

THE BLURB 5-95

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



"Miscellany"



You can start your own war with this 1961 Daimler Ferret armoured scout car, owned by Ed Landstrom of Merlin, Ont.

*"OLD AUTOS"
BEHRENS 195*

Ed's other car is a Morgan!
Hey Ed! Wanna take the Daimler
for a spin on the TOY RUN?

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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.

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More about klunker laws . . .

by Jim Zinkhan

I have been reading with great interest the articles and Letters to the Editor about proposed vehicle scrappage programs, most often referred to as "Klunker Laws." After reading Harly Plougmann's article in a March issue of Old Autos, I wrote to both Anne McLellan, Minister of Natural Resources, and Sheila Copps, Minister of the Environment. I usually write about 50 letters a year to politicians at the Federal, Provincial and Municipal levels. I get responses from most, but not all, and some responses are so generic, that the response could be for any number of letters on my number of topics. However, I now have two letters from Anne McLellan and one from Sheila Copps, all three letters excellent at responding to my concerns.

Both Anne McLellan and Sheila Copps emphasize that any Vehicle Retirement initiatives will be voluntary. Anne McLellan has given permis-

sion to print her letter to me in Old Autos. The final paragraph in Sheila Copps' letter states "Antique automobiles are an important part of Canada's history and heritage and very little environmental gain would result from their elimination. They would not be targeted for removal under any voluntary scrappage program." I take both these ladies at their word, and I am very pleased at their responses. If any scrappage programs are entirely, voluntary as both indicate, we have very little to worry about.

Another concern that there seems to be, is that the government will buy up all the parts cars and there won't be any left for us. I would presume that the concern for purchase for scrappage would only be for vehicles that are running, as obviously, vehicles that are not running are not polluting. The figure I most often see that the government may pay is \$700.00 per vehicle. This speculation seems mostly based on the fact that this is what some States and polluting companies in the US pay,

the polluting companies buying old cars for scrappage to buy credits to that they can continue to pollute the air themselves. Even if the \$700.00 figure is the one that the Canadian Government ultimately uses in their voluntary program, I still don't see a problem. I currently pay more than \$700.00 for running parts cars, so if \$700.00 becomes the figure in Canada, I am already out bidding the government for my parts cars. In this area, you cannot get a transmission rebuilt for \$700.00 or even think about rebuilding an engine for \$700.00 so I am very willing to pay more than \$700.00 for a vehicle that has both a good engine and a good automatic.

Then there is the other end of the question. I have a 1966 Ford Custom four door sedan that is a polluter. The car has an oil-burning 289 engine, but has excellent oil pressure in spite of nearly no compression. It has an excellent C6 three speed automatic transmission. It has a perfect windshield. It has a nearly new heater core.

The rad has recently been rebuilt. Then you add items like starter, alternator, etc. I have been advertising this car locally for \$400.00, basically for its parts, for several years, and absolutely no response. How long do you think it would take for me to sell it to the government for \$700.00?

While I am on my soap-box, I also want to address the prices paid for parts off vehicles that are not running. It seems many collectors don't want to pay fair prices for their parts. It seems fine that their vehicles are worth tens of thousands of dollars when finished, but they still don't want to pay fair prices for the parts to make their vehicles worth these tens of thousands of dollars. Many auto recyclers, especially the small

ones in rural areas, are barely existing. Often the dilapidated house on the recycling property is their only home. Many can not exist on the \$5.00 per part that collectors want to pay, so they end up having to sell their recycling property to get a regular job to be able to put food on the table. Then, usually, all the vehicles are hauled away to the crusher, as

THE CO-PREZ SEZ

First of all, Lynn & I would like to thank VP Vern Dale-Johnson for his work towards the goal of building this club into a national entity. We've had many new members join this year, from many parts of the country, and this is largely due to his efforts. We've been attempting to foster goodwill. If members would like to host a club event in their region, let us know & we'll support it. Likewise, if anything Morgan related is happening in your area, please let all of us know by publicizing it in the Blurb, or submitting a report on the event.

BRITISH TOY RUN Update: We have a number of companies supporting our event: Jaguar, Castrol, Mailboxes etc., Canadian Tire, & others are providing door prizes & promotional items. While Mapleview Mall & the Mohawk Inn are collecting donated articles for "Operation Santa Claus", prior to the Run. Invitations have been sent to British Clubs, flyers are being distributed, & press releases are being sent out as this is written. What we need is your help. It would be wonderful to have a good number of Morgans participate, else our club will be far out-numbered by the "common" British marques! If you're Morgan is off the road, or you don't have one, we still need volunteers to help - by selling 50/50 tickets, handing out goody bags or directions, collecting toys, assisting with the chili bash, etc. Once again, this event can create goodwill: assisting charity, promoting the club, the marque, & the British car hobby.

DOUG PRICE AWARD: Please get your ballots to Audrey Beer by Nov. 20. CLUB SURVEY: Please take the time to complete these. The club needs ideas, as well as people who can contribute towards achieving them. If you'd like to serve on a committee to help with the Fall Weekend, or activities like the Toy Run, we'd be glad to have you. NOMINATION FORMS: Forms will be available so that any member who wishes to hold the Executive positions of : President, Vice-President, Events, Regalia, Editor, or Treasurer; are welcome to make their intentions known. Some of the Executive have been doing this for many years. In Lynn's case, she has had Regalia & Events for five years or so. Perhaps it's time for new ideas & new blood. When Lynn & I accepted the Presidency we were prepared for what has become the customary two year stint. However, in the best interests of the club, if someone else would like to give it a shot (or feel that we have bungled the job) then run for office! It's your democratic right & our egos will not be crushed, rest assured! We'll continue to help, where needed. Please submit your intentions by November 25, so that new officers (if any) have sufficient time to get their agendas in order for the new year. If more than one person is running for a given Office, then a vote will be held. REGULAR MEETINGS: we hope to resume these in the "off season", if there is interest. It's felt that they should be conducted at the same venue, on the same time of the month (second Sunday, whatever). Any ideas where?

As the motoring season begins to wind down, I'd like to recap some events. Congratulations are in-order to our members who as part of the GOMOG display at the Richmond Sports Car Show, won the Club Trophy on June 25, as they have since the inception of this competition! The host Triumph Club has yet to better these Morganeers! July 23, our club was represented as one of the four clubs involved in the British Country Drive & Picnic to Port Dover (see article). Member Ed Landstrom didn't receive a trophy at Bothwell on August 12 (this is not a trophy show) but he gets full marks for the presence of his Daimler Scout Car! Wouldn't want to meet this in a dark alley (see photo)! Members have attended the Western MOA, the Kingston British Show, Watkin's Glen, & Moqqies on the Grass. We welcome reports on these, or the British Invasion, as we'd love to hear more. Ourselves, we had to cancel plans to be at Kingston, & Vern missed Moqqies, but I'm told that Phantom Farms is phantastic! Congratulations are also in-order to Martin Beer & Paul Donoghue for their accomplishments at the Christie Sprints on August 26-27. Martin received FTD for the second year, & an award for the Trike's restoration! Paul did well in the Club Sprints, having the second best time, I believe! It was great seeing three trikes in competition! The Tobermory event may be remembered as part of the year of the ferry, the year of the Escarpment, but also as the year of the trike! Martin garnered two awards & the dash plaques featured a 3-wheeler to commemorate the 50th year of the 3-wheeler club. Extra examples of these brass dash plaques are available at reasonable cost. Hope to see you at BRITISH CAR DAY, the MSCCC BRITISH TOY RUN, the MSCCC POLAR BEAR RUN & the MSCCC CHRISTMAS PARTY! Morgan On, Lynn & Fred.

NOTES, NOTES, NOTES...

UPDATE!

Classics Against Cancer: Along with a letter of apology, Martin Beer received, since our last edition went to press, a "first place" plaque for his yellow '35 F Type 3 Wheeler. It seems there was some kind of mix up in the computer tabulations.

OTHER ITEMS OF INTEREST!

Some other dates that car enthusiasts may find worthwhile:

Oct 20-22 Toronto '95 Fall Classic Car Auction & Swap Meet. International Centre, Mississauga

Oct 22-23 Canada's Greatest Collector's Toy Show at the Skyway Trade & Conference Centre, Dixon Rd & Hwy 27, Mississauga,

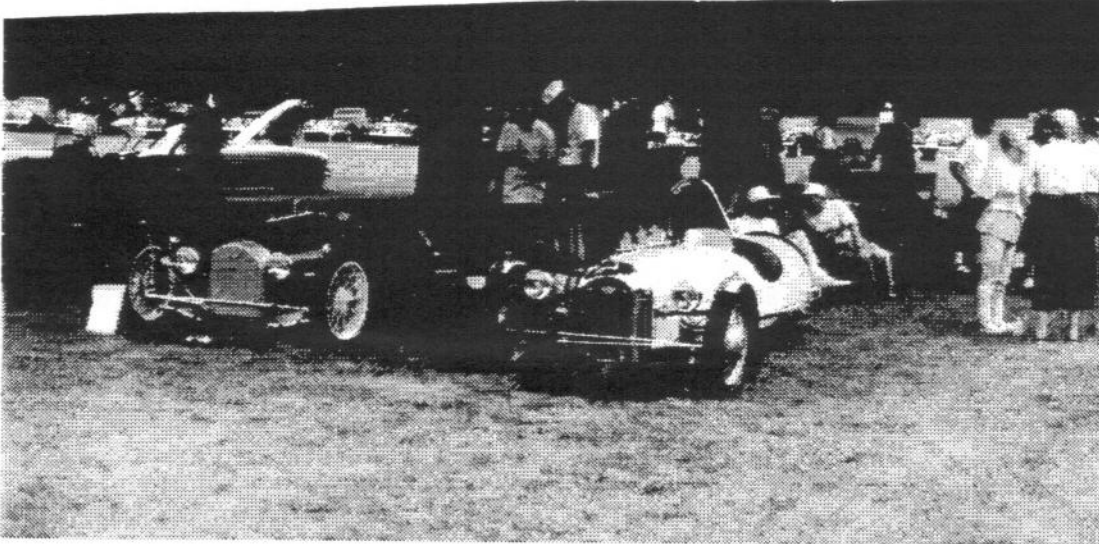
Nov 12 3rd Toronto International Toy Collectors Show & Sale, International Centre, Mississauga

THE MORGAN SPORTS CAR CLUB OF CANADA HAS MADE IT INTO A GLOSSY PUBLICATION!

In Mapleview Shopping Centre's full colour directory & schedule, we are listed along with Jimmy Lomax's "Operation Santa Claus" and British Car Toy Run on October 15. WOW!

MOG 25

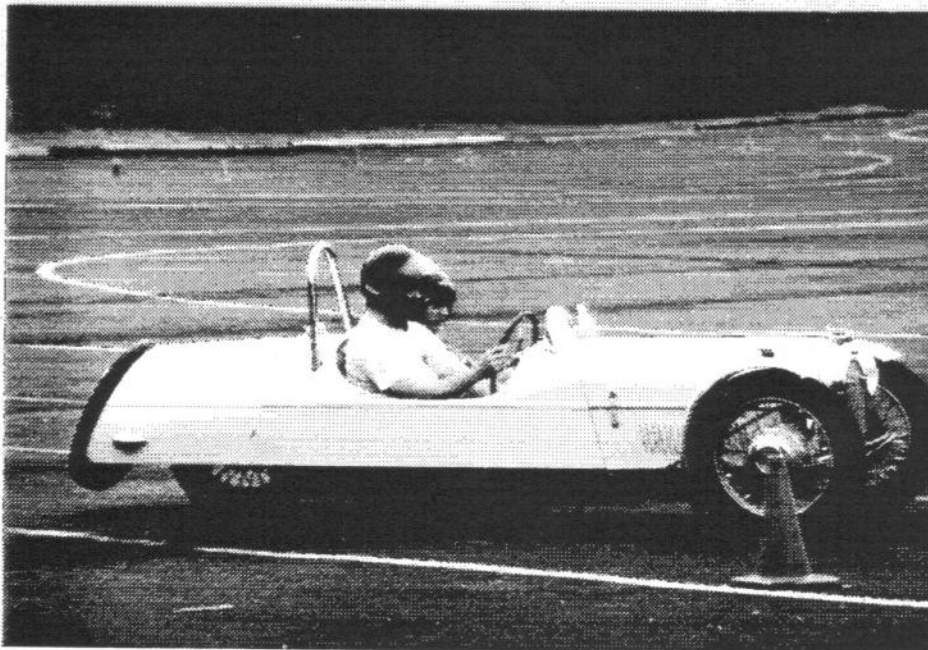
I thought I would do something different for a change, let the photos do most of the talking.



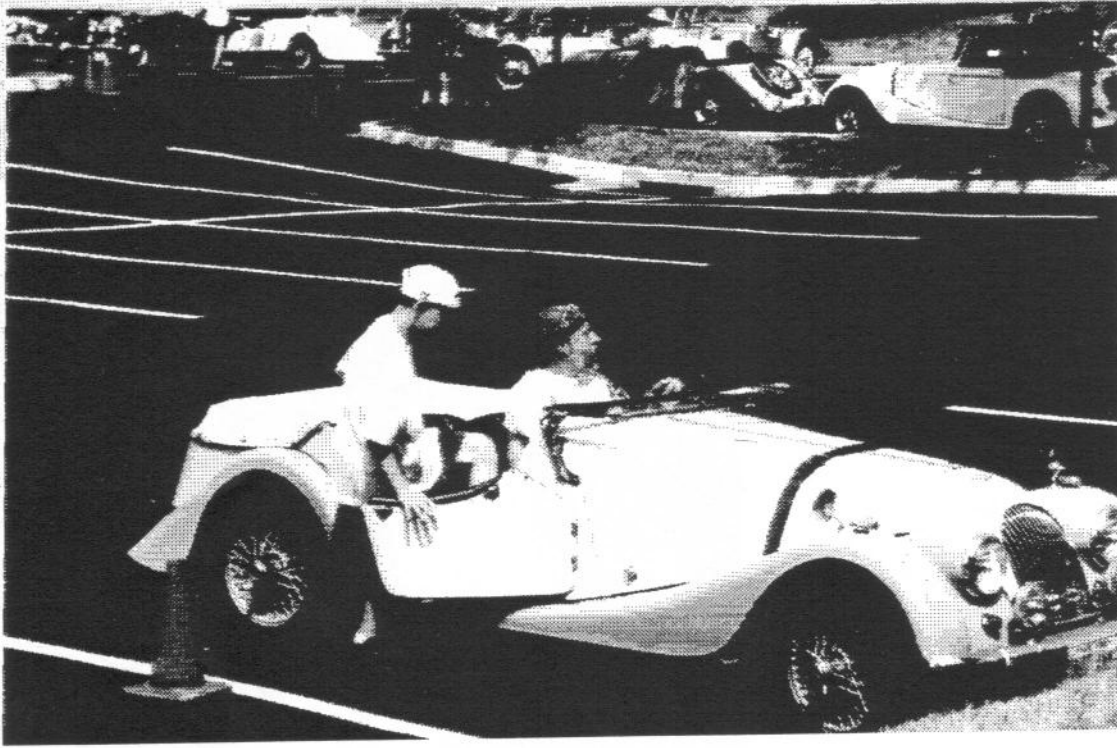
Jul 1/95:
HYBERNIA PARK
CONCOURS
Lovely mansion and many lovely cars scattered amongst the trees. Pictured L-R Chris Towner's & Martin Beer's F Types. Martin received a 2nd in class trophy. Other winners: Brian & Linda Rumohr for their '61 DHC, and Paul Donoghue & Barbara Harmer for their '88 LATE 4/4. The kids also had a Special Judging Award, and Martin received first place.

Following the concours the rally took place - no fellow club members placed although a few did try their luck.

S. BEER, PHOTO



Jul 2/95:
MELVYN RUTTER
OVERSEAS LTD
AUTOCROSS.
Held at the Plymouth Meeting Mall, Pictured, 1st in Class winners Martin & Steve Beer in Martin's 3 Wheeler. FTD was brought home by John Sheally II.
J. NICHOL, PHOTO



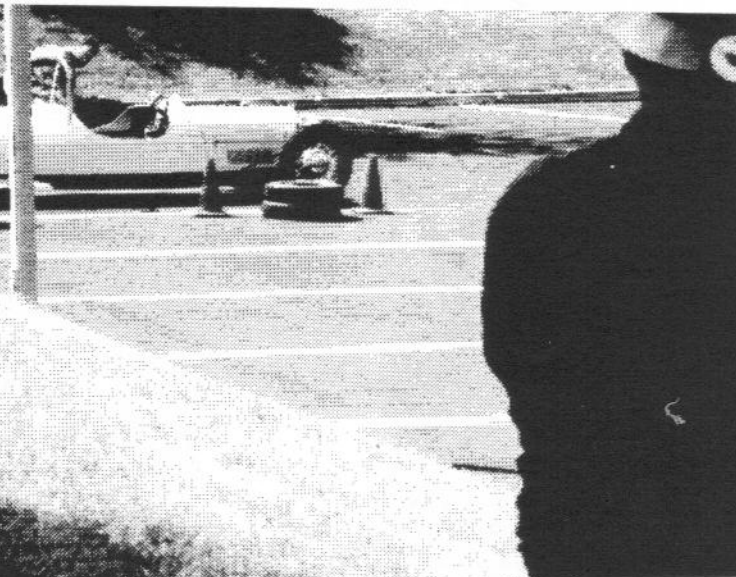
Jul3/95 Gymkhana. Held in next door parking lot in the morning. Many people participated in the fun.

PICTURED:

TOP: Good friend Jim Nichol and son Jeff negotiate the course, eventually coming in to a 7th place finish. S. BEER, PHOTO

MIDDLE: Paul Donoghue & Mark Braunstein wheeling tyres around, eventually placing 21st.

S. BEER, PHOTO



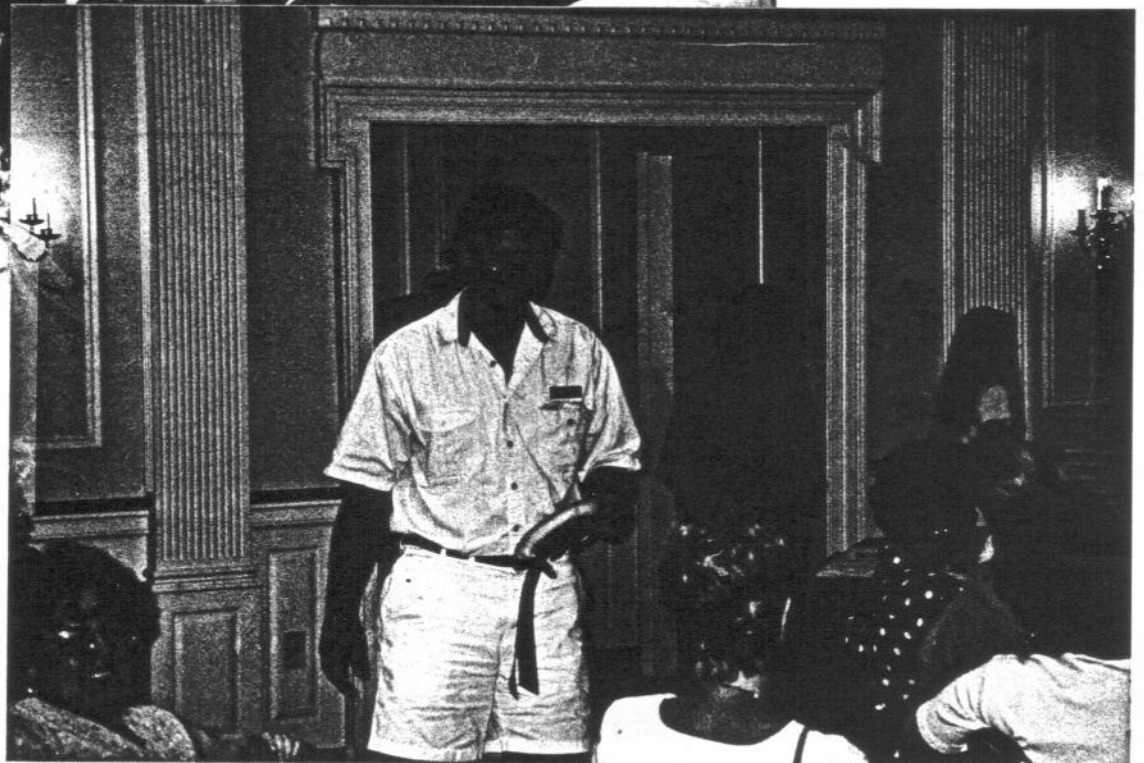
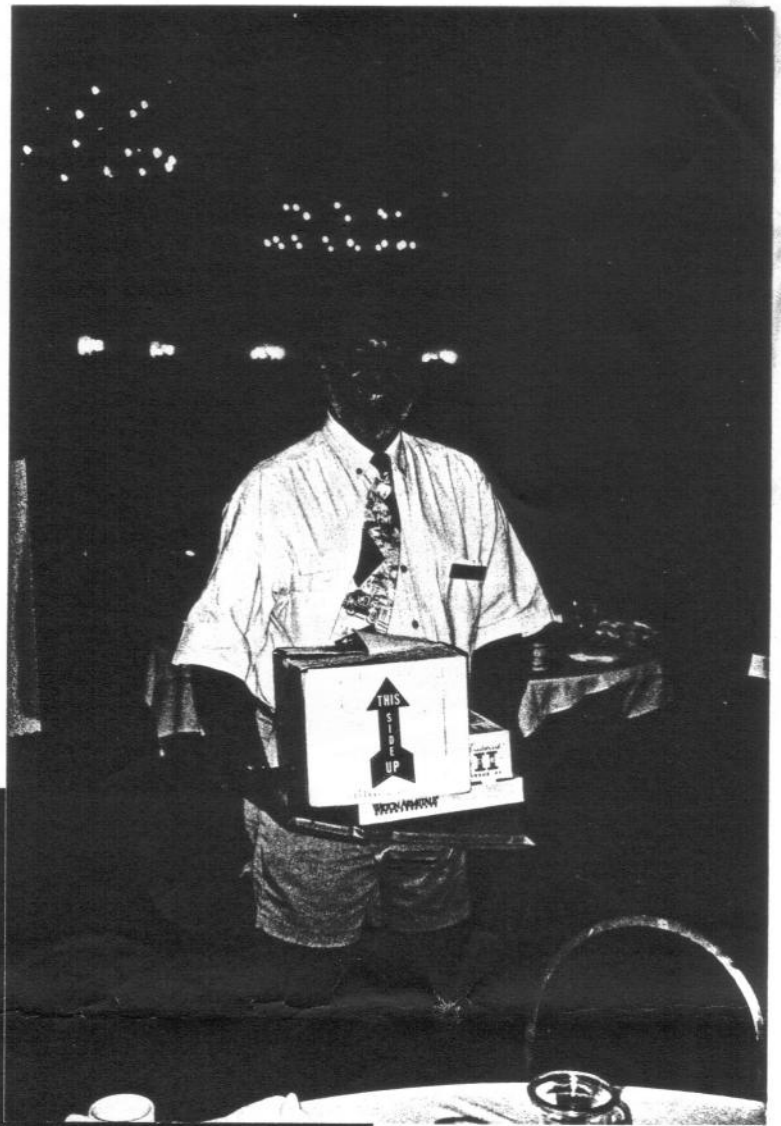
BOTTOM: Martin Beer & Miscelleny Editor Chris Rowe do their balancing of tyres act in reverse, S. BEER placing 27th overall. PHOTO

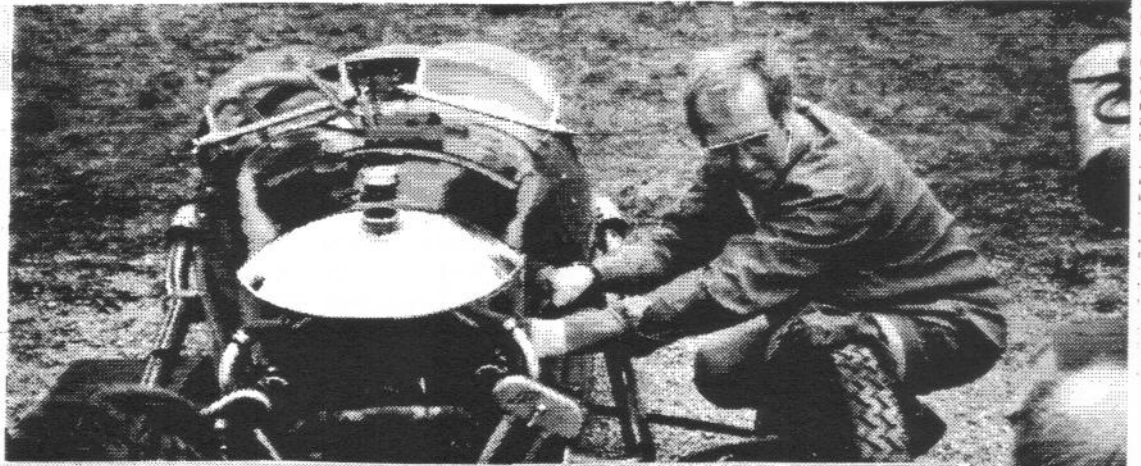
Jul 3/95 Awards
Banquet at the
Desmond.
THE TAKING HOME OF
THE SPOILS.

TOP:
Jim Nichol, his
trophies & door
prizes
J. BEER, PHOTO

MIDDLE:
Paul Donoghue with
his 1st place trophy
for LATE 4/4s.
J. BEER, PHOTO

BOTTOM:
Martin Beer with his
1st place trophy Kids
Special Judging
Award.
J. BEER, PHOTO





CHRISTIE SPRINTS

Aug 27/95

TOP:

Dave Smith doing his famous "tinkering"
J. BEER, PHOTO

MIDDLE:

Trevor Beer lending a hand, and learning
the art of tinkering from a Master, "I
think what would help in handling is a
stone right...here".
J. BEER, PHOTO

BOTTOM:

Martin Beer with his award for FTD, this
year watches were given out.
J. BEER, PHOTO

TOBERMORY REPORT

By F. Kuzyk

Arrived Friday just after tee-off time. Apologies to the "Beer Boys". With help from luggage porters, Martin & Donna, we unloaded "Moqy" & the Ford support vehicle. A little food first, then the golf match eventually got off the ground & I thank partners Reg & Martin for an enjoyable round. Reg finished "second to none" (and "second to last") with a 55, while Martin & I finished second with a 58 stroke tie. We'll have to do this again, fellas! Besides the scenery, I enjoyed the Beer patter & rivalry!

Most of the people arrived in the evening to join us at the fireplace in the Lodge. Registration packages were received, regalia purchased (club key fobs & Morgan caps & golf shirts are the newest items), coffee consumed (it was starting to get chilly after sunset), and some good acquaintances were renewed. The goody bags contained some unique items this time. Among which, were Morgan travel alarm clocks; club sticker; Castrol pen knives, bottle of cleaner & decals; as well as banquet tickets, tourist info, etc. The management had to close-up the downstairs around midnight, so we trundled off to bed, rather than party with the university students (who were there on an environmental field trip from Waterloo) up in Brewski's Bar.

Up early Saturday, Lynn was joined by Mary Shier & Vern Dale-Johnson for the Fitness Walk around Tobermory harbour. I understand there is a boardwalk with historical pictures & text, so this should have exercised minds, and proven to be educational, as well. I remember Orrin & Peter saying this wasn't their idea of fitness and threatened to follow along in their cars to run over these health nuts, or something to that effect! Ray Shier & I decided that a big breakfast was a better plan. After which, we set up for the car show. Seven Morgans took the field, along with three Non-Morgans (a new class this year). The Morganeers were: Orrin Geeting, Peter Pfahl, Martin Beer, Vern Dale-Johnson, Lynn Kuzyk, Paul Donoghue, & Mary Shier. While Jenny & Steve Beer's Jag, Reg & Audrey Beer's Rolls, & Fred Kuzyk's Mustang, rounded out the other class. We thought of having a "top erecting contest" to pass the time. I thought I would be a "shoe-in" with my power top but Head Judge Ray Shier determined I could compete if my battery cables were cut. This led to the rapid "canning" of the contest! Ray busily judged while pictures were snapped, ballots were cast, 50/50 tickets & regalia were sold, while we basked in the sun. A neighbour brought his Chevy Corvair to join us. He operates a tour boat & informed us of scenic back-roads, ship wrecks & showed me his charts. With noon hour, it was time to break for lunch. I took this opportunity to transfer our lodgings from a room to a cottage, as a cottage was unavailable until Saturday afternoon.

Not having staged a gymkana before, I relied on the expertise of Ray, Orrin & Peter, to recommend a course & strategy. Now Tobermory does have limitations. One of which is a result of the rocky terrain. There are few if any open areas, or parks. We were limited to the parking lot of the Lodge. This fact ruled out a high speed course (parked cars in the middle), or a "Blind Gymkana" (same reasoning, too many obstacles, not enough room). So, we determined a course involving the placement of tennis balls on cones, then removing them, was the best bet. Lynn's idea of having the driver skip rope between the two circuits was considered too arduous (I can't skip either). Funny to watch, it was even funnier to compete in! To make this interesting, the passenger had to place four balls, but the driver had to also handle two. While testing the course, Orrin ran into a mobile sign by the road. He got out of his car to check the sign for damage, without a curse or glimpse at his front end! I guess when you own four Morgans, why worry! The sign was then moved for clearance. Martin's trike couldn't negotiate one turn without backing up. I thought these cars were manoueverable! At one point, I drove over a cone. No problem, I said to my passenger. I'll just back up over it & maybe it'll pop up! Not! Part of the route took the competitors onto the road, so safety Marshalls were used to stop us, if there was on-coming traffic, and to reset cones & balls. My thanks to: Orrin, Frank Banner, Paul, Lynn, Mary & Peter, for assisting in this capacity.

Next came the Road Tour. While there are scenic roads in the area, it was best to keep on the paved ones. This limited the route to a run down Hwy #6 to Lions Head. A scenic spot, a good place for a group picture. The sun was obscured by cloud when we arrived & the temperature plummeted. Many thanks to new member Bob Wright for the loan of your jacket. It saved my bacon! The group decided to forego carrying on to Hope Bay, so it was back to #6 for a high speed workout!

Meanwhile, back at the Lodge, it was time for hospitality at the "party shed". After some post road tour libations, it was off to the Lodge for our informal banquet. A buffet of stuffed whitefish, beef, ribs & other food stuffs was consumed, followed by award presentations. We missed the polished finesse of Martin Beer's Master Of Ceremonies prowess, but we granted his request to take a break, after so many years in this role & that of Head Judge. Vern did an admirable job with Ray & I assisting with awards (Next time I think we should rehearse, guys!). There were a couple of new wrinkles this year. We decided to have five trophies. New additions were for "Best Non-Morgan", decided by ballot, "Children's Choice Award", decided by the children present of cognisant age, (Thanks to Marissa Dale-Johnson & Adam Saunders) and a trophy for the "Gymkana Champ 1995". As well, there was "Peoples Choice" (decided by ballot), & "Judges Choice". Now for the results.

JUDGES CHOICE: Martin Beer
 PEOPLES CHOICE: Martin Beer
 BEST NON-MORGAN: Reg Beer (nice to see "Hannibal" finally recognized!)
 CHILDREN'S CHOICE: Paul Donoghue
 GYMKANNA CHAMPIONS: Paul Donoghue & Mary Shier

It's interesting to note that the above team had the fastest time, while the slowest team consisted of Ray & Mary Shier. This leads us to believe that the driver *DOES* make all the difference!

There were some new wrinkles with the other awards, too. For "Most Oil Drips", Lynn Kuzyk received a bag-o-raags. Vern Dale-Johnson won the "Safety Award", which was a crescent wrench, in case his battery shut off fails, he can manually disconnect it. The "Hard Work Award" went to Peter Pfahl, a cleaning bucket & kit, so that he can continue to clean his, Orrin's & everyone else's cars! The "Creature Comforts Award" went to Paul Donoghue, which was a fine bottle of wine, so that he has something fitting to go with his excellent picnic basket ensemble. For "Oiliest Engine", Orrin Geeting was awarded a can of degreaser. Orrin was also the "Long Distance Award" winner again this year. He braved six hours straight at Orrin/Mach speed, through Indian up-risings & snarly customs officers, to be present. Some may remember that he received a "whoopy" cushion of sorts last year. This time, it was felt he should have something a little more practical, so he received a 12 volt coffee maker, to help keep him awake on the long return journey! I believe if we held this event in the Arctic, Orrin would get there by snow shoes or dog sled! The "Extra Holes Award", comprised of wood filler & self-tapping screws, went (justifiably) to Lynn Kuzyk. "Dirty Undercarriage" went hands down to Reg Beer. Poor Hannibal needs his belly washed! For this, Reg received \$1.50 for this purpose at a Coin-Op, or to pay Peter or Orrin for this task (\$5.00 & they'll wax it for you, Reg!) . As the GOLF CHAMP, Reg also received the coveted "Castrol Cap". The "Floppy Parking Brake Award" was well contested, so Orrin, Peter, Vern & Ray all received bricks or wood chocks, to prevent their cars from rolling into the waters of "Little Tub Harbour"! The "Bestest Chrome" winner, Peter Pfahl, was to receive a pair of sunglasses to prevent retina damage to himself or anyone else that gazes upon his "Medussa", was inadvertently missed. We'll get it to you, Petey! Winner of \$22.50 in the 50/50 draw was Orrin. This additional amount of Canadian "Funny Money" may have assisted him with tickets on the return trek!

After the awards, there was additional imbibing at the cottage. While it was chilly & gusty, a bonfire was provided by the Saunders & some hardy folk did roast marshmallows. I understand that the children also made use of the indoor pool during the weekend. Inside the cabin, a sale of Factory regalia was conducted by CMC. Things wound down around midnight. Sunday, Paul & Barb, as well as the Dale-Johnson crew, sailed the Glass Bottom Boat Cruises. Others headed back to civilization. Your author & three

other hearty souls took the ferry expedition to Manitoulin in a '69 Mustang rag-top. Manitowaning Bay area was most enjoyable. The Manitowaning Lodge is a 5 star facility, but this would have added another 3 hours, to what some would already consider too distant (+ ferry charges), if we had used this as our location. The weather was beautiful Sunday & even better for the journey home on Monday. Although a bit chilly at times, there was no rain on the weekend. In fact, I'm told the weather in the "Great White North" was better than at rainy, Watkin's Glen! Fancy that! As for next time, Barrie area was one suggestion. Where would you like to go?

Thanks go to our promotional sponsors: Castrol Canada, Amanda & Hardy's Wines for their bottles of bubbly, and Lant Insurance. We'd also like to thank Nigel Birch & the Austin-Healey Club of Southern Ontario for the use of their traffic cones. I think we are returning them no worse for wear! Thanks also to Shirley at the Tourist Bureau, Roy & staff at Tobermory Lodge, & Pat at the Grandview. Thanks to Ray & Vern, & all the porters, chair-bearers, & fire-starters, for coming out.



BRITISH INVASION: About 30 British sports cars invaded Powell Park in Port Dover Sunday in a gathering of members of various car clubs.

■ PORT DOVER

THE SIMCOE REFORMER, MONDAY, JULY 24, 1995

Sports car clubs have British touch

By DAVID BINGHAM

Reformer staff writer

PORT DOVER — A British invasion rolled into town yesterday.

About 30 British sports cars were at Powell Park Sunday afternoon bringing together old friends and attracting many spectators.

Members of the Hamilton British Sports car Club, London British Sports car Club, Austin Healey Club of Southern Ontario and Morgan Club (from southern Ontario) converged on Port Dover about noon.

They brought with them a dazzling array of British sports car makes including MGB, MGA, Morgan, Austin Healey, Jaguar XK150 and Triumph models GT6, Spitfires, TR7 and TR4A. The unique machines ranged in colors from reds, British racing green, blues, black, yellow, silver and white.

"It's just an opportunity to go out on a leisurely country drive, meet some fellow British car enthusiasts, enjoy their fellowship, swap some tall tales about their cars and enjoy Port Dover," said Scott Morris, 49, one of the organizers.

"When I was growing up, these types of British sports cars were many kids' dreams."

Morris owns a green Austin Healey with a white hard top. The 1962 vehicle is worth about \$20,000.

One attraction to older model British sports cars is they are easy to repair. They were built before the days of computers and pollution control devices. It's also easy to get parts for British cars in Ontario.

Morris said scattered showers didn't take away from yesterday's fun. It just made Powell Park seem more like Britain in the spring.

"We're just a number of car enthusiasts who enjoy British cars and each other's company," Morris said.

Ian Cooper, of the Delhi area, brought his 1970 Triumph GT6 to the event. It's current value is about \$10,000.

10

His interest for British sports cars began in the mid-1960s when his brother owned a 1955 MGTF.

"I've always had a love for British cars, they're enjoyable to drive," Cooper said. "It's also a chance for the public to realize these cars are out there."

FRED & LYNN KUZYK
 PRESIDENTS, MSCCC
 1305 ESTER DRIVE
 BURLINGTON, ONTARIO
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BRITISH CAR TOY RUN

We welcome you to join the Morgan Sports Car Club Of Canada in our first BRITISH CAR TOY RUN on Sunday, October 15, in benefit of "Operation Santa Claus".

Jimmy Lomax's "Operation Santa Claus" has been benefiting people from the ages of 1 to 101, since 1958. We ask all participants to provide an un-wrapped toy, or other needed item. (see the reverse).

We'll be gathering at the MOHAWK INN at Campbellville, next to the Mohawk Raceway (just north of Highway 401 exit # 312). Come about noon, if you'd like, as the Inn has a fine Sunday Brunch! After 1PM, we'll depart for a scenic tour along the Niagara Escarpment, through the Milton-Burlington areas, arriving at Burlington's Mapleview Mall. There, an area has been reserved for us and the public will be encouraged to come & see our cars, and to donate articles as well. Participants will have the opportunity to win prizes, to browse the shops, listen to the music of KRUZ Radio DJ, and to chat with other owners. After the TOY RUN, we will be hosting a Chilli Bash for participants, after 5PM.

* DASH PLAQUES * "SANTA'S CHOICE" TROPHY * 50/50 DRAW *

Come ride with Santa & his elves for a good cause! To our knowledge this is the first time such a car event has been held, please help us make it a success. Pass it on to other club members & friends. October can yield fine driving weather, so don't store your car for the winter after Thanksgiving - join the fun, and have a "Holly Jolly Christmas" on October 15th!

Please RSVP your attendance at the above address or phone #. Ho Ho Ho!



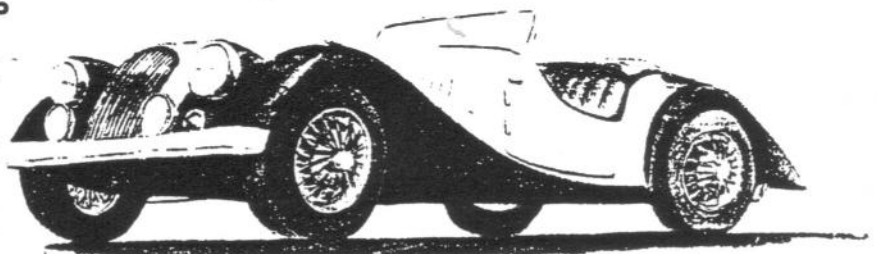
Mohawk Inn



JAGUAR



MAIL BOXES ETC.





A bit about Operation Santa Claus:

Jimmy was bedridden for much of his youth with chronic 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 Jimmy's dream of being Santa Claus in order to help others less fortunate than himself. A better Santa will never be found.

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 become one of the most successful operations providing assistance to others during the holiday season.

Jimmy Lomax and Operation Santa Claus have been Honoured by his Country, Province, the Region and the City of Hamilton for his outstanding contribution over the past 35 years. Jim's school awarded him as an Honourary Graduate. In 1988, local businesses, contractors and volunteers erected a 1,400 sq. ft. Santa work shop for him. Everything was donated, including the time to erect the structure.

Operation Santa Claus, Jimmy and his wife Susan have been featured in several magazines such as: Canadian Living (1980) and Reader's Digest (1987). They have also been featured in numerous newspaper articles across Canada and they have been profiled in many television shows.

The following represents a list of the types of articles and gifts which are needed:

SANTA'S LIST

- unwrapped toys for babies to teenagers
- socks
- cosmetics for the ladies
- pen and pencil sets
- electric razors
- safety razors
- musical instruments
- radios
- watches
- jewellery
- perfume
- hand creams
- chocolate bars
- candy
- candy canes
- fancy cookies
- turkey and ham gift certificates
- boxed soap sets
- playing cards
- books
- shaving cream
- after shave/cologne
- soaps, combs, brushes
- toothpaste, toothbrushes
- hair dryers
- curling irons
- makeup mirrors
- knitted slippers
- mittens, toques, scarfs (for young and old)
- Christmas stockings
- grocery items
- boxed chocolates
- gift certificates
- new clothing (for children, men and women)

Or any other item that can be used as gifts for kids from 1 to 101. Please keep in mind that all articles should be new and unwrapped.





POLAR BEAR RUN
Sun. Nov. 5, 1PM
to Mono Cliffs Inn
at Mono Centre
(Rg #8, off #10,
past Orangeville)

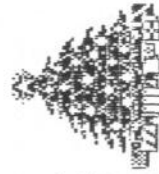
Join us for lunch & share the hospitality of Inn Keepers Mike & Carol Hall. It's been awhile since the club has been to the Mono Cliffs, so the devoted may bundle up in your Moqs, while the "feint of heart" may arrive via alternative conveyance! Please RSVP at (905) 336-0251 to ensure adequate seating. Shivering is allowed!



MSCCC
X-MAS PARTY
Sat., Dec. 2, 7PM

at 1305 Ester Drive, Burlington, ON.

Join us for some holiday spirit, BYOB (or spirits) and a food item please. Please call to RSVP & to co-ordinate the food. We'll give you directions if this is your first time, or if you've forgotten how to get here! Call (905) 336-0251. Season's Greetings.





SCUTTLEBUTT CORNER

14

By Hellen Hogmoq

Your author is over-whelmed by the generosity of certain male club members who have purchased expensive toys for their spouses. As examples, Joan Birch has received a Miata & Marlies Sands has received a motorcycle, both are tokens of their respective husbands' affection. These are selfless acts & have nothing to do with Nigel missing his Morgan in England, or that Al likes motorcycles!

While at Tobermory, I observed a name tag that read "Donna Saunders". I must conclude that Donna & Martin Beer, and their friends Paul & Helen Saunders are engaged in wife swapping (something entirely different than the practice of car badge swapping) or that the highly remote possibility of Lynn mixing up the name tags may have occurred!

Speaking of Tobermory, I understand that the golf battle did transpire on the links. Not without some difficulty! Scheduled for 2:30, it was promptly delayed to 3:30, then to 4:30, then finally a tee-off at 5:00 or so! This NASA like precision was due to delays in the arrival of some of the combatants, some of whom shall remain nameless (Peter & Vern). Attempts to verify their ETA via cellular technology failed due to inadequate coverage of the Bruce area in the cellular net. My, this locale truly is remote! Thus, the "foursome-moresome" became a "gruesome threesome". Although the course lacked hazards such as sand traps, or intentional water, the blend of bedrock moguls and forest was challenging as the competitors certainly lost their balls! Fred informs me that there were allegations that a certain Beer cheats. Ah, but which one? Or is it both Reg & Martin? All three did leave their mark there & if anyone should find their missing balls, please forward them!

Further on Tobermory, our people were informed that the OPP had left town the day previous, so it was permissible to put "the pedal to the metal". It seems this may have been a cruel prank practiced by the locals on us hapless tourists, as the "Men In Blue" were still in residence! Fortunately for Orrin, Peter, Vern, et al, you're only guilty if you get caught! This joke reminds me of something Ms. Hogmoq's mother used to say: "It's always funny till someone loses an eye"! By the way, Mary Shier was not bombed by a seagull during this weekend, unlike at Pelee!

While on the "Western Adventure", it seems that John Collins had a breakdown somewhere in Saskatchewan, I think it was near the village of Stiff Dick or the hamlet of Dog Breath. In any rate, John has my condolences. I too had a breakdown in that province & I was institutionalized for six months! I'm alright now.

Ms. Hogmoq has become weary of gripes. Constructive criticism, the willingness to provide solutions & actions, these speak louder than simple lip service. As I always say: "squawk" is cheap!

Another Club Survey is being distributed. Here they go again, they want more input from me! Well, with regards to the Fall Meet '96, I hear the Royal York is nice & close to home. Ipperwash is pretty & Orrin made it past the native blockades with his scalp! If you don't like my ideas, send in your own!



The MOC Mechanic



CLUTCH PROBLEMS?

A couple of members have experienced problems with clutches that will not disengage, recently. This has the nasty symptoms of: placing your clutch pedal to the floor without the ability to shift gears while the engine is running. With the engine off, you can select a gear, but when you start the engine the car is in that gear, even with the clutch pedal depressed! The engine is locked to the tranny and as you crank the starter, the car is moving. The Morgan is then stuck in say first gear and you cannot up-shift. What can cause this un-nerving condition? Possibly a clutch disc that has seized to the engine flywheel, faulty clutch hydraulic system, a broken clutch fork, or internal transmission difficulties. So what can you do about it? First, check the travel on the clutch actuator. The rod that pushes against the clutch fork should move a good half inch or so. If the movement is insufficient, it could indicate air bubbles in the system, lack of fluid (the reservoir on some cars have separate chambers for brake & clutch contained in the same "can" & your brake performance may also be poor) in the reservoir, or an internal leak in the actuator, or an external leak somewhere. If the system checks out, the problem lies elsewhere. Next, the frozen disc may be suspect, especially if the car has been sitting for a bit. What you'll have to do is roll or start the car in first gear & try dancing on the pedals. Accelerating, braking, depressing the clutch, some or all at once! Not easy but you want to create some forces that will loosen the disc, if indeed it is stuck. If successful, you will hear the customary change in engine sound & speed when the clutch pedal is pushed. Try to change gears. This process succeeded for one member. If it doesn't work, then you have some internal problems. Either a broken fork or tranny problems means a trip to a reputable tranny shop or the good folks at CMC for engine removal, clutch & possibly transmission examination. Thanks to Martin & Steve Beer for their assistance with this item.

RICH, LEAN & IN-BETWEEN

A vehicle at Tobermory was experiencing carb problems. Proper performance dictates a correct fuel/air mixture. A carb that is set too lean promotes engine detonation, yet too rich a setting not only wastes fuel, it can wash the oil off of your cylinders. A car that is belching black smoke & has a carb covered with so much gasoline that it is pooling on the intake manifold, is a down-right dangerous fire hazard! The above carb likely had a stuck needle valve at its inlet. When rapped gently with the wood handle of a mallet, the condition was cured.

SLACKING OFF?

High mileage engines should be checked for wear in their timing sets. Every timing chain will stretch with use & can eventually reach the point where they may slip, fail, or the cam timing becomes so retarded with respect to the crank that the engine will run poorly or not at all. How can you tell? remove your distributor cap, turn the harmonic balancer in the direction of rotation and observe the distributor rotor. If there is a noticeable lag in rotor movement when you first turn the engine, you may have excess wear. You can verify this by removing the timing cover & measuring slack & seeing if the gears are lined up. Low compression may also be an indicator, as the valves are not operating in sync with pistons. Some engines have tensioners to limit slack. Newer engines use belts instead of chains. These should be changed at certain mileage. Performance builders substitute roller chains for the stock "silent" type. Anyway, you don't want to have pistons kiss valves, if belt or chain fails.

PLEASE COMPLETE & RETURN TO THE CO-PREZ

CLUB SURVEY '95

DON'T GRUMBLE AIMLESSLY, MAKE YOUR OPINIONS COUNT!

1. How's the Club doing these days? Any ideas for improvement?
2. Where would you like to see the Fall Meet '96 held? Back to Niagara? Western Ontario, Eastern Ontario, or downtown Toronto? Do you know of a nice resort or area? Would you like to help stage the event, in some way?
3. Would you like to host an event, like the Christmas party? Got any ideas for any activities that you would like to do?
4. What would you like to have in the Blurb? Any ideas for articles? Better yet, can you write on something that interests you?
5. Would you be willing to participate in, or assist with, a rally/driving tour around Lake Ontario in '96 to celebrate the 60th year of the 4 wheeler? We've received polite support from other local Morgan Clubs towards the project but no concrete help. The MSCCC will most likely do this on our own. So if there really isn't interest, the idea should be abandoned. So, be honest! Yea or Nay?
6. Know any contacts that could assist the Club with charitable functions: companies, media, etc.? Anyone who can provide printing, artwork, salesman-ship?

COMMENTS:



MORGAN SPORTS CAR CLUB OF CANADA

1996 Election of Officers

I would like to nominate the following persons for the positions of:

President _____

Vice President _____

Treasurer _____

Regalia Officer _____

Events Coordinator _____

THE BLURB Editor _____

Club Liason Officer **Audrey Beer**

Past President **Paul Donoghue & Barbara Harmer**

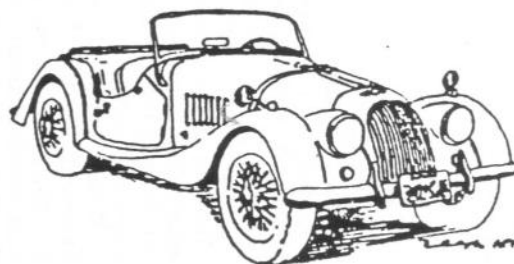
Encumbants can stand to retain their positions. Officers need not be resident in or near Toronto (ie, members in Ottawa, Windsor, Winnipeg, Vancouver, Halifax, Edmonton, etc can stand for positions on the executive). Volunteering is encouraged (ie, nominate yourself!)

All nominations (or volunteers) will be communicated to and confirmed by the membership through proxy, phone, or in person prior to December 1 or the annual MSCCC Christmas event.

Nominations (or volunteering) will close Oct 31/95.

Return to or confirm nominations with:

**FRED & LYNN KUZYK
PRESIDENTS, MSCCC
1305 ESTER DRIVE
BURLINGTON, ONTARIO
L7P 1L2
(905) 336-0251**



FOR SALE & WANTED

WANTED: Morgan Trike
V-Twin Family model preferred.
Contact: Bob Wright
(905) 884-4358
Richmond Hill, ON

FOR SALE: Lucas 6 volt generator.
C39PV type, made 1950. Unknown
applications. \$2 takes it.
Fred (905) 336-0251
Burlington, ON.



850 Fiero Lane
San Luis Obispo
California 93401

Phone
(805) 544-7864
(800) 444-JAGS

Dear Morgan Club,

FAX
(805) 544-1664

I am on a worldwide search for a part for my 1965 MORGAN +4 DHC. On the Drophead they have chrome side window frames with sliding glass. I need a pair of these. If any of your club members can help me with a new or used set in any condition I would very much appreciate it. I hope to hear from you.

Sincerely,

Jason Len

the new owner of the land wants to put it to more profitable use. Thus, my strong warning is, unless we are willing to pay reasonable prices for our parts, the people that have traditionally been supplying us with these parts, will be no longer willing to do so.

Minister of Natural Resources Canada

Dear Mr. Zinkhan,

Thank you for your letter of March 28, 1995, addressed to me and my colleague, the Honourable Sheila Copps, Minister of the Environment, expressing your opposition to the Vehicle Retirement (scrappage) initiative.

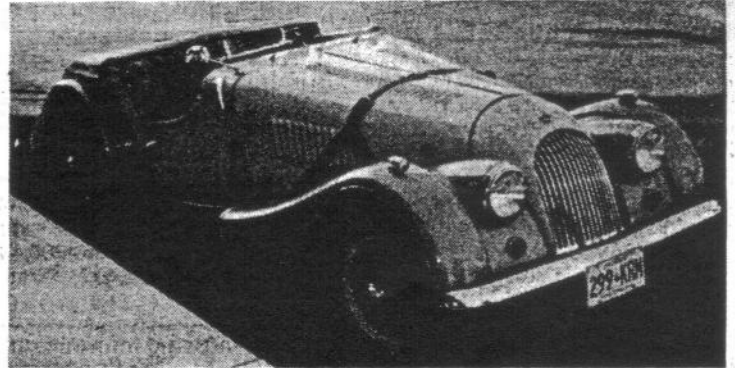
At their last joint meeting on February 20, 1995, federal and provincial ministers of energy and environment approved the National Action Program on Climate Change (NAPCC) which sets strategic directions for Canada in responding to the climate change issue. The Action Program describes new areas of action, particularly a new climate change voluntary challenge. There is no reference to the Vehicle Retirement initiative.

The Vehicle Retirement measure was only one of the more than 80 options that were considered by ministries for inclusion in the NAPCC. The Measure does NOT call for a mandatory scrapping of all pre-1977 vehicles. The Measure is, in fact, described as a financial incentive to accelerate the retirement of the oldest, most polluting vehicles from the road.

I have enclosed, for your information, a copy of the Report on Options for Canada's National Action Program on Climate Change, in which you will find descriptions of all the proposed measures presented to energy and environment

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ministers. If and when the Vehicle Retirement option is given serious consideration as a greenhouse gas reduction measure, you can be assured that interested stakeholders will be fully consulted.

Thank you again for writing and providing me with your views on this measure.

Yours sincerely,

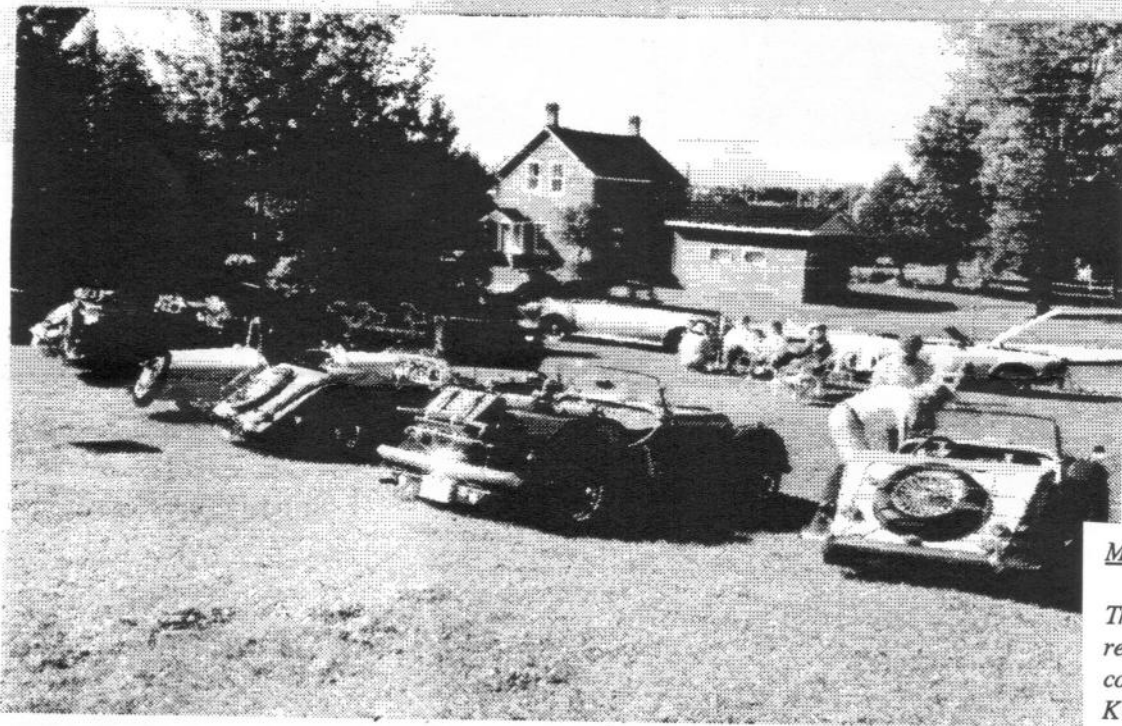
A. Anne McLellan

Monday, August 7, 1995 — Old Autos — 39

TOBERMORY PICTURES
SEP 9/95

TOP:

*The gang at Lions Head on our
afternoon drive. It was a little
on the blustery side.
BANNER PHOTO ?*



MIDDLE:

*The line up of cars at the lodge
ready for judging in the
concours.*

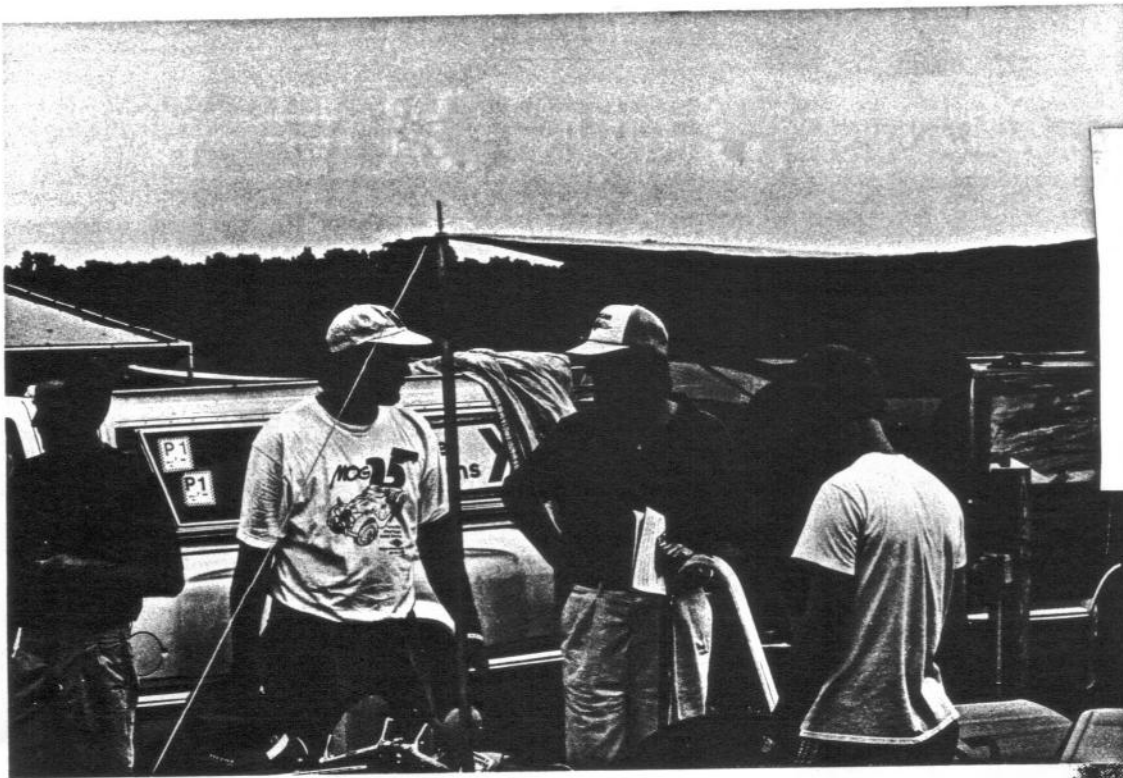
KUZYK PHOTO.



BOTTOM:

*Reg Beer upon learning his car
had won BEST NON-MORGAN
at the concours.*

KUZYK PHOTO



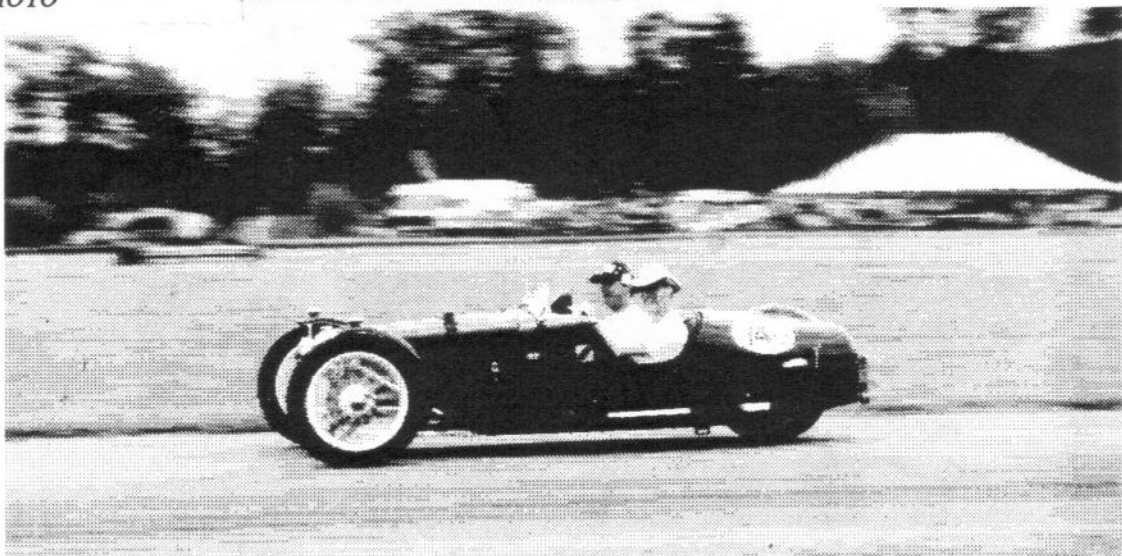
*WATERFORD HILLS/
MEADOWBROOK HALL
AUG 3-6/95*

*TOP:
L-R Chris Towner, Martin
Beer, Charles Morgan & Doug
Elcomb
Waterford Hills
S BEER, PHOTO*



*MIDDLE:
The racers lined up for
magazine photo, Waterford
Hills
S. ELCOMB, PHOTO*

*BOTTOM:
Chris Towner & Steve Beer in
Chris's F-Type racer,
Waterford Hills,
J BEER, PHOTO*



WATERFORD HILLS/MEADOWBROOK HALL
AUG 3-7/95

For what seems like all winter, spring and much more, Martin Beer has been working on assembling a Morgan F Type Racer as many of you know and have now seen, but what, you may ask, has been his driving force? Vintage Racing with a bunch of other Morgans!

Upon learning of the chance to race with other Morgans at Waterford Hills Michigan, a track about a 5 hour drive from our home, the gears started spinning in Martin's head, and he started to work on his latest beautiful venture. I believe (of course I didn't do the work) that it was all worthwhile, because it looks like it has been a great fun year for him. The car has been driven, raced and showed at some of the premier car events around, and has placed well at each.

Waterford Hills and the year of Morgan at Meadowbrook were of course the driving force behind the obsession, so it was with great anticipation we started off for the land to the south in early August. After a few brief stops along the way, we arrived at the Troy Marriott, one of the host hotels for the Morgan assembly. The area is to the north of Detroit and for the most part quite scenic and well off. Because of its close locale to the "Motor City" almost everything in the area is automotive related.

With hardly any time to spare, we sort of unpacked, dressed ourselves in something decent and assembled downstairs for the convoy to Dick Kuhn's Car Rail Museum. What a place! Talk about a kid in a candy store! Who needed alcohol - people were drunk from the view! We toured the various displays, room after room of model trains, several model train layouts, cars galore, pedal vehicles, amusements rides and lots more. It was next to one of the large model train layouts that we dined while the view from the front of one of the trains was played on the monitors around the room. After speeches and auction of artwork, books and the such we meandered through the streets back to our respective hotels.

The next day dawned somewhat bright but not terribly sunny. Martin & Steve took off for the track and Donna, Trevor and I stayed for a leisurely day at the hotel. Lovely brunch, a swim in the pool and finally dinner at a local pizza place with fellow Morgan Racers. At the track there had been much activity, and press photos were taken at the end of the day. Martin & Steve had to return to the hotel, so Martin entrusted his car to Doug Elcomb so that his car could be in the shots.

Saturday dawned rainy, but as we drove north to the track it cleared up. We signed in at the gate, and even had to get clearance for Trevor, so he got his first (I'm sure of many) wristband. (Now firmly secured in his baby book.) Lots of activity, racing and the such. A stop for lunch, lapping sessions led by a 1907 Locomobile, the winner of the 1908 Vanderbilt Cup, in unrestored condition. Great! The racing resumed after lunch with all the various groups vying for positions, as well as the Morgans in their respective classes. As soon as the Morgans had finished racing, the hard work began as we set about cleaning/preening the trikes. Scooter & Dave Elcomb aided the Knight's with Alec & Iris' 3 wheeler also slated to be at Meadowbrook the next day. At the end of the day we watched the trophy presentations, and attended the participants' dinner at the shooting lodge on the club's property. A nice buffet was enjoyed while the madness of door prizes being given away went on around us. Such jocularly! Many of the VARAC crowd was in attendance, it was nice to see old friends again. Such chants as "We want oil" harassed the donators, and soon a case of oil was unearthed, all in good fun. A great evening of fun was had by all.

Sunday was a lovely day and we rose early to drive to Meadowbrook Hall and get Martin's car on the field. Getting there early was delightful as you could actually see the various cars without the hundreds of people around that were to come later in the day. Much activity took place around us as the cars were judged, and by mid afternoon the awards were presented, each car receiving a trophy was driven up to the awards area, and the owner was interviewed, it took a while but it was very interesting. We walked around the various displays of artwork, books and such. As the day wound down, we attended the entrants cocktail party held at the Hall, and eventually drove home. It was a lovely location with trees all around, and lots of activity to keep Trevor busy.

Monday came all too quickly, and it was time to pack our things and settle in for the drive home. Another enjoyable weekend of Morgan fun!



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Duties: to be delegated per
availability
Fax: not a hope!