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CANADA'S MORGAN MAGAZINE

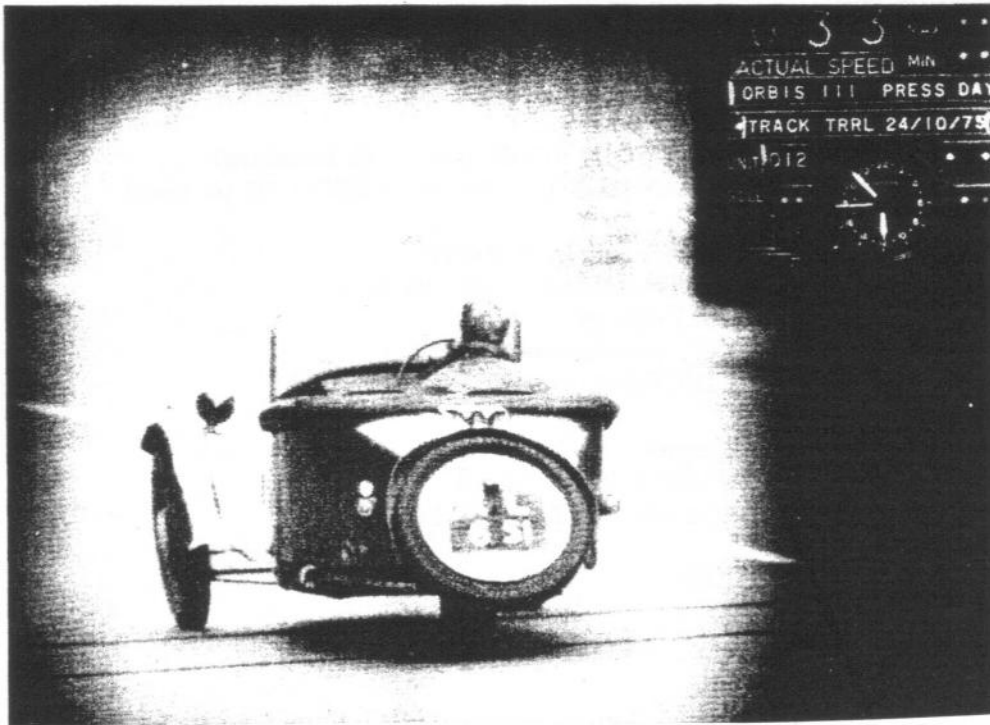
# THE BLURB 1-95

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**MOG IN A FOG**

**CAPTURED!**



**ONTARIO'S FIRST PERMANENT PHOTO RADAR?**

(Turn to page 15 for the details)

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The above listing contains events that may be of interest to you. All those in bold print are either our own club events or ones we as a Club will try to support with our attendance. Some dates and events are tentative. If you would like more information on any event, please contact the editor.

## THE CO-PREZ SEZ

Hello again. We took advantage of the mild weather in January and had the Morgan out on a couple of occasions. Even on New Year's Day! February hasn't been so kind, but we're over the hump for this winter. February also saw our first noggin/Exec meeting, which was very well attended. Minutes will now be published, so everyone can have an inkling of what irons are in the fire, so to speak. The March meeting is scheduled for Tuesday March 7, at 7PM, at the Winchester Arms, 2371 Lakeshore Rd. West, Oakville (east of Bronte). The April meeting will take place on Tuesday April 4th, 7PM, at the Fox & Fiddle, 3050 Dundas St. West, Streetsville. We're trying to get our meetings & events mentioned in the WHEELS section of the Toronto Star, and in OLD AUTOS.

The producers of the TV show Automag Plus have informed us that they are airing a segment on Morgans. This was taped last September at a show in the Montreal area. This is scheduled for Saturday March 4, at 12:30 PM on CFTO channel 9. I'll be taping this, so don't worry if you miss it - it'll be in the archives!

Our first outdoor event of the year is the annual Ancaster Flea Market, on Sunday April 23. We'll be hawking old regalia on a table beside the cars. Some great bargains will be available, so bring cash or cheques! We could use a volunteer or two to spell the Co-Prez (so we can pick up other bargains). If you're planning on attending and can help us out, please let us know. We're looking into new regalia and one new item may be available at Ancaster.

Our first driving event of the year is scheduled for Sunday May 7. Nyal Wilson has graciously offered to open his house in Ancaster. From there we'll depart for a run along the Escarpment to Milton. More details will be forth-coming. Vern is working on a rally to occur in the summer. More details later.

Pelee Island update: We've had a few bookings to date. The ferry trip will take place on the Saturday morning. This will allow Sunday to be a day of rest (or golf, or sightseeing/driving, or shopping!). We have Tourist Information available which we'll be distributing to those attending. A reminder that rooms are limited!

Sept. 8-10 will be the club weekend in Tobermory. This will feature a Manitoulin Island run. This could be "the year of the ferry"! The host hotel is the Tobermory Lodge, which has a variety of accommodations & facilities. More to come! Sept. 8-10 is also the Vintage Races at Watkin's Glen. The Executive decided to retain our traditional date for the Fall Weekend. Sorry about the conflict for those that want to go to the Glen.

We're considering a club X-Mas Toy Run for charity, possibly for Oct. 15. This would see the cars travel through several communities in the Golden Horseshoe. We hope to get publicity from the local media to encourage the public to see the cars at our stops & to donate toys. We'd like to get corporate sponsors involved. If you have an "in" with a company, or if you'd like to participate in this project, please let us know.

Another idea in the works is a MSCCC colour photo wall calendar. This could have twelve of our members cars profiled (one for each month). The cost for colour separation is astronomical. Unless we can obtain the services of someone in the business, or obtain sponsorship, the only viable method is the colour copier route. These would cost approx. \$13 to produce. Let us know if you have contacts. If you have a quality photo of your car & would like to have it included, let us know as well.

This year, we'd like to promote the club & the marque, and to foster good relations with other Morganeers, particularly with the groups in Canada. after-all, we are the Morgan Club of Canada.

Morgan On

Lynn & Fred

**Victoria Day Weekend, May 19-22, 1995**

**THE HOTEL:** Duffy's Motor Inn, 296 Dalhousie Street, Amherstburg, Ontario.

The club has set aside a number of rooms at the club rate per night of \$48 + tax single occupancy or \$58 + tax for double occupancy. Duffy's is located right on the Detroit River in historic Amherstburg, with a view of Boblo Island. The hotel has its own Marina with licensed restaurant on site. Amenities also include an outdoor pool, patio, exercise room, live entertainment on Friday and Saturday nights and golf nearby (Sorry, no pets). Parking for hotel guests is in a separate lot, away from the road, by the boat docks. All rooms have either two double beds, or single king-size bed with Jacuzzi! (Jacuzzi rooms are \$98 + tax). Also: TV, phone, refrigerators, hair dryers and room service.

**THE AREA:** Within half a mile there are some 35 historic buildings dating back to the 1880's. There are no less than three wineries in the area (One which Vern Dale-Johnson has personal contacts with), as well as restaurants, antiques and other distractions, such as:

- Historic Fort Malden
- Pelee Island
- Point Pelee National Park
- Windsor Casino
- Canadian Club Distillery Tour

**PELEE ISLAND:** The largest island in Lake Erie and Canada's most southerly point.. Only 9 miles long by 3.5 miles wide, it has some 55 miles of roads. Though small, the island has a number of attractions. Pelee Island Winery has a tour, including a BBQ your own lunch while you enjoy a view of the Erie islands with a glass of their finest. A trading post sells waterford crystal, china, etc. on the island. There are also beaches, a nature reserve, stone lighthouse ruins, and the ruins of Canada's first Estate Winery est. 1865. Restaurants and Taverns are also on the island.

Access is of course by ferry. The MV Jimaan holds 40 vehicles and 400 passengers. The ferry departs from the dock at nearby Kingsville at 9AM. The journey is 1 hour 15 minutes. This would give us approximately 5 hours to explore the island, before our departure back to Kingsville at 4PM.

1995 Fares (Round Trip)	
Car	= \$22.00
Adult	= \$10.00
Child 6-12	= \$ 5.00
Child under 6	= Free

**NOTES:** Ferry reservations need to be made at least 2 weeks prior to sailing.

Reservation cancellations must be made at least 48 hours prior to sailing, or space will be charged.

Vehicles must be on dock and checked-in with the ticket people at least half an hour prior to sailing.

We'll need your licence plate number, as these are required for ferry reservations. 4

MORGAN "SPRING FLING" R.S.V.P.

NAME(S):

ADDRESS:

CITY:

PROVINCE:

CODE:

PHONE:

Number Of People:

Do you wish to partake of the ferry trip to Pelee Island?

YES: NO:

If YES, please, state Morgan/vehicle licence #:

FARE SCHEDULE-	Car	\$22.00	=	22.00
1995 Rates:	Adult	\$10.00	x	=
	Child 6-12	\$ 5.00	x	=
	Child under 6	= Free		
				-----
	TOTAL		=	

PLEASE ENCLOSE PAYMENT BY APRIL 15.

HOTEL RESERVATIONS- Please book your room directly with Duffy's Motor Inn by April 1, 1995. Telephone (519) 736-2101 and mention Morgan Car Club Canada.

Rates: \$58 + tax/double, \$48 + tax/single. Choice of room with 2 double beds or single king-size with jacuzzi. (Jacuzzi rooms are \$98 + tax).

Please send this R.S.V.P. (and ferry payment, if applicable) to:

Fred or Lynn Kuzyk  
1305 Ester Drive  
Burlington, Ontario  
L7P-1L2

(reprinted from Miscellany 1/94)

**JUST A FAIRYTALE OR IS IT?**

A man and his wife decided to take his Morgan 4/4 abroad for a touring holiday. One day they were having a picnic on a sandy beach when the man found an old bottle in the sand. To his amazement when he removed the cork, a Genie suddenly appeared who told him he would grant him anything he could wish for. Being a decent public spirited sort of chap he thought he would ask for something for the good of Mankind. So out of his car he got a map of the Middle East which he showed to the Genie and said, "Would you please end all the bitterness between all the different races in the Middle East, and make them live in peace for evermore?" The Genie said, "What you ask is beyond my power. The feelings of all those religions runs so deep and go back hundreds of years, I am sorry but I could not achieve that. You will have to think of something else." The man thought, 'O.K. I will think of something simple for myself,' and said to the Genie, "I have a new Morgan Sports Car on order and to save any disappointment in the build quality when I collect it, would you make the factory do all the things we owners have been Grumbling about for ages so we don't have to do all those jobs to improve and modify the car when we get it home?,"

The Genie then said, "Can I have another look at that map?"  
Best wishes and a Happy New Year to all  
Donald Ward

# Muskegon Memories

Friday night in Bootlegger's Bar. Quaffing down a few while I show Marissa & Nicole the fine points of shooting pool. Trying to burn off some of the calories from the chicken cordon blue we consumed earlier. Most of the group were having a backroom noggin & natter, but me, I just want to work on my eye/hand co-ordination. Some tense moments when my billiards partner spills the big-guy-at-the-bar's drink. Thought's of being hospitalized after only just arriving here. Happily, the local Paul Bunyon sluffs off the incident politely. The missus and I decide to retire early. The time on the road and the drink had taken their toll. The "thumpa thumpa" of the music in the bar below lulls us to sleep.

The night had been clear and crisp. We awoke to sunshine, sparkling in the dew on the cars. Some of the party were already rinsing the dust and moisture from the steeds. There was the compulsory jockeying of cars so that Martin, Craig, Orrin & Paul could begin their work of judging for the concourse. It became overcast as we prepared to set off for the driving tour around Lake Muskoka. A brief pit stop in Port Carling. As we headed toward Bracebridge, we were greeted by the sight of an unrecognized Moggie approaching toward us. It was the just arrived Jeremy & Arlene in pursuit of the convoy. At Bracebridge, many of the expedition partook of lunch at the Inn At The Falls. From here the circle was completed to Bala.

Later everyone gathered in the parking lot, resplendent in their finery for the dinner cruise. The procession made its way to the Gravenhurst dock. Spectators watched curiously as the dozen or so Mogs backed into formation at dockside. Jenny & Steve waved at dockside (shades of "Aloha Hoi") as we cast off. It was a trifle un-nerving to see the Captain leave the bridge as the Segwun steamed astern from the harbour. "Who's driving this tub?" "Where's the bow thrusters", I mused. "Give me another seizure (caesar) and I'll be alright!" The sun returned for the cruise. Many of us visited the bridge (Hey Peter, is that a German eagle over the bridge?), the engine room (to shovel some coal like a stow-away), and the bar! I made a few trips to the "head" as well.

It's a pastoral lifestyle along the lake. People would come to their cottage docks and wave to us tourists. A few dogs would greet the vessel too. A friendly, communal atmosphere. As the sun set, it was our turn to repast in the dining room. The party feted and imbibed on RMS Segwun wine. Although one bottle must have been "no-name" as the label fell off of its own accord. The Shiers & the Speights were also "christened" with some of the red by a waitress. The awards ceremony was delayed until our return to the hotel, due to time constraints. Darkness surrounded us as we approached the lights of the dock on the now glass smooth water. It seemed warmer then than it had been earlier when we began. The Captain thanked our club for attending. We then formed a moonlight convoy for the return to Bala.

The awards were presented in the Cranberry House dining room by M.C. Martin Beer, with the assistance of Craig Davis. Fred received a pair of lacy stockings and a "too small" condom from someone named Bubba. This apparently had something to do with chemistry, and improvised fan belts.

Gil Speight was judged to have poor woodwork on his car, so he received a hatchet so that he may put his doors to a good use-as fuel for a Muskoka bonfire. "Ash burns well"!

On the Car Info Card was a space for options. The best one was "a cold, bitching husband", optional equipment on Audrey's vehicle. For this she received, appropriately, ear plugs!

The most unusual thing protruding from a car was an artificial arm. Lynn received a can of Lysol to displace its odour. For the plethora of bug guts on "Buttercup", Tim & Carol were awarded spray cleaner, as the "Unwashed Award".

With regards to seats, it was felt that J. Hinchcliffe needed bungy cords in-order to secure Arlene & himself-but only in the car!

Prez Paul was given a dusting brush in-order to remove the solitary dead fly found in his car. Paul believed that the learned judges had actually planted the insect themselves. It had nothing to do with the slippery waxed body causing the bug to break its neck!

Brian Rumohr, was estimated to be the "man who has everything, except".... safety flares. Indeed, he has two hammers-one for each side of the car. He could get rid of one, but then he must turn the car around!

Ray & Mary won "bum soap" for the "dumb ass idea" of having THE CLUB installed on the car. Martin quipped "who would steal a Morgan".

For People's Choice, there was a two way tie. With the arrival of Steve & Jenny and the Hinchcliffe's, there was hope to break it. However, it had instead become a three way tie! So, Paul was called forward to choose a card. Fred & Lynn thus garnered the silver plate. First Runner Up then were Brian & Linda, who received a bottle of wine. Second Runner Up were Martin & Donna, who also received wine.

The Long Distance Award was given to Orrin Geeting despite not having a Morgan present. He had transported one from Saginaw Michigan to Bolton, and this certainly qualifies! For this feat he was awarded a "helping hand" seat cushion, to comfort saddle sores or other anatomy!

For Best In Show, Martin excluded himself from the judging. The remaining judges justly felt that Peter Pfahl rightly deserved the honours. For this he received a fine silver plate. With this the awards were concluded and thanks go out to Martin and company for a fine job.

This author had returned to our room for a few apres award drinks. My companions then turned in for the night, so I found myself involved in a late night session in Orrin's room. The remaining stragglers: Peter, Paul and myself were eventually prodded to leave. "Come on guys, I got to sleep"! It's all kind of hazy now. I remember going to the parking lot to put the tonneau on our Mog. The bar had already closed and a couple of local stragglers were admiring the vehicles. We had a lengthy chat. Nice people there! Many of the locals had heard we were in town through the local newspaper (and from the mobile sign out front) and had cruised by all day to see the cars.

A sunny Sunday morning. Breakfast, packing, and goodbyes. People were leaving at different times and by different route. Ourselves, we went via a route to the east of Lake Simcoe. A brief stop at the Segwun dock to inspect the Ford Model T's, parked while that club was on the water. Good weather, good company, good time. Forgot to make dash plaques, though. Next year. If I've forgotten anything else, it may be due to cerebelum damage. Good thing videtape remembers.

F. Kuzyk

## ATTN: MORGAN OWNERS

MEADOW BROOK CONCOURS D'  
ELEGANCE 1995

AS MOST OF YOU KNOW, THE MEADOW  
BROOK CONCOURS IS ONE OF THE THREE  
TOP CAR SHOWS IN THE WORLD.

ON AUGUST 6, 1995 MEADOW BROOK  
WILL FEATURE MORGAN AS ITS SELECTED  
MARQUE.

IN ADDITION, CHARLES MORGAN HAS  
COMMITTED TO COME TO SERVE AS THE  
OFFICIAL REPRESENTATIVE OF THE  
MORGAN MOTOR CAR COMPANY LTD. HE  
WILL ALSO SERVE AS THE "GRAND  
MARSHALL" FOR THE HISTORIC RACES  
AND WILL JUDGE THE MORGAN CLASS FOR  
THE CONCOURS. CHARLES IS ALSO  
PLANNING ON RACING AT THE HISTORIC  
RACES. HE IS PLANNING ON BRINGING HIS  
RACING GEAR. WE BELIEVE THAT  
CHARLES WILL BE BRINGING HIS FAMILY  
ALONG ALSO. HE, OBVIOUSLY, WILL BE  
OUR HONORED GUEST AND WE SHOULD  
TREAT HIM ACCORDINGLY.

WE ARE CURRENTLY COMMUNICATING  
WITH ALL OF THE OTHER MORGAN CLUBS  
THROUGHOUT THE COUNTRY, AS I'M SURE  
MANY HAVE MEMBERS THAT WOULD LIKE  
TO ATTEND. WE HOPE TO HAVE A  
BANQUET PRIOR TO THE CONCOURS FOR  
CHARLES AND OTHER GUESTS. WE HAVE  
RESERVED DICK KUHN'S "CAR RAIL"  
MUSEUM FOR THURSDAY AUGUST 3, 1995.

THERE IS MUCH WORK TO BE DONE. OUR  
HOPE IS TO PLACE 20-25 MORGANS ON  
THE LAWN. WE NEED YOUR HELP... 1) TO  
BE THERE AND 2) TO HELP ARRANGE.  
OFFER YOUR SERVICES AND WE WILL FIND  
A JOB FOR YOU TO DO. IF YOU THOUGHT  
THAT THE MID OHIO EVENT WAS GREAT,  
WAIT TILL YOU ATTEND THIS ONE. IT WILL  
BE A MORGAN OWNERS DELIGHT.

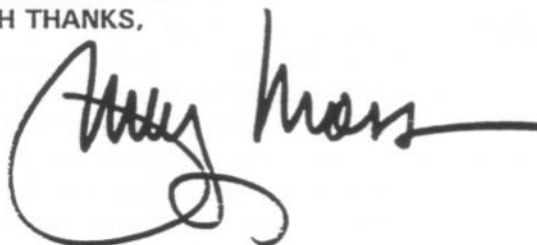
BY THE WAY, THANKS CERTAINLY IS IN  
ORDER TO THE EVANS FAMILY, STAN AND  
BARB. THEY HAVE BEEN ACTIVELY  
INVOLVED IN THE MEADOW BROOK EVENT  
FOR YEARS. STAN, A PAST CHAIRMAN OF  
THE EVENT, IS SOLELY  
RESPONSIBLE FOR GETTING THE  
RECOGNITION FOR MORGAN. DON'T  
FORGET TO THANK BOTH STAN AND BARB.

I KNOW THAT IT IS KIND OF EARLY TO BE  
TALKING ABOUT AN EVENT 1 YEAR AWAY,  
HOWEVER, I'M SURE THAT YOU ALL  
UNDERSTAND THE MAGNITUDE OF THIS.  
I'M SURE LOOKING FORWARD AND HOPE  
YOU ARE TOO.

IF YOU KNOW OF CARS THAT SHOULD BE  
CONSIDERED FOR THIS PRESTIGIOUS  
EVENT, PLEASE HAVE THEM CONTACT ME  
LARRY MOSS 810-540-3733 DAYS.

IN ADDITION, PLEASE LET YOUR MEMBERS  
KNOW OF THIS UPCOMING EVENT.

MUCH THANKS,





Aug. 8th, 1994

From: Alan Morgan  
CLASSIC MORGAN ADVENTURES

Re: **A Remarkable Little Moggie Coincidence**

It was the fifth of August in Vancouver. I had just finished setting up my computer in my new kiosk at Canada Place on the waterfront just inside the entrance foyer to the Pan Pacific Hotel. After operating my little Morgan rental business as a part time business out of my home in the Vancouver suburb of Delta, I seized the opportunity to test the potential of the business here in the heart of Vancouver's tourist trade.

At about eleven o'clock in the morning on the first day at my new location, my first customer approached the counter of my kiosk. She was quite a beautiful young lady who appeared to be in her mid twenties or thereabout. She had a rather perplexing look on her face as she approached. She spoke first and queried as to the nature of my business as she gestured to my modest countertop signage. I promptly introduced myself and rather proudly indicated that I was, to the best of my knowledge, the only firm in North America offering those classic Morgan roadsters from England for rent.

Well, it was as if she had seen a ghost. She barely found the words to indicate that her grandfather was in fact, one Peter Morgan. Hearing this, the astonished look on her face instantly duplicated itself on my countenance. I then began to babble on in what must have been a ridiculous barrage of nonsensical information about my Morgan business. Fortunately, this enchanting young lady was equally impressed by the bizarre coincidence of this encounter. Her name is Jackie Hamilton-Smith and she was in Vancouver for the first time having arrived from Whistler where she was working on a film project. She was visiting a friend from California whom she hadn't seen in a few years.

I provided them the use of my idle 57 Plus Four and suggested an appropriate drive along Spanish Banks toward the University where they might enjoy the beautiful Vancouver sunset. The next morning, I had the pleasure of having a late breakfast with Jackie out on the patio of the Pan Pacific, where we were to enjoy good conversation about things Morgan from her perspective.

Later that afternoon, I insisted that her friend make use of my other Moggie - a bright yellow 1970 Four four to get her to the airport for her three o'clock flight to London.

If I was an illogical, emotionally-driven man, I would be very tempted to think that fate had dealt me a Royal Flush that morning but of course it was only a mere coincidence then wasn't it?

Al Morgan

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## The Short Notice Impulse Drive (SNID) LIST

The sun is shining, the weather perfect, you have no plans...and the next organized Morgan event is weeks away. You feel like going for a spin, NOW. Some company would be nice, though. How about getting together on impulse with other like minded Morganeers for a mystery tour?

Here's the proposal: Give us your name & phone number. We'll publish the list. Then when someone gets the urge for an impromptu outing, simply call the others a day or two in advance (check "The Weather Network" for any Tornado Warnings) and whoever is available, let's do whatever! You can lead the expedition or just follow the magical mystery tour to wherever. Perhaps a noggin at your favourite place, attending a cruise night somewhere, or just an odyssey to destinations unknown!

If you'd like to take part in this adventure, call Fred or Lynn and start thinking of those uncharted routes or places you'd like to explore. Where no Morganeer has gone before!

THE S.N.I.D. HOTLINE: (905) 336-0251



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WHAT SORT OF MEMBER ARE YOU?  
(Thoughts of a New Year's Resolution)

Are you an active member,  
The kind that would be missed?  
Or are you just contented  
That your name is on the list?  
Do you attend the meetings  
And mingle with the throng?  
Do you take an active part  
To help the work along?  
Or are you satisfied  
Merely to belong?  
Do you assist at meetings  
To help to make them "tick"?  
Or leave the work to just a few  
And talk about the clique?  
Think this over member,  
You know right from wrong,  
Are you just a member  
And do you just belong?

ANON

**Completely MORGAN Four Wheelers 1936 to 1968 By Ken Hill**  
1994. \$69.95 plus GST

This latest book by Ken Hill incorporates every aspect feasible for the Morgan enthusiast. Starting with a detailed History of The Morgan Motor Co from the beginning up to the 75th anniversary in 1984.

Chapter II consists of Competition history from 1936 through to 1968. Chapters III & IV describe details of models 4-4 & Plus 4, listing the various specials produced, production & chassis numbers, changes made, & details of experimental cars.

Chapter V gets into maintenance, Repair & Modifications. VI is on Restoration advice while the final chapter lists Morgan Clubs & contacts. Last 88 pages of Appendix are details of data, specifications, diagrams, charts, serial numbers every specific one could wish to find, closing with Morgan Models.

Enthusiasts like myself who already have a library of books on Morgan's will find as credited in the Bibliography that much has been written before in the many different books & data already printed, true; but even with my extensive collection I still found an abundance that has been further researched by Ken & Janet Hill, consequently far more specific has been added to previously mentioned events & information.

More recent Morgan enthusiasts (say less than 10-15 years!!!) or those who have not previously been into books will find this book a veritable encyclopedia & saves them searching for details or information in various books or print not available for many years, including the inevitable difference between a 4/4, 4-4, +4, SS, etc. The maintenance chapter is a must for the Do-It-Yourself Owner, especially those who ask "What's a One Shot?"

The particulars on special factory approved modifications & models will, I hope, quell the occasional sometimes heated discussions witnessed over the years as to what is an authentic Morgan.

A full 2 page spread picture of the Canadian club at MOG 74 bring back memories of past & present members, those still active like the Shiers, Smith's (including kids) Rumohr's & Lafford's are included with many old friends, (was that really us 20 yrs. ago ? naaaaa was only yesterday).

Naturally the normal disclaimer is printed re errors & omissions the only one which has come to my attention to date has been with mail received by the Morgan Agent for Canada mentioning contact through Ken Hill's book & addressed to Mr. Chris Charles who has not been associated with Morgan's for five years.

**Completely MORGAN Four Wheelers from 1968 By Ken Hill.**

1994. \$52.95 Plus GST

Second edition of this series of Morgan books.

I must be honest in stating that to date I have not been able to read through this edition in full, merely browse as it arrived over Christmas. It appears at first glimpse that many of the chapters in this book are a repeat of 1936-1968 edition, I assumed wrong; for already I have found several up-dates on certain items.

Main changes naturally are on the specifications of models, giving details of production & models from 1968 to date, model details, chassis numbers, style changes on the 4/4 & Plus 8 from 1968 on including an experimental four-seater & Drop Head Coupe +8.

The chapter on competition includes very interesting details of present day cars & drivers, the factory approved modifications certainly disclaim remarks made by some people that the Morgan is an antiquated classic, not when one reads of these engineering & design efforts or the racing results obtained by them..

The photo of the Canadian's under the club chapter has been reduced to bottom of a page in this edition, better get a new photo to Ken before we find ourselves out on our ear.

Morgan owners contemplating buying just one book would be better served to chose the one covering the year of their car while collectors would be more than pleased to have the set for their library.

Both books are available from DRB Motors Inc. (416) 922-8860

Audrey Beer.

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**MORGAN BOOKS CURRENTLY AVAILABLE:**

- Completely Morgan: Four Wheelers From 1968. Hill. Hbd. 8x10", 192pp, 180ill. Publ. 1994. History of the company, competition histories, maintenance, restoration and repair tips, Clubs, and more. .... \$55.95
- Completely Morgan: Four Wheelers 1936-68. Hill. hbd. 8x10", 224pp, 200ill. Publ. 1994. As above. .... \$69.95
- Illustrated Morgan Buyer's Guide: Three-wheelers and four-wheelers model-by-model analysis from 1909. Hill. sbd. 7½x9¼" 144pp, 157ill. Publ. 1989. Current to 1988. .... \$23.95
- Morgan. Osprey Classic Marques Series. Isaac. sbd. 128pp, 134ill. Publ. 1994. Full colour profile featuring all models including the rare. .... \$22.95
- Morgan: The Last Survivor. Harvey. hbd. 8½x10¼", 256pp, 400ill. Publ. 1987. Includes standard production cars as well as competition models and histories. .... \$TBA(the price really depends on supplier and dollar value)
- Morgan: The Cars & The Factory. Tipler. hbd. 7½x10", 208pp, 177ill. Publ. 1993. Complete production history including design changes, development, specs, performance, racing history, and tips on buying and driving one. .... \$49.95

Morgan Gold Portfolios. Clarke ed. sbd. 8x10 3/4", approx. 180pp & 190ill. Articles, technical information, road tests, buying information etc taken from the pages of various automotive publications. . . . . \$35.95  
 Morgan Cars 1968-89. . . . . \$35.95  
 Morgan +4 & 4/4 1936-67. . . . . \$35.95  
 Morgan Three Wheeler 1910-52. . . . . \$35.95

Morgan Restoration & Buying. Practical Classics Publication. sbd. 8x11 3/4", 82pp, 190ill. A series of articles covering all models. . . . . \$24.95

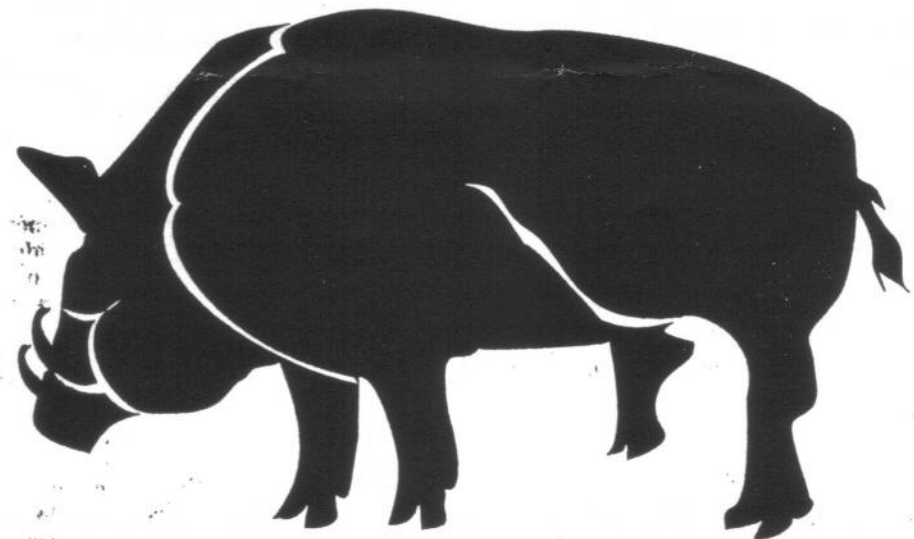
Original Morgan: the Restorer's Guide to 4/4, Plus 4 & Plus 8. Worrall. hbd. 8x11", 128pp, 200ill. Publ. 1992. All the information needed to get your Morgan to like-new condition. Not just a restoration guide, this is a full colour history with full descriptions for each model. . . . . \$48.95

Postwar MG & Morgan. Survivor Series. Blakemore & Rasmussen. hbd. 11x9", 128pp, 217ill. Photo essays including +4, 4 seater, Miller Special, +4+, Super Sport & +8. . . . . \$42.95  
 The above listed books available from DRB Motors (see add in advertising section)

Morgan: Famous Car Factories Series. Holm. hbd. 10x9 1/2, 128pp, 115ill. Follow the history of Morgan and see the cars being built in fascinating colour shots. . . . . special price:\$19.95

Morgan Four 1936-81 Owner's Workshop Manual. sbd. 184pp. Covers 4/4 1.5 & 1600, +4 & +4+ 1936-1981. . \$38.95  
 The above listed books available from CMC Enterprises (see add in advertising section)

# Year of the Pig



According to traditional Chinese astrology, the Year of the Pig or Boar is the best time to deal with family matters, ideal for arranging family gatherings and social events.

Since the Year of the Pig, which begins Tuesday, is the last in the 12-animal cycle of the Chinese zodiac, it also signifies conclusion, and the closing phases of projects. It's a good time to clean up in preparation for next year — the Year of the Rat, the first in the new animal cycle.

This year will find us entertaining more than usual and getting ourselves involved in all sorts of charitable and social functions. We find it a lot easier to make friends in the Pig's tolerant and

expansive atmosphere.

Internationally, it should be a peaceful period, with governments being more concerned with internal policies than foreign affairs.

For many, business will be good this year. Money circulates again and one savors the joy of living. This is a year when everyone is made to feel that life is not so bad after all.

To discover your personality and how you will fare this year, look for the year of your birth to find out which animal sign you were born under. Your year comes around every 12 years in the Chinese zodiac. This year in the Chinese calendar is 4693.

*TORONTO STAR 01/28/95*

January 13, 1995

There is currently a MORGAN CAR REGISTER of NORTH AMERICA. The register was founded in 1991 with the intent of providing a single list of all Morgan cars in North America for use by the Morgan car enthusiast. The register is a source of reference information regarding the number and type of Morgan cars remaining in North America, currently approximately 80% of the total number of Morgans cars known to be in North America are listed in the register. Morgan cars in North America represent the largest remaining number of such classic Morgan cars in the World.

The register is maintained by Mr J. Dale Barry, a member of the Morgan Plus 4 Club of Southern California. The register does not list any persons name, address or telephone number. The register is intended to list all Morgans by Year, Type (roadster/drophead/four place etc), Model (plus 4, plus 8 etc), Serial Number, Location (state/province), Club Affiliation, and Special Particulars (colour, special history ie; race car).

The register is updated yearly and is available upon request at "NO CHARGE" by sending a "self addressed stamped envelope" to:

Morgan Car Register of North America  
c/o Mr J.d. Barry  
7871 Airplane Avenue  
Westchester, California  
USA 90045

the register is currently approximately 36 pages in length and the envelope should be a 9 x 12 manila envelope with sufficient postage.

\* To get in touch with a person's vehicle you would contact the club affiliate and they would forward your request to the club member. Attached please find the list of the various clubs and their contacts.

To aid in this worthwhile cause please complete the following form and forward to:

Morgan Sports Car Club of Canada  
c/o Mr c Davis  
39 Deer Valley Drive  
Bolton, Ontario  
Canada, L7E 2E6

I will keep the club's list up to date and will forward to Dale.

Thank you

*Craig*

**NOT INCLUDED HERE, AS IT COMES WITH THE REGISTER  
(Ed)**

# MORGAN CAR REGISTER OF NORTH AMERICA:

**YEAR** \_\_\_\_\_

**TYPE** \_\_\_\_\_

**MODEL** \_\_\_\_\_

**SERIAL NUMBER** \_\_\_\_\_

**SPECIAL PARTICULARS** \_\_\_\_\_

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## TAKEN FROM THE BULLETIN, A PUBLICATION BY THE MORGAN THREE-WHEEL CLUB

The rearward view of DXL 651 was taken at the Transport and Road Research Laboratory by their latest 'Big Brother' device that now operates on the M4 when it is foggy. Its mechanism enables it to take pictures of each passing vehicle, compute its speed and make a permanent record of this, the time and the date, but the diplomatic camera does not identify the driver. In this case it was Gerald Carr who had taken his F-type to the TRRL's test track where they initially demonstrated the system. By using it on the M4's south end they hope to discover the facts about so-called 'motorway madness' in foggy conditions.

Gerald Carr



# Scuttlebutt Corner

By Hellen Hogmog

This is a section whereby members can report anonymous tidbits, rumours, slanders, gossip, funny stories, or innuendo concerning other members or in the Morgan world in general, for the amusement & embarrassment of us all! No story will be checked for accuracy by Ms. Hogmog. So send your juicy items to me post haste!

"Scuttlebutt Corner"

c/o 1305 Ester Dr.  
Burlington, ON  
L7P 1L2  
(905) 336-0251

My latest rumour was obtained recently at the BSCC Christmas party. It seems that our own Nigel Birch has been elected the President of the Austin-Healey Club of Southern Ontario. This despite the fact that he doesn't own one. I spoke with Nigel to confirm this and to congratulate. He isn't sure how this all came about. We suspect they voted him in while he was in the men's room! Nigel's wife, Joan, is now here in Canada to stay. We finally met Joan but we're unsure why Nigel was introducing her as "the dragon lady"? A term of endearment far more precious than "my little cumquat", what? We wish Nigel well in his new endeavour!

I understand that Trevor Beer has been following the progress of Uncle Martin's trike closely. He can't wait to try out this "pedal car"! After all, it does have training wheels!



Left to right:

Colin Davidson (with his son), John Coneybeare, Stan Jodeikin (with new MSCCC badge), Vern Dale-Johnson (with new MOCA badge), Ken Ward



## Morgans "Down Under"

As I travel to Australia regularly (Amanda's family) I don't know why I haven't contacted the Australian Morgan Owner's Group previously. Nonetheless, over Christmas 94 I took the opportunity to make the contact sparked by the availability of our new club badge.

After a bit of searching (my first letter was returned marked "undeliverable" but a frantic call to Audrey turned up another address, from Ken Hill's latest book no less) I made fax contact through Colin Davidson (Club Registrar) with Stan Jodiekin who was intested in the exchange of our new Morgan Sports Car Club of Canada badge for (as it turned out) a new Morgan Owners Club of Australia badge (based on the original design from 1958). Incredibly, both clubs have now chosen exactly the same colours for their new badges -- green, red, and white with chrome highlighting!

Stan, Colin, Ken Ward (Vice President -- fitting us VP's should meet), and John Coneybeare (Secretary), met with me at the Lord Nelson pub in the historic Sydney Rocks for the proverbial "noggin and natter" -- in this case good Aussie beer on a gorgeous Sydney summer afternoon.

The Australian club is very active -- about 100 members representing a good portion of the 350~400 Morgans in Australia. Unlike Canada, cars don't rot away in Australia so this represents the majority of the Morgans imported into Australia although the group is sure there are many fine examples still hiding in barns -- especially the early 3 wheelers.

Most of the 4 wheeled stock is earlier "slabbies" (you won't hear them referred to as "flat rads") primarily due to import duties imposed from the 1960's onward that can increase the list on an imported car by 100% or more -- today a Plus 4 lists for A\$93,000 (over C\$100,000) while a Plus 8 will set you back A\$125,000 (close to C\$140,000). Not only is our Canadian waiting list short, our prices are a bargain!

Ken Ward is one of the founding members of the Australian group and for 35 years has been active in the servicing and rebuilding of Morgans. He will be visiting Canada during the summer of 95 -- his daughter and her family live in Quebec. With luck we'll be able to get an appropriate representation together for a return "noggin and natter".

For those interested in the new Australian badge (A\$30), or other Australian regalia -- lapel pins (A\$6), key fobs (A\$10), cloth badges (A\$4~10), etc. please give me a call and I'll give you the contact information.

.Vern Dale-Johnson

# Tips for safer winter driving

Driving in cold Canadian winters is a challenge and a heavy responsibility. Exercise more care and caution than in summer driving, and be prepared for increased travelling time and fuel consumption. Your winter driving excursions will be more enjoyable and less demanding and dangerous if you practise the following tips.

## Steps to take

■ Use a timer to switch on your block heater two or three hours

## What to do if you're STRANDED

- Stay with the car — it's your best shelter.
- Make absolutely certain that the exhaust pipe is free of snow, otherwise deadly carbon monoxide fumes can back up into the pipe.
- Run the engine for 10 minutes every hour. This should keep you sufficiently warm, while keeping the battery charged and conserving gas.
- Keep a window partly open for air when the car is running.
- Make your car as visible as possible. A flare, a warning light on top of the car, or even a scarf tied to the car's aerial will help.

before you plan to drive. A warm engine means easier starting.

■ Remove snow and ice from your car before you drive for better fuel economy and increased visibility.

■ Even in cold weather, most gasoline-powered cars require only about 30 seconds of idling before being driven. Drive slowly for the first few kilometres to allow engine components to warm up.

■ Keep the battery terminals and leads clean and dry. A little petroleum jelly will help stop corrosion.

■ When you first get into your car, open your window a crack to help clear humidity.

■ Make sure your car has a rear window defroster. Turn it on only long enough to clear the window — the defroster draws power from the engine.

■ Downshifting increases your braking efficiency on a slippery road. Don't go directly into too low a gear, though, as this sudden braking movement could cause you to lose control of your car.

■ If you drive through deep slush or puddles, dry your brake rotors by gently pumping the brakes while the car is moving.

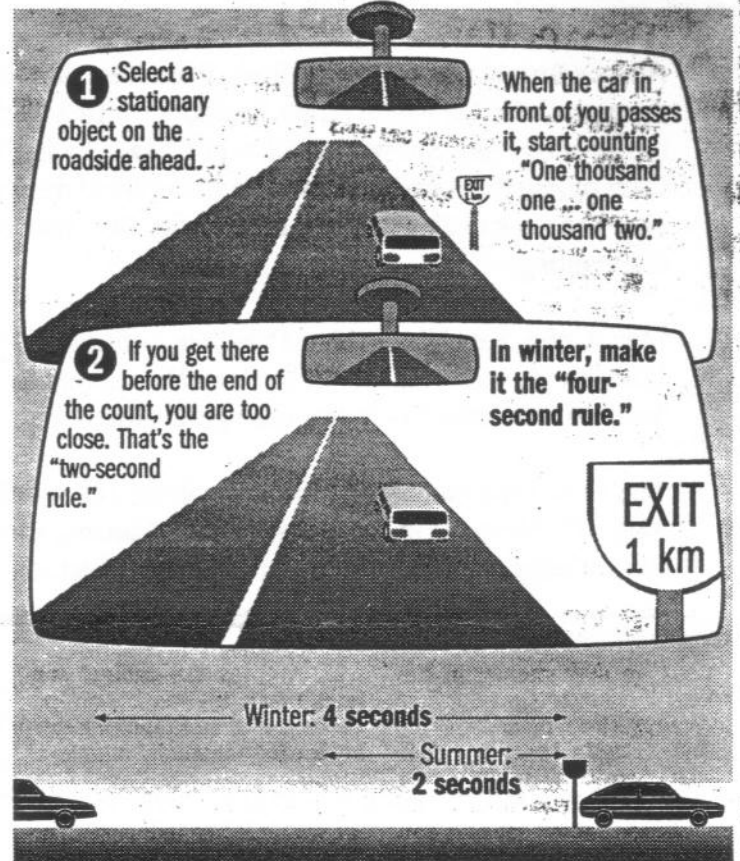
■ When you go on an extended trip or use infrequently travelled roads, tell someone your destination and expected arrival time. Be generous when estimating travel time in winter.

## What to have in the trunk

1. Flashlight
2. Flares
3. Woollen blankets

## Double the 'two-second rule'

Here's a simple way to check that you're following the car in front of you at a safe distance: in summer you should be two seconds behind; in winter, double it to four seconds.



SOURCE: Natural Resources Canada

ALFRED ELICIERTO / TORONTO STAR

4. Extra pair of gloves
5. Booster cables
6. Shovel
7. Fuses
8. Bag of sand or salt
9. Traction pads
10. Scraper and brush
11. Matches and candles
12. First aid kit
13. Tow rope
14. Gas-line antifreeze

## Burn less fuel

Temperature is one of the most important factors affecting fuel consumption. At minus 12C, for example, the average engine needs at least 15 kilo-

metres of driving to warm up.

The emissions from a cold engine are much higher than from an engine that is warmed up enough for the catalytic converter to be working at high efficiency. Use of a block heater and warming up at low idle can help reduce the emissions produced on those wintry days.

On short trips in cold weather, a gasoline engine will use about 30 per cent more fuel than in warm weather. Snow and slush waste fuel because the tires often act like ploughs, or they spin and go nowhere.

NATURAL RESOURCES CANADA

## EDITORIAL/NOTES

As time goes on, you should see a number of changes in **THE BLURB**, hopefully allowing fellow members better enjoyment and to have it look the part of Canada's National Morgan Newsletter. It will be cleaned up and will resume a regular publishing schedule, just like in the old "pre-recession, not too many members" days. We aim to publish our newsletter 6 times a year again, hopefully at the beginning of the even numbered months, (February, April, June, August, October & December). This means that I will need to receive items for inclusion by the 21st of the month previous; (January, March, May, July, September & November).

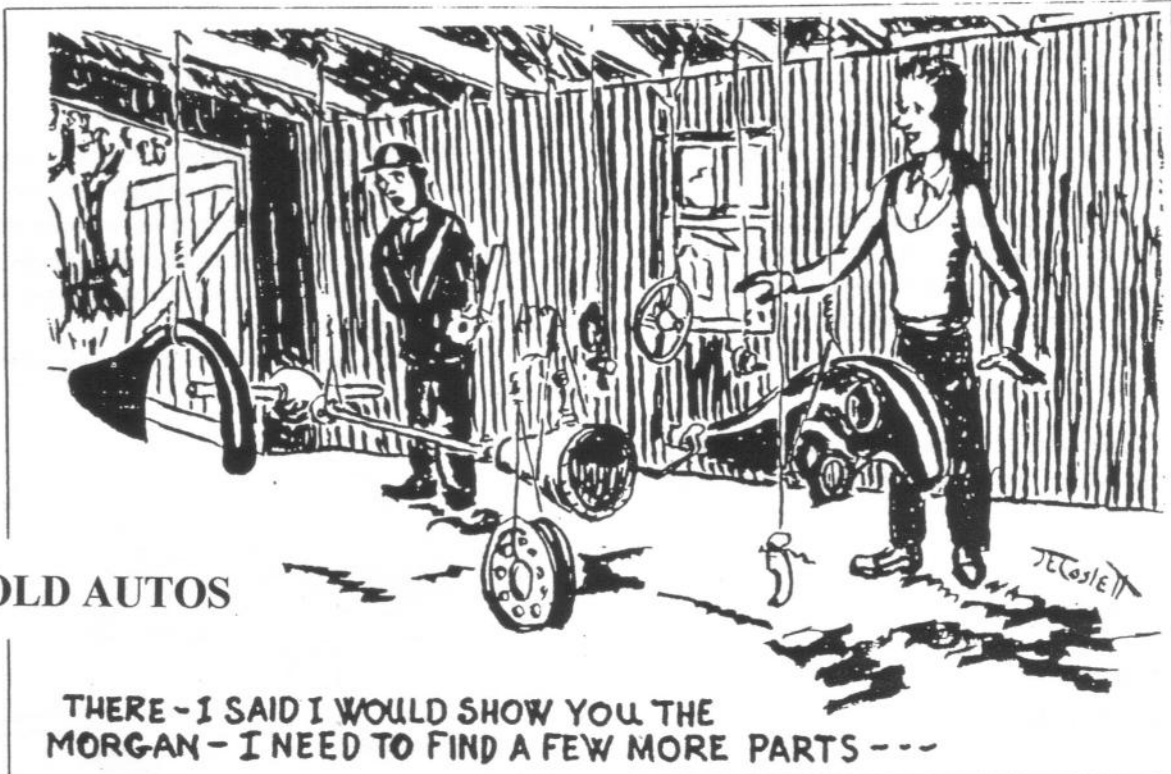
Vern has agreed to take on the responsibility of printing the newsletter, which saves the Club about \$200.00 an issue, and as a result of these savings, gives us some freedom in the number of pages that we can push The Blurb up to, as we now have more room for any additional postage costs.

**Please help!** We are looking for volunteers to write reports of events attended, car problems/tech bits, travels and whatever else seems pertinent to the marque, or that you would like to share with fellow members, to give you the reader, a change in style/humour from the usual contributors. No previous publishing experience required. If photos accompany an article, please advise whether you need them to be returned, if you don't need them back they will be forwarded to Lynn Kuzyk for entry in the club scrapbook, (thank-you in advance).

The Victor NY car show is a multi marque show, and usually has a reasonable number of Morgans in attendance. From what I understand, the British Sports Car Club usually has a convoy going, perhaps ask the Kuzyk's if they have any more information, as they have been known to go in the past. The Boot n Bonnet British Car Show in Kingston will be held on Aug. 20. GOMOG (formerly Morgan Registry of Eastern Ontario) usually have a good turnout, and would like to know if any from this Club are going as they would like to get together. GOMOG also attends the British Invasion at Stowe. Barry Lyman (some may remember him from MOA Niagara) has a chalet there, and welcomes Canadians to visit with. If anyone is interested in either event, please let me know and I'll forward the requests along.

Please don't forget MOG25 put on by MCCDC in July. If you can attend, it should be a great event. Full details were published in **THE BLURB 4-94**, we now have a rough timetable available if anyone is interested. Also keep in mind Meadowbrook Hall/Waterford Hills in August.

All in all, it looks like we have a fairly full schedule for this year. With the new faces (and some from the past) now showing up it looks like a good year is in the works. All that's needed from you is to turn up & enjoy! All that's needed from Mother Nature ...





By I.M. Famished

Given that this is the year of The Pig in the Chinese Calendar, the "Morganeering Gourmet" has prepared a few HOG recipes from around the world - for your culinary enjoyment.

## Southern Europe

Mediterraneans claim that the combination of a healthy traditional roadkill diet, daily siestas, the opportunity to sleep with a sibling, and a heavy consumption of cheap red wine all contribute to fewer heart attacks and colon cancers. Which is probably true and a good reason to visit the sunshine coasts.

Road shopping for sheep in south and central Portugal is relatively hazard free as long as you don't mess up the nightly count by hitting a black one. Grilled young lamb with a side of ripe mountain cheese, chased with a grape beverage from the nearby island of Madeira, is a roadkill delight. New roadwork in the pig-raising central and north Portugal opens opportunities for yet another national specialty, *Porco de Splata*.

### *Porco de Splata*

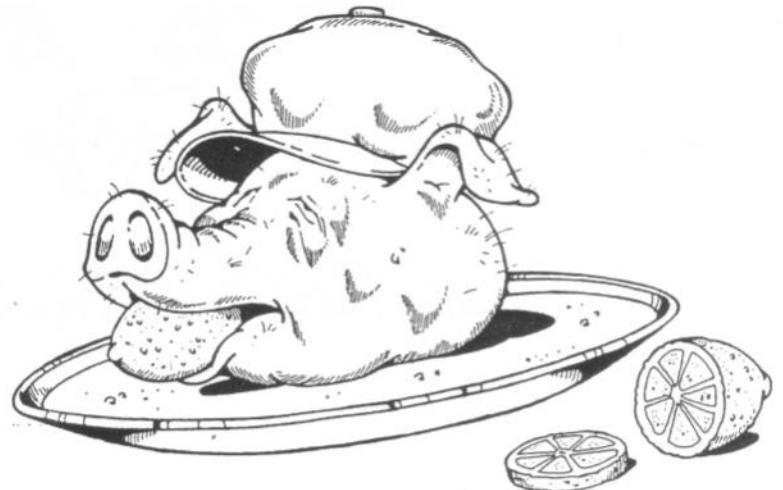
Clean, skin, and stomp one large pork filet. In a large bowl, combine ½ cup of olive oil, one minced clove of garlic, two tablespoons of lemon juice, ½ teaspoon of chili pepper, and ½ teaspoon of salt. Mix well and soak filet in marinade for twelve hours. Remove filet and sauté in skillet. Add marinade, cover, and let simmer for one hour.

Serve on a roadbed of rice.

### *Alexander Duped 'n Czeched Veprovy Óvar S Krěnem*

Singe facial hair from one pig's head. Remove tongue and eyeballs and close eyelids. Place head in large pot with enough cold water to cover, heat to simmering and add one chopped onion, two chopped carrots, ½ cup of chopped celery root, three peppercorns, ½ teaspoon of allspice, and one bay leaf. Let simmer until face begins to fall off.

Serve hot with pasta and sliced lemons to your favorite mustachioed playwright.



### *Cheese Hamlet*

Beat six eggs and add one cup of chopped, cooked Danish ham, ½ cup of grated cheese (Monterey Jack, Swiss, or gouda), and salt and pepper to taste.

In a heated omelet pan, add two tablespoons of olive oil and add mixture. Cook on medium heat until the mixture has set, fold over, and serve.

Danes stuff main entrées and visitors with fruits and vegetables. The offering can be as simple as *Rodkiil* stuffed with rodcaal (red cabbage) or the more formal national roadkill dish, *Rodkildt Svinemørbid*.

### *Rodkildt Svinemørbid*

Preheat oven to 350 degrees.

Split one two pound pork tenderloin lengthwise, rub with butter and garlic, then fill with one cup of stewed apricots or pitted prunes. Roll tenderloin, secure with string, and dredge in one cup of flour. Place tenderloin in greased pan and bake for one hour or until tender. Remove tenderloin from pan and let cool. Add two tablespoons of flour and ¾ cup of water to the drippings and mix well. Transfer drippings and flour mixture to a saucepan and cook slowly to thicken while adding one tablespoon of minced herbs, ¼ teaspoon of lemon rind, and salt and pepper to taste.

Slice the tenderloin and serve with gravy.

In Aalborg, *Kildt Svinemørbid* is served with potatoes; elsewhere, potatoes are put to better use in aquavit, the Danish winter breakfast drink.

WITH EXCERPTS FROM:

**The International  
Roadkill Cookbook**

**B. R. "Buck" Peterson**

Illustrations by J. Angus "Sourdough" McLean

# MSCCC General & Executive Meeting, Feb 5/95, Hare & Hound, Brampton Ontario

Minutes of the meeting, recorded by Vern Dale-Johnson

*In attendance:* Lynn & Fred Kuzyk, Vern Dale-Johnson, Paul Donaghue, Barb Harmer, Peter Pfahl, Nyal Wilson, George Lafford, Steve & Jenny Beer, Martin Beer, Nigel & Joan Birch, (picture of Nigel's Morgan -- it does exist!), George Watson.

2:00 PM, meeting called to order by Fred & Lynn Kuzyk. Agenda for meeting presented:

## 1) President's Report:

- a) Publicity - events will be published in Toronto Star "Autodate. Pelee Is "Spring Fling" event will be listed in "Old Autos". Future events will be listed as well.
- b) MSCCC Photo Album. Work is progressing. Audrey has offered 6 boxes of material to rummage through. Discussion of pictures submitted to THE BLURB. In future all photo's submitted will be kept for the album unless the submittor specifically request return of same.
- c) Minutes of club meetings will henceforth be published in THE BLURB.
- d) Club insurance has been obtained through membership with the British Car Council (BCC). This will allow us to run "fun events" without putting ourselves in personal peril. The insurance is good for all events across Canada (and in the US). **Sound too good to be true??** It's not -- as a small club we are "subsidized" by the larger clubs such as the Toronto Triumph Club, MG Club (they have 10 times the membership we have with the same coverage -- as each club pays based on their membership, we get the same insurance for a small portion of the total cost!! **For those in clubs from St John's to Victoria, this includes you so.....get your cheques in!**
- e) Communication with other Morgan groups:
  - "GOMOG -- Greater Ottawa MOG (new name), representing 37 cars, will publish MSCCC events & info; likewise MSCCC will publicise and republish info from their newsletter "the Morganizer". Contact is Andrew Grant.
  - NWMOG, BC Chapter is being encouraged through Alan Morgan to do same.
- f) "Doug Price Award". Format will return to "nominations with voting through THE BLURB. Criteria will be discussed by executive and communicated in next issue.
- g) Number of BLURB's/year will be 6. Deadline for publication will be the last week of every even month (Feb, Apr, June, etc) with publication by the last week of every odd month (Jan, Mar, May, etc). Special events when deadline missed will be communicated by phone or separate mailing.

## 2) Events:

- a) Pelee Island "Spring Fling" is on for May 19-22 weekend. Details in the 12/94 BLURB.
- b) May 7 escarpment run rally shortly after Ancaster Flea Market will be held to get everyone in the spirit
- c) June 18 "*Classics Against Cancer*" auto show will be another Morgan feature event (ala last year when we were the featured marque).
- d) Summer rally's were discussed. Peter Pfahl has submitted a rally for consideration -- could be a simple driving instruction run through Barrie, Big Chute, Severn Falls area. Ray Shier also has a rally to run through the Georgetown, Orangeville area.

MSCCC affiliated MOG's  
Note!!!

- e) MSCCC Morgan weekend will be at Tobermory Lodge, Sept 9/10.
  - f) October "Toy Run" was discussed. Fred will look into organisation and sponsor.
  - g) November "polar bear run" (idea pulled from GOMOG) will be considered.
  - h) "Short notice" call list to be developed by Lynn of people interested in runs at a moment's notice -- eg to dinner at Mono Cliff or.....
  - i) MSCCC events calendar discussed. Fred to look into. Potential of profiling members Morgan's.
- 3) Regalia:
- Lynn is planning an Ancaster flea market "blow out sale" to move as much old regalia as possible so we have room (and money) for more. Being considered:
- MSCCC stickers -- very cheap!
  - license plate frames (VDJ's suggestion "Morgan drivers do it in the rough").
  - letterhead with new badge design for use by executive
  - new T-shirts or other wearables.
  - key fobs with new lapel pin.
- 4) VP Report:
- a) BCC minutes distributed, permanent photo radar locations (some question if this is a hoax??), "Piece of mind" booklet, info on crackdown by Dept of Transport, Canada on importation of Morgan's and parts for older cars discussed. Martin Beer confirmed DoT has an issue with "compliance" of Morgans to fuel leakage in a crash and is arguing issue with the feds. In the meantime, no cars coming in.....
  - b) Australian published (Thoroughbred and Classic Cars) 100 British Sports Cars softcover shown. Jenny is trying to locate NA source.
  - c) Australian regalia shown.
- 5) Past Presidents -- no report. Liason officer absent (MOG 25 and Morgans across Western US/Canada published in recent BLURB).
- Treasurer, absent.
- a) Fred brought up issue of executive limit on use of club funds. Agreed all purchases over \$25 must have 3 executives approval.
  - b) Reminder "**dues are due and payable**".
  - c) Reminder on new badges. Second lot of 50 has already been sent from England so lots are available (from Craig). This lot is numbered but not dated.
  - d) Craig is working on updating our stats of club vehicles. Fred reminded us of US registry of Morgans (we'll submit our list to update that registry) and the list of Morgan events throughout NA being compiled by California enthusiast (to be published in THE BLURB).
- 6) Next meeting March 7 at 7pm. Oakville Winchester Arms, 2371 Lakeshore West.



**MEMBERSHIP RENEWAL:**

NAME: \_\_\_\_\_  
SPOUSE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



TELEPHONE# HOME: \_\_\_\_\_ BUSINESS: \_\_\_\_\_

**MORGAN(S) OWNED:**

MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_  
MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_

MEMBERSHIP FEE \$20.00 FOR THE YEAR: \_\_\_\_\_

PLEASE MAKE CHEQUE PAYABLE TO: MORGAN CAR CLUB OF CANADA  
AND MAIL TO: CRAIG DAVIS  
39 DEER VALLEY DRIVE  
BOLTON, ON

**1995 CLUB EXECUTIVE**

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Sharpenwessel  
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Teching, Tibet (at the moment)  
Phone: none  
Duties: to be delegated per  
availability  
Fax: not a hope!