from the sample designs submitted for the new club badge. The favorite badge design was designed by **Steve Slickman** who is a friend of one of the Beer's employees. Thanks to **Sharon Roden, Richard Winterburn and Hendrik Rens** for their submissions.

The badge design is being tweaked before we get quotes from suppliers. Our members in the west have been informed and they will be participating! I will put the badge design in the next "BLURB".

The January Pub Lunch was attended by John Roden, the Lytle's, David Farmer, Trevor Davies & Kathy Jackson, Rod & Lorie Wilkinson, the Shier's, Stu & Rita Harvey, Desi Benet, Dave & Pauline Smith, Malcolm & Brenda Taylor, Don Allen brought along his wife Cathy to introduce to the group, President Glenn Nigh along with my wife Lynda and I.

I presented Don Allen with an Isis Calendar for being greedy and owning two Morgan's at the same time. I believe I called it the Masochistic, Maniac Morgan Owner Award. Don has recently bought a Royal Ivory propane powered Plus 8 from an owner in Montreal. Several others including Trevor Davies, Glenn Nigh and Mary Shier confessed to having more



than one Morgan. I apologized to Cathy Allen for creating a new Morgan monster.

The **2007 Isis Calendar** includes two photographs taken by club members. **Hendrik Rens** submitted a beautiful shot of his black Morgan covered in orange maple leaves. I submitted a shot of my father in my Plus 8 at the Hamilton Regional Conservation headquarters. Thanks to Tcherek Kamstra for publishing our photos.

John Roden mentioned the **9th annual British Car Days Across the Bridge**. This event is sponsored by the British Motoring Association of P.E.I. and will take place on July 13th - 15th. A website at www.britishcardays.com will running shortly.

John also mentioned the **Collingwood** run in July.

The Blue Mountain Motel

To Reserve Call Stuart 1-800-294-5578

Rate 2 nights for \$100.00 + taxes

Date: July 6, 7 returning on 8th

JUST LET STUART KNOW YOU

ARE WITH THE MORGAN CAR CLUB.

From the Georgian Bay British Car Club

"I heard that there may be a visit in July 2007 to Collingwood by the Morgan Club.

We would like to host your event as we are residents of Collingwood and have 79 members with 3 Morgans and a variety of other British cars.

Looking forward to hearing from you.

Graeme Wallace"





Kathleen and Alan Lytle will be holding a **club picnic** at their home in Mississauga at 2 PM on June 9th. BYOB and let Kathleen know if you will be bringing a salad or a desert.

Trevor Davies is researching a “**Fall Colours**” run in **Haliburton** for the weekend prior to Thanksgiving. There will be more information regarding lodgings and cost discussed at the next two pub lunches. Seven couples expressed an interest in attending this run.

Morgan will be the featured marque at the **2009 Gran Prix Festival at Watkins Glen, New York**. This is a September event and we think that many of the U.S. Morgan clubs will participate. We have struck a committee of Desi, Rod, Tom and Martin Beer to begin planning for this event. Apparently there has already been talk of a breakfast run called “**Tom’s Renegade Ride**”. I guess I will just have to get up a little earlier to beat the crowd!



I would like to welcome **Moira and Arno Schmidt** to the club. The **Schmidt’s** are friends of **Alan and Kathleen Lytle**. Here is **Moira** with their daughter **Celia** in her 1969 4/4. **Arno** drives a 1966 **Aston Martin DB6 Vantage**.



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2009 At a Glance!

This is a year long celebration which aims to include the whole of the Morgan world from employees and owners to dealers and suppliers and you will see that each event is themed to take this into account. Everyone has different associations with Morgan and their own special part to play in the celebrations.

January

Opening ceremony at Morgan factory.
(Please note that attendance will have to be by invitation only)

February

MSCC Annual Dinner
(an MSCC event for its members and invited guests)

March

Morgan Supplier Day

April

Specific special visitor days at factory

May

Morgan Dealer Day

June

Works Family Fun Day

July/August

Civic Reception at Malvern Winter Gardens
25th/26th July - PRESCOTT FUN WEEK-END to include hill climbs, trade stands etc. 27th/30th July inclusive - Various day time and evening events to be confirmed

31st July/2nd August - CENTENARY CELEBRATION WEEKEND AT CHELTENHAM

RACECOURSE to include a gala dinner for 1200 people, trade stands, car processions, gymkhanas, steam fair, balloon rides, and much, much more, all rounded off with "Party in the Park - The Morgan Proms!"

September

Morgan Three Wheeler Club Annual Dinner

October

Thanksgiving Service at Malvern Priory

November

Special charity event to be announced

December

Works Centenary Dinner for Morgan employees past & present

Please note that this is our first outline plan of events and we still have some secrets up our sleeve so please remember to come back to the website for updates to this information as we will be adding more detail as soon as we have it!

ACCOMMODATION SHOULD BE AVAILABLE TO BOOK ON-LINE SHORTLY

While we completely understand that you probably now have lots of burning questions, we would respectfully ask that you do not contact the Morgan factory direct with Centenary related enquiries. All information will be released here as and when it becomes available.

Many thanks for your interest.



The **February 4th Pub Lunch** was well attended by regulars and non-regulars alike. It was great to see **Deborah Wilcox and Steve Pocock**. Deborah bought Audrey Beer's brown Morgan three years ago. **John & Sharon Fitchie** were present and John says that his Morgan will be on the road by 2008. Ted Zurbrig and Ted Rybka drove in from London, Ontario. New members **Colin & Barbara Bray** were present (formal introduction to come). The regular crowd included John & Sharon Roden, Ray Shier, Trevor Davies & Cathy Jackson, Lorie & Rod Wilkinson, Desi Benet, David Farmer, Thomas Van Zuiden, Fred & Outi Hendriksen and Dave & Pauline Smith. Don Allen is making a good effort to become a regular!

John Roden requested that everyone introduce themselves and it is interesting to note that **Dave and Pauline Smith** were founding members. Dave said that his Morgan addiction was started by his father who in 1918 was racing three-wheel Morgans with Dave's uncle.

John Roden officiated the meeting in President Glenn's absence.

The **Collingwood Weekend** is shaping up with our club endorsing the idea that we will participate with the Georgian Bay British Car Club in July.

John has made an executive decision to go ahead with the **March 24th dinner** at Tuckers Market Place in Burlington.

We briefly discussed **Classics Against Cancer** on June 17th with a barbecue at Shier's in Limehouse after the event. The **Kinkarden Scottish Festival** and British car show is on the July 7th weekend.

The **Kingston Bootn' Bonnet Car Club** are having their British Car Day on Sunday August 19th and the **Prince Edward County Jazz Festival** goes from August 16-19. There is some interest in combining these two events.

Desi Benet has advised that our club members sign up soon for the various runs at Watkins Glen because they are filling up fast
<http://www.grandprixfestival.com/>

Desi Benet is already planning the 2009 Watkins Glen Gran Prix Festival.



2009, the Morgan Centenary Year has been declared by Watkins Glen Promotions to be the year featuring the Morgan Sports Car. This is on Friday Sept. 11, 2009

This will include:

a special recognition tour through out the finger lakes, the Morgan will be featured on the wine bottle label for Glenora Winery, the poster for 2009, and all promotional materials including tee shirts, sweatshirts etc.

The run through the streets will feature the Morgan, the prime parking in the festival will also feature the Morgan.

Featured speakers on the Morgan sports car and racing history of the Morgan

Of course, the Morgan will be welcomed on all the rallies, road tours, concours de elegance.

Watkins Glen Promotions, working with the local Morgan car clubs are currently trying to assess the interest in the Morgan, and working to begin to pull the event together.

The event could potentially include renting the race track before or after the US Vintage Gran Prix for exclusive Morgan use, a two or three day wine, food and cheese tour of the finger lakes, both items will be new if there is interest

There may also be a dinner or gathering of the marque in the finger lakes region.

Note: There is national media coverage of this event.



My Morgan's Hot Date with a Red Head

by David Farmer

This story happened two summers ago, I was waiting for the final chapter before submitting it, but the plot seems to have wound down to a halt.

Chapter 1 The Inquiry

It started in early August 2005 with a phone call at the office; "Steve Beer here!" I hear. "How would you like some exposure for your Morgan?" he asked. Before I could come up with some rude retort he went on to explain that a new fashion magazine in Toronto wanted a Morgan for a photo shoot. Since I worked down town it would be easy for me to supply the car. And since no money would be changing hands the only thing I would get was "exposure" for the car. I gave him a tentative OK, if he could not find anyone else. I felt that the big gaps in my car's upholstery would not be very photogenic. When I did not hear from him again that day or the next, I figured I was off the hook.

Chapter 2 The Request

Monday, two weeks later, Martin Beer called me at the office asking if I could bring in my car for the photo shoot that Thursday. Apparently Steve got no other takers when he was phoning around. Martin gave me the contact info for Lush magazine and a man named Mahfud. After a little telephone and email tag I spoke with Mahfud and found that the plan was to meet at 5:00pm that Thursday at the Liberty Grand, a venue on the CNE grounds that is often used for the gala opening of the Toronto Film Festival. But he would call me back once he had clearance to film there. Turns out clearance was not coming so I was asked to wait while other arrangements were made.

Chapter 3 The Arrival

I used the extra time to detail the car. Then on August 30th I got an email from Mahfud with a map to a location on Cherry

Street where the photo shoot would take place on September 1st at 5:00pm. The day turned out to be fine and sunny so no dirt on the detailing. When I got to Cherry Street there was a movie camera set up at the side of the building, it turns out I misunderstood the nature of the event. They were making a commercial for the magazine, not a photo spread to put in the magazine. As they filmed the opening scene I took out the detailing spray and gave the car a rub down.

Chapter 4 The Plot

The commercial starts with a young lady walking up to a sidewalk news stand and looking at the magazines. She turns to see what a young man at the stand is reading and then picks up another copy of the Lush magazine he has. As she flips through it she is amazed by what she sees, and starts posing and shakes out her hair. Next we see her dressed in an evening gown in the passenger seat of a Morgan with her chauffeur driving her to the gala. At the gala her fans line the path and the stairs to the entrance and on the stairs waits the young man from the news stand in a tux. When she steps up beside him and takes his arm she turns to the camera and says; "Lush is not just a dream." As you can imagine it took much longer than that to film it.

Chapter 5 The Morgan's Role

They wanted moving scenes and the female lead did not know how to handle a manual transmission so one of the camera crew took the job. Two cameras were mounted in a van, one out the right hand side and the other to the rear. The girl wearing a big crino-





lined dress awkwardly manouvered her (too long for a Morgan) legs into the car then Mahfud and the chauffeuette stuffed the dress in under the dashboard and touched up her makeup. Next was the hot part of the date as they drove around slowly filming the drive to the gala. You know how much Morgans tend to heat up when driving slowly!

Next to film was the arrival at the gala, the poor girl stayed in the car as they set up as it was too much work to stuff her back in again. After several takes of them driving up to the gala, she crawled out of the car off camera and they filmed her walk past the fans and it was a wrap. We all shook hands and said goodbye.

Chapter ?

Well I haven't seen Lush magazine anywhere that I buy magazines. I havn'tseen the commercial air on TV. Maybe Lush was just a dream.



British Car Day

August 19, 2007

Held in Kingston City Park, right downtown under the trees. It's definitely our best day! This past August we had a record attendance with more than 165 British cars registered. They come from everywhere just for the fun. You can too!

Brits in the Park

Sunday July 21



British Motor Festival

The Classic Motor Event of 2002!!

Come to the *City of the Kawartha Lakes (Lindsay)* on this carefree summer Sunday. The Victoria British Car Club presents "Brits in the Park", the most authentic, Exclusively British Motoring Event on this side of the pond. Last year boasted 162 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.

"Brits in the Park" Classic British Motor Show * People's Choice Awards * Prizes * Pub & Food Bar*Brits & Spanners Market Place * Queen Victoria (herself)

Sunday July 21: "Brits in the Park" Classic Motor Show, - in Victoria Park on Kent Street Lindsay. Field opens at 9:00am, no judged entries after 1:00pm, \$10.00 entry fee. Peoples choice judging begins at 11:00am and closes at 2:00pm. Awards at 3:00pm.

For more information, please call
Jim Nesbitt (anytime) at 705-324-5194
or call our club President (anytime) Helen Fowler at 705-652-3658



Central Canada Morgan Events

- March 4 Pub Lunch, Queen's Head Pub, Burlington, Ontario
March 24 Club Dinner, Tuckers Market Place, Burlington, Sharon Roden, 905-892-6907
April 1 Pub Lunch, Queen's Head Pub, Burlington, Ontario
April 22 British Car Flea Market and Car Show, Ancaster, ON, Ron Kielbiski, 905-828-6810
May 26-June 3 British Car Week, Roll your British car out and go for a ride!
June 2 London British Car Club, Les McGaw 519-485-3652
June 9th Lytle's Picnic, 2PM, BYOB, appetizer or salad, Kathleen Lytle, 905-822-1606
June 17 Classics Against Cancer, Georgetown, Ontario, Shier Barbecue, 905-877-1427
June 22-24 VARAC - 28th Vintage Racing Festival, Ron Wanless, 613-359-1013
July 6-8 Collingwood Run with Georgian Bay BCC, John Roden, 905-892-6907
July 6-8 MOG 36, Shepherdstown, West Virginia, Carl Shriver, schriver@morgandc.com
July 14 Ottawa All British Car Day, http://www.britishcarday.ca/area/area_index.html
July 22nd Brits in the Park, Lindsay, Ontario, Jim Nesbitt, 705-324-5194
August 19th British Car Day, Bootn' Bonnet Car Club, Kingston, Linda Thomas, 613-385-1947
Sept 5-9 Zippo U.S. Vintage Grand Prix, Watkin's Glen, NY, <http://www.theglen.com/>
Sept 16 British Car Day, Bronte Prov. Park, Ontario, <http://www.britishcarday.com/>
Sept 28-30 Fall Colours Run, Haliburton, Trevor Davies, 905-846-1472

Eastern Canada Events

- July 14 British Car Days Across the Bridge, Bob Bentley, (902) 964-3294

Western Canada Morgan Events

- Feb 14 Harts and Tarts Run, Steve Blake, 604-943-6416
Mar. 24-25 Biannual celebration for MogNW at LaConnor, Wa. Mike Powley at 604 542 0921
May 19th Van Dusen ABFM in Vancouver BC contact Heidi Marshall at 604 945 7978
June 17th Father's Day Picnic in Victoria contact Kit Raetson at 250 544 2026
June 21-24th Devil's Punch Bowl in Portland, Wa. contact Heinz Stromquist at 503 224 9576

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"Fred's little used company car is for sale. Volvo V70 2.4, March 2003, only 43.000 km, metallic blue, premium package plus sunroof, only CAD 18.500. Phone: 416-290-6055 (w), 416-385-0689 (h) or email: hendriksen@rogers.com"



Notes From the West

Ken Miles (kengmiles@shaw.ca)

Mike Powley Receives Doug Price Award

The annual Christmas Party of the Northern Pod of MOGNW was held at Bob and Judy McDiarmid’s house on Dec. 9th. Amongst the 35 members of MOGNW in attendance, there were 8 members of the Morgan Sports Car Club of Canada.

Traditionally the MSCCC presents its annual “Doug Price Award” for the most enthusiastic member of the club as nominated by a member at large and endorsed by the executive in December of each year. Ken Miles made the presentation on behalf of the MSCCC. Ken explained a bit of the history of the Doug Price award and said the person receiving it was supposed to resemble the dedication of Doug Price to the Morgan Fraternity. Ken said he was pleased to have nominated the person receiving the award because he felt this person was well overdue in receiving it. He then proceeded to read his nomination and half way through the narrative, Mike was heard to say, “By God, it’s me” Mike was taken by surprise and was very appreciative of receiving it.



Boxing Day Run

The Boxing Day Run held on Dec. 26th of course came off with only one Morgan but lots of attendees. As usual we met at Art Knapps on the King George Hwy. to allow for the garden train enthusiasts to investigate possible additions to their backyard layouts depending on the costs. Attendees were the McCabes, Blakes, McDiarmids, Burkholders, Theoux, Muehlings, Greens and Wellingtons. After reviewing the train setups, we cautiously entered the north bound lane of the King George Hwy with our big cars following Mike Powley in his Morgan. With Mike leading we faced an unexpected challenge by Mike turning south into a dead end to see if we were awake. Once we got sorted out we headed for the main street of White Rock for our usual parade to allow the local natives to see us and figure out why the “nut” in the Morgan was allowed out for the day by his wife. After this very short drive we ended up at the Powley’s house for both solid and liquid refreshment. The highlight of this refreshment was a snifter of Chateau de Busca 20 year old Mousquetaire Anniversary Armagnac of which there is some left for next year for those who were unable to make it this year.

As usual Mike and Rosemarie provided a warm and cozy atmosphere for the Northern Pod members to socialize away from the rigours of driving the beast.



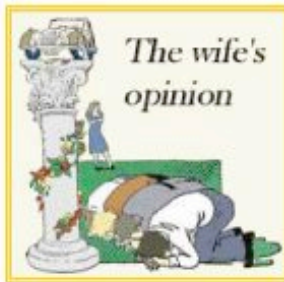
Mike and Rose Marie Powley graciously accept the Doug Price Award



VanDusen Irish Troll speaking here ...OK at long last the great MogNW biennial big "AGM & induction meeting" is a go. By now most of you have booked the LaConner Inn?if not - better do it before January 24th, 2007 or we lose the 28 room block & you get to sleep with the LaConner "Binners" (Bert will give you references for his friends in the business of Binning.)
So book that now! See details below.



Date: Saturday night, March 24th, 2007
Location: La Conner Country Inn,
www.laconnerlodging.com or 360-466-3101; we have all 28 rooms blocked for Saturday night at \$109 plus tax (a significant reduction). **Reservation deadline:** Wed., Jan. 24, 2007, for the special rate. Individuals are responsible for reservations. Call now! Or check it out @ <http://www.laconnerlodging.com/Inn.html>



Cancellation deadline: Thursday, March 1, 2007.
Don't miss this special event: The Winter Banquet is a biennial event, so plan to be there. Make your reservations now! La Conner is a beautiful place to visit even in March. Who knows, you might even want to take your Morgan! Stay 2 nights? just ask Sarah.



Dining/Catering: Catering will now be by the Troll's favourite place the Station House (that be Mgr. Rich) & the menu: Corned beef Irish dinner with cabbage, Guinness & all the fix'ins. - so easy and good! We eat & splash around here in the Two Forks Banquet Room ...hey! it is OK you don't need the forks if you are from Canada!

MogNW



Decorations and Ambience: Mike Amos will do decorations and general ambience for the room, prizes, favours, etc. Yes, you can dress and "go Irish" that night. The cost? ...a fantastic value at \$15.00 US & \$17.00 Can. with a room full of 50 of your nearest & dearest "Morganestas". Please standby for an official dinner "registration" form.

Yes, for the cheapies the Guinness will be free! And maybe more if enough of you attend!

Sting in the tail

Having built a car fit for a prince, the fashionably unfashionable Morgan Motor Company has decided to make 100 more. James Foxall drives the first AeroMax

Morgan has never run with the pack. While homegrown rivals have designed machines using the ubiquitous modern sports-car jelly-mould, Morgans still look like they've escaped from the set of Jeeves and Wooster. While some car-makers have floundered by designing cars just for the home market, Morgan has quietly sought and won the legislative approval it needed to sell abroad. And while many have existed on credit or chased foreign businessmen to bankroll them, Morgan remains family-owned and unencumbered by debt.



Purity of line: the gorgeous one-piece wings of the AeroMax hark back to the 1930s

After years of building what was basically just one model, in 2001 Morgan launched the Aero 8, a car whose looks caused a certain, well, let's call it "debate" among loyal customers. Yet the Malvern company has managed to sell 480 of them so far. And now, just weeks after TVR's downward spiral turned into freefall, Morgan's trajectory continues upwards with the news that it's going to build the £110,000 AeroMax. In so doing, it remains deliciously and fashionably unfashionable. And that's why there's a decent chance it can successfully compete against the likes of Ferrari and Aston Martin in an arena from which others have emerged beaten and bloodied.

Unlike its equally expensive rivals, the AeroMax is a curious blend of ancient and modern. Take the gorgeous one-piece wings that flow back from the front wheels. Their shape harks back to the 1930s but they are formed during a high-tech process that heats aluminium-alloy to a semi-molten state so that it flows into its eventual form. It's a technique Jaguar would love to employ on its alloy cars, but each pair of AeroMax wings takes eight minutes to make and that's way too slow for mass production.

The AeroMax, of course, will never be mass-produced. Morgan is to make just 100 examples and it has

taken 30 deposits already. But despite this relatively limited run, boss Charles Morgan, grandson of company founder HFS Morgan, believes the car is vital for his firm. "AeroMax will take Morgan to customers who are willing to spend more money," he says. "It makes us credible as a bespoke car-maker." In an age where most companies judge success by sales figures, you'd have thought a workforce of 155 producing 620 cars a year was already pretty bespoke. But in fairness, the AeroMax does lift Morgan to a new level.

It was originally built as a one-off for the Morgan-loving president of Baring Brothers Sturdza bank and former pro tennis player, Prince Eric Sturdza. Morgan is using this car as a template for the production version that will see the light of day next year, so this is the car I drove.

In the aluminium-alloy it's a surprisingly good-looking machine. The view from the front is particularly satisfying, with headlights that appear less cross-eyed than those on the original Aero 8 and wings that look like pontoons joined by the deep chin spoiler. The Stingray Grey paintwork helps with the purity of the lines, particularly from the rear, where the Lancia Thesis lights look perfect on bodywork unencumbered by anything other than an offset number-plate holder.



The fascia is made from polished aluminium-alloy topped with ash

The twin rear windows both open and look fantastic. Even if a conventional hatchback is a much more satisfactory way of loading luggage, it can't maintain the structural integrity provided by the spine of the twin-window design. This car looks slightly awkward square on from the side; it is too slabby around the rear quarterlight and the roofline above the door is too angular and clumsy. But those areas will be more rounded on the definitive version.

Like the Aero 8, the new car uses a bonded aluminium-alloy monocoque to create a racing-car-like cell for driver and passenger. The suspension is hung on either end of this, and by doing away with rubber bushes in favour of ball joints they can run relatively soft springs. The result is twofold. There's a surprisingly compliant ride despite 20in wheels and low-profile tyres. And there's still oodles of grip with none

of the tail-happiness you might expect from such a thoroughbred. Even the electro-hydraulic steering is responsive, accurate and communicative, despite one of BMW's finest occupying the space between the front wheels and the driver.

Morgan reckons owners spending upwards of £60,000 deserve the sense of security the Bavarian engines provide. The car comes with bespoke electronics and a six-speed manual gearbox; the production version will also have the choice of an auto box, a first for Morgan. And while this car is powered by the 325bhp Aero 8 unit, production models will have 380bhp on tap. There is even dynamic traction control, although Morgan is keen to point out that it is less aggressive than traditional systems and intervenes only when it senses the rear wheels losing grip.

With an even weight distribution, the AeroMax has few vices, borrowing heavily from the already well-sorted Aero 8. Road and wind noise are two, however, and the driving position would be near-perfect if the pedals weren't so far offset to the left (apparently a peculiarity of this left-hand-drive car). But there's plenty of visual stimulation inside the cockpit to take your mind off that.

The facia is made from polished aluminium-alloy and the dash is

topped with ash. No cheap veneers here: this is a solid piece of wood, lovingly carved with two humps to accommodate the instrument binnacles, and the strip that runs down the central spine is equally beautiful. In a world dominated by carbon-fibre and other space-age composites, pieces of tree might seem out of place. But it's this unique craftsmanship and charm that will allow the AeroMax to compete in its market and help Morgan celebrate its centenary in 2009. And for that the company is to be warmly applauded.

Morgan AeroMax [tech/spec]



Price/availability: £110,000. Limited to 100 cars, on sale now (30 orders already taken) with delivery in February 2008.

Engine/transmission: 4,398cc BMW V8 with DOHC and four valves per cylinder, constantly variable exhaust camshaft timing and sequential fuel injection; 325bhp at



5,400rpm and 330lb ft of torque at 3,600rpm in prototype form (production car will have 380bhp). Six-speed manual or automatic gearbox, rear-wheel drive.

Performance: (prototype) top speed 160mph, 0-62mph in less than five seconds, EC Urban fuel consumption 23mpg (estimated), CO2 emissions N/A.

We like: Agile handling, wood detailing, engine sound, supple ride.

We don't like: Offset driving position, road and wind noise.

Alternatives: [Ferrari F430](#), from £121,795. [Aston Martin DB9](#), from £109,750. Porsche 911 Turbo, from £97,840.

The future

Morgan's cars might look as if they're anchored in the past but the firm has ambitious plans for the future. It's joined forces with technology firm QinetiQ, Cranfield and Oxford Universities and BOC to produce the LIFECar. Based on the Aero 8, this will have a hydrogen fuel cell powering a motor in each wheel. Charles Morgan insists its light weight will prove that just because a car is environmentally friendly doesn't mean it has to be boring to drive.

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TEC TALK

Problems With Modern Oils

forwarded by Martin Beer

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines. Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars. To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is needed by their statement: "Use dieselpated oils that are usually available at auto stores and truck stops".

Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding. Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding. Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from their "shelf oil".

Next question: Now what do we do? From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use". Delo (Standard Oil product) was named. About the same price as other quality



petroleum based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with. From the camshaft manufacturer (Crane): "use our additive " for the first 500 miles. From General Motors (Chevrolet): add EOS. their oil fortifier. to your oil, it's only about \$14.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!) From Redline Oil: Use our street formulated synthetics. They have what we need! From Castro!: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Dieselrated, 4Cycle Motorcycle oils and others specified diesel oils

Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol Products that are diesel rated. This is a difficult decision as we have been a dealer and great believer in all Castro! Products for over 40 years. We have been using Castro! Syntech oil in new engines for about 3 years so the cost difference is minimal on new engines. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes. it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel which is the major contributor to oil degradation. We will continue to offer the Castro! products but will now only stock the suggested diesel oils that they produce.

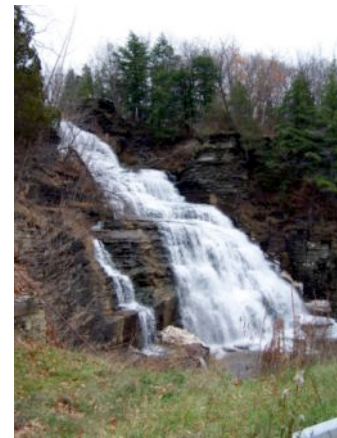
Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years. destroys our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner. i.e.: every British Car owner know that things are changing and we MUST meet the challenge. Keith Ansell -President Foreign Parts Positively Inc. www.ForeignPartsPositively.com



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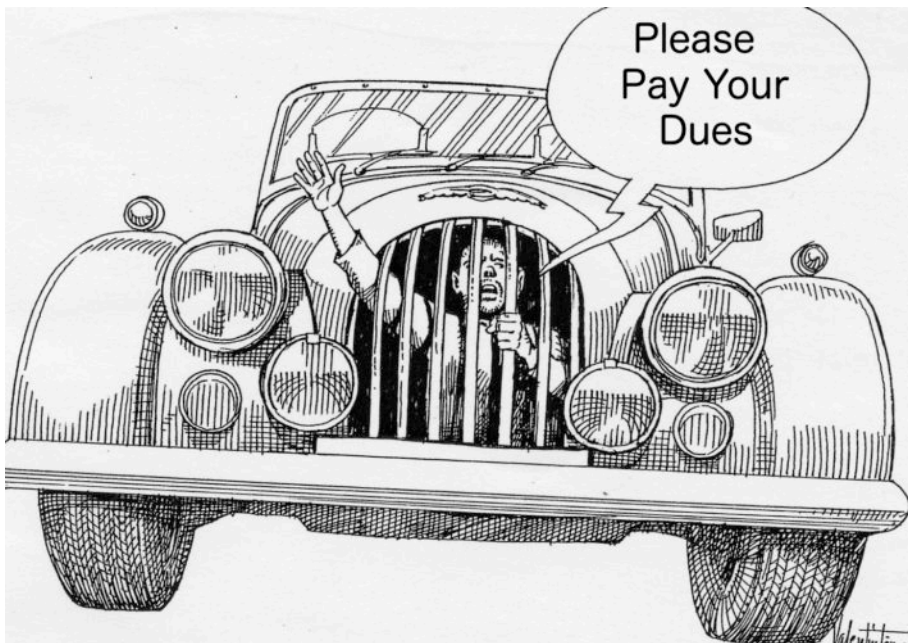
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HOG MOG Matters

Britain's sexiest car - the Volvo Estate!

The Volvo Estate has cast aside its boring image - by being voted the best car for having sex in the back seat. It turns out the car has actually seen more action than any other - largely thanks to the extra space, according to a new survey. And there was a boost for the white van man with the multi-purpose Mercedes Benz Sprinter Van in second place. The survey of 4,000 people for Yes Insurance Co. UK put the VW Camper van in third place, the BMW 3 Series Saloon in fourth and the Ford Escort in fifth. According to the pollsters, some 68% of people have had sex in a car and one in 10 say they had even got fruity while driving. Six per cent said they had damaged their vehicles while getting busy - but only one in 100 of these were bold enough to claim on their insurance. A Yes Insurance Co. UK spokesman said: "It would seem that space is the most important issue for couples who want to enjoy themselves. "Meanwhile, another survey found that more than a million motorists think about sex rather than the road ahead. Research from car insurer More Than found one in five drivers admit to concentrating behind the wheel less than 75% of the time, with 1.2 million thinking mostly about sex. For 3.2 million drivers work was the main focus and for 2 million more it was family issues that dominated.

www.Ananova.com



Tire Pressure and Dynamic Behavior

I would start by saying that this discussion assumes that the tires are not skidding - you are probably aware that as a car corners the tire generates side force by tracking in a slightly different direction from which it is pointing. This is called the slip angle, and a tire is not considered to be skidding if it is operating in the normal linear region of side force versus slip angle. If the tire exceeds this it will skid, traction will be much reduced, and the resultant behavior of the vehicle will depend on mass distribution (polar inertia), power and instantaneous traction rather than the normal oversteer/understeer characteristics.

In steady-state cornering all the tires will be operating at a given slip angle. The slip angle (as I said earlier) is a function of the side force as well as the tire type, material, size and cross section, aspect ratio, torque transfer, load and pressure. The lower the pressure (other things being equal) the larger the slip angle, and the greater the change in slip angle with side force - that is, if you have two similar tires, operating at similar side force values, and you lower the pressure in one of them the slip angle will increase; also (and more importantly for this discussion) any change in side force will result in a proportionally greater change in the slip angle in the tire with the lower pressure.

Consider the behavior of a car with 50-50 weight distribution and equal tire pressure front and rear, cornering in a steady-state condition. Assume that it is exhibiting neutral (neither understeer nor oversteer) behavior. We can analyze the stability by imagining a very small incremental change that causes a slight increase in side force. Under these conditions the side force will increase in equal amounts at the front and rear, the slip angles at both front and rear will also increase by the same amount, and the car will continue to exhibit neutral behavior (but there are some assumptions here that will be discussed later). If, on the other hand, we consider the same car with lower pressures in the rear, we will see that for the same incremental increase in side force the rear tires will develop a greater slip angle than the front ones - and that if no steering inputs are made the car will tend to tighten the radius of the corner. This, in turn, will increase the side force, which will cause a greater slip angle at the rear, etc. This is the general definition of oversteer, and it will result in a car that is statically unstable and which requires constant correction to prevent it "winding up" into any turn. It will also be sensitive to deflections when traveling in a straight line and will require constant correct to keep it tracking straight. It is probably obvious that softer front tire pressures in the same example will result in a statically stable car that does not wind up into turns and tracks straight without con-



stant corrections.

It is generally considered that cars should exhibit mild to moderate understeer (positive static stability) in order to be safe and stable under normal road conditions - although it should be said that drivers (and pilots) can cope with a fairly significant negative static stability margin if they stay on top of the situation, but it can get a bit wearing...

Now the cornering (stability, or oversteer/understeer) can be changed, as LG mentions, by changing the roll stiffness of the vehicle at each end. This, in turn, will change the effective load distribution between the left and right tires - and since one tire in the pair will be operating at a higher load, and since the total slip angle as well as the rate of change increases with load, the end of the car with the greater anti-roll (and thus load transference) will operate at a higher slip angle rate, just as though the tires were at a lower pressure. Since we do not have anti-roll bars (the normal mechanism for changing the amount of anti-roll) in Morgans a similar effect can be obtained by increasing the spring rate (stiffer springs) at the same end, and also (but only for initial turn-in behavior) by increasing the damper (shock absorber) stiffness - all have a similar effect to reducing tire pressure, as we have noted. And the caveat about neutral behavior as side force increases (in an earlier paragraph) was in reference to the rate of roll stiffness with side force of the suspension - you could imagine a car that has a greater anti-roll rate at the front, and which produces increasing understeer the harder it is cornered. The anti-roll rate is set by the suspension geometry and the height of the roll center, but these are not easily adjustable unless your name is W. Button Esq.

There is another method of changing cornering stability too - and that is with the accelerator. As I mentioned the slip angle is also dependant on torque transfer - so that under acceleration or braking the slip angle will increase as torque transfer increases. A convenient method of visualizing this is to imagine a vector of the total traction associated with the tire - and the vector can be pointed either laterally (all traction used for cornering) or longitudinally (all traction used for acceleration/braking) or somewhere in between. So if you have a car that exhibits mild understeer in a corner you can make it neutral by accelerating, which will swing the total traction vector forward and leave less for cornering, which will result in a greater slip angle. This is the reason that more powerful cars typically have a greater margin of understeer than less powerful ones. This allows the driver to enter a corner with adequate (!) cornering reserves, and then use remaining total traction at the rear by accelerating, which has the nice side effect of reducing the understeer and causing the car to finish the corner in a neutral manner. It is also nice to have moderate understeer in a powerful car so that it remains stable when accelerating in a straight line.

So if you want to reduce the static stability (reduce under-steer or increase oversteer, the terminology depending how much stability your car has) you should lower the tire pressures in the rear versus the front, change to higher aspect ratio tires or smaller tire cross sections on the rear, stiffen the rear spring rates, and increase the rear damper settings to affect just the turn-in characteristics. And you will have a car that is more "nervous" and dynamic - but you do not have to go the whole way to a negatively stable car, which is generally considered to be dangerous. The danger of negative static stability is, by the way, the reason that most after-market manufacturers will only sell rear anti-roll bars as a set with front ones. And if you want a car that is more stable, and which has greater reserves to allow acceleration through corners you should do the opposite of the above.

I must finish by saying that I have no idea what front tire pressure differential over the rear ones will cause any specific Morgan to become unstable - but the following seems to be clear: (i) Plus 8's (and Roadsters) should trend to higher rear/lower front values (or equal ones) than (ii) 4/4's which can be more neutral since (most of them) do not have such a large amount of torque available; (iii) The recommended Morgan pressures (same all round) produce a mild to moderate understeer (unless you have a heavy suitcase on the luggage rack, when things can get a little too nervous in a 4/4 at high speed) both in my experience and from empirical evidence - otherwise there would be a lot more cars in the hedges than there are; and finally (iv) if you do increase the pressure balance towards the front do it cautiously....

Thanks to David Poole of Annapolis, Maryland for this article.



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