



The Blurb



1943 Stinson V77

1974 Norton 850 Commando

1953 Morgan +4

Wings and Wheels Heritage Festival 2008

Toronto Aerospace Museum, Downsview Airport

Photo by Andrew H. Cline / Toronto Aerospace Museum



PREZ SEZ

I was going to up-date my last column and the status of our [occasionally reluctant] cars, but events have overtaken me and the car report can wait.

Last week-end, May 23-25 was the annual Spring Fling for the Toronto Triumph Club and the Toronto MG Club. It was headquartered at the 4 Points Sheraton Hotel in Thorold, which is almost in our backyard. Gord Lawson and I decided to welcome the club members to the Niagara Peninsula, and we met at the hotel at 7:00 P.M. Friday evening. You could accuse us of freeloading--and at this point you would be correct. We did help set up the registration desk, introduced ourselves to the 2 guys running the event, accepted the offered drinks and stayed to chat with club members as they arrived. I excused myself at about 9: P.M. and bumped into a T.T.C. member who was having car trouble. I invited him to use our garage to work on the problem, an offer he accepted. As it turned out, he couldn't find anything obviously wrong and returned to the hotel.

Saturday was a wonderful day--sunny, cool, no humidity, great to be out in the Morgan with the top down. The plan was to meet Gord at McFarland House on the Niagara Parkway, greet the cars and drivers at the end of their run, and maybe mooch lunch. Before I got away, however, Sharon needed some help gardening. While she was working, she tripped and fell and is still feeling the affects of the fall.

Somewhat daunted, I set out for McFarland House and met Gord as planned. While we waited for the cars to arrive, we were surprised to see many Ford Model Ts driving along the Parkway. Seems this is the 100th anniversary of Henry's 1st mass produced auto and there was a gathering in Niagara-on-the-Lake to mark the occasion.

Finally, the Triumphs and MGs arrived and parked on the lawn. Amongst the Triumphs, I recognized one belonging to Robin Searle. Gord and I went for lunch--no mooching here-- and returned to look at the cars. That gathering broke up before I could talk to the Triumph owners that I know, so I returned home.

On Sunday, Sharon and I went on a run with the British Sportscar Club, and skipped the Poker Run sponsored by the Niagara Club. Some bright spark in the Niagara Club invited the Spring Fling participants to

John Roden (jsroden@vaxxine.com)

join the poker run, a very hospitable move, and about 21 of the 47 cars joined the run. That's the spirit that makes this hobby so much fun.

When we got home Sunday evening and cleaned up, Sharon turned the T.V. to Channel 41, the all-news channel out of Toronto. Shortly after, she called my attention to pictures of a traffic accident that had occurred shortly after 6.P.M. She recognized the car involved as a T.R.3. The pictures are small, but she was right. The car was a total wreck and it's amazing that anyone survived the crash. I know of one green T.R.3, and the owner lives on Lake Simcoe so he and his wife could have been returning home via the 400 at that time of the day. My fears were confirmed on Monday. Robin and Ria Searles were not in the poker run but were returning home when their car was sideswiped into the guard-rail and then into the path of a van. Ria suffered broken bones, Robin was more seriously injured, but both are expected to recover and we certainly wish them a full and speedy recovery.

Looks like lunch on the run to Bayfield will be in Stratford.

We are sorry to hear that the Hendikson's will be leaving Canada and returning to the Netherlands at the end of this month. We have enjoyed their company, their enthusiasm for our favourite LBCs, and their hospitality. We [thats all of us] wish them well and many more years of Morganeering. Our loss will be the Morgan Club of Holland's gain.

Some good news--the Benets have sold their Rochester home, and the 3 of them--Bill, Desi and the Morgan are set to be full-time residents of Toronto. Congratulations!

See you at the Lytle's and then in Bayfield and get out and drive those Morgans--but be careful!



**BLURB EDITOR**Thomas Van Zuiden (tvanzuiden@sympatico.ca)

It is May 31st and I am just starting the "Blurb". This will be the skinniest issue in recent memory due to a lack of articles. Hopefully our Morgan experiences coming up later this summer will fill future pages. If you have any thing you would like to pass along you know how to reach me! Lynda and I are now on the verge digging foundations for our new house. We took the Morgan up to Owen Sound Ledgerock yesterday. The airports in Hamilton, Kitchener/Waterloo and Wiarton said that it would be 70 and sunny. It was cold and wet and of course the top went on well into the raindrops and of course the side curtains went on when we were drenched but there sure is some beautiful stone coming out of the Wiarton area. Our new house will be full of it!

Our Pub Lunches have been full for the past two sessions and I will only mention that we have seen some new faces recently including Nick Murphy and Teresa David, Peter and Mary Jo Kennett, Joan and Don Martin are back. Otherwise, it is hard to find a place to sit for our pub lunches. At the last meeting, I did notice that all the Morgans in the parking lot were green (Farmer, Steward, Shier, Van Zuiden, Lytle) so would somebody please bring another coloured Morgan to the next meeting.

LYTLE's Picnic, Sunday June 8th 2008 4pm

Alan & Kathy Lytle 1471 Fairmile Court, Mississauga 905 822 1606

alanlytle@sympatico.caFor those who want a **stop along the way**, two options:

Take a photo of your Morgan in front of a 1919 Arts and Crafts house - the Chappell House - at **Riverwood** (Burnhamthorpe at the Credit River), just 13 minutes from the BBQ; or, stop by the **Benares Museum** on Clarkson Road, open Sunday afternoons, to see a 19th century home which was the model for Mazo de la Roche who created Jalna. Just 60 seconds and around two corners from the BBQ.

4PM-BYOB and please call Kathy and let her know if you are bringing an appetizer or dessert. 905-822-1606

kathylytle@sympatico.ca

Directions to the Lytle's:

QEW to Southdown

South on Southdown to Truscott

East (left) on Truscott to Clarkson (STOP sign)

Straight across, second street on the left

Or:

Lakeshore Road to Clarkson Road North

North on Clarkson

Right on Truscott

Second street on the left



<http://maps.google.com/maps?sourceid=navclient&ie=UTF-8&rls=DBCA,DBCA:2006-36,DBCA:en&q=1471+fairmile+court>



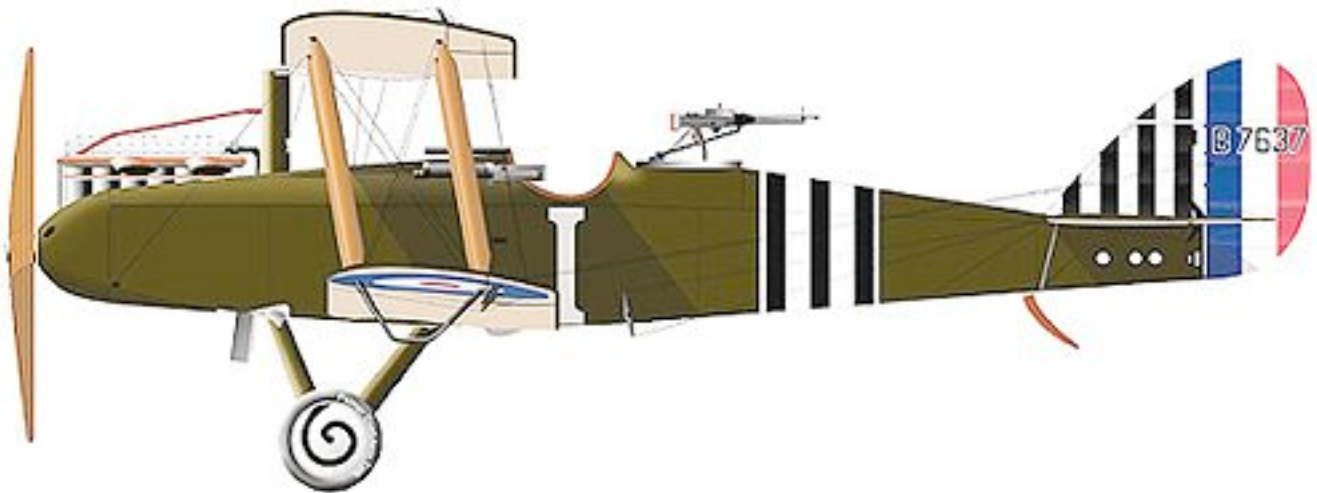
Thanks to Andrew Cline from the Toronto Aerospace Museum at Downsview Airport for providing us with the cover photo for this issue. He describes the objects as "Stinson V77 (c/n 77-166) CF-CAJ mfg 1943, 1974 Norton 850 Commando, Brian Barrett, Canadian Vintage Motorcycle Group, 1953 Morgan +4, Stuart Harvey, Wings and Wheels Heritage Festival 2008, May 22, 2008 at the Toronto Aerospace Museum, Downsview Airport (CYZD), Toronto, ON

"Treasurers Report"



Membership for 2008 so far stands at 89 paid members. I believe all paid members have received their tote bags. If not please inform an Executive of the Club. Transfers from Alterna Savings have been completed leaving the club with a current balance of **\$9997.83**. Receivables for badge sales are currently \$160.00 Outstanding debits are BCCI premiums for 2008 \$175.00 & payment for replacement cheques owing to CIBC.

Cheers Martin



There are plans for an event at the Brampton Airpark featuring WW1 replica aircraft. **Colin Bray** is looking into this visit which will be in August or September.

From **Colin and Barbara Bray** bjgardner@sympatico.ca



For those of you who have responded, I thank you! For those of you who have not, please send me your name(s), whether you will be going for the whole weekend, or just the Saturday, and which hotel/motel/b&b etc. you are staying at. I need to know numbers for reservations for dinner on Friday at the Docks July 11 in

Bayfield, lunch (with the KABCC group in Kincardine) July 12 and dinner at the Albion Hotel July 12.

Plans for the trip up on Friday are not firm. We are trying to organize a place to stop enroute on Friday for those of you who would like to meet up for lunch. This was discussed at our monthly meeting yesterday. So far, we've had no luck finding a suitable place to stop. A couple of members are exploring some areas for us, and we hope to have some news by the June meeting, if an appropriate venue has been found. We have people coming from many different directions, and it may be that a stop for lunch may not be feasible. But again, we're working on it and will let you know. If anyone has any ideas (somewhere 1/2 way to Bayfield), please let me know.



For Saturday, July 12, Mary & Ray Shier will lead us from Bayfield to Kincardine on a morning run. We will lunch in Victoria Park, Kincardine at 1:00 p.m. The cars will be displayed there. Photos will be taken. The Mayor of Kincardine plans to be in attendance.

During the afternoon, for those of you who are interested, you can visit Bob Thompson's collection of 25 Rolls Royces, or just explore the area on your way back to Bayfield. Bayfield is a lovely little town which reminds me of a smaller and less touristy Niagara-on-the-Lake. There are some great shops. I know this as I always pick up something when there. Barbara Gardener-Bray.

From **Mr. Brian Lee** - We shall be in Southern Ontario from 20 August to 10 September this year (these are the days we fly from and to the UK). My wife, Jean, and I visit Canada on a regular basis as her sister lives in Fergus. The main purpose of our visit this year is to attend a wedding on 23 August but after then we shall have some free time. If there is a Morgan Club meeting during our visit within reasonable traveling distance of Fergus I would appreciate the opportunity to meet up. Perhaps you could let me know if there are any opportunities. Regards Brian Lee - Vice Chairman - The Morgan Sports Car Club Ltd - vice.chairman@mscc.uk.com

From **Cathy Tait** who is Director of Festivals & Events for Gravenhurst, Ontario 2008 and would like to invite our members to join Ontario's Best Antique & Classic Car Show on June 14th this year at the **Gravenhurst Car Show**. see the flier in this issue of the "Blurb".



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Notes From the West

For the first time in several years, there was no rain, no snow, no wind, and cold temperatures but only bright blues skies and record breaking temperatures for the Van Dusen ABFM.

The weekend started on Friday night with a party at the Abercorn Inn in Richmond. Several Morgan drivers (Steve and Liz Blake, Graham and Val Bailey, Dave and Thea Wellington, Ric MacDonald, Steve Hutchens, Bob and Barbara Stinson, Bob Algar and Ken Miles) were among the over 300 people who attended. The beer, wine and spirits flowed abundantly (first two free just what every Morgan driver wants) and the food such as sandwiches, sausage rolls, chicken wings, sausage balls, quiche, etc. were great. There was a buzz of camaraderie in the air, which along with the live entertainment made for a fun evening. About 8:30, the baron of beef was brought out and once again we started eating. The silent auction had some interesting articles for sale and was supposed to end at 9:30 but once we realized it was going to continue for some time, we decided to leave for home.

There were approximately 30 Morgans on the field the next day (8-4/4, 14 Plus 4, 6 Plus 8 and 2 Roadsters). Tom Henderson brought a neat 1992 4/4 equipped with a Honda S2000 motor. According to all reports the performance is remarkable and it is a very

Ken & Pat Miles (kengmiles@shaw.ca)

nice installation. Lee Harmen was showing off his newly repainted Plus 4 and it was impressive and Graham Bailey brought his newly purchased Plus 8. However, I think the two cars that impressed the most were the Roadsters of Bob Stinson and Gerry Seligman. They created quite a stir when people realized how new they were and that people could buy new ones in the States. Bill Buttons brought his newly acquired Drop Head Coupe, which show the true spirit of the Morgan enthusiast.

The Plus 8 class was won by Bob Algar followed by Bob Stinson and Jerry Seligman with their Roadsters. Note that the Plus 8 class was dominated by Roadsters. Hopefully in the future this will lead to us having a Roadster class. The Plus 4 class was won by Larry Emrick followed by Ken Miles and Lee Harmen. The 4/4 class was won Les Burkholder and I believe Rick McDonald was second and I am not sure about who was third.

After the meet was over we adjourned to the Sea Cadet facility on Annacis Island where members who attended at Van Dusen joined us. The dinner catered by the Theroux's, Burkholder's Muehling's and McDiarmid's was excellent and everybody present appreciated their hard work.

The next event for our western members will be the annual Father's Day picnic in Beacon Hill Park on Sunday June 15th and will be preceded by a drive and Pig roast organized by the Island Cell of MOGNW. If anyone is interested contact Kit Raetson in Sooke Vancouver Island.

The following weekend June 20th, 21st and 22nd will be the annual Devil's Punchbowl run hosted by the Portland Pod of MOGNW and will be joined by several members of the MSCCNC. If you are interested contact Heinz Stromquist in Portland, Oregon.

The Bellvue ABFM will be held on July 26, 27. If you are interested contact Mike Amos.





Central Canada Morgan Events

- June 7 Dunneville Autodrome, Mr. Ross Hamilton, rosshamilton@rogers.com
- June 8 Summer Picnic, Cathy and Alan Lytles, Mississauga, Ontario
- June 14 Gravenhurst Classic Car Show, Cathy Tait, ctait@realmuskoka.com
- June 14 London Car Show, Carolyn McGaw 519-485-3652
- June 14 Multi Club Picnic, Queenston Heights Park, multiclubpicnic@mgcarclub.com
- June 15 Classics Against Cancer, Georgetown, Ontario, 905-877-6457
- June 20-22 Can-Am Thunder, Mostport, www.varac.ca/festival/fest_welcome.html
- July 3-7 MOG 38, Shepherdstown West Virginia
- July 11-12 Lake Huron Run, Bayfield Village Inn, Barbara & Colin Bray-bjgardner@sympatico.ca
- July 13 Brits-In-The-Park, Lindsay, Ontario, Ken Inglis, 416.544.9203
- Aug 8.9.10 British Car Show, New Brunswick, <http://www.michaeldunn.ca/NBBCS2008>
- Aug 17 Bootn' Bonnet, Kingston, Linda Thomas, www.bootnbonnet.org
- Aug 30 Wilkinson Barbecue, Burlington, Ontario
- Sept 8-10 Zippo U.S. Vintage Grand Prix, Watkins Glen, New York
- Sept 21 British Car Day, Bronte Park, Burlington, www.britishcarday.com

Western Canada Morgan Events

- June 15 Fathers Day Picnic, Beacon Hill Park, Kit Raetson, islandpod@mognw.com
- Jun 20-22 Devils Punch Bowl - Heinz Stromquist
- Jul 27 July 6: Brits 'Round BC - Steve Hutchens, <http://www.obcc.ca>
- Jul 1 Canada Day Show and Shine - Saltspring Island, www.saltspringcarclub.com/canadaday
- July 26 Bellevue ABFM, Arnie Taub at ataub@att.net.
- July 27 Rally in the Valley - www.obcc.ca



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For all you folks that have the inclination to work with tools at home

A commentary by the editor Doc Calef — kindly submitted by John Sprouse

DRILL PRESS: A tall upright machine useful for suddenly ^{About tools and their REAL uses:} snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Yeou shit...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters. The most often tool used by all women.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 45 minutes.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters and wire

wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

RADIAL ARM SAW: A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids and for opening old-style paper-and tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are attempting to hit. Women primarily use it to make gaping holes in walls when hanging pictures.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Kindly forwarded by Tom Hooker

OLD WORLD CHARM

At Morgan, They Still Make Them
Like They Used To

By Tim Suddard
Photography by Tim and Tommy Suddard



Building an automobile is certainly a difficult task. Today's manufacturing facilities are filled with huge machines, complex assembly lines and computerized robots. At the Morgan factory, however, the most complicated tools to be found are a jigsaw and a hammer.

We visited Morgan's factory during last summer's Moss Motors reader tour and got a private look at the works. It can best be called an amazing step back in time.

You see, Morgans are not mass-produced. Morgans have been made at the same factory since 1919, only 10 years after the company was founded. The birthplace of all Morgans built since the end of World War I can be found on a back street in Malvern Link, England, located in the beautiful Malvern Hills.

The area hasn't changed much, and neither have the cars. The technology used today is, in places, perhaps less sophisticated than what Henry Ford used to build his Model T.

Morgans are still built by hand by about 160 artisans, many of whom learned the trade from their fathers. The company produces approximately 620 cars a year, with each one taking about 30 days to complete.

Despite the small production run, Morgan still offers a surprising variety of models. Several of them fall under the brand's Classic range and trace their roots back to 1936. Their base model is the 4/4, which is powered by the 1.8-liter Ford Duratec.

The Plus 4 gets a 2.0-liter Duratec, while Ford's 3.0-liter V6 engine motivates the Roadster. Adding some power to the equation certainly speeds things up; where the 4/4 needs almost nine seconds to accelerate to 60 mph, the V6-powered Roadster can accomplish that feat in less than five.

And who says that Morgans are for only two people? The company recently brought back their 4-Seater model, which is available with the 2.0- or 3.0-liter engine.

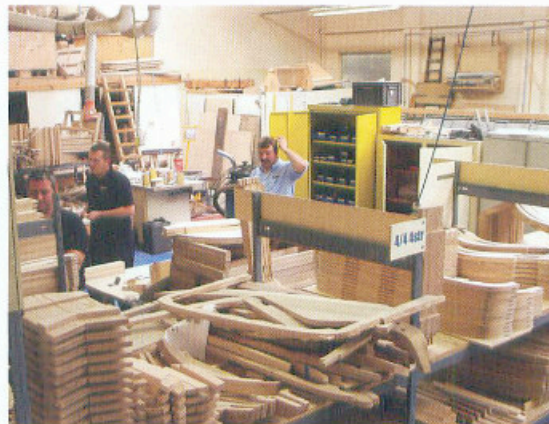
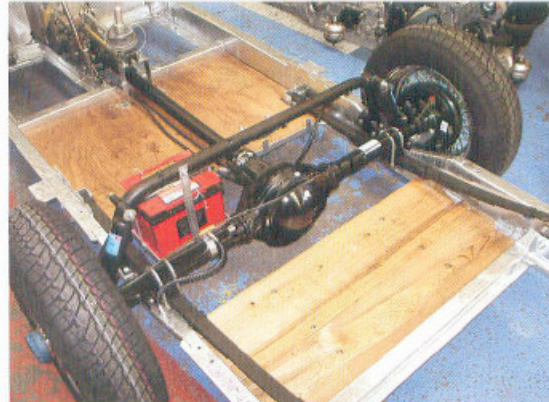
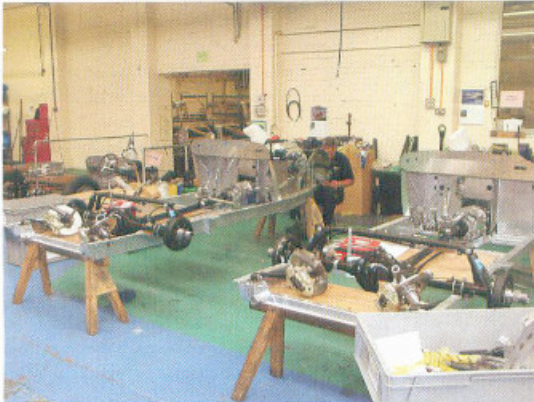
The crown jewel in the Morgan fleet is the Aero 8, which is an all-new design powered by the 4.4-liter BMW eight-cylinder engine. This is currently the only model available in the U.S., since the others were pulled from our market when they could not be fitted with the government-required advanced airbags.

While the U.S. is not a big market for Morgan, the same cannot be said for some other countries. About three-quarters of all Morgans built are exported, with Germany and Belgium being the largest markets. The people of Japan also have a strong yen for the cars.

What is it like to take a step back in time and watch master craftsmen work? Here's a look at how things are done the old-fashioned way at the Morgan Motor Company.

Classic Motorsports 85

"THE BIRTHPLACE OF ALL MORGANS BUILT SINCE THE END OF WORLD WAR I
CAN BE FOUND ON A BACK STREET IN MALVERN LINK, ENGLAND"



1.
Each car starts with a galvanized steel chassis. A plywood floor is bolted into this frame and the rear end is put in place.

2.
Most Morgans feature a unique sliding pillar front suspension that was actually developed by Lancia. Coil springs surround a stationary tube that carries the spindle. Technology isn't completely absent, as smaller helper springs are now used to increase comfort. The Aero 8 uses more modern A-arms front and rear.

3.
The rear axle is solid with semi-elliptical springs. Conventional tube shock absorbers are used front and rear.

4.
Entering the wood shop adds a whole new sensation to the tour as the smell of ash wood fills the air. The ash comes from North Lincolnshire. Morgan uses this flexible hardwood since it's native to England and ages well.

"DESPITE THE LACK OF ROBOTS, MORGAN STRIVES TO KEEP THEIR CARS UNIFORM"



5.

The ash boards are assembled together in custom jigs and form the frame of the body. Despite the lack of robots, Morgan strives to keep their cars uniform. Trained craftsmen make sure everything is right.

6.

Jigs are used to compress the wood and form the rounded rear wheel wells.

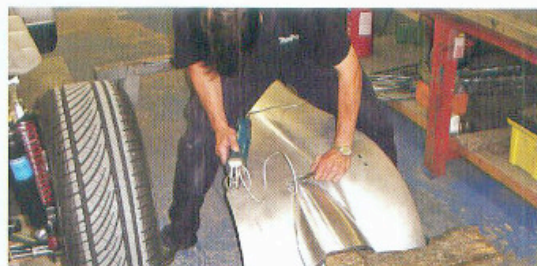
7.

The body's aluminum skin is cut and then hammered around the wooden frame.



8.

The fenders are the only body panels not bent by hand, as they are formed by spraying molten aluminum into a mold. The protruding headlights are then welded to the fenders.



9.

As each piece of metal is formed, it is mounted to the body. Front fenders are hand cut to fit each car. Every part on the car is numbered, and the body panels are not interchangeable between cars.

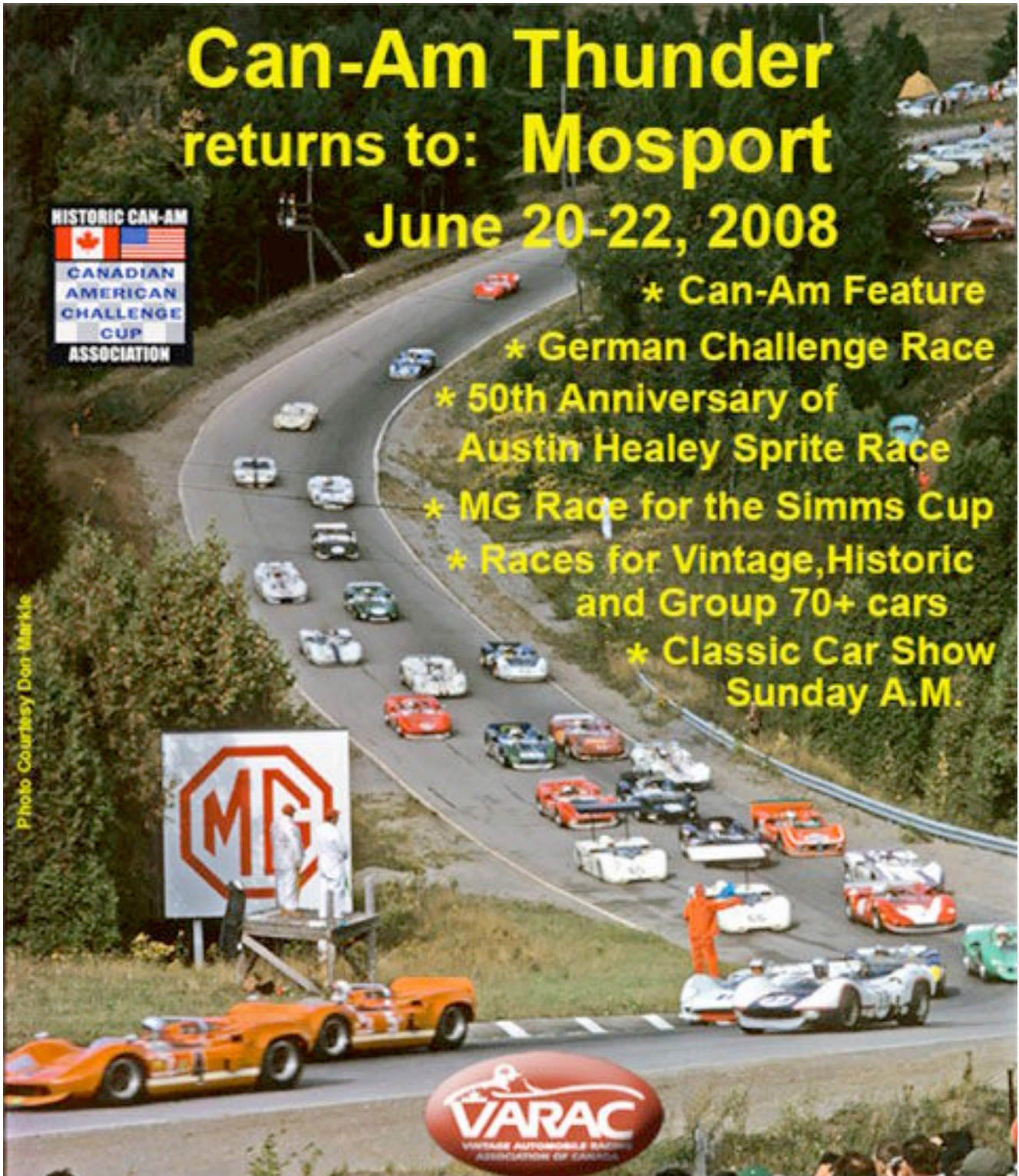


Can-Am Thunder returns to: Mosport June 20-22, 2008



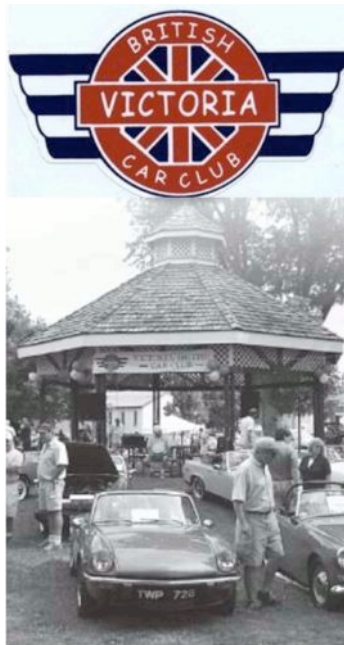
- * Can-Am Feature
- * German Challenge Race
- * 50th Anniversary of Austin Healey Sprite Race
- * MG Race for the Simms Cup
- * Races for Vintage, Historic and Group 70+ cars
- * Classic Car Show Sunday A.M.

Photo Courtesy Don Markle



For More Information:

John Greenwood 905-723-9334 haggisbasher@sympatico.ca
Or Visit: www.varac.ca



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downtown Victoria Park.*

*The Victoria British Car Club presents their
annual event, the most authentic British
Motoring Event on this side of the Pond.*

*Last year over 200 Classic British
Vehicles were entered.*



Employees at the Morgan Motor Company have always been considered special, and are referred to by Morgan owners the world over as members of the Morgan "family", a description illustrated perfectly by the support given recently to employee **Thom Donaldson**. Following a serious accident outside of the work place in 2006, Thom, who had only recently joined as an apprentice in the trim department was left with only limited movement. He now relies on a powered wheelchair for mobility.

Such was the feeling within the company, that it was agreed that 2007 would be the year of support for Thom. As a result the appeal committee managed to raise a whopping £75,000 thanks to the efforts of a large number of people and organisations plus the kindness of many visitors and the local community. This has given financial support for a specially modified car, hydrotherapy sessions and specialist equipment to allow Thom to move into a flat local to the factory, and start back at Morgan doing computer work.

The events organised by Thom's supporters included golf days, a summer ball and auction, clay pigeon shoots, gigs and even a head shave by one of his factory co-workers. The finale was the raffling of a brand new Morgan Roadster at the Christmas party. Produced with time freely donated by the factory employees, and made from components kindly donated by Morgan's supplier base including Ford, Powertorque, Radshape, Caparo AP, MB components and Caerbont as well as many smaller component suppliers too numerous to mention, one lucky owner took delivery just a few weeks ago of a beautiful racing green 3.0 litre Roadster.

Charles Morgan, the grandson of the founder said "we were all devastated when we first heard the news, and the fund raising was one tangible way of helping one of the "family" that makes up the Morgan Motor company workforce back to independence. We are all delighted to see him back at work"



2008 MCC DC MEMBERSHIP RENEWAL

IT IS TIME TO RENEW YOUR MEMBERSHIP IN MCC DC. PLEASE COMPLETE THE FORM AND SEND WITH A CHECK FOR \$27 AS PAYMENT FOR YOUR 2008 DUES TO:

MCC DC c/o DON SMITH • 10805 ADMIRALS WAY • POTOMAC MD 20854

PLEASE UPDATE ALL PERTINENT INFORMATION. *DO NOT ASSUME WE HAVE YOUR INFORMATION FROM A PREVIOUS YEAR.* ALL COMMENTS AND SUGGESTIONS ARE WELCOME.

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2	_____	_____	_____	_____	_____
3	_____	_____	_____	_____	_____
4	_____	_____	_____	_____	_____

MEMBER ACTIVITY / INTEREST AREAS

CIRCLE OR UNDERSCORE ANY/ALL ACTIVITIES

ACTIVITIES PRESENTLY ENGAGED IN • RESTORATION • MAINTENANCE • WEEKEND ROAD TRIPS • VACATION ROAD TRIPS • RALLIES
AUTO SHOWS • CLUB CONCOURS • AAC CONCOURS • VINTAGE RACING • SCCA RACING • AUTOCROSS • _____

ACTIVITIES I WOULD LIKE TO PARTICIPATE IN • TOURS • WEEKEND GETAWAYS • BRUNCHES • RALLIES • GYMKHANNA • CONCOUR •
AUTOCROSS • HILL CLIMBS • FIELD TRIALS • VINTAGE RACING • TECH SESSIONS • _____

I WOULD ATTEND ACTIVITIES ON • SATURDAY • SUNDAY • LONG WEEKENDS • _____

I HAVE THIS GREAT IDEA I _____



MORGAN STATUE FUNDRAISING CONTRIBUTION

A MATCHING FUND CONTRIBUTION OF \$ (£) _____

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FURTHER INFORMATION: www.morganstatue.org info@morganstatue.org



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 Model: Year: SN:
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Membership fee \$25.00* for the year. Payable January 1st of each year.

*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:

Mr. Martin Beer, 33 St. Michaels Court, Bolton, Ontario, L7E 5Z3.

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