

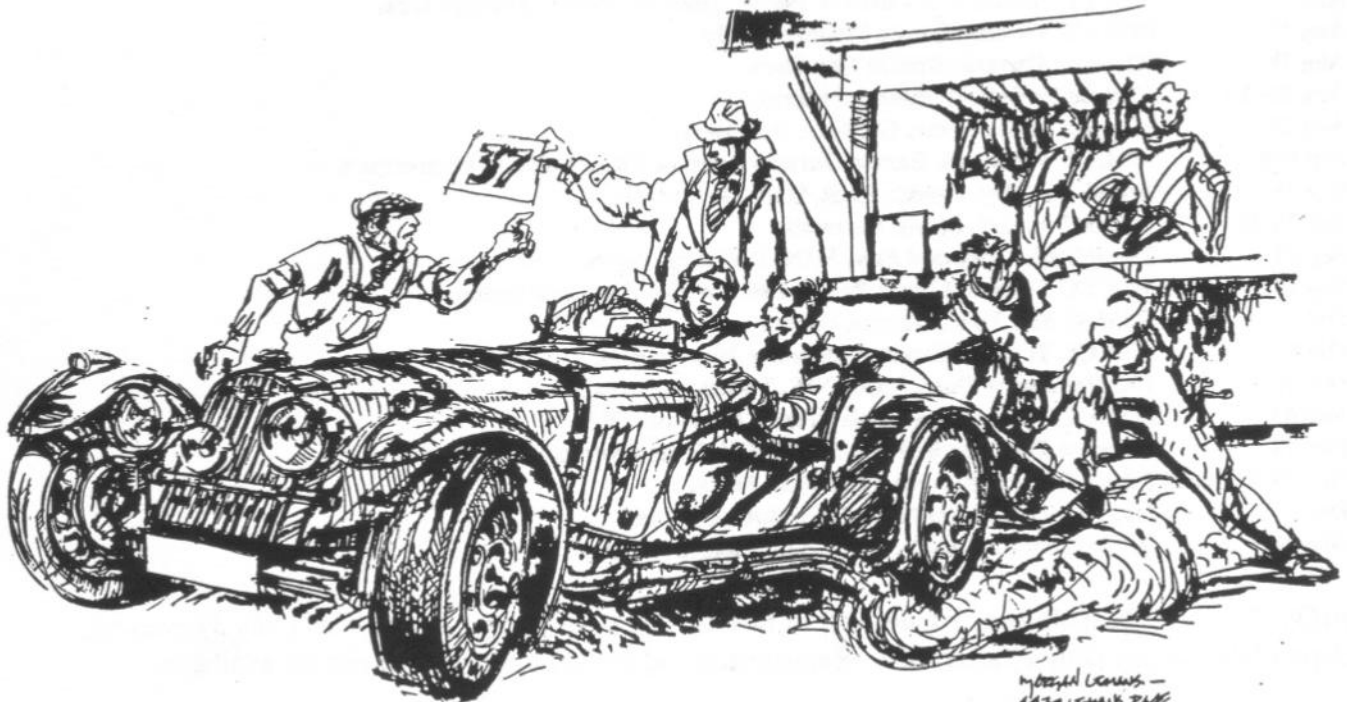
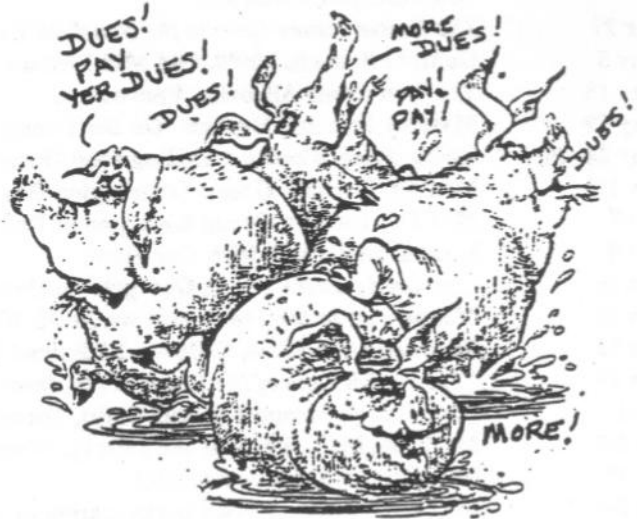
Morgan



2-96

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Morgan Owners -
1439 LEHAYE RD
ROCHESTER WHITE DOCKHAM -
- WATERBURY VT. -

Courtesy of MSCC Spain

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SCHEDULED EVENTS FOR 1996:

- Mar 17 The "No! It's not British Racing Green" Tour, MOG NW Vancouver Area
Mar 31 MSCCC Toronto Area Pub Brunch, 12:30 at Queen's Head Pub, Brant & Elgin Streets (beside City Hall), Burlington.
- Apr 21 Ancaster Flea Market, Noggin & Natter @ 2pm at Coach & Lantern Pub, Ancaster Ontario.
- Apr 27 The Easter Bunny Goes to the Sunshine Coast, MOG NW Vancouver Area
May 5 GoMoG Brunch, 10:00, Old Mill Restaurant, Ottawa.
May 18 The Van dusen All Brits, Vancouver.
May 19 ✓ Mystery Run and Brunch "On the Twenty", Toronto area.
May 24~26 ✓ Spring Fling Weekend, Collingwood Ontario with MG & Triumph Clubs
Jun 1-2 MSCCC Toronto Group Leamington Day Trip.
Jun 9 ✓ MSCCC Toronto Group Escarpment Run 2, Ancaster.
Jun 8 London Ontario British Car Show.
Jun 16 ✓ Classics Against Cancer, Georgetown Ontario.
Jun 16 Morgans go to the Track to show, MOG NW Vancouver.
Jun 23 Richmond Car Show, GoMoG, Richmond Fairgrounds, Ottawa.
Jun 29 ✓ "The Finish Line of the Great North American Race", Toronto.
Jul 1 ✓ Race Day @ Mosport (Lotus Club), Toronto area.
Jul 4-7 ✓ MOG 26, MCC-DC Harper's Ferry, West Virginia
Jul ?? ✓ MSCCC Toronto Group BBQ.
Jul 6~7 MSCCC Toronto Group participation in Brampton Flying Club meet.
Jul 14 Carriage Classics, Caledon Ontario.
Jul 18~22 ✓ MOG 96, Himley Park, England.
Aug 10 ✓ MSCCC "Sands Hill Climb & Party", Hockley Valley, Toronto area.
Aug ?? ✓ MSCCC Toronto Group Summer Rally.
Aug 18 ✓ Kingston Ontario British Car Show.
Aug 24~25 ✓ Christie Sprints, Hamilton Ontario.
Aug 25 Moggies on the Grass, GoMoG, Ottawa Area.
Sep 6~8 ✓ MSCCC Weekend. Barrie Ontario location TBA. Open to all marques.
Sep 15 ✓ British Car Day, Bronte Park, Oakville Ontario.
Sep 20-21 ✓ British Invasion, Stowe Vermont.
Sep 21 The Whistler Run and Fun, MOG NW, Vancouver area.
Sep 29 ✓ MSCCC Toronto Group 2nd British Car Toy Run, Burlington.
Oct 6 GoMoG Fall Tour, Ottawa Valley.
Oct 27 ✓ MSCCC Toronto Group Halloween Mystery Run.
Oct 27 ✓ The Halloween Tour, MOG NW, Vancouver area.
Nov 03 ✓ MSCCC Toronto Area Pub Brunch (location TBA).
Nov 23 ✓ Scorpion Time Again Tour, MOG NW, Vancouver area.
Nov 30 or Dec 14 ✓ MSCCC Toronto Area Christmas Party.
Dec 1 Mog Mass at the Kaufmans', GoMoG, Ottawa.
Dec 26 Boxing Day Run again, MOG NW, Vancouver area.

MOG 26 -- At Cliffside Inn, 1 mile west of historic Harpers Ferry. Arrive Wed (July 3) evening, depart late Sunday (July 7) afternoon. Registration and booking information not yet available.

Additional Toronto area events will be listed after BCC calander has been published.

THE CO-PREZ SEZ

It is with great sadness that the Morgan Sports Car Club has been informed of the passing of Mike Hall. Mike was a member of our club and the owner of The Mono Cliffs Inn along with his wife Carol. For those of you have joined us at the Inn you will remember Mike for his enthusiasm for British cars and his great hospitality. Recently on our Polar Bear Run, Mike greeted us decked out in an engineers outfit - this is when we found out about his interest in trains. We will miss Mike. Our deepest sympathies go out to Carol.

The Morgan Club gratefully thanks Al & Marlies Sands for acting on the club's behalf and delivering thirteen (13) of our car badges to Melvin Rutter in the U.K. This has helped to increase our coffers and finally our badge stock is just about depleted. Good news is we haven't heard of any more defective badges.

Our first Pub Brunch was held Sunday February 4, 1996 at The Queen Head in Burlington. We had a great turnout including special guests Peter & Stefanie Batt & Wally & Joy Holmes from the MG Car Club of Toronto. (SEE REPORT FURTHER ON IN THE BLURB). The next few meetings will also be at the Queen's Head in Burlington.

According to Warton Willie, winter is almost at an end and Morganeering weather is just around the corner. For most Morganeers in this area the Ancaster British Car Flea Market & Show is the beginning of the car season. This year it is being held on Sunday April 21, 1996, 10:00a.m. to 4:00p.m. If the flea market doesn't interest you how about joining us at the Coach & Lantern at 2:00p.m. Reservations have been made in the club name. Please R.S.V.P. to Lynn at 905-336-0251.

The MG & Triumph Car Clubs have extended an invitation to the Morgans to join them in Collingwood May 24-26, for the Wayne MacRae Memorial Week-end/Spring Fling Joint Event. Registration is \$20.00 per car. The banquet is \$25.00 per person being held at the Cranberry Resort (not to be confused with the Cranberry House in Bala). The hotel is the Best Western and the room rates are \$55.00 per night. When booking your room please quote confirmation #25367. The Morgan Club will be hosting the Gymkanna on Sunday morning and once again I need volunteers to help organize this event. Fred and I have already booked our room and we are hoping to have a good Morgan turnout. We think this will be a great way to get the car season started and forge new friendships. PLEASE NOTE THIS IS NOT THE VICTORIA DAY WEEK-END. So mark the dates on your calendar now and book those rooms. The MG and Triumph Clubs are being invited to Our Fall Getway. Lets help to make this a week-end to remember.

Escarpment Run II is in the planning stages and details will be available in the next Blurb.

Member Oliver Dawson has suggested a Brewery Tour at his employer - The Upper Canada Brewery in Toronto. I like the products & I understand the Hospitality Suite would be open! I'm also told it's a good place to watch the Toronto Indy from! We'll set a date & keep you posted!

Last year you will remember a number of us spent the Victoria Day Week-end in the Pelee area. This year we have an overnigher planned for Saturday June 1, with brunch on Sunday June 2, at the Leamington Dock Restaurant. Complimentary brunch coupons will be drawn at up coming pub meets. So plan to be there you could be a WINNER. (SEE DETAILS FURTHER ON IN THE BLURB).

On July 6&7 we're invited to the Brampton Flying Club's celebration. This promises to be an interesting weekend of antique airplanes & our cars, flying & possibly driving, as the case may be. The Morgans perhaps flying..... we do have MORGAN WINGS, don't we?



Al & Marlies Sands have graciously offered their home for their world famous Piper Hills Pig Roast plus a hill climb on Saturday August 10, 1996. Al & Marlies are scouting the countryside for a good hill. A lot of help and organizing is required to make this event happen. Volunteers and any one who has had any experience running a hill climb are needed. NOTE NO OFFERS WILL BE DECLINED. This has potential to be a tremendous event - SO HELP OUT.

Our Fall Get Away will be held in Alliston, Ontario this year at the Red Pine Motor Inn. This year we are extending invitations to other British Car Clubs to join us. We have lots of events planned for this week-end so book your rooms early to avoid disappointment. Come and join us for a wonderful week-end. YES PETS ARE ALLOWED FOR A SMALL FEE. (SEE PRELIMINARY ON FALL GETWAY, FURTHER ON IN THE BLURB).

The 2ND ALL BRITISH TOY RUN will be held Sunday September 29, 1996. Followed by a Pre-Christmas Bash. There will be prizes for the most Christmassy (never mind the spelling) car. Mapleview Mall has confirmed their support on our new date. So mark the date on your calendar, plan to decorate the Mog and join us for a very good cause. Our Disc Jockey has a prior commitment for that date, so we are looking into alternatives. Anyone know someone who can spin music? We may have to rent a PA system & do it ourselves!

All future Morgan events will be published in the Toronto Star Auto Date. So start checking the Wheels section of the Saturday Toronto Star and we look forward to seeing you at the next meeting. (Please take notice that if you don't read your Blurb and don't know about checking the Auto Date I definitely don't want to hear any whining about missed events)!

Lynn & Fred

Classics Against Cancer in Georgetown on June 16 will have two import classes this year -- 1900-1967 and 1967 to 1976 (cars must be 20 years old to be on field unless they are classified as "kits"). However, *if 25 or more British cars pre-register in either or each of the two classes space will be set aside so we can all park together, be judged together, and we will get trophies as a specific "British Cars" subclass.* Get your registration in early! Phone Moe Lamonthe (416-798-7889) and he'll fax you a form (or use the facsimile in this issue).

The **Lotus Club** is hosting a Race Day at Mosport on July 1. **Contact is Rob Kettle (905-427-0811).** Limited to ~40 cars they will be forming 3 groups depending on experience. Lapping is permitted. Technical inspection must be done prior to arrival at the track by a licensed mechanic. Cost is \$200/driver. Could be limited so get in early.



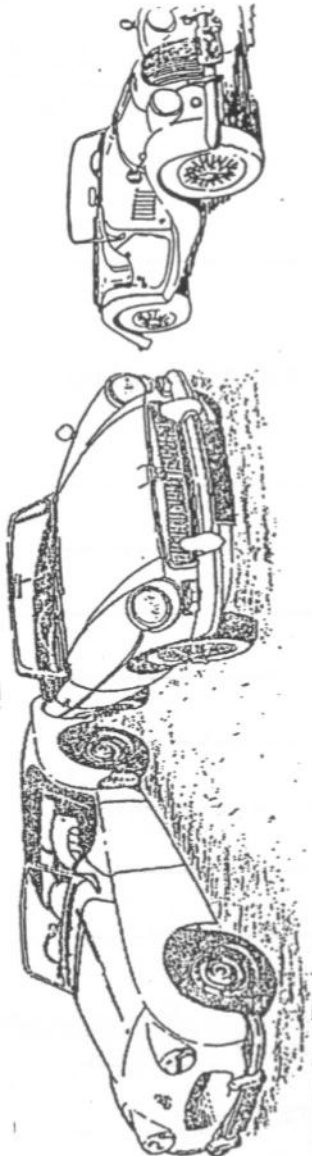
RECOGNIZE THIS BADGE?

This badge came with my TC when I bought it in 1971. The previous owner said it was on the car when he purchased it in the '50's. Does anyone know anything about "Sports Car Club Toronto"? I would like to find out the dates this club existed in Toronto, any members names, events etc.,

Replies to:

David Lawley
192 Mowat St.
Stratford, Ontario N5A 2C1





The MG Car Club, in conjunction with the Toronto Triumph Club, is pleased to present the fourth annual Wayne McRae/'Spring Fling' Weekend, May 24-26, 1996.

You and your British car are invited to join us for an enjoyable weekend which will include a driving tour in the rolling hills of Bruce County, a Car Show in Collingwood and participants choice judging. There will also be a reception on Friday evening (featuring the now famous Nut Brown Ale), an Awards Banquet on Saturday evening and a Gymkana on Sunday. A fun-filled weekend and this year we will be joined by members of the Morgan Club and the North American Antique Car Club, a great opportunity to make new friends.

This event will have its headquarters at the Best Western in Collingwood, located in the west end of Collingwood at 1 Balsam Street (and Highway #26). Your British beauty will be parked at the Best Western, Collingwood in a selected parking area.

On Saturday morning we will tour Bruce County and then return to Collingwood for lunch followed by the Car Show in Collingwood.

The Awards Banquet will be held at the Cranberry Resort, about one mile from the Best Western. Dinner features a 'Hip of Beef Buffet', followed by the Awards Presentations and door prizes.

While staying at the Best Western, you can play a game of tennis, relax in the sauna or enjoy a swim in the indoor pool. Don Cherry's Grapevine Restaurant and Bar is located in the building.

Rooms are available at the special rate of \$55.00 per night. Call the Best Western, Collingwood at 1-705-444-2144 to reserve your room. Be sure to mention event confirmation #25367. Please call before April 15 in order to get the special room rate. There is no charge for children sharing a room with their parents.

After a long cold winter, you and your sports car will be ready to go so come on out and join in the fun at the Wayne McRae/'Spring Fling' weekend. We are looking forward to seeing you. Registration cost is still only \$20.00 per car. For more information call Wally Holmes at 905-451-6697, or Peter Batt at 416-292-0054.

**MG CAR CLUB OF TORONTO
 TOGETHER WITH THE
 TORONTO TRIUMPH CLUB PRESENT
 PRELIMINARY PROGRAMME OF EVENTS FOR THE
 1996 WAYNE McRAE / SPRING FLING WEEKEND**

Friday, May 24, 1996

7 - 9 PM Registration and hospitality suite open. Refreshments available. Come and visit old friends and make new ones. Movies and other information available.

Saturday, May 25, 1996

8 - 9:45 AM Registration and hospitality suite open.
 9 - 10 Cars assemble in parking lot for drive. Have your picture taken as you leave for scenic drive.
 10:15 Leave hotel for scenic drive in Collingwood area, arriving at lunch location at approximately 12:45 PM.
 1 - 1:30 PM Lunch will be served.
 1:30-3:30 Car show judging. Triumph owners judge MGs and Morgans. MG owners judge Triumphs and Morgans. Morgan owners judge Triumphs and MGs.
 3:30 (approx) Return to Motel.
 5:30-6:00 Hospitality suite open.
 6 - 7 Cash bar in banquet room
 7:00 Banquet commences, followed by awards.

Sunday, May 26, 1996

10 AM Funkhana in the parking lot arranged by the Morgan club.
 Anyone interested in a convoy back to the city please sign up in the hospitality suite.



WAYNE McRAE MEMORIAL WEEKEND
"SPRING FLING:
AT COLLINGWOOD, ONTARIO

MAY 24 - 26, 1996

REGISTRATION FORM

Yes! I will be attending the Wayne McRae Memorial Weekend/Spring Fling 1996 event.

NAMES OF ALL ATTENDING: _____

ADDRESS: _____

PHONE # (R) () (B) () _____

Model Car: _____ Make Car: _____ Year Car: _____

Days Attending: Friday _____ Saturday _____ Sunday _____

Registration fee (including Dash Plaque) \$20.00/Car _____

Awards Banquet - \$25.00/Person @ \$25.00 _____

TOTAL ENCLOSED: \$ _____

I, the undersigned, agree to waive all claims against the MG Car Club of Toronto, Inc., its officers, heirs, and event organizers for any loss or damage incurred prior, during or after my participation in the Wayne McRae Memorial Weekend/Spring Fling 1996.

Signed and understood: _____

Make cheque or money order payable to MG Car Club of Toronto. Please forward your registration form and cheque to Wally Holmes, MG Car Club of Toronto, 56 Turtlecreek Boulevard, Brampton, Ontario, L6W 3Y1, or for more information call 905-451-6697 or 416-533-MGMG.



PUB BRUNCH: QUEEN'S HEAD PUB
BURLINGTON, ONTARIO

IN ATTENDANCE:

Special Guests: Peter & Stefanie Batt
Wally & Joy Holmes

Lynn & Fred Kuzyk
Vern Dale-Johnson
Audrey & Reg Beer
Al & Marlies Sands
Nigel & Joan Birch
Nyal Wilson
Hugh Waldick
Ray Shier
Hendrick & Shelly Rens
Linda & John Baker
Martin, Donna & Jeremy (1st morgan outing) Beer
Steve, Jenny & Trevor (morgan meetings old hat) Beer
Rick Andrew

VERY INFORMAL MEETING:

ITEMS TOUCHED ON:

1) Morgan Fall Get Away will be held in Alliston at the Red Pine Motor Inn. Room rates are \$77.00 per night. All rooms are equipped with VCRs, frigs & pets welcome for a small fee. Hospitality room in the convention centre has been arranged for the entire week-end. This room is equipped with a large screen TV and VCR so have your videos ready for Show & Tell. Invitations are being extended to other British Car Clubs to join the Morgans in Alliston. Volunteers needed for registration, fun concourse, regalia sales & 50/50 draw.

Audrey Beer came forward to help with the registration, Ray Shier was shanghaied for head judge and Martin & Steve Beer volunteered to organize the Gymkana.

2) Submissions for designs for the Fall Get Away dash plaques were asked for. Also requested that any member who could help by doing the art work for the plaques please see Lynn. This would help save the club monies when it comes time for printing. Submissions to be in to Lynn by May 15.

Guest Wally Holmes from the MG Car Club of Toronto formally invited the Morganeers to The MG & Triumph Wayne MacRae Memorial & Spring Fling Joint Week-End May 24-26. The Morgan Club will be hosting the Gymkana. Volunteers needed to help organize the gymkana.

SO FAR NO HELPING HANDS.

Road & Track, Oct 95



Morgans change no more than they have to, and Morganists most definitely prefer them this way. Over the years, this classic British sports car has sprouted a fourth wheel (the 4/4, in 1936), twice the cylinders (the Plus 8, 1968) and even power-assisted brakes (a goodly number of cars, 1994). Airbags are under development; DOT exemptions are currently in effect. Prices are up a tad for 1996, the first increase since 1992.

	Morgan 4/4	Morgan Plus 8
Price	US \$39,000	US \$53,000
Body/seats:	roadster/2	roadster/2
Base engine:	1.8-liter propane sohc 16V inline-4	3.9-liter ohv V-8
	121 bhp	188 bhp
Layout:	F/R	F/R
Length (in.):	153.1	155.9
Weight (lb.):	1940	2230
Mpg, city/hwy:	na/na	18/30
Airbag:	D, na/P, na	D, na/P, na
ABS:	na	na
Reference	FD: 5/94	FEA: 1/93



For Sale: 1979 Plus 8 SN R8583, propane conversion, aluminum body & wings, 19,000 miles -- "clean, very tight and strong running" -- asking US\$25,000; contact John Sheally 804-255-0215.
1960 +4 4-str SN 4462, total frame up rebuild over C\$42,000 invested, asking C\$30,000; contact Peter Vincent 604-465-8898.

3) Leamington Overnighter is scheduled for Saturday June 1, 1996 at the Duffy's Motor Inn. Scenic drive will leave Saturday June 1 - possibility of a wine tour. Sunday brunch at the Leamington Dock Restaurant followed by a convoy home.

Complimentary Brunches to be drawn at up coming pub meets.

4) The 2nd All British Car Toy Run is slated for Sunday September 29, followed by a Pre-Christmas Bash. Volunteers are needed to help with registration, stuffing goodie bags, positioning cars, 50/50 Draw and making desserts. Prizes this year will be for the best decorated car and participant.

Linda Baker has come forward to help with this event. Come on guys we need more helping hands. This is a very good cause and we are expecting 150 cars or more so how about getting in the Christmas Spirit a little

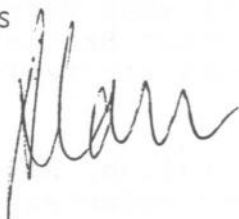
Dear Blurb

Your "*Scuttlebutt Corner*" in the Christmas issue of **THE BLURB** (**THE Priceless BLURB**) does not indicate how my good wife Marlies "did her shoulder in". The article implied two activities, motorcycling and shopping in Germany.

Let it be known that neither she nor I dropped the bike and in fact she wiped out on a store display while shopping in Germany. All this after have done a 3000 km motorcycle ride through Scotland.

Based on my experience it is considerable more dangerous to shop than to motorcycle. (I hope I can still say this 20 years from now!!!)

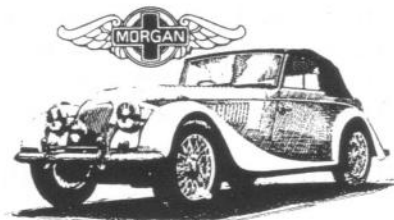
Alan Sands



I do concur! Thanks for the clarification, Al! Keep the feedback coming as I love to hear from the folks out there -- especially from "ABS"....



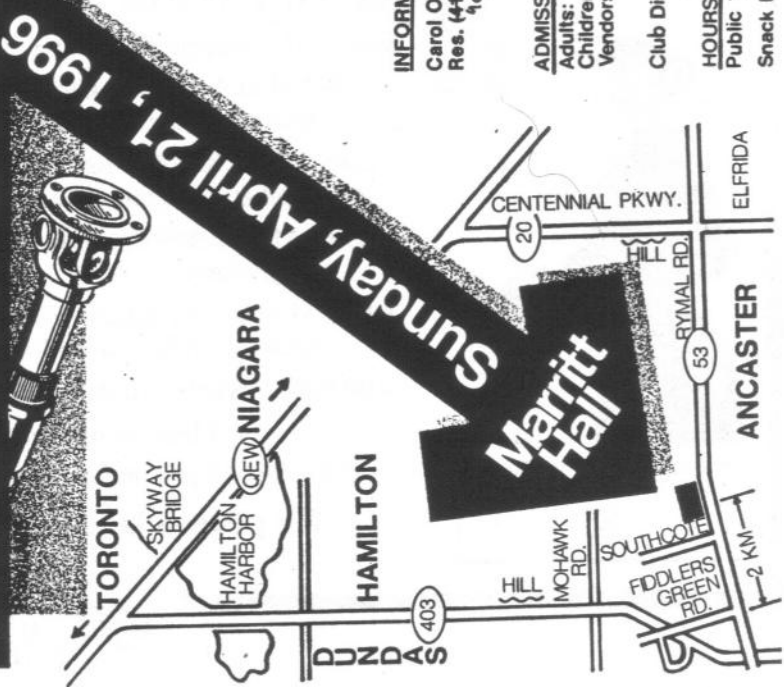
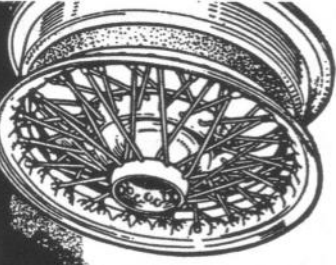
V. Dale-Johnson photo



Vern Dale-Johnson (far left) with Australian Morganites. Story Page 19 (or thereabouts).



ancaster british sports car flea market & car show



Sunday, April 21, 1996

INFORMATION:

- Carol Ouellette
Res. (416) 957-2428
- 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



British Car Toy Run

THE MORGAN SPORTS CAR CLUB OF CANADA

SUNDAY, SEPTEMBER 29, 1996

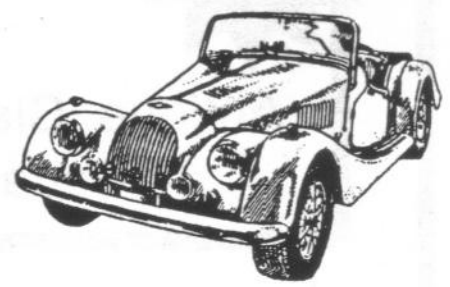
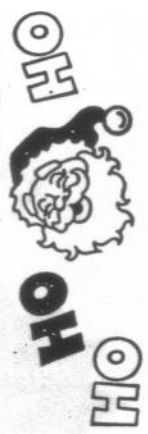
The British are coming, the British are coming – the British are back....

Join the Morgan Sports Car Club of Canada as they host the 2nd annual "BRITISH CAR TOY RUN", Sunday September 29, 1996 in support of Jimmy Lomax's "OPERATION SANTA CLAUS".

Entry is limited to British cars. Start of the drive will be the Mohawk Inn in Campbellville; destination an exhibition at the Mapleview Centre in Burlington. Activities get underway about noon and finish with a chili bash hosted by the Morgan Sports Car Club. Dash plaques awarded to all entrants; trophies for Santa Choice(s); 50:50 draw, and more.....

Since 1958, "OPERATION SANTA CLAUS" has been helping people have a merrier Christmas. For his years of voluntary dedication, Jimmy Lomax has received many awards including the Order of Canada. All entrants are encouraged to bring donations of toys and small items for kids from 1 to 101.

For further information phone Lynn or Fred Kuzyk (905-336-0251).



Father's Day

Sunday
June 16, 1996
Rain or shine!



Much More Than a Car Show!

9th Annual Antique, Classic, & Modified Car and Truck Show Cedarvale Park, Georgetown, Ontario

1996 Media Sponsor
1050 chum
great fun! great oldies!



1996 Patrons



1996 Official Suppliers



Featuring

Sunday, June 16, 1996 - The action starts at 7:30AM - Breakfast - Tim Hortons or Pancakes and Sausage. Then see all the vehicles, the period costume and vehicle judging, and entertainment - a great Father's Day!

- 7:30 AM - Gates open to the public and exhibitors
- 7:30 AM to 11:00 AM - Registration of all show vehicles
- 7:30 AM to 10:30 AM - Tim Hortons' breakfast (free to all exhibitors)
- 8:30 AM to 11:30 AM - Pancake and sausage breakfast
- 9:00 AM - Judging of all entered vehicles starts
- 10:00 AM to 4:00 PM - Children's corner featuring 'car' colouring, special children's entertainment, face painting and other activities.
- 11:00 AM - 4:00 PM - Remote control car racing - come and try your hand at this exciting event.
- 11:30 AM to 4:00 PM - Entertainment, featuring a variety of acts and entertainers.
- 1:00 PM - Period Costume Display and Fashion Show - The best period costumes will be awarded special prizes.
- 4:00 PM - Awards will be presented to the best cars in the show.

The best deal in town, just \$6.00 per person!

Children 12 and under are free when accompanied by an adult.

All proceeds to the Canadian Cancer Society



CANADIAN CANCER SOCIETY
SOCIÉTÉ CANADIENNE DU CANCER





CAC Registration No.

Year Make Model Judged

	Vehicle 1				Yes/No
	Vehicle 2				Yes/No
	Vehicle 3				Yes/No

CAC Receipt No.

Telephone (Res.)

Telephone (Bus.)

Name
Company/Sponsor
Address
City, Prov., Postal Code

Make name and address corrections above

My cheque for \$_____ (\$25.00 per vehicle entered plus an additional voluntary contribution of \$_____) is enclosed. I or one of my party will be wearing a period costume [Yes / No]. We will enter the costume judging contest [Yes / No]. Please make all cheques and money orders payable to the **Canadian Cancer Society**.



Send your entry form now to: **Classics Against Cancer, 10 Oak Ridge Drive**
Georgetown, ON L7G 5G6. Phone 905-877-7239 for more information.

Join One of Canada's Largest Outdoor Auto Shows! Classics Against Cancer

The Show: Dedicated to raising funds for the benefit of the Canadian Cancer Society, it is a spectacular public exhibition, held on the scenic lawns of Cedarvale Park in beautiful downtown Georgetown.

The Vehicles: Antique and Classic Road Cars, Modern Exotic and High Performance Automobiles, Race Cars, Kit Cars, Trucks, Military Vehicles and Modified Cars. Open to any road or race vehicle built in 1976 or earlier. Classics Against Cancer is an excellent opportunity for networking while supporting a very important cause.

Period Costumes: We encourage exhibitors to wear costumes that would have been worn during the production period of their vehicle. Prizes will be awarded for the best costumes.

Show Entry: \$25.00 per vehicle which includes judging, awards, photo, goody bag, and breakfast! A tax receipt will be issued. Entries will be accepted on the day of the show but the first 100 entries received prior to the show qualify for a special draw!

Registration opens at 7:30 AM and closes at 11:00 AM. Judging begins at 9:00 AM.
Awards are presented at 4:00 PM. The gates are open to the public from 7:30 AM to 4:00 PM.

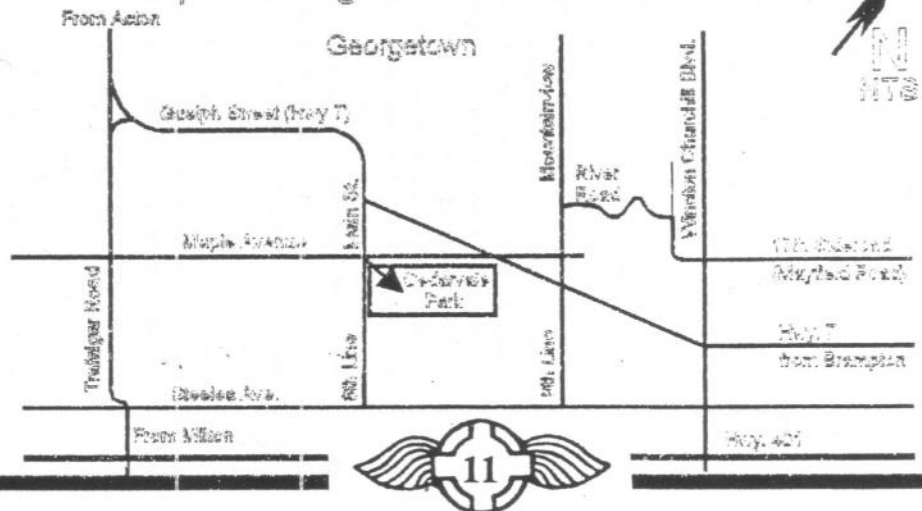
Judging and Awards

1st, 2nd, and 3rd prizes in each class. Due to space limitations, registration must be refused to vehicles newer than 1976. Vehicles not meeting our standards will be refused admittance.

Classes with Name, Years From To

- | | | | |
|----|------------------------------|-----------|------|
| 1 | Production and Classics | 1890 | 1930 |
| 2 | Pre-War Production | 1931 | 1945 |
| 3 | Production Vehicles | 1946 | 1954 |
| 4 | Production Vehicles | 1955 | 1956 |
| 5 | Production Vehicles | 1957 | 1959 |
| 6 | Production Vehicles | 1960 | 1963 |
| 7 | Production Vehicles | 1964 | 1964 |
| 8 | Production Vehicles | 1965 | 1966 |
| 9 | Production Vehicles | 1967 | 1968 |
| 10 | Production Vehicles | 1969 | 1970 |
| 11 | Production Vehicles | 1971 | 1976 |
| 12 | Imported Vehicles | 1900 | 1967 |
| 13 | Imported Vehicles | 1968 | 1976 |
| 14 | Mustangs | 1964 | 1976 |
| 15 | Factory High Performance | 1957 | 1967 |
| 16 | Factory High Performance | 1968 | 1976 |
| 17 | Corvettes | 1953 | 1976 |
| 18 | Commercial Vehicles & Trucks | 1890 | 1976 |
| 19 | Rods and Fat Fenders | 1890 | 1949 |
| 20 | Street Machines | 1950 | 1959 |
| 21 | Kit & Hand Crafted Vehicles | all years | |

Map to Georgetown's Cedarvale Park



TECH TIPS: Cooling Off:

In which Freightliner Truck Manufacturer's engineers take a hard look at the Morgan ... and Dwight Smith of Northwest Morgan Group draws some conclusions that might just make your summer a bit happier!

For many Morgan owners, the first stop after filling the radiator on a warm summer's day results in an annoying and embarrassing flood of hot, steaming coolant pouring out the overflow tube and on to the ground. By all the physical signs, the car is overheating, and it may well be. However, at the request of the Northwest Morgans Owners Group, Freightliner truck manufacturer took a diagnostic look at a Morgan and came up with some most interesting findings.

Freightliner builds its large semi-, over-the-road trucks in Portland, Oregon, trucks made to withstand something like a million miles of the hardest year-round driving possible, while pulling a 70 M cargo. Their cooling systems must be able to stand up to the extreme heat of a desert and then, two days later, cope with the ice and snow of the frozen north. Presumably, Freightliner engineers know a bit about engines and their cooling systems!

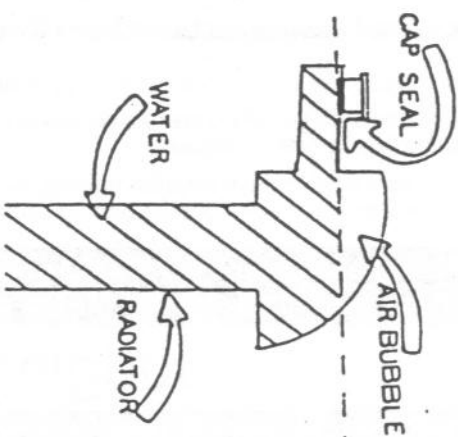
At the request of a MOG NW member who worked there, the engineers took a closer look at a '72 Plus B, analysing the radiator size, number of tubes and vanes and the system capacity. Most important, they also studied just how air flows through the radiator and engine compartment when the car is on the road. Surprisingly, their first conclusion was that the radiator, while not excessively large, was big enough to cool the engine, if working properly. This conclusion is backed up by another MOG NW member who has been building radiators for the last twenty years, even though most Morgan owners

think first of reworking their radiator and increasing its capacity as the first remedy to overheating to attempt! But if in fact the radiator's capacity is sufficient, what is the problem?

Freightliner's conclusion is that there are two problems with the Morgan cooling system. And, if you can tackle the comparatively simple work yourself, it shouldn't cost you much more than \$20 to lick them! The problems? (1) The inability of air to flow smoothly in sufficient quantity through the radiator when the car is travelling (which would account for the perplexing habit of the Morgan to cool off when idling in traffic and then to heat up on the road when it should be cooling off). (2) The inability of trapped air to escape from the radiator.

Let's look at problem #2, the trapping of air in the radiator, first. Take a close look at your radiator from the side, as it is in place in your car. If you have a level, use it to see for yourself how the radiator shapes up. Note first that the radiator cap has a rubber gasket on the bottom and that it fits down about 1/2 inches into the neck of the radiator filler. The level of water in the radiator will be right at the level at which this gasket seals. Now, use your level or another straight edge to draw a line parallel with the ground, from the bottom of this gasket seat across the radiator top tank. Not all Mogs are the same, a bit of news which will astonish you, I'm sure, but if yours is typical, there will be a 1 or 2 inch space above the water level at the top of the tank. This area, unless you found a way to stand on its grille, rather

inconvenient at the gas station, will never fill with water, but will remain a trapped



bubble of air.

Since air expands faster than water, as your engine warms up, this air bubble will pressurise and inevitably displace some of the water below it in the radiator. When you stop, the last bit of engine heat rises quickly into the radiator. Its temperature will quickly rise, the air will expand further, and up to a pint of coolant blows out the overflow tube like Old Faithful. Nature here is working the same way as does an Espresso coffee maker, but not at the time you want it to and against the efficiency of the system.

The cure is quite simple. Fit a recovery bottle. (Most auto supply stores carry them, and a particularly compact one is carried by Volvo parts dealers, about the size and shape of a thermos bottle, an important consideration in the crowded engine compartment of a Morgan. Simply mount the plastic recovery bottle to the engine compartment wall and run the overflow tube (which is attached to an outlet next to the filler neck and runs down

along the side of the radiator) to the inlet/outlet at the bottom of the bottle. You most likely will have to replace the rubber tube with one of the same diameter but longer, in order to reach to where you have mounted the bottle.

You now fill the system through the recovery bottle, the cap on the original filler opening remains in place at all times. You have created a sealed cooling system, which many contemporary cars are now fitted with. If you have trouble fitting the right cap for such a sealed system, any cap will do if fitted with an additional rubber gasket on its inside edge where it seals on the mouth of the filler opening. Radiator shops can supply such a gasket. Do not exceed a 4 pound pressure cap: with more pressure than that, Morgan radiators will spring a leak. Be sure also to buy a cap for the recovery bottle, and remember, it is through this opening that you fill your system with coolant).

Not only will this addition increase your system's capacity by the capacity of the recovery bottle, it will also allow the system to eliminate that trapped air bubble that was causing your overflow problems. Now when the engine heats up, the air will expand and be forced through the tube into the recovery bottle, where sufficient space is left for it to fill. After two or three trips in the car, water will have replaced the air in the radiator top tank, effectively making your system's capacity one pint larger. (You have eliminated the annoying run off, sealed the system to prevent the almost constant loss of coolant and increased the system's capacity and hence efficiency, all at the expenditure of comparatively little time and money).

(FROM 'OH MOG: THE MAGAZINE OF THE OHIO MORGANS OWNERS GROUP).

WELCOME

THE FINISH LINE OF THE GREAT NORTH AMERICAN RACE



SATURDAY, JUNE 29, 1996

BLOOR-YORKVILLE AREA, DOWNTOWN TORONTO

Join the Shine Time North America Car Show and welcome more than 100 historic automobiles as they roar into Toronto at the Finish Line of the Great North American Race, a more than 4,000-mile trip from Seattle, Washington, to Toronto, Canada.

Register for this unique gathering of collector cars and vehicles in southern Ontario:

☞ All pre-1976 collector vehicles are invited, including vintage, classic, commercial, fire engines, hot rods, motorcycles etc.

☞ Registration 9 a.m. - 11 a.m.; Car Show 11 a.m. - 4 p.m.

☞ Feature marque - the Cars of Canada (any vehicle built in Canada prior to 1943).

☞ Held on closed streets in one of Canada's foremost shopping districts, prestigious Bloor-Yorkville, in the heart of downtown Toronto.

☞ Live entertainment and other Finish Line celebrations alongside the Car Show, all afternoon.

☞ Awards for show cars and draw prizes for show participants.

☞ All pre-registered vehicle participants will receive a free lunch.



Name _____
Address _____
Vehicle (Year, Make, Model) _____

application form

Please if your vehicle is made in Canada

Pre-registration entry fee: \$10 (prior to April 1) - \$20 (prior to June 1)
Late registration and on the day: \$25
Feature marque - NO CHARGE

Registration is limited to 250 vehicles. Refunds will be issued to vehicles not accepted by the organizers because of space limitations.

Please make cheques payable to Bloor-Yorkville BIA.
Mail registrations to: Bloor-Yorkville Business Improvement Area
55 Bloor Street West, Suite 220, Toronto, Ontario M4W 1A5
Telephone (416) 922-4211 • Fax (416) 928-2034

The organizers will invite a representative selection of vehicles for inclusion in the event. Vehicles need not be in restored condition for consideration.



Dear Old Car Enthusiasts:

Last year Toronto was the first overnight stop of the inaugural Great North American Race. In connection with this event, the first Shine Time North America Car Show was held in the Village of Bloor-Yorkville. This event was extremely successful and enjoyed by tens of thousands of people.

This year, the Great North American Race will take place from June 16-29, 1996 running from Seattle, Washington to Toronto, Canada. The exciting finish will be in historic Bloor-Yorkville in the heart of downtown Toronto. Once again, an antique car show will welcome the race finishers to Toronto.

This unique car show will take place from 11:00 a.m. - 4:00 p.m. on Saturday, June 29th with registration beginning at 9:00 a.m. The feature marque for this year's event is the Cars of Canada, including any Canadian built vehicle prior to 1943. A special display area will be assigned for the feature marque. Please note that free trailer parking will be available if requested.

Registration is limited to 250 vehicles, including all makes and models up to 1976, and we expect that this year's event will be completely pre-registered by late Spring. Also, please note that all pre-registered vehicle participants will be provided with a free lunch.

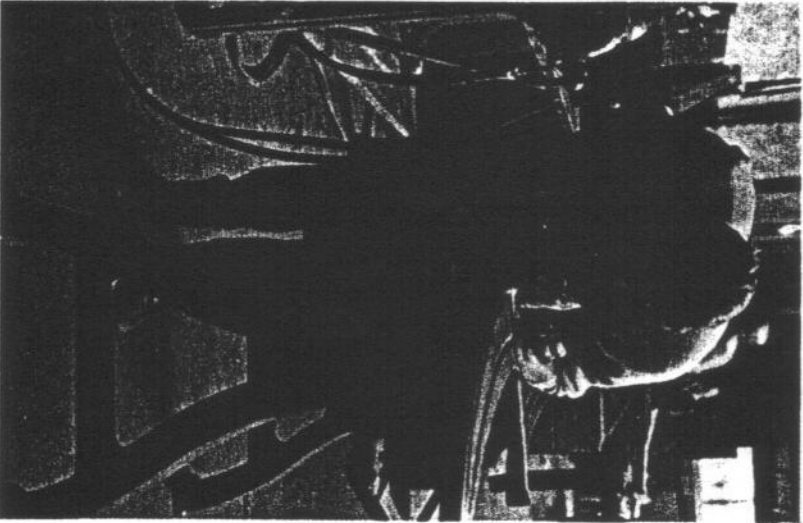
Please refer to the attached registration form for more details. Photocopies are accepted and we would appreciate you making this information available to your members.

We look forward to seeing you at the finish line.

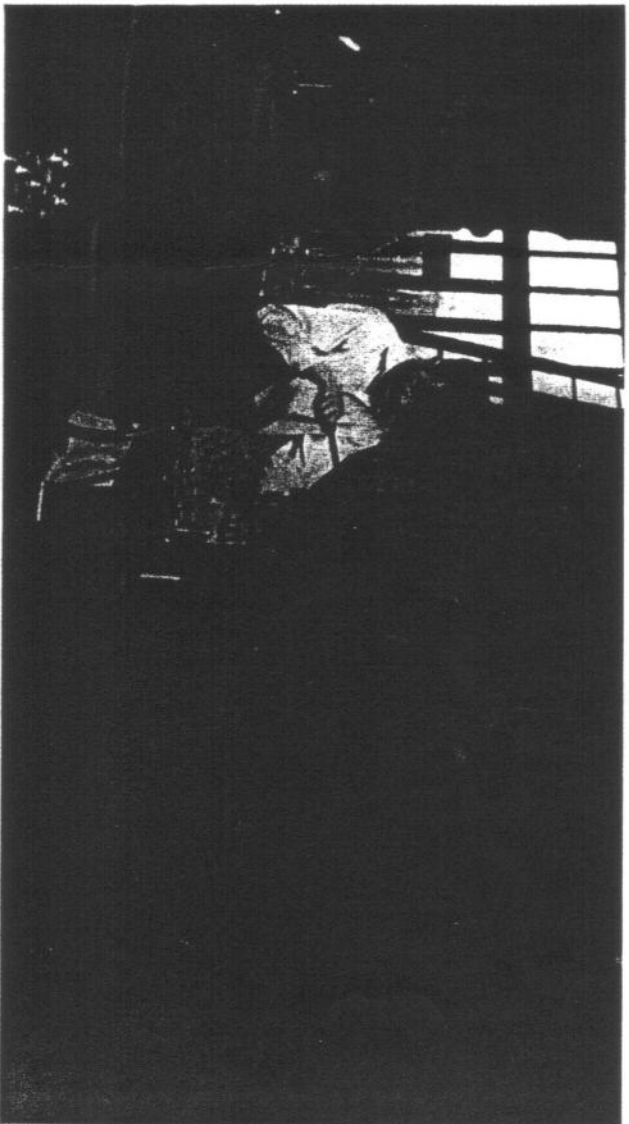
Sincerely,

Ed Moody
Coordinator, Shine Time





2ND INSTALLMENT OF "30 YEARS AGO...." AQ VOL 5 #2, 1966.
(Stay tuned for the exciting conclusion in the next BLURB).



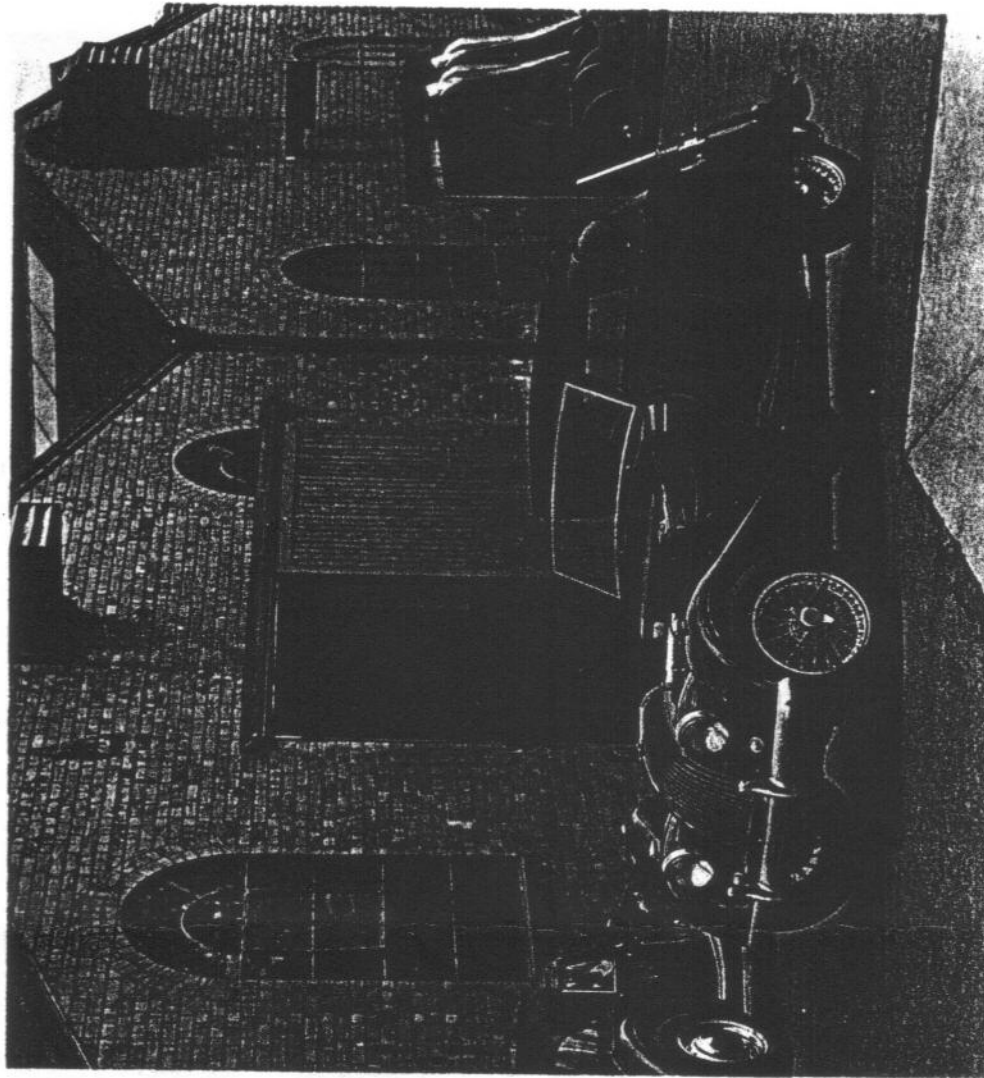
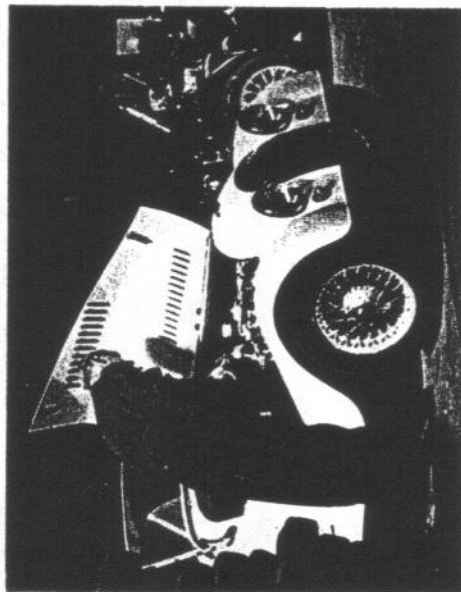
Enough new recruits are standing in line, but not too many.

While most Morgan components are made by Morgan, a small maker in Peter Morgan's position is obviously more beholden to his suppliers than he'd like to be. If a virtual monopolist like Lucas ran into long-lasting labor troubles, for instance, Morgan would not know where to turn for his batteries. In the engine context, on the other hand, he's luckier; in a pinch, if the flow of TR-4A clockwork dried up on him, he could at least survive awhile making only Ford-powered 4/4's.

Told in any detail, the story of the Morgan trike would fill a book. Several books in fact. Here, unfortunately there is only room for an outline.

H. F. S. Morgan trained in his youth as a railway engineer but, deciding that his true *métier* lay elsewhere, opened a small garage business at Malvern in 1906. Two years later he bought a small two-cylinder Peugeot engine, planning to build a motorcycle around it, but he changed his mind and ran up a single-seater trike instead. Inspecting it, friends geewhizzed so gratifyingly that H.F.S. began to think he had a commercial proposition on his hands and built a potential production variant.





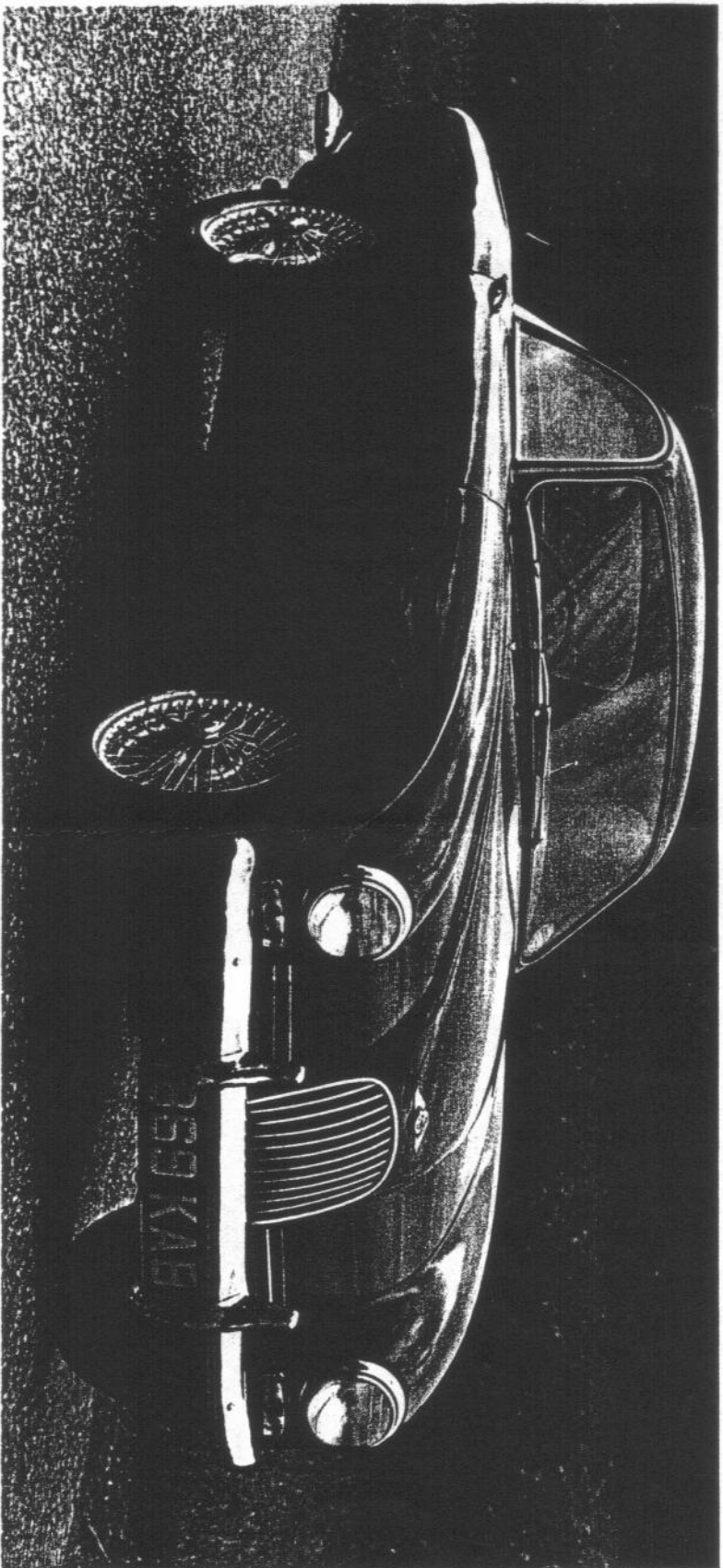
Mog had a good power/weight ratio, and its possibilities as a fun car were quickly apparent. H.F.S. himself drew attention to them by entering himself in assorted competitions and attacking speed records at the old Brooklands track.

A historic photograph, used originally as a cover picture by *The Light Car & Cyclecar* magazine and exhibited to this day in the waiting room at Malvern, depicts H.F.S. at Brooklands in 1912 at the wheel of a *monoposto* trike with which he packed a decimal less than sixty miles into one hour. Bystanders include the Rev. Prebendary H. G. Morgan, wearing the only top hat ever seen in Brooklands precincts. H.F.S.'s sister

Dorothy also drove Mogs in competition and enjoyed considerable success.

All production Morgan three-wheelers from 1910 to 1933 had v-twin engines, variously air and water cooled, mostly of either 1000 or 1100 cc displacement. J.A.P. was the favorite make, but changes were rung on Blackburne, the Swiss M.A.G., Aczani and Matchless. When the Austin Seven was launched in the early Twenties, and came more or less directly into competition with the Morgan, the Seven with its four little cylinders felt so gutless by comparison with the Mog's two big ones that you could have imagined it had circular cams.

Morgan types that won fame on road and track were the pre-World



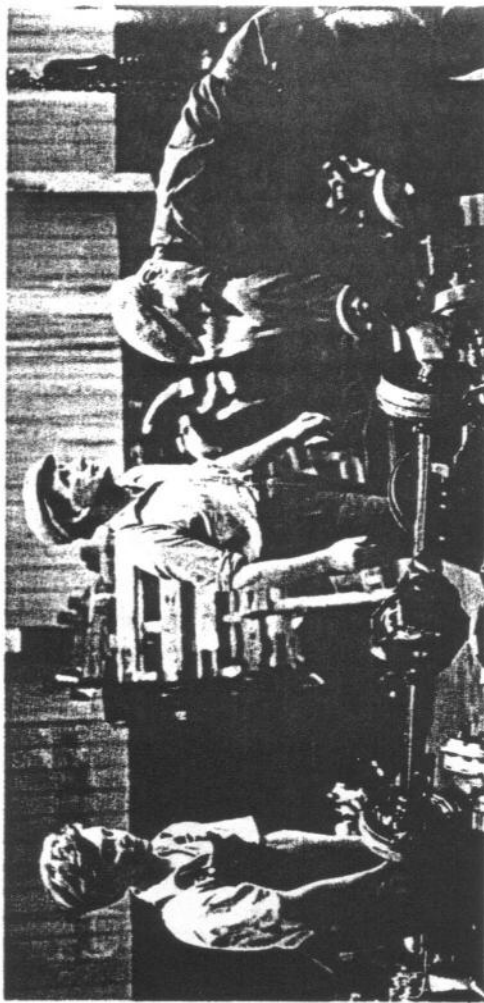
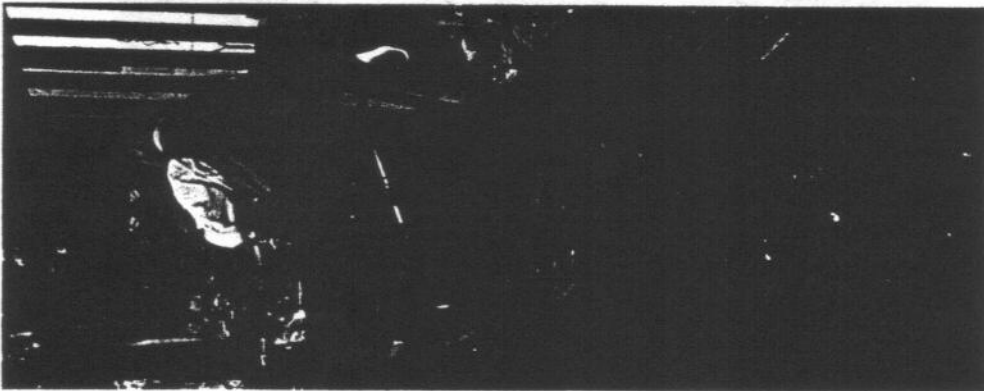
Morgan's latest, the Plus 4 Plus, is an enclosed two-seater coupé built of fiber glass on a strengthened Plus 4 chassis. It was introduced in 1964.

War I Grand Prix, named after the French GP for cyclecars, which a Mog won in 1913; the distinctive high-tailed Aero, postwar successor to the GP; and the duck-rumped Super Sports, basis of most of Morgan's famous racers and record breakers during the inter-wars period. It was in a streamlined variant of the Super Sports that a woman driver, Gwenda Hawkes, averaged 101 mph for an hour at Montlhéry, France, in 1930. The French, too, were making sporting trikes at this time, but they never saw which way the Mogs went.

With its very low build—your hand touched the ground when you dangled an arm overboard—the Super Sports was a remarkably stable little brute. To amuse their friends, practiced operators used to drive the thing around in circles in a state of equilibrium with the inside wheel a foot and a half off the ground. My own Super Sports, although it developed more rattles than a dog has fleas and was generally prone to the “pleasant vices” of its kind, gave me possibly more fun than anything on wheels that I’ve ever owned.

Common among these pleasant vices, until H.F.S. belatedly got around to fitting an ignition switch, was running away on full bore, usually downhill, because the cable-operated throttle had stuck open. This happened, *inter alia*, to a friend of mine, the late Henry Laird, a well-known Morgan competition driver, with whom, fortunately, another athletic male, Michael McEvoy, was riding as a passenger at the time. Henry’s blown 1100 J.A.P., with 70 bhp on tap, was the most powerful and probably the most expensive engine ever fitted to a Mog, so it was understandably reluctant to declutch on full noise and let it blow itself up. Correctly interpreting Laird’s pantomime (verbal instructions, even bawled ones, would have been inaudible), Mac did a rather brave thing. At 90 mph, he scrambled out over the stumpy hood and tweaked the spark plug leads off.

Though less civilized than some of the competition, the Morgan trike outsold all rivals and in the long run survived them. In his peak year, 1927, H.F.S. built 1,700 of his runabouts, as he called them. In toto, more than 40,000 were minted. Any Mog trike you bought today couldn’t



Front suspension was of the vertical-slider type inspired by the 1899 Decauville and still in use on every Morgan built. The back wheel was hung in a pivoted fork and sprung on quarter-elliptic springs. The steering was direct (that is, ungeared), "in effect a pair of circular handlebars," as somebody once put it. To comply with English regulations there had to be two brakes, but H.F.S. put them both on the back wheel. Throttle control was by a little lever mounted on one of the steering wheel spokes. You pulled it down to go straight ahead, and when you'd got some lock on, you had to remember to reverse its operation; otherwise you'd be up a tree in no time.

H. F. S. Morgan's doctrines, far from being fashioned to the changing hour, weren't even fashioned to the changing decade. It took him around thirteen years to introduce an accelerator pedal in place of that tricky lever; twenty-one years to admit that his two-chain transmission left something to be desired and substitute a three-speed-and-reverse gearbox; about twelve years to get some gearing (not much but some) into his steering, putting an epicyclic reduction box atop the column, Model T Ford style. . . .

Yet when all was said and done, and all the jokes were made, the Morgan trike was a wonderful machine in its way. It was supremely simple, very economical on fuel, the easiest thing imaginable to work on, strong despite its extreme lightness. Although a mass of sporting instincts himself, H.F.S. had intended the trike primarily as "cooking" transportation for artisan Britons who'd outgrown the unmanageable and weather-vulnerable motorcycle/sidecar combination but didn't, in the main, care too much about performance. Well, they got performance whether they wanted it or not. Even in its stodgier form, with a four-seat body, the

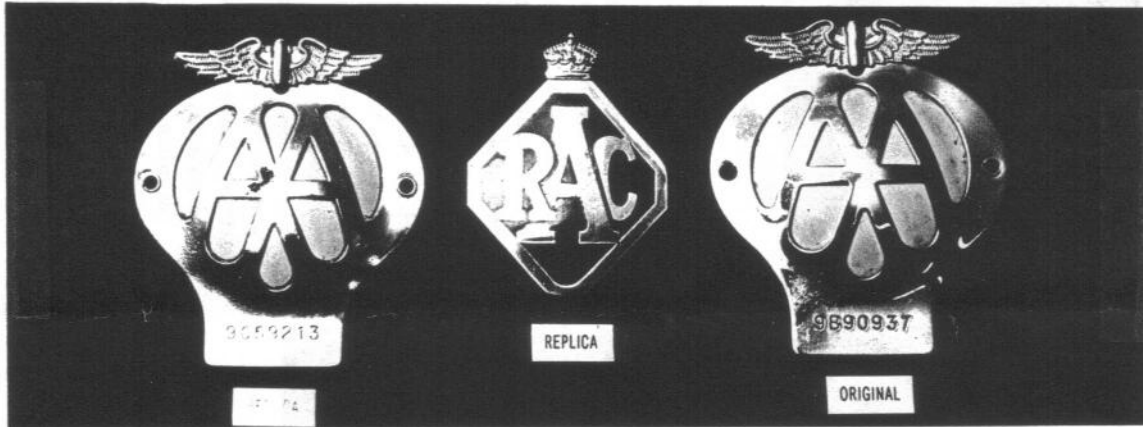
The basis of the machine was a frame comprising three tubular longitudinals, the center one doubling in the roles of backbone and torque tube. An air-cooled V-twin engine formed the warhead and was mated to a leather-faced cone clutch. Aft of this the power was conveyed rearward by an enclosed shaft to a bevel box and a countershaft with a sprocket on each end. The sprockets, of course, differed in size, giving different gearings according to which one the drive was routed through to corresponding sprockets on opposing sides of the single back wheel. For shifting gears, a long lever on the outside of the body actuated naked dogs. To reverse, you got out and pushed.

Editors Notes:

Dues: First, for those of you who haven't paid your dues for 1996 (or 1995 in some cases) and thought you were getting a bargain when the last **BLURB** arrived, the bargain is shortlived. Those who haven't renewed (or whose renewal has not caught up with me yet) will find a letter, application form, and return address sticker to Jenny Beer. Please locate the cheque book and pay your dues now!

Correction: In the last **BLURB** I paid homage to previous editors of this newsletter -- my apologies, if I'd have checked further I'd not have omitted John Roden (1986) and John Collins (1987). Thanks to them, as well, for keeping Morganeers informed.

Badge info: For those who think a Morgan is undressed without an RAC or AA badge, Frank Scott, Apt 21 275 Water St S, St Marys Ontario N4X 1C5 phone 519-284-0824 has the answer -- original AA badges at C\$100, replica AA badges at C\$40 and replica RAC badges at C\$40. The photo he sent of the badges suggests these are top quality (except the original AA badges, these are all pre-61 vintage with their condition reflecting the bugs and stones they've collected). Frank can supply more details.



Oz-MOG: While on my regular sojourn "down under" over New Years, the **Sydney MOG** was kind enough to use my presence as an excuse for a run up the north coast. Now this is supposed to be the middle of summer (it rained 8 of the 10 days I was there). We set out for the Stamford Hotel in Ryde to meet the group for the tour traveling through torrential rains and at times "metre deep" rivers across the road (good thing we had b-in-l's Toyota 4wheel drive). On arrival there were two Morgans in the parking lot -- Colin Davidson with his 63 +4 and Bob and Bev Little in their 38 DHC (power supplied by a Nissan 1800 but otherwise very Morgan). Others straggled in in their tin-tops -- Stan Jodeikin, John and Katrina Coneybeare, Noel and Robyn Bryan (Pres), Peter Canavan (Treas), Kevin Wilkinson, John Hurst, Rudi Renkoret and we set off for Berowra Waters for lunch. The trip would have been magnificent in the sun as we wound down off the plateau to cross on a small ferry to the marina & restaurant. With the rain as a backdrop we enjoyed a good discussion of Morgans, Canada and Australia (with some MOG 95 and MOG96 discussion shoehorned in). As the afternoon progressed the weather fined-up enough for photos and a quick underbonnet look. Colin tempted the elements by lowering his hood for the run back to the southern shires. Thanks again to Stan and the group -- next year there has to be sunshine!

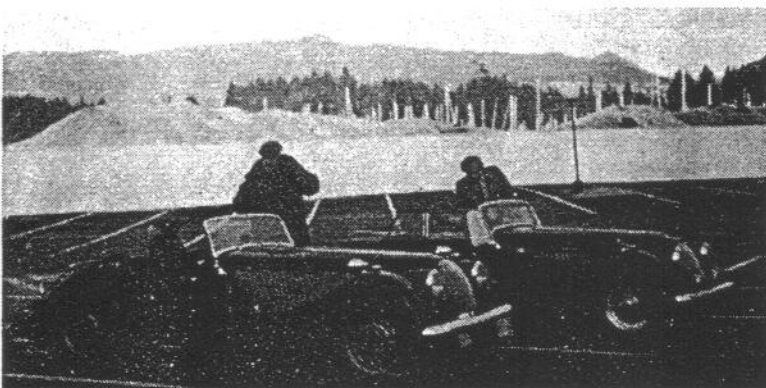
Notes from GoMoG. Greg Kaufman has taken over from Andrew Grant as Editor of *The Morganizer*. Spring 96 issue suggests this "registry" of owners wants to challenge the "old" HOG MOG group's claim to be "The Morgan Sports Car Club of Canada"! Well now that is an interesting idea! OK GoMoG, come this fall's nominations for executive positions we expect to see nominees from your group. Also from this issue is a note from Ed Burman on Morgan videos. "*The 1994 USA National Morgan Video*" covers events at MOG 24 in Charlottesville Virginia and the annual MOG West meeting in Cambria California. Second title is "*Morgan Three Wheeler Racing – Then and Now*" featuring Morgan trike racing at Sears Point and Laguna Seca -- tour lasts 48 minutes. Third title is "*Morgan, Morgans and More Morgans*" featuring happenings during the '88 and '89 Morgan Clubs of California events. Last is "*The Double Ruby Anniversary*" a video highlighting the 40th anniversary of the founding of the MSCC and the production of the Morgan +4. Each video costs US\$19.95 plus shipping and handling. Ed can be contacted at 613-839-3041.

From the West, where Morganeering doesn't stop for the winter comes material from Mike Powley. As he says "mostly local nonsense" but the following, extracted from *Old Autos* by Fred Kuzyk is very appropriate:

BOXING DAY: THE WEST COAST WAY

While we here in Eastern Canada are jockeying among the crowds at the malls via our "daily drivers", our sports cars already tucked away for the winter hiatus, car enthusiasts in Vancouver have other plans for Boxing Day. Instead of shopping, they're showing & parading! Close to 100 cars attended the event hosted by the Vancouver Vintage Car Club at the Western Bayshore hotel. A strong showing of Morgans included our member Ron Theroux of Surrey, BC. There was quite a mix of participants: from a Rolls-Royce to a 40's Fargo pick-up. The pick-up was dressed appropriately for the season, with a wreath on the grille & a small lamb along for the ride in the box! The parade took the entourage into downtown & Stanley Park. The parades have been going on for awhile and another will take place this season. The only requirements are that vehicles must be stock & at least 25 years old. Kudos go out to the Morganeers & others who attended. Wish our climate here was like Vancouver's on Boxing Day - sounds like fun!

Photo & Information courtesy of "Old Autos".



This pair of Morgans, owned by Ken and Pat Miles and Ron Theroux respectively was soon joined by many others. Behind them you see the new construction, soon to take over the parking lot.

reg. great for summer.
\$3750. 516 4141. 018 210747. 5
MORGAN PLUS 8
This 1969 Classic Roadster has been an Earls Court Car Show Vehicle and is finished in 2 tone green. A very original but fresh example. N.R.M.A. inspected. Could only be described as: in excellent condition with a full history. MOG969.
TRUE CLASSIC COLLECTABLE \$49,950
PHIL TUCKEY PRESTIGE CARS 829 2323 D.L. 14219
N.R.M.A. APPROVED DEALER
MORGAN Annex coupe. 92. char-

Sydney Morning Herald
Jan 3/96

Saturday, February 24, 1996

MORGAN + 8 (1971) Restored show winner, fast, reliable, beaut., extra. \$38,000 abs (604)641-8080

EVERY DAY IN
THE GLOBE AND MAIL 84047



Not all events are "fair weather". The NW MOG's Valentine's Day run sounds like a repeat of the run we had in Australia with the weather fining-up for a top down run around Seymour Mountain, Deep Cove and Indian Arm before stopping for a pub lunch and natter. Only direct quotes I will make from his notes are the following:

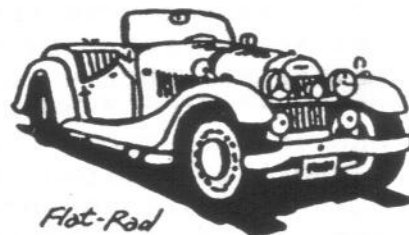
THE POT HOLDS COURT FOR THE APOSTLE FROM THE EAST

Yes, the burdens of office reach far across the country with a delegation (of one) arriving at the mini palace in the form of VERN DALE-JOHNSON from the MORGAN SPORTS CAR CLUB OF CANADA, VERN has a standing invitation to visit with us when he is in town so this was great fun for us. The eastern club is most interested in forming a close relationship with our group and this is great for all MORGAN OWNERS as we can expand our influence and have safe houses on travels of much greater range than ever. VERN has now joined our Club and in retaliation has asked me to be the east coast rep for the CANADIAN group - hopefully liaison of the social kind will blossom in the new season and on our eastern trip this summer we hope to visit an event or two in the region..

SPEAKING OF LIAISON WITH THE EAST - MORE APOSTLING??

The week after, the POT gets this great call from Winn Sharples of CANTAB MOTORS - no not about an overdue payment! - but Winn is working with a group to develop a MORGAN TRIVIAL PURSUIT GAME - we tried on some question for the PACIFIC NORTH WEST and more development and input from any members would be welcome by Win to write or call as follows ...

WIN SHARPLES
c/o CANTAB MOTORS
R.R. #1, BOX 537 A
Round Hill, Virginia
U.S.A., 22141
... or call or fax
call - (703) 554-2211



Winn also claims the greatest badge collection ever with over 225 species in captivity - NOTE THAT WELLINGTON and RUSSELL! We will keep all posted on the development of the game - but please fell free to contribute.

More Foreign News: The Morgan Sports Car Club of Spain has been in existence for only a year. Jaime J. Ben-Nacer Gonzalez their "Presidente" sent us through a letter of introduction in Spanish along with the drawing on the front of this issue of "THE BLURB". Roughly the letter invites all Morganeers to contact them if travelling to Spain and if possible to join them at one of their noggin & natters, dinners, car shows. He goes on to describe a limited series of scuptures of Morgans (but offers no pricing information). Also he enclosed a line-drawing of their new badge and we think the Spanish suggests this will cost about US\$78 for those who might be interested.



MORGAN SPORTS CAR CLUB ESPAÑA
Francisco de Mora, 13 Ch. 4 • El Escorial
28280 Madrid (España)
Telf.: (91) 446 91 95 • Fax.: (91) 448 17 83



Membership Renewal:

Name: _____
Spouse: _____
Address: _____

Home: ____/____/____ Business: ____/____/____
Fax: ____/____/____

Morgan(s) owned:

Model: _____ Year: _____ SN: _____ Colour(s): _____
Model: _____ Year: _____ SN: _____ Colour(s): _____
Model: _____ Year: _____ SN: _____ Colour(s): _____
Model: _____ Year: _____ SN: _____ Colour(s): _____



Order your MSCCC badge today!

Membership fee \$20.00 for the year: _____ (Payable January 1 of each year)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 39 Guest St, Brampton, Ontario, Canada, L6W 1T7

CO-PRESIDENTS, REGALIA & EVENTS:

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905-336-0251

TREASURER:

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Dr Francis (Art)
Sharpenwessel
Teching Temple
Teching, Tibet (for now)
Phone: none
Duties: depends
Fax: not a hope!