



4-93

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CONTENTS/EVENTS

	PREZ'S SEZ	PAGE 2
	MOG 23 REVIEWS - ALEC KNIGHT	PAGE 3
	- THE SCRIBE?	PAGE 4-5
	PHOTOS - VERN DALE-JOHNSON	PAGE 6
	CANADIAN WARPLANE HERITAGE RUN	PAGE 7
	- FRED KUZYK	
	BOOT & BONNET ALL BRITISH CAR SHOW	PAGE 8
	PHOTOS - P. DONOGHUE/B. HARMER	PAGE 9
	HOG MOGS TOGETHER, BURLINGTON	PAGE 10
SEPT 18 &	10TH ANNUAL BRITISH CAR DAY, BRONTE	PAGE 11 & 12
SEPT 19	BRITISH INVASION III, STOWE, VT	PAGE 13
SEPT 17-19	FOR MORE INFO, CALL J. BEER	
OCT 1-3	AUTUMN MOG XV, SHAWNEE INN, PA	PAGE 14
	FOR MORE INFO CALL P. DONOGHUE	
OCT 1-3	MORGANS AT THE POINT, SUMMIT PT, WVA	PAGE 15
	FOR MORE INFO CALL J. BEER	
OCT 3	BRITISH CAR AUTOJUMBLE, INTL CTR,	PAGE 18
	MORGAN CAR REGISTER OF NORTH AMERICA	PAGE 16

CONTRIBUTORS: F. Kuzyk; P. Donoghue; V. Dale-Johnson
A. Knight



THE PREZ('s) SEZ('s)

THE PREZ('s) SEZ('s)

Siesta time's over: we are back!

It has, thus far, been a BUSY season. It started with the British Sports Car "Spring Fling" in Simcoe (see Vern's report in the last issue); carried through to MOG 23 in Virginia; "flew" to the Mount Hope Airport for "Classics of the Golden Age"; "sprinted" down to the Vintage Auto (Sprints) at Christie; and topped it off (so far) with the renewed Club Pig Roast at Piper's Hill (courtesy of Al and Marlies Sands). Throw in a few club executive meetings, other local club activities, the requisite repair and patch sessions, (including massive dental/jaw work and an appendectomy) and it has been BUSY INDEED.

BEST OF ALL, IT IS NOT YET OVER!!!
STILL TO COME: "HOG MOG'S TOGETHER"/BRITISH CAR DAY; AUTUMN MOG XV; FALL COLOURS TOUR; AND MORE!

Reports on club executive meetings have been, at best, spotty. It seems the frantic activity has been too much for the club Scribe, Francis Aristototle (Art) Sharpenwessel III. When last heard from, he was off on a spiritual retreat, seeking renewed inner peace and tranquillity while tending his YAK, somewhere in Tibet.

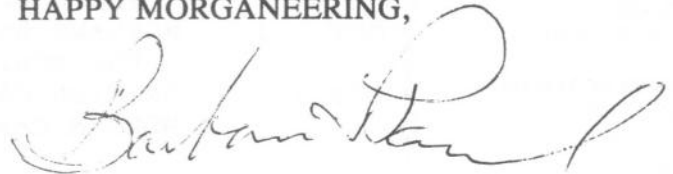
Plans are proceeding for a new club badge to mark the change in club name to "The Morgan Car Club of Canada". We hope to have the badges available in early spring '94, and will keep you posted on progress. Even though it is not likely they will be available for Christmas, you might consider typing up a "gift certificate" redeemable when the badges are issued. Any and all design suggestions (rough sketches accepted) are welcomed ASAP. Please "fax" any ideas to Paul Donoghue c/o (416-546-0800), BEFORE September 30th.

We are hoping for a record turnout on the September 18/19 weekend. It will be a good chance to renew old acquaintances and sound out ideas for the Season of '94. If you can not make "Hog Mog's Together"/British Car Day, but do have thoughts on what you would like to see next year, please do not hesitate to call or drop a line to any of the club executive (see cover page for names and numbers).

We hope you will also consider joining the convoy to Autumn MOG-XV sponsored by the 3/4 Club of New York and held in Shawnee, Pa., the October 1st, weekend. A well organized, informal and fun event, this meet features a large collection of cars in a truly beautiful setting. Register directly with the Shawnee Inn and call Paul Donoghue to join the convoy.

HOPE TO SEE/HEAR FROM YOU
SOON!

HAPPY MORGANEERING,



BARBARA AND PAUL

TRIKE MATTERS 7/28/93

from Alec Knight

Why, oh why, after so many miles, does the flywheel suddenly detach itself from its taper? That is the reason my car was not running at the Boar's Head meeting in Virginia.

The format of the weekend includes a Concours d'Elegance, rally, Gymkhana and Autocross, all squeezed into 2 days. John Sheally won the Concours which nowadays requires that the cars are driven onto the field. Bob Abel's new barrelback MX4 decided to die and had to be pushed.

There were 8 trikes, 7 of which were running; Cassel Adamson's 28 Aero was only half built smugly watching the rest of us from the safety of its trailer.

And what it saw was a succession of hitches which had many of us off the road during the weekend. Carburettor troubles gripped Bob Abel and John Council, my flywheel came adrift and Bob Gilman's F type sheared the worm wheel bolts.

Tony Souza's 31 Super Aero and Cassel Adamson's MX4 both ran reliably throughout the weekend and John Sheally's ran onto and off the Concours field.

So, what can we learn from this. Do you run your car on the road, carry tools and be forever tightening, tinkering and repairing? Or do you dress it up to show quality and simply not use it for anything else? Or do you prepare it for competition?

Spence Young is close to doing all three. Doug Redmond has an AACA first-Junior award winner which he uses extensively on the road. One can make a case for every outlook and all are right. I prefer to use the car on the road to become familiar with it's personality, its idiosyncrasies and its pleasures. It has never won a concours but it did go racing.....

Alec Knight.

THE CANADIANS AT MOG 23

Six Morgans carried the Canadian colours to MOG23 in Charlottesville, Virginia for the July 4th weekend. The contingent included: Audrey and Reg Beer (not in the "flat rad"); Jenny and Steve Beer; Vern Dale-Johnson, (why does he almost always have both the hood up and the tonneau on); Dorothy and Peter Pfahl; Linda and Brian Rumohr; and Barbara Harmer and Paul Donoghue. To ensure there was at least one car with real air conditioning for the trip back, Donna and Martin Beer joined us in Charlottesville on the 1st with the "tin top".

During the requisite Duty Free stop, to stock up on refreshments and Canadian flags, Steve presented Paul with a new lighter. It seems that last years convoy was unnerved watching Paul try to stay on the road while lighting up with his so-called "wind-proof", colour coordinated (to match the car, of course), Zippo! Do you know that thousands of Zippos were shipped overseas to the troops during the "big one"? Do you care? They may be wind-proof on the battlefield but not so in a Morgan.

Audrey, our fearless convoy leader, took us down our favourite route 219; a lovely and quick way into Pa. Well, it would have been quick but for the massive roadwork which was scheduled to coincide with our trip. Paul went catatonic listening the SPLAT, PING, SPLAT, PING of fresh asphalt covering the undercarriage while Reg took advantage of one delay to cat nap while stretched across the back of the Morgan.

Lordy, lordy, it was HOT, HOT, HOT! And HUMID! Downright STEAMY! Perfect weather to lend a tang to the paper pulp air of (what we fondly refer to as) "Stinkytown". If you are unable to hold your breath for the 9 minutes and 34 seconds it takes to drive through town (with the light green), you can actually feel the hairs in your nose grow.

Another favourite landmark from past years was gone: a small roadside house in Ridgeway, usually decorated for July 4th with about ten life-size cutouts of Uncle Sam, at least as many wind mills in red, white and blue, and hundreds of flags. We shall miss those patriots on future trips.

We spent the night somewhere in Pa. where the cars attracted a lot of attention, ("Yes, they are 'real'"). After the dinner entertainment, the waiters pouring coffee from pots held high overhead into cups balanced on the top of their shoes, Jenny and Barbara escorted Paul over to the local mall so he could catch up on the latest National Enquirer and Cosmopolitan. Under the drone and HUMPA, HUMPA, HUMPA of the 5.0 litre Mustangs in the parking lot, he was heard to mutter something about "picking up a few quick bucks if only PDQ MOG was here".

Why does Peter sleep with his steering wheel? What does Dorothy think of it?

The next morning, after coffee, sticky buns and more sticky buns, the convoy headed out, wimpishly raising the hoods against a fine drizzle and threatening skies. The hoods kept us dry but did nothing to improve the driving: precision lane changes and a nice, tight formation DID NOT characterize the convoy. Six Morgans depart, in convoy, from Buffalo. Five Morgans arrive, in convoy, in Charlottesville. We actually managed to lose a car!!

The Vice-Prez, appropriately bringing up the rear of the convoy, suddenly disappears down an exit ramp. The Prez and Brian pull over to confer while the rest of the convoy disappears into the distance. The Prez, expecting a mechanical catastrophe, heads back to look for the Vice-Prez while Brian tries to catch the three lead cars. After a fruitless search, the Prez goes back to the highway: no sign of the Vice-Prez or, for that matter, the rest of the convoy. Nothing sadder than a Morgan without its convoy. Next year we rehearse our signals and catheterize Vern!

We finally re-assemble while checking into the Boars Head Inn, a perfect venue for the meet. Despite assurances from residents Diane and George Louman (Morgan-in-waiting) we remain unconvinced that the trees ever move here. We did not think it possible but it gets even HOTTER. Which, of course, does not stop Barbara and Paul from spending hours at the local car wash (SPLAT, PING, SPLAT, PING...SCRUB, SCRUB, SCRUB).

Congratulations to all who put this meet together. Yet another well-organized and fun MOG. A good turnout for the Concours included six trikes and a few cars we had not seen before. The Rally saw the skies open (there may never be a breeze down there but it sure can rain) but most drove through the torrents with hoods down. It was not really any cooler but it felt good. The Gymkhana was a barnyard affair and an absolute "HOOT", or should that be an absolute "OINK, MOO and CLUCK". The Autocross was hot and tricky because of the on-off-on rain, but produced some very quick times.

You will be pleased to know that the Canadian Contingent did not let the side down, put on a good show, pip pip and all that British stuff. Donna had a 5th place in Class L of the Autocross, while Martin placed 6th in Class C (oh, if only PDQ MOG was there). We also brought home our share of metal in the form of pewter plate awards. Steve finished FIRST in Class D of the Autocross. In the Concours, Peter brought home BEST OF CLASS, Late +4, while Paul won BEST OF CLASS, Late 4/4. Since the AARA was not available this year, (Annual Anal Retentive Award), Paul was also awarded BEST IN SHOW (for the second consecutive year). Barbara's appeal to the panel of judges NOT to reinforce distinctly unhealthy behaviour patterns fell on deaf ears.

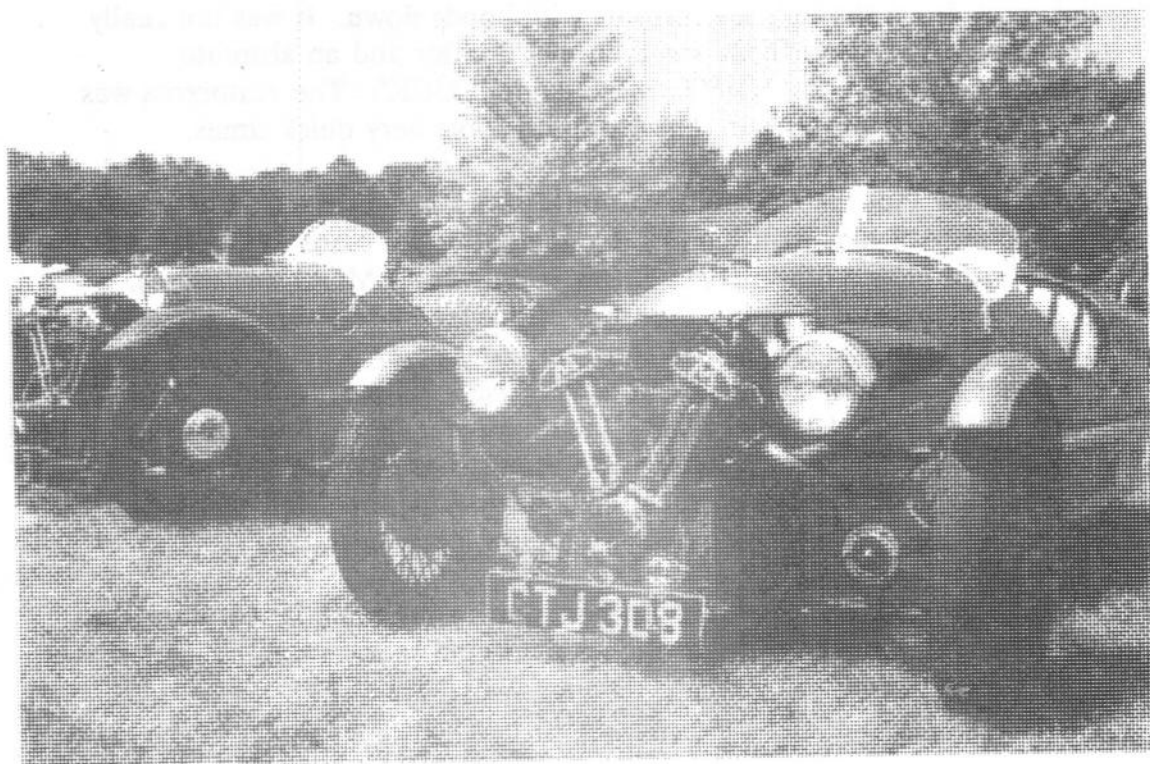
While the site for MOG 24 has not yet been confirmed, mark your calendar for July 4th, 1994. How about a convoy of 15, with cellular phones front and rear.



MOG 23

PETER PFAHL

VERN DALE-JOHNSON PHOTOS



RUN TO THE CANADIAN WARPLANE HERITAGE
AUGUST 14, 1993 by Co-Pilot F. Kuzyk

The group assembled at "Kuzyk Field" for a pre-flight briefing prior to departure. Not quite at dawn, but early none-the-less. Mustered were Reg & Audrey Beer, John & Sonia, Fred & Lynn, the entire Morgan Crew (Brian, Brenda, Brad & Briar), Peter Pfahl, Nigel Birch and our friend Phil, soloing in his MGA. A good day for flying. Weather: warm and clear. Slight nimbo-cirrus at 20,000 feet.

After assuming formation, we took-off into the sun ever mindfull of "bogies" on our tails. Perhaps this is why Hanibal brought up the rear, excellent tail gunners on that ship! As the intrepid squadron navigated through the "ack-ack" of Hamilton, we picked up wing-men Paul & Barb and were thankful for the additional escorts. Tally Ho!

We touched down at Hamilton Aerodrome with no losses (or kills for that matter). Here we linked with the direct flight of Vern Dale-Johnson, George Lafford, and new member ~~NYAL~~ Wilson. After clearing the gate security, we taxi-ed in and were marshalled next to the hangar. Unfortunately, this year the cars outdoors were not interspersed under the wings of the aircraft on display. "Curse you Red Baron! Missed photo opportunities!"

Autos on display inside ranged from 1912 up. Some personal favourites included a Model "T" Laidlaw school bus, a Studebaker Avanti, and a nice 1930's Rolls. The CWH aircraft displayed included the AVRO Lancaster bomber. This is one of only two in flying condition in the world (The other is owned by the Royal Air Force).

Those who were outside at the appropriate moments witnessed the departure of a Harvard and the arrival of the Museum's Fleet Fort. At one point, the Corsair was towed out of the hangar, its wings folded down, and we were treated to some circuits and low-level fly bys. Peter and George enjoyed the spectacle, ~~GEORGE~~ reminding Peter that all Pete remembers of this plane is the underbelly, as that was what he saw when planes passed over him in Holland during the war! Better than being on the receiving end, yes?

Paul & Barb shared a picnic with Reg & Audrey in the Rolls. This was done with the air conditioning on, a necessity as it was frightfully hot. A Morgan club meeting was held at the local RCAF Association. Where cold drinks flowed with "war stories". The final tally - 8 Morgans, 1 Rolls, 1 MGA. Ten cars: a decisive victory! Our group represented the "Battle Of Britain", although in the waning moments a nice "E" Type Jag appeared. Thanks are extended to all those who attended. In the words of Winston: "Never in the course of Morganeering was so much owed by so many...." I'm bailing out now. Good luck and happy landings!

The BOOT & BONNET All British Car Show
Kingston, Ontario. August 15, 1993.

Leaving Burlington around 6AM, we arrived in this historic area some three and a half hours later. This was accomplished by Lynn driving non-stop at speeds of 140 kph. Now as Reg can attest, we "spouses" must suffer in silence. (This however would be a topic for another article). I never said anything but my glancing over at the mach-meter, sent a message. I'm not a nervous sort but I'm sure we blew a di-lithium crystal at those warp speeds. I think a rollbar makes the perfect Christmas gift.

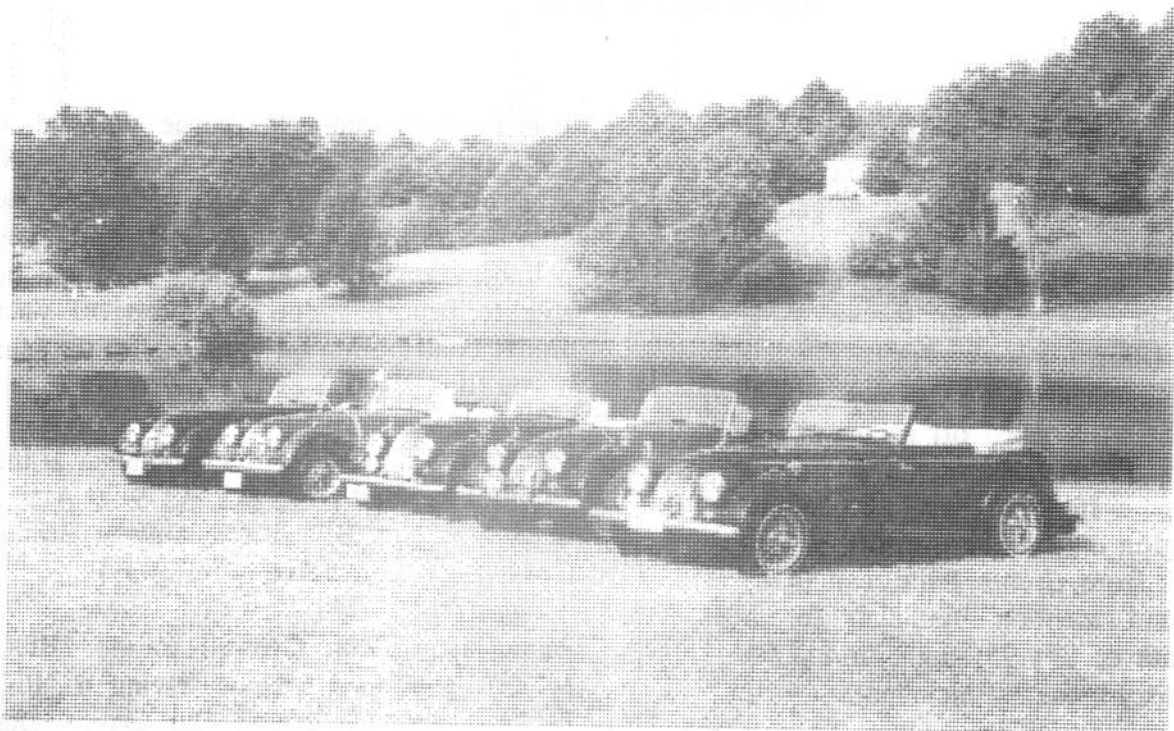
Anyway, we arrived at the show. Over 80 cars took the field on this hot day. The venue was a "pioneer village" sort of place celebrating Heritage Day. The Fort Henry Guard was out in force, in addition there was displays of antique woodworking, steam equipment, Highland, folk & square dancing, etc. Lynn particularly liked the demonstration of sheep herding performed by dogs (Look! boarder collie!). The spouse enjoyed the cars.

Of interest were a 1953 Alvis (a big beautiful roadster) and a 1937 Austin Nippy (a cute little roadster). In addition to our own MOGY, there were two other Morgans present. One owned by Edward Berman, the other by Andrew Grant, both of the Ottawa area. Some will recognize the names, as I did. It was nice to finally meet and chat. Awards were dispensed for the favorite three cars as well as for best paint, boot, bonnet, tires, "most coveted car", etc. MOGY missed the "sore buns award" (long distance trophy) by about 30 miles. The fellow who carries a Mini on his Austin truck was the recipient.

Awards were also garnered for competition in fun gymkahnas. Edward & Andrew were ring-leaders in these events. These were two people events comprised of a blind race and moving tennis balls down pylons. In the blind race, one is dependent on the navigator to issue instructions in order to negotiate between the pylons (and trees!) The secret: don't shift, else one may end up in neutral and roll backwards. The other event had the navigator pick up a ball at one cone then gingerly place it on the next. Once reaching the end, it is repeated in reverse gear. Don't drop a ball under the car!

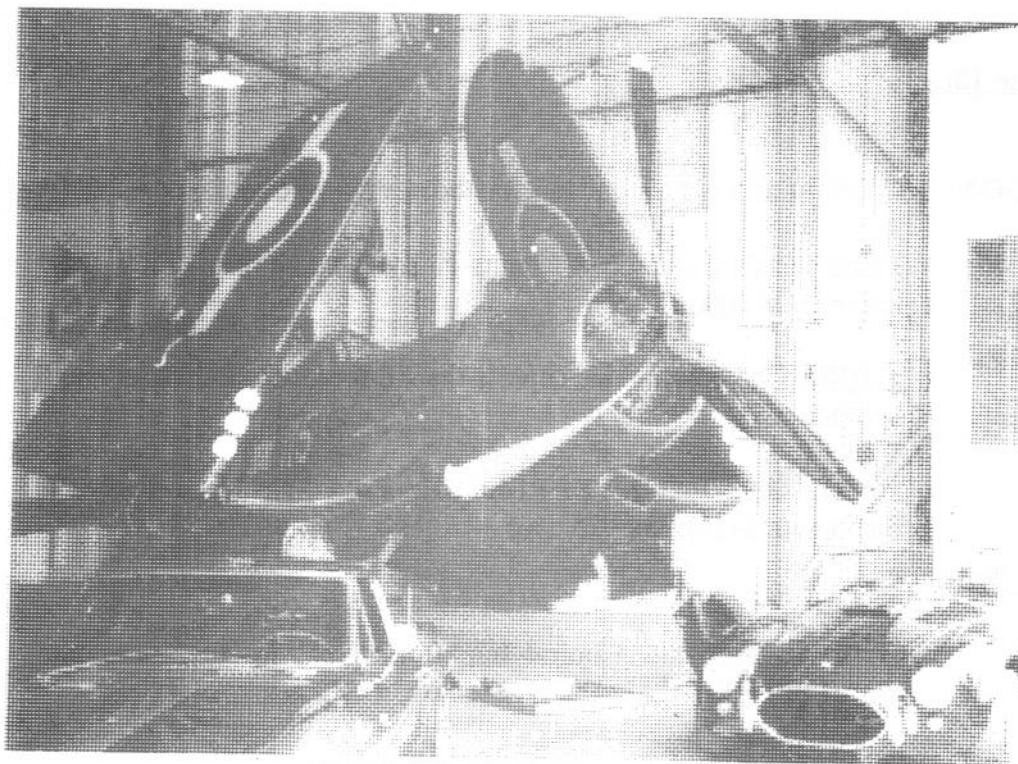
An enjoyable event. British cars and Morgans are alive & well in Eastern Ontario!

The "Spouse"



CANADIAN CONTINGENT DEPARTING MOG23

PAUL DONOGHUE/BARB HARMER PHOTOS



CORSAIR AT MOUNT HOPE

"HOG-MOGS TOGETHER"
SEPTEMBER 18th!

As mentioned in an earlier "BLURB", we will not be organizing a full-event meet this year. Instead, we will be trying to get as many Morgans together as possible for an afternoon tour and pot-luck dinner the day before British Car Day at Bronte Park (September 18th).

Lynn Kuzyk has blocked off rooms at the Admiral Inn in Burlington for those coming from afar. If you want overnight accommodation on Saturday, the 18th, just a few miles from Bronte Park, call (416) 639-4780 and mention the club for a preferred rate of \$44.95 single or \$52.95 double (Sunday breakfast included).

MARYLOU

~~George~~ Lafford has mapped out a beautiful tour of the countryside. We will gather at the Admiral Inn for the tour and will **DEPART AT 1:30 P.M. SHARP!** The tour should last about two hours, including refreshment stops.

The pot-luck dinner/barbecue will be at Lynn and Fred Kuzyk's starting around 4:00 p.m. or whenever the tour ends. Please give Lynn/Fred a call to let them know you will be attending (and what you might be able to bring). You can drop off your dinner contribution on your way to the tour if you like.

Sunday morning we will again gather at the Admiral Inn and **DEPART AT 9:30 A.M.**, in convoy, for British Car Day at Bronte Creek Park (about five miles away).

As a last official farewell to the "HOG MOG" label, we will be having a "PIG PICNIC" at the British Car Day. Our version of the Teddy Bear's Picnic will include awards and prizes for the best HOG MOG display, so dig out that mascot, those Pig Boxer Shorts, other oinker fashion accessories, and other "pig stuff". Sorry, but no pork lunches please.

HOPE TO SEE YOU ALL THERE!

Saturday, September 18th:

- **BEFORE NOON:** Check in at the Admiral Inn for those staying over.
- **BEFORE 12:45:** Those wishing to drop off items at Lynn and Freds (1305 Ester Drive, Burlington)
- **1:30 P.M.:** TOUR of the countryside departs the Admiral Inn; tour lasts about two hours.
- **4:00 P.M.:** POT-LUCK DINNER/BARBECUE; Fred and Lynn Kuzyk's, Burlington (416) 336-0251.

Sunday, September 19th:

- **9:30 A.M.:** Convoy departs the Admiral Inn, Burlington, for the 15 minute trip to BRITISH CAR DAY, Bronte Creek Park.
- **NOON** "PIG PICNIC", bring your lunch and mascot.
- **Late afternoon:** Depart BRITISH CAR DAY.



PLAN NOW TO ATTEND

THE TENTH ANNUAL BRITISH CAR DAY

SUNDAY, SEPTEMBER 19, 1993

AT

BRONTE CREEK PROVINCIAL PARK, BURLINGTON

TIME: 10:00 AM, VOTING ENDS AT 2:00 PM, AWARDS AT 3:30 M

WEATHER: RAIN OR SHINE...IT HAS NEVER RAINED ON BRITISH CAR DAY

FOOD: BRING A PICNIC LUNCH OR ENJOY THE SNACK BAR

FLEA MARKET: BIGGER AND BETTER THAN EVER

AWARDS: PARTICIPANTS CHOICE VOTING, DOOR PRIZES, BEST CLUB DISPLAY

KIDS: CHILDRENS FARM AND PLAY AREAS

OVER 650 VEHICLES WERE ON DISPLAY LAST YEAR. COME AND JOIN THE EXCITEMENT.

ALL MARQUES WELCOME: TRIUMPH, MG, AUSTIN, MORRIS, AUSTIN HEALEY, TVR, JAGUAR, MORGAN, LOTUS, ASTON MARTIN, SUNBEAM, ROLLS ROYCE, BENTLEY, DAIMLER, JENSEN AC, ROVER, RANGE ROVER, LANCHESTER, JOWETT, BRISTOL ETC.

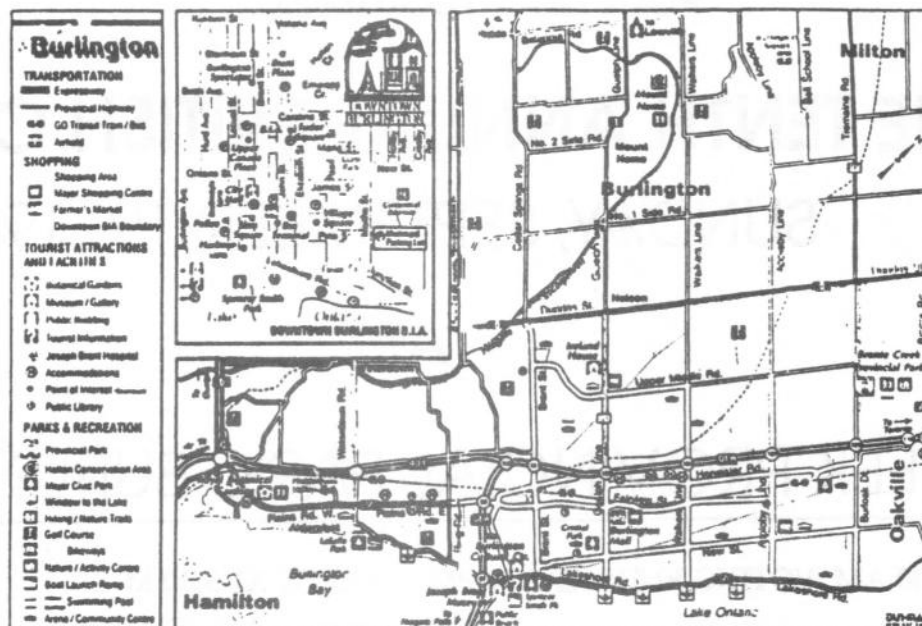
THIS EVENT COINCIDES WITH BURLINGTON'S HARVEST FESTIVAL. WHY NOT MAKE IT A WHOLE WEEKEND. CRUISE NITE SATURDAY NITE, BANDS, CLOWNS, PARTIES.

SPECIAL RATES AT VENTURE INN AND HOLIDAY INN, JUST MENTION THE TORONTO TRIUMPH CLUB

FOR INFORMATION, CONTACT: THE TORONTO TRIUMPH CLUB

P.O. BOX 39, DON MILLS, ON. M3C 2R6

OR CALL THE TTC INFOLINE: (416) 693-8983



DOWNTOWN BURLINGTON

Presents...

HARVEST FESTIVAL 1993

SEPTEMBER 17th & 18th

While visiting the Harvest Festival in downtown Burlington, stop and shop at one of our wonderful boutiques and stores, have lunch or dinner at one of our restaurants, browse through the Burlington Art Center, Joseph Brant Museum or just take a stroll through Spencer Smith Park on the lakefront. Parking is free for four hours in three designated lots, watch for the signs! On-street parking is also free on Thursday and Friday evenings and all day Saturday.

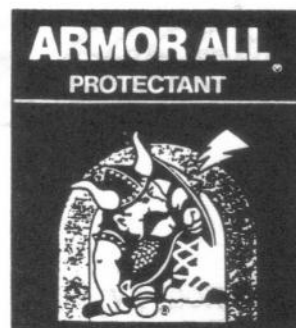
FRIDAY SEPT. 17th

Official Opening Ceremonies including the renowned Burlington Teen Tour Band. Later on enjoy one of many entertainers, street dance, games of chance, hot food, wine garden, midnight madness sidewalk sale and much more!



SAT. SEPT. 18th

Begin the day with a hot pancake breakfast and enjoy the farmers' market. Around noon come for a children's fest where Ronald McDonald and Doug Barr will entertain you and your children. Later on you'll enjoy Cruise Nite, vintage cars of the past. Grape stomping contest and lots more. Free face painting candies and balloons for the children. Don't miss it!



BRITISH INVASION III

SEPTEMBER 17th, 18th, & 19th, 1993

The EVENTS:

(Sponsored by Armor All Products Corporation)

FRIDAY, SEPTEMBER 17TH

- Starting at Noon -

- British AutoJumble
- Auto Restoration Services
- Registrants Cocktail Party (Ye Olde England Inne)
- British Marketplace
- British Classic Motor Car Parade

SATURDAY, SEPTEMBER 18TH

- Daytime at the Stowe Polo Grounds -

- CLASSIC BRITISH MOTOR CAR SHOW
(Over 30 Touring Classes; People Choice Awards)
(Concours Class, Judged event for pre-registered show cars)
- British Marketplace & AutoJumble
- Auto Restoration Services
- British Pub & Food Service
- British Colonial Troop Encampment & Battle Re-Enactment
- Rolls-Royce Engine Display
- Cricket & Rugby Matches
- Car Corral

- Saturday Evening -

"DINNER & DANCING"

British Invasion Banquet (Stoweflake Resort)

Theme - "Come as your favorite Brit" (Costumed Guests eligible for Special Awards)

SUNDAY, SEPTEMBER 19TH

- at the Stowe Polo Grounds -

- CONCOURS JUDGING AWARDS
- POLO MATCH
- British Brigade Battle Re-Enactment
- Auto Restoration Services
- Working Rolls-Royce Engine Display
- TAILGATE PICNIC COMPETITION
- British Pub & Food Service
- British Marketplace & AutoJumble
- Car Corral

• MEET HEADQUARTERS •

Ye Olde England Inne & Mr. Pickwicks Polo Pub
The Mountain Road, Stowe, Vermont 05672
Chris Francis at (802) 253-9049 Fax: (802) 253-8944

• MEET REGISTRATION INFORMATION •

Michael Gaetano (508) 358-7619 Fax: (617) 237-6811

• MEDIA INFORMATION •

Kennedy & Kennedy, Inc. (714) 859-1285

ACCOMMODATIONS: Call the Stowe Area Association (802) 253-6617
(IT IS IMPORTANT TO RESERVE EARLY - THIS IS FALL FOLIAGE SEASON!)



SHAWNEE INN

AUTUMNMOG XV
IN
THE POCONOS



PARTICIPATION IN
ANY EVENT REQUIRES
REGISTRATION

AUTUMNMOG XV, October 1-3, 1993, will be held at the delightful
Shawnee Inn, Shawnee-on-Delaware, PA.:

Double occupancy--2 nights/3 days, Saturday & Sunday breakfast: \$222.00
Single occupancy--2 nights/3 days, Saturday & Sunday breakfast: \$130.00

Contact Shawnee Inn as soon as possible for reservations.
Saturday evening banquet tickets must be ordered through
the Morgan 3/4 Group as indicated below.

NAME(S) _____

ADDRESS _____

PHONE _____ SHAWNEE INN _____ OTHER HOTEL _____ HOME _____

NUMBER IN PARTY: ADULTS _____ CHILDREN (under sixteen) _____

Two people.....\$25.00
One person..... 20.00
Additional person over 15 years old.... 15.00
Late registration (after September 20). 5.00
Banquet tickets at \$25.00 ea. Number: _____

\$ _____

\$ _____

Grand Total

Make check payable to Morgan 3/4 Group Ltd. and mail to:

Henry Angel
706 Burr Street
Fairfield, CT 06430

May we suggest that when you examine competitive packages that
you compare them **Value for Value** not **Dollar for Dollar**.

If you do, we are confident Shawnee will come out on top!



CANTAB MOTORS, Ltd.



RR 1 Box 537A · Round Hill, VA 22141 · USA

Phone ~~471~~ 703/554-2211

FAX# 703 338-2944

Dear Morgan Friend:

Two years ago you helped inaugurate our MORGANS-AT-THE-POINT, All-Morgan Vintage Sports Car race at beautiful Summit Point Raceway. That inaugural event drew eleven stalwart Morgan racers and confirmed David Chiles of North Carolina as a true Morgan champion. Last year brought nineteen Morgan racers and crowned Jack Poteet, also of North Carolina, as reigning champ.

(Shortly after, Dave Bondon, owner of the fabled SLR Morgan racer and no mean racer himself, moved to North Carolina, added a second Morgan to his racing stable and christened his son, Morgan, as a second Bondon race driver. Perhaps there's something in the North Carolina air!)

This year Morgans-at-the-Point III promises to be extra special, and we really do want all of you to attend. We hope you'll think of it as a full weekend, joining us on Friday for a special banquet to usher in the festivities, stay through some great qualifying races on Saturday (or join our planned tour of the famed Waterford Crafts Festival), perhaps attend our driver's reception at our shop (or Bill Scott's Lobster Feast at the track) and bring it all to a roaring climax with the All-Morgan race on Sunday, with an expected thirty Morgans racing down the straight.

This weekend is planned to honour one of Morgan's finest, Mr. Lew Spencer, former West Coast Morgan agent, and famed racer of the five Morgans known as the Baby Dolls, the scourge of the west coast tracks in the Fifties and Sixties. Lew will be with us throughout, so you'll get to meet him and join in our honouring him at the banquet. This will be an all-you-can-eat barbecue (chicken and ribs, slaw and beans, potato salad, lemonade and iced tea, coffee and pecan & apple pie) on the lawn of Bill & Barbara Scott's beautiful Virginia farm, with a Morgan concours d'etat spread out before us. (The Scotts are proprietors of Summit Point Raceway and most gracious hosts.)

For those of you who want a bit of time away from the track, Ruth is organizing a tour of the wonderful Waterford Crafts Fair, featuring over 200 practicing craftspeople with great buys galore, superb country food, and terrific folk music to boot. Morgan friend Dave Walker has graciously offered his Waterford home as home base for us as well. That night, you are invited to a Morgan drivers reception at our shop in Purcellville, or you may wish to return to Summit Point for the Scotts' Lobster Feast.

Sunday is the All-Morgan for the Cantab Cup, and that should be a beauty! (But don't forget the other terrific vintage races, including our own guys going after the Porsches, Triumphs and MG's in Group 3!!)

15

Throughout, our hospitality tent will be going full tilt, the Morgan paddock is wide open to you all and we have a special favored parking spot (under the tree!) for you all. PLEASE COME TO THANK LEW SPENCER FOR A GREAT, GREAT MORGAN CAREER WHICH HAS BROUGHT US ALL MUCH PRIDE AND JOY. JOIN US FOR MORGANS-AT-THE-POINT III!!!!!!

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ANNOUNCEMENT
Now Available for 1993

Morgan Car Register of North America
August 1993

Maintained by J. Dale Barry
Member of Morgan Plus 4 Club of Southern California
7871 Airline Ave
Westchester, CA 90045
(310)649-2796

The Morgan Car Register of North America was founded with the intent of providing a single list of all Morgan cars in North America for use by the Morgan car enthusiast. It is a source of reference information regarding the number and type of Morgan cars remaining operative in North America. The Register currently contains about 75% of the total number of Morgan cars known to be in North America. Morgan cars in North America are generally 1950 to 1970 models and represent the largest remaining number of such classic Morgan cars in the world.

The Register is computerized using a MAC computer and the entries are input into an Excel database for ease of entry, retrieval and manipulation. The data entered into the database are sorted into seven fields. These include: (1) car year, (2) body style, (3) model, (4) chassis number, (5) home state, (6) home club and (7) special particulars. Effort has been made to eliminate duplicate entries. However, as the chassis number is unknown for many cars and owners register with more than one club, duplicate entries are a possibility in some cases. Some duplicate chassis numbers may be noted in the Register which reflect duplicate chassis numbers currently in club rosters. The chassis number is normally found stamped onto the metal cross member directly behind the front seat on the passenger side.

The Register contains data explicitly related to the individual Morgan car and its particulars. The Register does not contain reference to the address and phone number of the owner. Contact with an owner must be made through the parent club representative. The names and addresses of the various club representative are provided in the Register for the appropriate contact by interested parties.

It is planned that the Register will be updated once per year and is available without charge. Corrections to data in the Register are requested and will be made in a future publication. The Register may be obtained by sending a SASE to the address noted above. The Register currently contains over 1750 entries and includes about 30 pages at this time. A manila envelope and multiple stamps are recommended.

MEMBERSHIP RENEWAL

NAME: _____
SPOUSE: _____
ADDRESS: _____



TELEPHONE # HOME: _____ BUSINESS: _____

MORGAN(S) OWNED: MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____
MODEL: _____ YEAR: _____ SER # _____

MEMBERSHIP FEE: \$15.00

FOR THE YEAR: _____

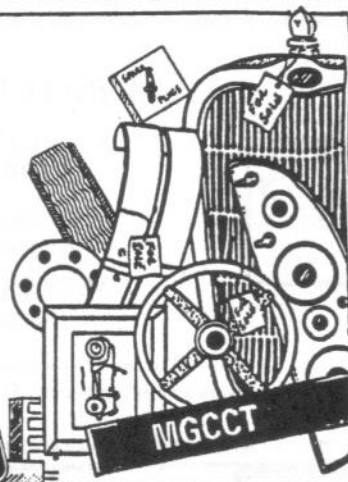
PLEASE MAKE CHEQUES PAYABLE TO: TORONTO MORGAN OWNERS GROUP

MAIL TO: CRAIG DAVIS
39 DEER VALLEY DRIVE
BOLTON, ON
L7E 2E6

BRITISH

AUTOJUMBLE

OCTOBER 3rd 93



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