

THE BLURB 2-95

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



LYNNE & FRED KUZYK RECEIVING DOUG PRICE AWARD, PRESENTED BY
AUDREY BEER
DEC 3/94

Steve Beer, photo

EVENTS/CONTENTS:

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APR 4	CLUB EXEC MEETING, Fox & Fiddle	Streetsville	
APR 23	ANCASTER BRITISH CAR FLEA MARKET	Ancaster, ON	P4-5
APR 23	NOGGIN & NATTER, Coach & Lantern 2:30pm on	Ancaster, ON	P3
MAY 7	ESCARPMENT RUN, depart from	Ancaster, ON	P6
MAY 7	CLUB EXEC MEETING, following Escarpment run		
MAY 19-22	MSCCC SPRING FLING, Duffy's Motor Inn see 4-94,1-95	Amherstburg, ON	P3
MAY 26	DEADLINE FOR 3-95 BLURB (May-June)		
JUN 2-4etc	50TH ANNIV MORGAN 3 WHEELER CLUB	Malvern, England	P7
JUN 3-4	VINTAGE RACING AT MOSPORT	Mosport, ON	
JUN 4	MULTI-MARQUE CAR SHOW (Rochester NY area)	Victor, NY	
JUN 18	CLASSICS AGAINST CANCER		
JUN 21-25	MOG 95 INTERNATIONAL	New Forest, UK	
JUN 30-JUL4	MOG 25 MCCDC (see 4-94, 1-95)	Malvern, PA	
JUL 9	CARRIAGE CLASSIC	Caledon, ON	
JUL	SUMMER RUN (Tentative)		
JUL 23	British Sportscar Club/London Sportscar Club country drive	Port Dover, ON	
JUL 25	DEADLINE FOR 4-95 BLURB (July-August)		
AUG 3-6	VINTAGE RACES, Waterford Hills/Meadowbrook Hall	MI	P5
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AUG 20	BOOT N BONNET BRITISH CAR SHOW (GOMOG)	Kingston area	P19
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NOV	POLAR BEAR RUN?		
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DEC 2	MSCCC CHRISTMAS GATHERING AT THE KUZYK'S	Burlington, ON	
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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 that as a Club we will try to support with our attendance. Some dates and events are tentative. If you would like more information than what is provided within this publication, please contact the editor.

THE CO-PREZ SEZ

It looks like our winter is almost at an end and the good Morganeering weather is just around the corner.

For most Morganeers in this area the **Ancaster British Sportscar Flea Market & Car Show** is our initial outing for the car season. So dust off the Mog and plan to meet us at the Ancaster Fairground April 23, 1995. 10:00 am to 4:00 pm. We have been informed that British cars will not be allowed to park on the "British field" until 9:30 am. For all those interested we will have a **Noggin & Natter at the Coach & Lantern in Ancaster from 2:30 pm on**. Reservations have been made in the club name.

Time is running out for reservations to **Pelee Island**. If you are considering this event your cut-off for hotel reservations is April 15/95. After that date the rooms will be released, so you may or may not be able to book accommodation. Note only six (6) reservations are left for the ferry trip. **So lets get cracking and make a decision**. This is a great opportunity to blow out some carbon and renew old acquaintances. Please note the departures for Pelee Island will now leave from the Leamington dock.

The May Executive Meeting will take place at the conclusion of the Escarpment Run on May 7. See inside for more info on this event.

Our annual Fall Meet has been finalized and lots of new and exciting events have been planned for the week-end. We will be staying at the **Tobermory Lodge** (pets are allowed). These are great accommodations and lots of facilities are available. Especially after a long day on the road there are whirlpools, indoor and outdoor swimming pools and saunas to get the kinks out. Please check out the enclosed information on this week-end and get those registrations in early.

Also, the MSCCC is initiating a **charity toy run** this year. We have chosen *Operation Santa Claus* as our recipient. This charity has been in operation since 1958 and helps not just kids but anyone from the ages of 1 to 101. Mr Lomax, who started *Operation Santa Claus* 37 years ago, is a selfless man who gives tirelessly of himself. We have enclosed information on this project and hope you will all help us help Jimmy's kids this Christmas. Volunteers are urgently needed and corporate sponsors are being sought. **This will be the last run scheduled for the year -- Sunday October 15/95.** Ed Moody of the British Car Council has expressed interest in this project & we hope to get other clubs to participate but this will be our "baby". Following the toy run a Noggin & Natter will be held at the Kuzyk's.

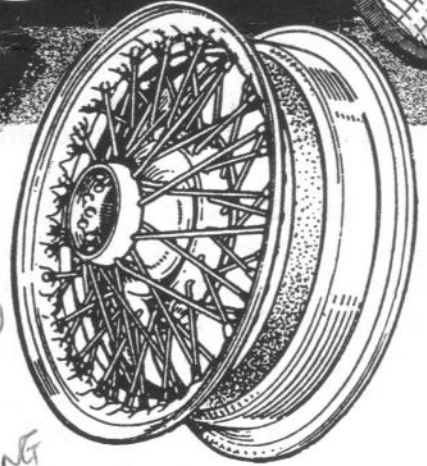
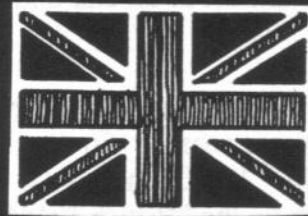
The flow of information from our sister groups across the country seems to have been interrupted. Seems everyone is busy in the garage. Let us know what you are planning and we will include the events in **THE BLURB**. Minutes of our last meeting, March 7 at the Winchester Arms in Oakville are enclosed elsewhere in this issue.

See you at Ancaster!

Morgan On.

Lynn & Fred

ancaster british sportscar flea market & car show



Sunday, April 23, 1995

*BONNY WATERFIELD
TED FORD KING*

INFORMATION:
Carol Ouellette
Res. (416) 957-2429

ADMISSION:
Adults: \$3
Children: UNDER 12 FREE
Vendors: \$20 HOST CLUB MEMBERS
 \$25 NON CLUB MEMBERS
Club Display: OUTSIDE ONLY FREE

HOURS:
Public 10-4, Vendors 8-6
Snack Bar

Ancaster British Flea Market

Sunday, April 23
Ancaster Fairgrounds 10 AM

Come join the Morgans on the field for our first outing of the year. Bring your MOG, or simply bring your purse & browse the bargains! Admission is \$3 per person. If you wish to display your car, entry will be no earlier than 9:30 AM.

This year we'll have a Morgan regalia BLOW-OUT SALE on end-of-line club items. Fantastic bargains to be had! Come see the NEW items available for the first time this year! The regalia table will be next to the Morgan "MOGY" on the field. Look for the club banner!

A Morgan noggin will take place afterwards at the historic Ancaster pub "The Coach & Lantern" after 2:30.

Take Hwy. 403 towards Brantford. Exit at Mohawk Road West. Make a left turn at McNiven Road. Then turn left at Hwy. 53. The Fairgrounds are on your left.
See you there!

MORGANS AT MEADOW BROOK HALL CONCOURS d' ELEGANCE '95

THIS IS GOING TO BE BIG! , says Larry Moss, contact point for the Morgan Owner's Group, Great Lakes. Owners are coming from all over the country to Meadow Brook Hall, Bloomfield, Michigan, August 3 thru 6, 1995. As you know 'Meadow Brook' is one of the top three car shows in the world, and will feature Morgan as its' selected Marque.

Charles Morgan will be in attendance and act as Grand Marshall in the Concours and participate in the Waterford Historic Races in nearby Clarkston.

The tentative schedule for the meeting is as follows: Thursday evening, August 3, will be a sit down dinner-banquet at Dick Kuhn's Car Rail facility, a visual treat for memorabilia collectors.

Friday evening, August 4, a informal car show in Clarkston, in conjunction with the Meadow Brook Hall show. All cars invited to attend.

Saturday, August 5, daytime practice and races at Waterford Historics. Evening dinner or pool party.

Sunday, August 6, concourse at Meadow Brook Hall, by invitation and still looking for exceptional examples.

MOG Great Lakes will be the host club and will be sending a more detailed information packet for the weekend soon.

If you have or know of a Morgan car that should be considered for this prestigious event, please contact: Larry Moss at 810-540-3733 or submit a quality color photo of the vehicle, a history of the vehicle, and a 2nd person verification of the data, with that name, address, and telephone number. At present 1/3 of the "show items" are trikes.

Those who wish to be part of the Mid-Atlantic convoy, contact Carlton Shriver, 301-223-8521 for preliminary travel plans and meeting places. Run would be 1 1/2 days, with pick up points along the route.

Escarpment Run

Sun. May 7, 12:30

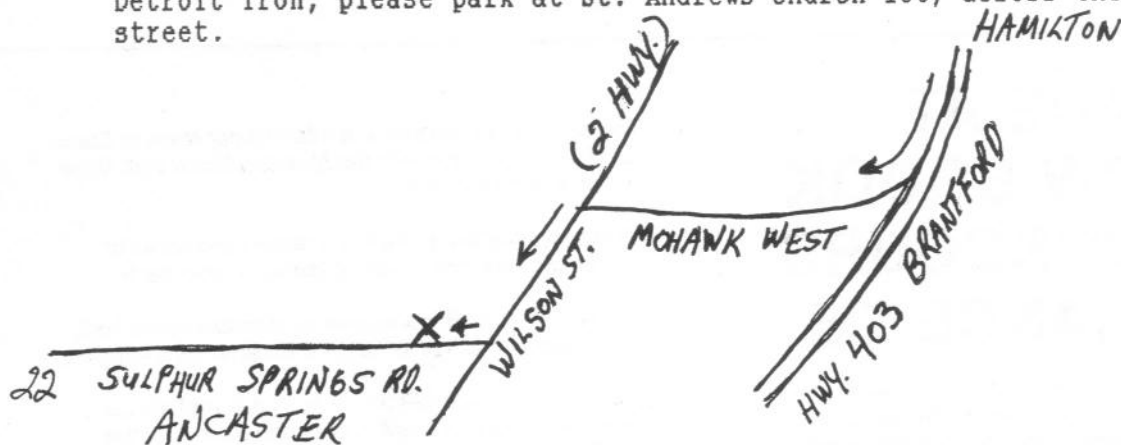
ANCASTER TO MILTON AREA

A light lunch will be served at Nyal Wilson's home at 12:30PM. After which, we'll proceed for a leisurely tour along the Niagara Escarpment. Nyal has put together a relaxing route with numerous stops at points of interest, to afford us many opportunities to talk, stretch, pit stop, and view the panorama. Descriptions of the journey will be provided. The tour will culminate with a noggin in the Campbellville area.

Please RSVP Nyal so that he can plan adequate food items:

Home (905) 304-3047
24 hrs (905) 648-0888
FAX (905) 304-0888

DIRECTIONS: Take Hwy. 403 to Ancaster. Exit at Mohawk Rd West. Proceed to traffic light at Wilson St. Make left turn. Next light is Sulphur Springs Rd. Turn right and Nyal's is the 2nd house, #22. Address on the rock. Look for the Morgan out front. Detroit iron, please park at St. Andrews church lot, across the street.



CELEBRATION OF THE 50TH ANNIVERSARY OF THE MORGAN THREE WHEELER CLUB

1995 is the fiftieth anniversary of the Morgan Three-Wheeler Club, and a number of activities are being planned in England. The first of these is the Opening Run in April, which will be to Brooklands. In June, there will be a weekend including a formal dinner, and in September the Annual General Meeting (AGM). For North Americans wishing to visit, the time to see and do most with Morgans will be the June event, although it appears that the Spares Fair will only be at the AGM.

Since planning for the June event needs to be done now, and most of us who would like to go will probably want to attend that one, here's the schedule:

Friday, 2nd of June: Informal meets at one or more pubs in Malvern.

Saturday, 3rd of June: Photo call with all machines lined up on Pickersleigh Road. A marquee with buffet will be on the Morgan Motor Company sports ground. Following that will be a drive to Madresfield, where the drive leading up to the house was the venue for sprints in the 1950s. The drive is now too rough for sprinting, but there will be other driving tests. The day will be capped by a formal dinner at the Abby Hotel (top table in dinner jackets, otherwise in lounge suits - Americans call them business suits).

Sunday, 4th of June: Drive to Stoke Lacy church where H. F. S.'s father, Prebendary H. George Morgan, was rector. There will be a marquee set up in a field for lunch.

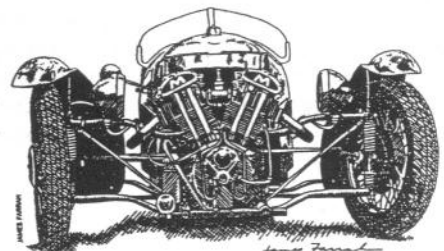
Other events occurring around the same time are the Prescott hill climb on the 3rd and VSCC Silverstone on the 10th.

A three day tour through North Wales, Hereford and the Malvern area using the routes of the 1920s and 1930s trials in which Morgans competed so well is also being planned. The roads were pretty rough in the days they were used for trials, but today they are picturesque narrow lanes and B roads. In order to avoid organiser's liability, police notification, permits, etc., it's designed for people to take on their own whenever they wish, following maps provided and making their own arrangements at the recommended hotels and sights.

The AGM, which will come rather late in September, will probably be larger than usual (especially since Alan Lazenbury, Chairman for the past 37 years, will be retiring) but will not have any additional events such as the photo call at the factory or the Madresfield driving tests. It will of course have the Spares Fair.

Information on making arrangements for the June events should be available in soon. If you want to go, you should be prompt, because places will be filled quickly. Contact one of the U.S.A. Group Organisers of the Morgan Three Wheeler Club for more details:

John Leavens, 3708 California Ave, Long Beach, CA 90807; (310) 595-6179
Alec Knight, PO Box 99, Ringoes, NJ 08551; (908) 782-7053



STIRLING MOSS TOP 10 CHOICE

OUT IN FRONT -- ON THREE WHEELS

One of the most famous names in sports cars had unlikely beginnings in a strange-looking vehicle that owed more to a motorcycle

"Fred shared my first crash"

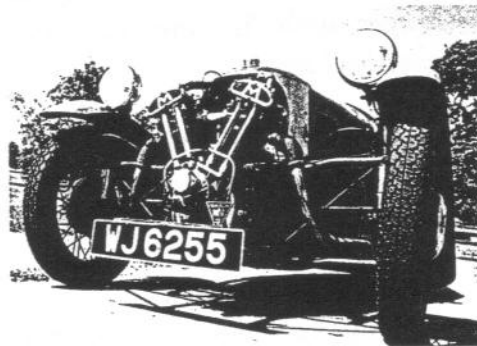
SM This was my first car and, like one's first girl, a landmark. By some whimsy of the day, I was able to own this at the age of sixteen, because it was classified as a motor-cycle engine which was mounted in front of the radiator. In all respects it was a sports car and a very enjoyable one to own. Being light and overpowered, it had remarkable acceleration. It was subject to wheelspin under heavy acceleration; and like most three-wheelers, it wasn't totally stable. I turned it over once when I had a flat rear tyre and ran up the banking. My only concern was for my passenger, a ferret called Fred who used to ride in the back. After some searching, I eventually found him, looking a bit startled and with oil on his face, but otherwise okay. I only sold the Morgan because I needed the money.

Designed as a car that followed closely behind its engine, the Morgan three-wheeler had a distinctive appearance which soon became familiar to crowds at motor sport meetings. The car's amazing performance ensured that most of its race rivals saw only the tapered rear end disappearing ahead of them. The Morgan nameplate was famous long before the arrival of the current four-wheeler models



The whole story of Morgan had an unlikely beginning in the best eccentric English tradition: it began with the birth of a son in the rectory of Stoke Lacey, near Hereford to the Rev Prebendary George Morgan and his wife Dorothy, daughter of a former vicar of Malvern Link. They called him Henry Frederick Stanley and he would go on to found a British motoring institution.

'HFS' Morgan began his professional career as an apprentice, and then became a draughtsman, of the Great Western Railway works in Swindon. In 1906 and with the full blessing of his progressive clergyman father he left to open a garage in Malvern Link. He became a Wolseley and Darracq dealer, as well as briefly attempting to run a local bus service, but he really wanted to build his own car. In 1909 he found time to design a lightweight tubular chassis for a three-wheeler to take an air-cooled vee-twin Peugeot engine, and persuaded Mr Stephenson Peach, engineering master at the nearby Malvern College, to machine most of its working components in the workshops there. This tiller-steered single-seater prototype became the direct ancestor of over 15,000 Morgan three-wheelers and, of course, of the four-wheelers in production today.



The chassis consisted of three tubes, with a single central one attached to the engine carrier at the front and the gearbox at the rear. The two others, mounted lower down on either side, were also fixed to the engine at front and 'box at rear but, in early cars, they also acted as exhaust pipes!

Inside the central tube ran the propeller shaft for the transmission – through a cone clutch to alternative chain drives, engaged by dog clutches – to give two forward ratios – a system that was to remain common to all Morgan trikes until the early 1930s.

Front suspension, which HFS patented, was known as 'sliding pillar': try to imagine a letter T turned on its side; the tail forms the stub axles while the hollow crossbar slides up and down on a vertical guide pillar. A coil spring above the pillar takes impacts, a smaller one below deals with the rebounds.

At the back, suspension was by trailing arms either side of the gearbox, with the drive chains outboard of them and then, outboard of them, two quarter-elliptic springs. The single rear wheel had a brake drum.

With a very high power-to-weight ratio, HFS's little car could outperform most contemporary vehicles. Many of his friends were so

impressed that he realised there was a ready market for copies, and decided to put it into production. His father, who remained chairman of the company from then until he died in 1936, supplied capital to extend his son's small garage and equip it with machine tools, while patent drawings were produced by a youth called John Black, later the Sir John Black of Standard, who made an unsuccessful bid to buy Morgan in the 1950s.

HFS exhibited a pair of single-seaters at Olympia in 1910, with two alternative JAP engines – an 8hp twin and 4hp single. Around a dozen were made, none of which is thought to have survived, and in one of them HFS scooped a gold medal in the Motor Cycle Club's 1911 London-Exeter-Land's End Trial.

That year a prototype tiller-steered two-seater was shown at Olympia, and in 1912 Morgan made his first JAP-powered long-wheel-base four-seater.

At Brooklands in 1912 HFS covered almost 60 miles in a memorable hour in one of his products to break the 1100cc record, and in 1913 Harry Martin won an international cyclecar race at Brooklands. Another 1913 landmark was WG McMinnies' victory for Morgan in the three-wheeled section of the Cyclecar Grand Prix at Amiens – in those days, a highly regarded event.

Just before the First World War a prototype four-wheeler Morgan car with Dorman four-cylinder engine was made but never put into production. Manufacture of munitions occupied the war-time years but, thereafter, the demand for Morgan's three-wheelers called for factory extensions and a step-up in weekly production to 50 cars.

What was making the cars so popular was their amazing performance, their keen pricing, and the fact that they attracted low levels of taxation – the same, in fact, as a motorcycle-and-sidecar. The constant competition success of the car, widely reported in British motorcycle magazines and *The Light Car*, also helped to keep the car high in the minds of enthusiasts on a budget. Right up until the

outbreak of the Second World War in 1939, HFS frequently took part in trials and rallies on three and four wheels, as did the works manager George Goodall together with his son Jim, who eventually succeeded him in that position.

Fundamentally the three-wheeler Morgan remained unchanged throughout its long life, but progressive development brought electric lighting and starting as well as front wheel brakes, introduced as an extra for £6 in 1923.

Although Morgan made much of the cars in the Malvern factory, the engines were always 'proprietary', bought-in from JAP, Matchless, MAG, Blackburne and Anzani.

By 1931 there was a three-speed and reverse gearbox.

In 1925 a Mr H Bear covered a flying kilometre at 104.68mph in an unsupercharged Morgan 1100cc – a world record. And in 1930 Mrs Gwenda Stewart covered 101.5 miles in an hour at Montlhery, driving a Super Sports model.

The twin-cylinder cars were supplemented in 1933 by a touring four-seater, the F4, aimed at small families, powered by four-cylinder sidevalve Ford 8 or 10hp engines.

This had a pressed steel chassis and remained in production until 1952, when the very last of the three-wheeled line, a dozen Super Sport models with Matchless twin engines, added a final twist to the legend by being shipped to Australia.

Manufactured 1933-37

Town of origin
Malvern, Worcestershire
Engine

at front, vee-twin-cylinder, 1096cc sv and ohv, rear drive

Number built
15,000 approx all three-wheelers

A modest family dynasty

Morgan has been in business in the blissfully peaceful spa town of Malvern Link, in the rolling Malvern hills in Worcestershire, for just about 85 years. And in all that time it has remained a 100 per cent family-owned firm.

With the recent sale of Rover to BMW in Germany, it now finds itself in the curious position of being the number three all-British owned car maker after Rolls-Royce and TVR!

At the helm today is Peter Morgan, now aged 74, who joined his father 'HFS' in the business in 1947, working alongside him until his death in 1959.

But any thoughts that the family line would end were scotched seven years ago when Peter's own son, Charles, now 41, gave up a career as an award-winning

TV cameraman to join Morgan – today he is a director and production manager at the company, which is still based in the Pickersleigh Road factory where it has been since 1919.

Peter and Charles Morgan work as a father-and-son team today. Father recently said of son, in *Autocar & Motor* magazine: "It's good to have him here now; it's best to have one of the family involved." But the company does not stand still. While there's a seven-year long waiting list for new Morgans, recent innovations have included the fitment of both Rover's more powerful 2-litre T-series engine and its 3.9-litre V8 to the cars. More amazing still is Morgan's recent announcement that it will be Britain's first specialist sports car maker to fit airbags to its cars.



**M.S.C.C.
FALL WEEK-END MEET
TOBERMORY LODGE SEPT. 8-10, 1995**

REGISTRATION

Participation in any event requires registration.

ROOM RATES: Pets Are Allowed!

Double - \$65.00 per night Single - \$50.00 per night

Plus 5% provincial room tax & 7% GST

Call directly to The Tobermory Lodge to book rooms. Reservation under The Morgan Sports Car Club of Canada 1-519-596-2224 ask for Krista.

NAME: _____
 OTHERS IN PARTY: _____
 ADDRESS: _____
 CITY: _____ PROV. _____
 PHONE: _____

MORGAN INFORMATION

YEAR: _____ MODEL: Trike _____ 4/4 _____ +4 _____ +8 _____
 BODY STYLE: _____ COLOUR: _____ INTERIOR COLOUR: _____
 SERIAL#: _____ LICENCE #: _____ PROV./STATE: _____

REGISTRATION FEE: \$20.00
 Late registration fee after Aug.15/95 \$25.00.

Buffet Dinner @ \$16.00 per person: number _____ = _____
 Childrens Dinner @ \$8.00 per person: number _____ = _____
 (Includes taxes & tip) TOTAL _____

Please make cheques payable to: The Morgan Sports Car Club of Canada
 1305 Ester Drive
 Burlington, Ontario
 L7P 1L2
 1-905-336-0251

FRI. SEPT.8 -Registration, Noggin & Natter (cash bar)

SAT. Sept.9 -Fun Concours, Rally & Gymkana
 -Evening Awards Banquet

SUN. Sept.10-Breakfast & Day at leisure.

FOR THOSE INTERESTED IN A TOUR OF MANITOULIN ISLAND FOR SUNDAY:
 Ferry departs Tobermory 8:50 a.m. arrives Manitoulin 10:50 a.m.
 Ferry returns Manitoulin 3.50p.m. arrives Tobermory 5:50 p.m.

FERRY RATES:	vehicle excluding driver	\$23.00 one way
	adult fare	\$10.50 one way
	childrens fare (5 -11 yrs)	\$ 5.25 one way
	children under age 5	FREE

NOTE: Advance vehicle reservations are not required but confirmed space may be arranged by telephone (reservations only) 1-800-265-3163 using a valid visa, mastercard or amex.

TOBERMORY LODGE

AND MOTEL RESORT

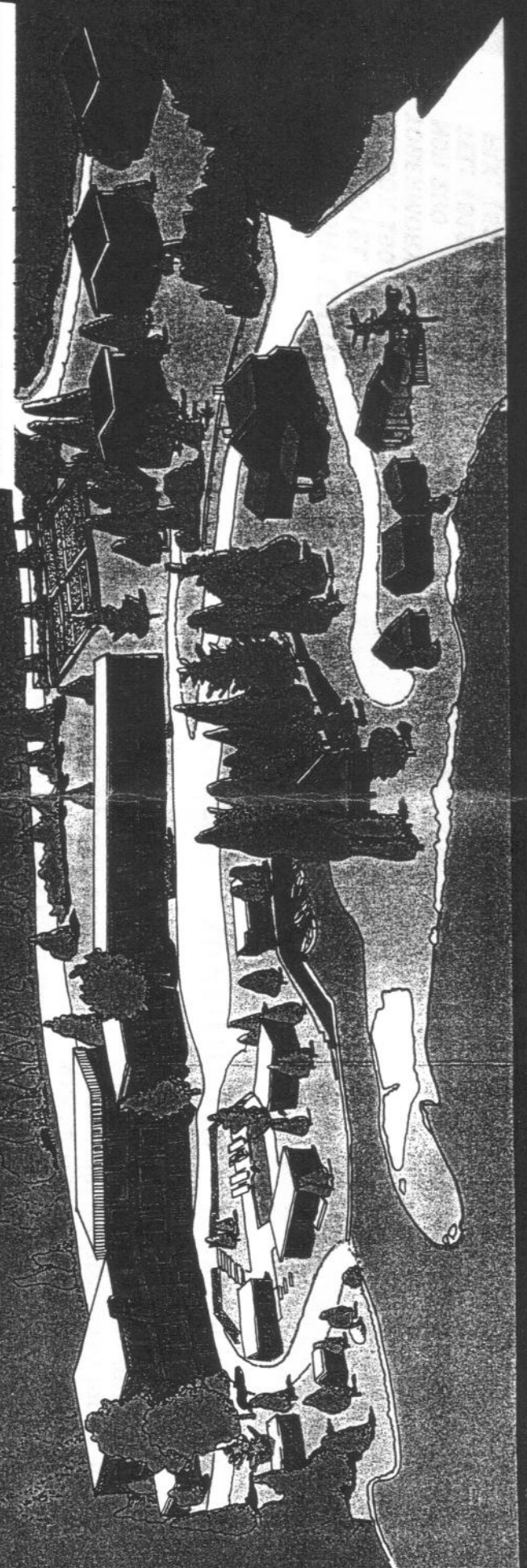
COME VISIT TOBERMORY

TOBERMORY is a very beautiful place to spend a few days or even a few weeks.

There are many attractions for one to enjoy. Visit the Bruce Peninsula National Park with many nature trails for hiking and see the famous Flowerpot rock formations by way of one of Tobermory's Glass Bottom Tourboats. There is also the M.S. Chi-Cheemaun ferry boat, a local golf course, guided horseback riding, swimming in Georgian Bay's crystal clear water, and much souvenir shopping to be done.

TOBERMORY IS ONTARIO'S DIVING CAPITAL

For the underwater enthusiasts, visit Fathom Five National Marine Park. A scuba diver's paradise with more than 19 known shipwrecks. Special dive group package discounts available.





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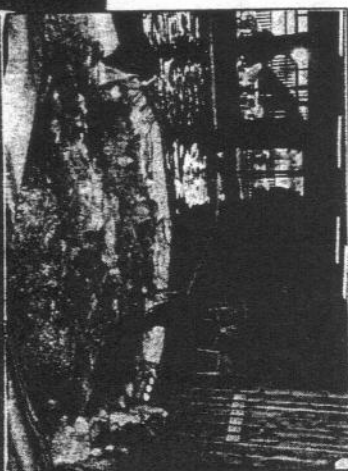
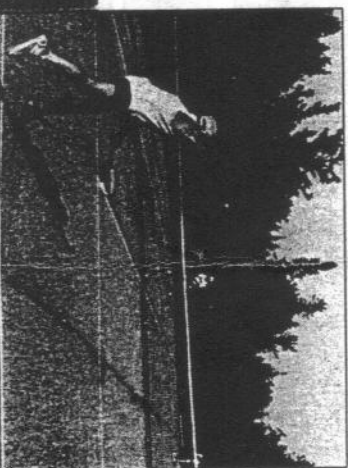
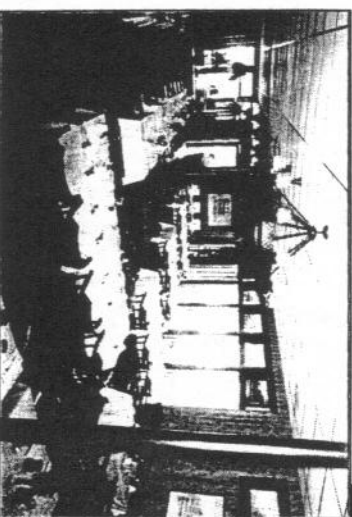
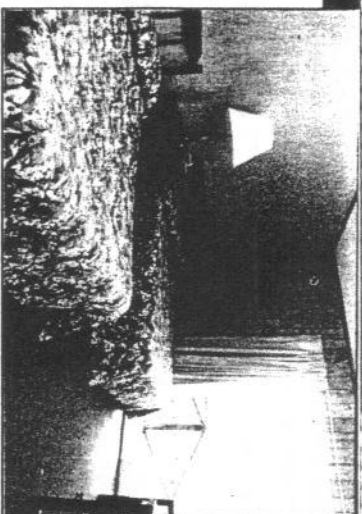
ACCOMMODATIONS

include Chalets, Cottages, and Modern Motel Units some with air conditioning. Most rooms have view of the harbour. European, American and Modified American Plan. Spring & Fall Special Packages.

- BANQUETS • WEDDINGS • CONVENTIONS

DINING LOUNGE

specializing in steak and seafood. Open daily for breakfast, lunch and dinner. Licenced Patio overlooking picturesque Georgian Bay.





NEWS RELEASE IMMEDIATE



What is "Operation Santa Claus" ?

In 1958 Jimmy Lomax started his personal commitment of helping others at Christmas time with a donated \$5.00 bag of candy. His organization has grown each year to be one of the most successful operations providing assistance to others during the holiday season.

Jim was bedridden for much of his youth with terminal lung disease, being in and out of hospitals for most of his first 15 years. Jimmy had his own personal Santa visit with him each year. This led to Jim's desire to become Santa Claus to help others less fortunate than he. Jim passed up opportunities that kids dream about of becoming a pilot, doctor, lawyer, fireman or policeman. He knew exactly what he wanted to do to become successful... and has he become a winner - "a better Santa could never be found".

Jimmy Lomax and **Operation Santa Claus** has been Honoured by his Country, the Province, the Region and the City of Hamilton for his outstanding contribution over the years. His school awarded him with an Honourary Graduate. In 1988 local business, contractors and volunteers erected a 1,400 sq. ft. Santa work shop; everything was donated including the time to erect the structure. **Operation Santa Claus**, Jimmy, his wife Susan have been featured in countless magazines such as: Canadian Living Magazine (1980); Readers Digest (1987). They have been featured in numerous newspaper articles across Canada and profiled in several television shows.

The type of articles and gifts needed: Unwrapped toys for babies to teenagers, socks, cosmetics for the ladies, shaving cream, aftershave, soaps, combs and brushes, tooth brushes and tooth paste, boxed soap sets, playing cards, books, pens and pen sets, electric razors, safety razors, musical instruments, radios, watches, jewellery, hair dryers, curling irons, make-up mirrors, perfumes, hand creams, knitted slippers, mittens, toques and scarves for young and old, cans of pop, chocolate bars, candy, candy canes, Christmas stockings, grocery items, boxed chocolate, fancy cookies, gift certificates, turkey and ham gift certificates, new clothing for men and women, and most other items that can be used as gifts for "Kids from 1 to 101". Please keep in mind that all articles must be new and unwrapped.

"catch the spirit of Operation Santa Claus"

make your commitment today

Res. (905) 545-4349 / Fax. (905) 545-3554



This time we feature recipes from countries that not only enjoy regalia swapping, but the swapping of Roadkill Recipes too!

WITH EXCERPTS FROM:

The International Roadkill Cookbook

B. R. "Buck" Peterson

Illustrations by J. Angus "Sourdough" McLean



Germany

On October 3, 1990, East and West Germany reunited and six thousand kilometers of toll-free auto raceways called autobahns shared in the joining. There are no speed limits on these super highways unless posted and only the very reckless walk or crawl on these deathtraps, especially along the left-hand lane. Oops, here comes Peter Cottontail, hopping down the autobahn trail.



Hasenpfatten

Clean, skin, and debone one flattened rabbit and cut into small pieces.

In a large pot, mix 2½ cups of water with 2½ cups of apple cider vinegar, ½ cup of brown sugar, one sautéed minced sweet onion, two teaspoons of salt, three sautéed minced cloves of garlic, ½ teaspoon of pepper, two bay leaves, and simmer for one hour. Let cool.

Place the rabbit pieces in a large bowl and pour the cooled marinade over the pieces. Let sit for two days in the refrigerator.

Remove and drain the rabbit pieces, dip in flour, and fry in three tablespoons of bacon fat until golden brown.

Preheat oven to 300 degrees.

In the same skillet the rabbit was fried in, sauté one medium minced onion in two tablespoons of butter.

In a casserole dish, add the sautéed onion, the marinade, and the rabbit pieces. Bring to boil, then cover and put in oven for two hours or until tender.

Serve with dumplings.

Holland

The clog-wearing Dutch are known as very careful drivers and the country is rightly proud of the consortium of almost three hundred roadside restaurants where they serve low fixed-price three course meals. They do not reveal their meat supply source but their locations near busy arterials might be an indication. Stews are very popular in the Netherlands; *Hutspot Met Klapstuk*, a road meat and potato stew, is a national favorite. Any animal struck cleanly at a shopping hutspot is a Dutch eat.



Hollandaxed Biefstuk

Tenderize with mallet or other weighty object two pounds of bief.

Mix two tablespoons of red wine, ½ teaspoon of black pepper, ¾ teaspoon of salt, with two tablespoons of butter and rub into bief.

In a skillet on medium high heat, turn and sear the bief for ten minutes.

In a double boiler on low heat, melt ½ cup of butter and add 1½ tablespoons of lemon juice, beat in three egg yolks until the mixture thickens, then add one tablespoon of boiling water. Beat in three more tablespoons of water and add ¼ teaspoon of salt and a pinch of cayenne pepper.

Serve sauce at once over bief.





Scuttlebutt Corner

By Hellen Hogmog

This is a section whereby members can report anonymous tidbits, rumours, slanders, gossip, funny stories, or inuendo 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"

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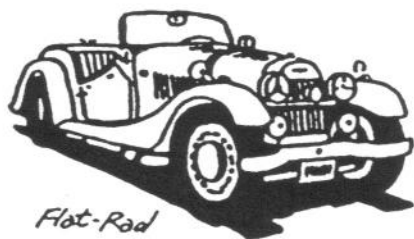
Guess who's travelling to MOG 95 in Britain? I have it on good authority that our own Vice-Prez (& daughter #3) are making the pilgrimage! The downside is that his moggie won't fit on the plane (perhaps a slow boat to South Hampton would be in order). However, I understand the alternative is a "rent a Morgan" for the duration of the event!

Speaking of members travelling to exotic locales, I hear that John Collins is taking on a section of MOA The Western Adventure! I also hear that Peter Pfahl is also considering the trek and is looking for other game cohorts. Ms Hogmog thinks that perhaps they should combine their efforts in a European Common Market style collaboration!

Speaking of Peter, Ms Hogmog over-heard Peter state that he ordered a new car badge months ago, but still hasn't received it. When asked if he had paid for it, Pete replied: "Of course not"!

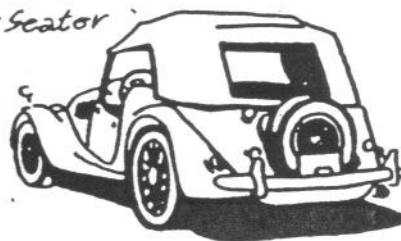
While at the last meeting, a certain Prez was having car problems that day, due to the cold weather (and make of vehicle). Martin Beer was summoned to assess the situation. Some wires were jigged and the vehicle miraculously started. This Prez didn't have the heart to tell Martin (or anyone for that matter) that he absent-mindedly, in a rush to get to The Power Rangers Show, forgot to turn off the car's theft prevention kill switch!

That's it for this edition. Keep sending in that grist for the rumour mill!



Flat-Rod

Four Seater





FROM THE MORGAN CAR TOON BOOK By Terry Quirk, 1980. Quills Publishing.

CANADA (Lumber Moggin.)

In Canada the lumberjacks,
Fix to their Moggies – luggage racks,
They then proceed to pile up logs,
Ten feet high upon their Mogs!
But a problem they have found,
Their front wheels never touch the ground
The saving on front tyres is great,
But the rear ones more than compensate!!

Do lumberjacks' Morgan's needs log books? ED.

Insurance -- confused, let me help

Vern Dale-Johnson

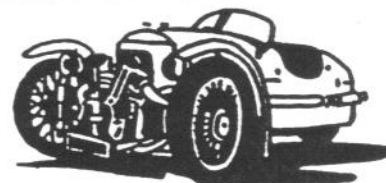
In the last issue of **THE BLURB** I noted one of the key reasons for belonging to the MSCCC is the insurance we obtain through the **British Car Council**. Come have been confused over what this means. Let me unmuddle the situation:

Each owner of a Morgan has to have their own insurance. This seems like an obvious point however, stating the obvious is sometimes necessary. Many of us who drive our Morgans to events and on Sundays only (ie, don't drive regularly to the office or the shopping centre) have obtained "special insurance" through **Lant & Co in Toronto (416/447-9191)**. This "**Silver Wheels**" insurance plan covers the appraised value of the car as well as offering comprehensive, public liability, and property damage insurance to the owner of the car. Restrictions on drivers apply but it will cover travel to and from "events" including extended travel to events thousands of kilometers away. The insurance is very inexpensive, mine is about 20% of similar full coverage insurance.

The BCC insurance is event insurance for the clubs in the BCC. This insurance allows the clubs to run fun events without jeopardizing the "homes & chattels (including Morgans)" of the executives of the club should something go wrong and a claim be placed against the club. Regardless of the event -- a Christmas party at a member's home, a summer fun run to the local donut shop, a gymkana or rally -- the club is covered by this insurance policy for up to \$2 million (plus up to \$2500 in uninsured medical expenses of an injured party and up to \$2,000 in lost club property). This insurance is through **Later Insurance in Toronto (416/445-4451)**, talk to Donna if you need more details. (Later recently purchased the non-auto portions of **Lant's** business. **Lant** still covers autos and offers the *Silver Wheels* program.)

To put this all in perspective. If the MSCCC affiliates (through some of their membership in the MSCCC -- the more the better) in Vancouver decide to do an early morning run up to the Dunking Donut shop at Whistler Village, each member has their own insurance on their Morgan. If at the Dunking Donut shop, a loudspeaker is set-up to make club announcements and a patron of the shop trips over the cable and cracks their skull requiring an air ambulance to Vancouver (heaven forbid!), incurring substantial costs and a negligence lawsuit against the Morganeers, the BCC insurance will cover the costs up to the limits above.

If during all the confusion, the spouse of the patron gets flustered and loses control of their pickup truck, sideswiping 4 Morgans (heaven forbid!) before coming to a halt inside the front window of the donut shop, repairs to the Morgans will be based on the insurance each of the owner's holds; repairs to the pickup will probably be the responsibility of the owner of the pickup; and who is responsible for the repairs to the shop will probably be sorted out in court. Clear?? Realize this example is entirely fictional and improbable -- what Morganeer in their right mind would pack a amplifier and speakers, or even a loudhaler -- we all know what a premium space is!



Beetleback

MSCCC General & Exec Meeting, March 7/95, Winchester Arms Oakville

Recorded by Lynn Kuzyk. In attendance: Lynn & Fred Kuzyk, Jenny & Steve Beer, Nigel Birch, Nyal Wilson, John Baker, Valerie & Jeff Scott (prospective buyers & members).

8:30 pm meeting called to order by Fred Kuzyk. Agenda presented.

- 1) No corrections to previous minutes.
- 2) Correspondence:
 - a) Publicity -- *Toronto Star*, and *Old Autos* have begun publicizing our events. GOMOG has listed our events in their newsletter. BCC & BSCC to follow suit.
 - b) Lapsed Member Letter -- copy of letter sent to members in arrears was presented.
 - c) North American Morgan Events Calendar -- revised version with our listings.
 - d) "Morgan Driver" -- letter to German Club requesting permission for use of this song.
 - e) Club Insurance Renewal -- BCC letter for renewal passed on to Craig for action.
 - f) North American Morgan Register -- register shown. Craig is updating our members list.
 - g) Morgan 3 Wheeler Club -- 50th anniversary celebrations in Britain will be published in **THE BLURB**.
- 3) Reports of Officers:
 - a) **THE BLURB** -- Jenny reported the publication schedule will be altered slightly to avoid an issue immediately prior to Christmas. Favourable comments from members on the look of the recent editions.
 - b) CMC -- update on importation of new Morgans provided by Steve. The Federal authorities are being sympathetic to the situation. Steve felt that letters or petitions as a club would be harmful at this time.
 - c) Finance -- 1994 financial statement received from Craig.
 - d) Membership -- list received from Craig. Current members in good standing is about 60.
 - e) Regalia -- lapel pins -- recent sales are brisk. Remainder of current stock may sell out at Ancaster. More may be ordered.
- 4) Unfinished Business:
 - a) Doug Price Award -- a proposal was made to run an article on the award to acquaint recent members with the purpose and past recipients of the award. Members will select candidates via a selection ballot in **THE BLURB**. Vern has volunteered to create a ballot. Any ties will be settled by the Executive. Fred & Lynn will update the inscriptions on the award.
 - b) Events coverage -- a sign-up list was distributed seeking volunteers to prepare event reports for **THE BLURB**. Any member attending an event not part of the Club listing is welcome to submit an article. Events covered thus far:

* Ancaster -- Nigel Birch	* Escarpment Run -- Nyal Wilson
* Pelee Island -- Kuzyk's	* Classics Against Cancer -- Vern Dale-Johnson
* Mog 25 -- Beer's	* Mog 95, New Forest England -- Vern Dale-Johnson
* Meadowbrook -- Nyal Wilson	* Christie Sprints -- Beer's
* Fall Meet -- Kuzyk's	* Bronte British Car Day -- Kuzyk's
 - c) Ancaster Flea Market -- Lynn reported new regalia items will be available. Permission given to Fred to create inexpensive decals of the new club badge.
 - d) Escarpment Run -- Nyal & Fred finalizing details (see info in this issue).
 - e) Pelee Island -- 5 confirmations received. Ferry trip on Saturday. Sunday driving tour with picnic at winery.
 - f) Summer rally(s) -- work continuing by Vern & Peter Pfahl, and others.
 - g) Tobermory -- details finalized (see info in this issue).
 - h) Toy Run -- support from BCC received. Recipient decided. Looking for corporate sponsors.
- 5) New Business:
 - * Rally round Lake Ontario '96 -- interest from GOMOG on this project. Fred will contact Western New York club to solicit support for American side of the run.
6. Announcements:
 - * Regret to inform of the passing of Lynn's father on March 1, 1995.

Meeting adjourned. Next General & Executive meeting is April 4, 7 pm at Fox & Fiddle, 3050 Dundas St West, Streetsville.

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



Order your MSCCC badge today!

1995 CLUB EXECUTIVE

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availability
Fax: not a hope!