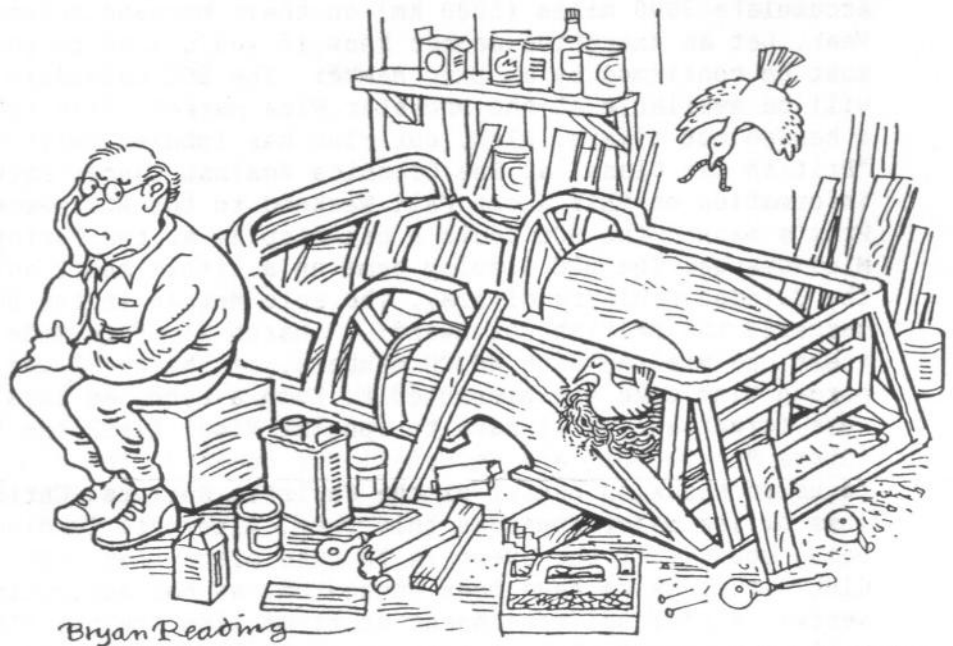




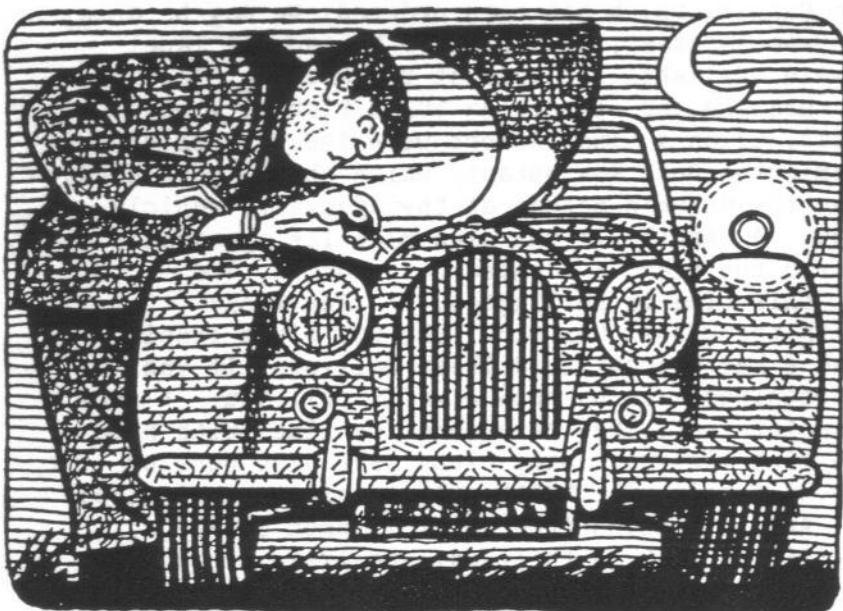
3-96

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Bryan Reading



Bryan Reading

Are you still....

... or showing other signs of
winter procrastination?

thanks to *Miscellany*

87 Porsche 911 Carrera, Triple Black, 109K kms., mint, books, \$32,000. Call days 962-3804, evgs. 781-2249.

86 (Reg' 87) Morgan 4/4, Royal on Tan, 11,000 kms., mint, \$32,900. Call 463-5923.

79 MGB LTD ED Cert. blk 2 tops, mags, OD, CD. Exc. cond. Asking \$8,000. Must sell. Ed 929-2449/921-3887

THE CO-PREZ SEZ



Motoring season is upon us!

NOTE: THE "SPRING FLING" WEEKEND HAS BEEN RELOCATED TO BARRIE, DUE TO CONCERNS OVER THE WATER QUALITY IN COLLINGWOOD.

THE HOTEL IS NOW THE VENTURE INN (BAYFIELD & 400, BARRIE). CALL (800) 387-3933, ASK FOR THE BARRIE HOTEL & MENTION "THE MG CLUB MEET" TO RECEIVE THE \$63/NIGHT RATE. IF YOU HAVE ALREADY BOOKED AT THE BEST WESTERN COLLINGWOOD, PLEASE CALL & CANCEL AT (705) 444-2144. THE ORGANIZERS APOLOGIZE FOR THE INCONVENIENCE. * Welcome to the new members that have joined recently: Brian Davidson, ON; John Fellows, AB; Tony Lant, ON; Bud Muzzatti, ON; Roy & Mavis Spence, ON; Chris & Susan Considine, BC. Many thanks to all the "Old Guard" members who have renewed again for 1996! * 1997 marks the 30th year anniversary of continuous Morganeering for our club. Anyone have ideas on how we could celebrate? A group trip to the Maritimes? A link-up out West? Let's hear some! * On February 17, the British Car Council meeting took place. The BCC has initiated a "Long Distance Award" this season. Dash plaques will be awarded to club members who accumulate 3000 miles (5000 km) on their Morgans between April 1 and November 1 this year. Let an Executive member know if you'd like to participate, as odometer readings must be confirmed by an Exec Member. The BCC Calendars & Peace Of Mind Service Guides will be available at the Ancaster Flea Market. Fred spoke about the British Car Toy Run & handed out flyers. Also, our club has lobbied (with V-Prez Vern's help) for a "British Car Class" at The Classics Against Cancer Show. Our club has mailed information on this & our Fall Weekend to the BCC member clubs. * March 10th the Prez's manned the BCC booth & car display at the Performance World Car Show in Mississauga. The BCC display came up a little short as the Best Club Display went to the Caledon Cruisers display. The sole Morgan in the BCC display, Martin Beer's trike, garnered the British Car Award! * March 28, Vern made a pilgrimage to Ottawa & while there, he visited with MSCCC members. * March 31 was our most recent Club Brunch. A Morgan Wing cake was presented to Hugh & Lynn, as this date was their birthday. Cameras were forgotten. We'll have to appoint Nigel Birch the "Morgan Public Eye", so that all future "photo ops" are recorded! Our guest at the gathering was Ron Faithfull, who came to us to speak on behalf of the Christie Sprints. Christie has suffered a blow with the loss of its major sponsors this year. Alternate funding, support or ideas from clubs is being sought, if the event is to take place this year. The BCC has not offered help. Club ticket sales have been suggested, as has soliciting support from the Hamilton-Wentworth regional government or firms like Stelco, etc. For a small club, we have been well represented there - both on & off the track - all three years. If someone has ideas or can help, fax Jamie Ford (905) 849-6345. A "go ahead" was given at this meeting for the over-due new MSCCC Club Banner, which has been ordered. We may be able to "run it up the flag pole & see if anyone salutes", at Ancaster! Morgan car lapel pins, courtesy of Al & Marlies Sands, were available for sale at the meeting. They all but sold out! Thanks guys! Nigel did a smashing job of selling 50/50 tickets & the lucky winner of \$29 was Audrey Beer. Also, Brian & Linda Rumohr were the winners of a complimentary brunch voucher at the Leamington Dock Restaurant, which should come handy at our run down there. * April 20, saw the Kuzyk's Morgan at the Specialty Vehicle Association of Ontario's General Meeting. * April 21: the club made its appearance at the Ancaster Flea Market, while we "showed the flag" & flogged our regalia. The customary noqqin took place afterwards, this time in Burlington. * For those Morganeers who also are "Closeteers" with the Closet Car Club: the CCC finds itself getting far too organized for its liking & has discontinued their mailings. If you would like to keep apprised of their happenings, let us know & we'll call you. * Now you can "surf" the Morgan Factory on the Internet! They have gone "on line" with home pages that feature pictures, history, & club listings. Many clubs have also gone on line, including the British Saloon Club of Canada. The MSCCC will remain technological dinosaurs, at least for the moment! * Anyone wishing free MG or Triumph catalogs, call the Roadster Factory at (800) 678-8764, to get on their mailing list. * Work on the club's photo album & scrapbook is continuing but it shouldn't be long. * UPCOMING EVENTS: MSCCC Mystery Run & Wine Tour May 19, MSCCC Leamington Run June 1-2, MSCCC Escarpment Run June 9, MSCCC Upper Canada Brewery Tour June 15, MSCCC Bramton Flying Club Meet July 6-7, Vern is putting together a meet in Eastern Ontario on July 13. Lots of other events happening. Check the schedule & mark your calendars!

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SCHEDULED EVENTS FOR (REST OF) 1996:

- May 18 *The Van dusen All Brits, Vancouver.*
- May 19 *Mystery Run and Brunch "On the Twenty", Toronto.*
- May 24~26 *Spring Fling Weekend, Barrie Ontario with MG & Triumph Clubs*
- Jun 1-2 *MSCCC Toronto Leamington Day Trip (see enclosed).*
- Jun 9 *MSCCC Toronto Escarpment Run 2, Ancaster (see enclosed).*
- Jun 8 *London Ontario British Car Show, all marques.*
- Jun 15 *Upper Canada Brewery tour, noggin & natter (see enclosed).*
- 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 area.*
- Jun 29 *"The Finish Line of the Great North American Race", Toronto.*
- Jun 29 *(or 22nd) "Scottish Games", Vancouver area (see below).*
- Jul 1 *Race Day @ Mosport (Lotus Club), Toronto.*
- Jul 4-7 *MOG 26, MCC-DC Harper's Ferry, West Virginia (see below).*
- Jul 6~7 *MSCCC Toronto participation in Brampton Flying Club meet (see enclosed).*
- Jul 13 *MSCCC Toronto and GoMoG, Ottawa MOG BBQ, Belleville's ~~Zwick~~ Park. TBA*
- Jul 14 *Carriage Classics, Caledon Ontario (see enclosed).*
- Jul 18~22 *MOG 96, Himley Park, England.*
- Aug 10 *MSCCC "Sands Hill Climb & Party", Hockley Valley, Toronto.*
- Aug ?? *MSCCC Toronto Summer Rally.*
- Aug 11 *Kingston Ontario British Car Show (Note date change, one week earlier).*
- Aug 24~25 *Christie Sprints, Hamilton Ontario.*
- Aug 25 *Moggies on the Grass, GoMoG, Ottawa MOG.*
- Sep 6~8 *MSCCC Weekend Alliston, Ontario. Open to all marques (see enclosed).*
- 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.*
- Sep 29 *MSCCC Toronto 2nd Annual British Car Toy Run, Burlington.*
- Oct 6 *GoMoG Fall Tour, Ottawa Valley.*
- Oct 27 *MSCCC Toronto Halloween Mystery Run.*
- Oct 27 *The Halloween Tour, MOG NW, Vancouver.*
- Nov 03 *MSCCC Toronto Pub Brunch (location TBA).*
- Nov 23 *Scorpion Time Again Tour, MOG NW, Vancouver.*
- 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.*

✓ First, see Co-Prez Sez. The location has changed for the **May 24-26 "Spring Fling"**. Event location has been changed to **Barrie from Collingwood** due to water quality concerns. Those who want to convoy call Lynn Kuzyk at 905-336-0251, will leave about 11:00 am from the Burlington area.

✓ A reminder -- **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*



7889) and he'll fax you a form (or use the facsimile in the last issue). Join us for a "natter & noggin" the day before (June 15) at the **Upper Canada Brewery** thanks to member Oliver Dawson -- **11:30 at 2 Atlantic Ave in Toronto.**

✓ **MOG 26** -- At **Cliffside Inn**, 1 mile west of historic **Harpers Ferry**. Call **304-535-6302** for **reservations**. Arrive Wed (July 3) for the welcome noggin evening, depart Sunday (July 7) after the awards and farewell luncheon. Package price for the 4 nights is US\$308/couple. A three night package is US\$259/couple. Registration available from **Dave Childress, MOG 26 Meet Chairman 804-285-5541** (or call V. Dale-Johnson or A. Beer for details). A "Moggin of Morgans" will leave from the Toronto **July 2**, with a stopover midway down (similar on the way back arriving **July 8**). Those who want to join the convoy at the stopover (ie, coming from other locations) call Audrey or Vern and we'll ensure you get the route and stopover details.

✓ **July 13 BBQ** will be held in **Belleville Ontario's Zwick Park**. ~~This is located off highway 2 at the exit for Prince Edward County just under the cantilever bridge.~~ Morganeers from Ottawa through to Cambridge/Waterloo can reach this location within 3 hours driving (under 200km from Metro Toronto for you city slickers). Plan to arrive late morning and depart late afternoon/early evening. Details are available from Vern Dale-Johnson (416-530-4599) or Greg Kaufman (613-832-3620). Bring your BBQ eats, frisbees and other fun items for an afternoon noggin and natter. The park has BBQ's, tables, and a children's play area. For those wanting to make a weekend of it, try the Day's Inn (613-962-4531) in downtown Belleville (\$74 double) or, near the 401 -- the Comfort Inn (613-966-7703, \$65 for up to 4 people/room), or Best Western (613-969-1112, \$77 double).

TBA -
CALL FOR
DETAILS!

✓ Those not wanting to go to MOG 26 can attend the **Brampton Flying Club 50th Anniversary** celebration on July 6-7. Jenny Beer is working to organize Morganeers (and others with classics) as part of the show. See flyer later in this **BLURB**. If it's missing call Jenny at 905-453-9304 (evenings) or 416-922-8860 (days).

✓ For those with an open **June 1-2 weekend (shouldn't be -- conflicts with our Lemington run see enclosed)**, The Victor New York MG Car Club & Lions Club are hosting the 25th Sports Car & Vintage Auto Festival, 10am to 5pm, Victor Central School (off route 96, exit 45 off the 490 thruway. Information: 716-234-0482.

Editors Notes:

OLBDII plate contest: Daughters #1 and #2 thought long and hard for an appropriate birthday gift for Dad's 50th. A vanity plate was the result. Now, me thinks, this is too good an opportunity to miss! I'll run a contest just to see if anyone out there really reads this stuff. Send in your entries -- what does OLBDII mean? First to guess wins either a GoMoG badge or next year's fees paid by yours truly. Contest closes Oct 31 and I may not repeat the offer! All guesses will be printed (perhaps with entrants names). e-mail vern_dj@msn.com.



Doug Price Award: On a more serious side, nominations for the *Doug Price Award* are now open. The criterion for the Award is "most enthusiastic member", recognizing contributions to the club. The judging is informal -- fill in a ballot (see below) and send to **Audrey Beer** (address on back page). Nominations will close the end of August with the award presented at the Morgan Fall Getaway. Note nominees/nominators can be from anywhere in Canada:



Morgan Sports Car Club Canada "Doug Price Award" Nomination:

I would like to nominate _____ for the Doug Price Award as the "most enthusiastic member" of the Morgan Sports Car Club of Canada because (print in 25 words or less...)

Your name: _____, Member of the MSCCC in good standing.

British Car Council & Specialty Vehicle Assn of Ontario: Two forms in this issue, the BCC form is a "long distance award" plaque for those who drive there classics. Timing starts April 1 (sorry, obtained forms too late for last BLURB) and closes November 1. Dash plaques are awarded to those who clock up 3000 miles or 5000 kilometers during the season. Get a club exec or someone who can vouch (sic!) for your honesty to sign the form. PS doesn't say you have to be a resident of Ontario, just a member of a BCCI club -- the MSCCC so let's see participation from across Canada.

The SVAO is primarily supported by Ontario Car Clubs. To ensure we are representing the collective position of our members we encourage you to complete and forward a copy of the enclosed survey to the SVAO directors (address on the form). The more input the get the better they will be able to represent our interests with governments so take a few moments and get these in! For those outside Ontario -- are you supporting your local organizations opposed to crusher and other laws to limit use and enjoyment of classic cars?

Notes from the West: On a sadder note we have been informed of the passing of **Lydia Sterne** in early April. We understand a Wake was held April 12, on the Island, in memory of her (and no doubt George's) life with, I'm sure, lots of expanded Morgan tales. Our condolences to the immediate family and family of Morganistes on the West Coast. My favourite remembrance, not of Lydia but of George, was while working corner 3 at Westwood back in 69 or 70. George comes into the corner a mite faster than the two cars ahead of him trying to negotiate the corner side by side, dives in between them, twitches the steering side to side knocking each into the gravel and powers the Plus 8 up the hill and out of sight! Needless to say, two miffed drivers with I'm sure a bit of blue smoke in the paddock afterwards.

Mike Powley's *Northern Nonsense* in the April *NW Magazine* is great for those who were there but as I distill the material down it reads like: "Started the day with a desperate call for a boost on the traditionally Morgan "dead battery" from the Russells only I forgot where I was going. After frantically searching the alleys of Kitsilano, was heard by some who attracted our attention, got one dead Morgan going, and then headed off for Langley and the rendezvous. Toured up to Derby Reach Regional Park on the north arm of the Fraser River, back through the two-lane [I'm kind -- my recollection is they were little more than paved cowtracks -- ed.]. Just a delight to watch the Morgans snake through these roads...." More next issue, report on the April 13th *Bowen Island* trip Mike tells me is in the works.

For those who can choose their "business trips" to Vancouver, try to be there May 18th for the "**All British Field Meet**" at the Van Dusen Botanical Garden. Definitely a rival for our British Car Day in September. Note a new date on the western calendar -- last Saturday in June "**Scottish Games**". Entry



& parking are free for those who drive their Morgans (et al) for display. Phone Mike if you need more info 604/261-0901 (as I've two conflicting dates -- 22nd. and 29th.).

Notes from the East:

Andrew Grant
Crysler, Ontario
March 9/96

Dear Vern:

I really enjoyed the last issue of the **BLURB**, lots of good stuff. The only thing I objected to was the notoriety received for the indiscretion concerning the stability of the Laurentian Shield, and it is actually the 70 Plus 8 that's on the slab.

Just a little note of introduction to your eastern cousins for a subsequent issue of the Blurb. The Ottawa Group, "GoMoG" for any of you who are yet unfamiliar with us, which I find hard to believe, are a group of nonconformist Morgan owners mainly based in Eastern Ontario and Western Quebec. I'm not sure if that last statement is an oxymoron or redundant. Aren't most Morgan owners individualists, loners, their own people, and to have them in a group, a little of a contradiction of terms?

The group has no elected officials, regular meetings, or club-like stuff -- just totalitarian rule -- which has worked for us so far. We have a small, but loyal group with a common love of Morgans, Morgan people, and the Morganly challenged (these maybe want to be Morgan owners, along with the people that know a good time when they see one). The list of members is modest at best, but enough to keep us happy.

We came up with the group's name "GoMoG" through considerable deliberation, thought, and basically a lack of anything better. True to form "GoMoG" stands for absolutely nothing, other than the fact that it is an anagram (the same backwards as forwards).

Our newsletter is call the "Morganizer", which was designed to keep us all informed of what was going on, and in touch, with the odd article thrown in that might be of interest. All our events are open to everyone, even the previously mentioned "Morganly challenged", and even the non-members.

The list of events is modest, with something, somewhere happening once a month throughout the driving season. It usually starts off with a Spring get-together for brunch, most of the things we do seem to revolve around something to eat somewhere along the line. A Spring rally, after a good breakfast, and ending in an even better lunch somewhere. We have a sports car show hosted by another local car club, a tour with a boat cruse, and August (the last Sunday) brings "**Moggies On The Grass**". MOTG is our major event where we usually all manage to get together, along with many other car lovers. I guarantee good weather, of course good weather is open to interpretation, ...mine,...as long as it isn't snowing, ... too hard, ...or blowing, ...too hard, ...or heavy, ...in the morning. If anyone is in the neighbourhood at this or any other time give us a call, we would love to see you.

Being close to the States, we usually go to Stowe Vermont and the "**British Invasion**" in September. Stove offers some spectacular scenery at that time of year, particularly with the fall colours usually just starting. The roads were made for sports cars as they wind their way through the mountains. Oh yes, there is the event -- it usually boasts of some 500 cars from all over the US and Canada of which 28 were Morgans last year. October is fall tour time with many a good route to view the leaves. November is usually not for the faint of heart with the annual "**Polar Bear Run**", and in December a seasonal get together for some good times.

If you are in the area, don't hesitate to give us a call. Best of driving.

Andrew Grant



Silver buckle: Greg Kaufman and Andrew Grant of the Ottawa MOG are commissioning a silver belt buckle. My rendition of same follows. This will be sterling silver priced at under C\$80 (yes, no misprint e-i-g-h-t-y). To place your pre-production order call Greg (613-832-3620) or Andrew (613-987-5475 or fax 987-5516). Series will be numbered, only one run is anticipated.



⇨ Editor's rendition of buckle.

Tracing of actual badge @ 80% of full size. ⇨



GoMoG badge: By popular demand a second run of the new GoMoG badge has been commissioned. Your trusty editor, knowing there are those out there interested in same (and knowing the Ottawa group hates to hold stock) bought 10 available on a first-come-first-served basis for C\$20. The badge is cast brass, no colour. See rendition above and beside the belt buckle. Call or fax Vern Dale-Johnson (or if you want use my e-mail address vern_dj@msn.com). As the Co-Prez Sez, Morgan does have a web-site, perhaps I can squeeze the info into the next **BLURB**. In the meantime, check it out.

25 March 96.

Editor.
Morgan Sports Car Club of Canada.

Dear Editor,

I was a little perplexed to read in the latest issue of The Blurb about The Morgan Sports Car Club of Spain having been in existence for only a year.?

Then I read about a line drawing for their "new" badge. Whew;; had me worried there for a minute for you see I own a Morgan Car Club of Spain badge purchased back in 1984 during the 75th Anniversary of The Morgan Motor Co. at the International Gathering in the Abbey Hotel Malvern from the President of that club, M. Isabel Puig Valasco of Barcelona. still have her card on file in fact.

If memory serves me correct Brian Rumohr also has one amidst his extensive collection obtained at the same time. Did the club go into a decline for a few years & now been reformed in Madrid?.

Also have a Western Australia badge from way back then too among my selection, you must take a look when you are over one day.

All the best for the future Blurbs, keep em coming.

Regards. Audrey Beer.

Audrey Beer



SCUTTLEBUTT CORNER

Nigel Birch strikes again! While good wife Joan may have locked the keys to the Miata in the trunk, it was Nigel who left his glasses behind at the recent pub brunch. He was also heard to say that he "got rid of her" when Joan left for England on April Fool's Day. In any case, we understand that congratulations are in order as Nigel recently received a Degree in Engineering from McMaster University. Jolly Good Sir! No doubt this will be displayed next to the Degree Honoris Causa from the University of Lower Almondsbury!

While attending the same pub brunch, Fred Kuzyk had the misfortune of having his cellular phone "locked" by young technocrat Trevor Beer. Despite best efforts, the answer could not be found until later when the code was gleaned from the Owners Manual. The situation caused someone to remark: "That Trevor is speeding down the information highway & Prez Fred is roadkill"!

Speaking of pubs, Ms Hogmog heard that the Club had to relocate the intended noggin from Ancaster, after the Flea Market there. It seems that the town's pub refused to give us a reservation on the pretext that we failed to honour our reservation last year. Well, Ms Hogmog is enraged! I myself sipped beer there for six hours - and have witnesses! Either we were elsewhere, as suggested, or else the Healey Club are bigger tippers! Perhaps they have confused the MSCCC with the Studebaker Club!

Speaking of Beer, Martin Beer's trike demanded attention at the BCC display in the Performance World Car Show. The trike represented the Club admirably & garnered the British Car Award. Ms Hogmog observed that the adoring throngs were more enamoured with the Mini "tractor trailer", however. No accounting for taste but then the Best Club Display was awarded to a "car wash" (Cleanliness is next to Godliness, I always say!).

Also speaking of beer, I saw Oliver Dawson's name mentioned in a Toronto Star article, in connection with Upper Canada Brewery successfully supplying ethnic restaurants. As you may know, Oliver has invited us to imbibe at the Brewery on June 15. Methinks Oliver should provide these brews at Ms Hogmog's favourite ethnic British pub, the Queen's Head in Burlington. He could then perhaps buy me a round & help defray my extensive bar tab when I imbibe! The staff say they are getting requests for this brand....

Speaking of imbibing, I have learned that Prez Lynn has taken to the shocking habit of cigars & her shameful "fumer" display was seen in public! It was also revealed that other ladies of the Club have also engaged in this alarming act in the past (Mary Shier & Linda Rumohr having confessed). Egads women! What's next? Driving & owning Morgans! I'm mortified!

Speaking of mortified, many debates abound of late. It seems that in some quarters, people question whether our Club is the Morgan Sports Car Club of Canada. It is but a name, and to paraphrase the immortal Bard Shakespeare: "Would not our Club, by any other name, still taste as succulent as pigs feet"? Methinks they do protest too much! If you cut us to the quick, do we not bleed? Some debate whether or not Quebec is a "nation". Ms Hogmog doth not wish to partake of such politics so reminiscent of the House Of Commons! There may be some merit in the former notion - I think our Club has been in fact "The Studebaker Club Of Somalia", all these years! The pub in Ancaster may well be right. The SC Of S was there last year & the MSCCC failed to show.

Then there are the other debates. Does the British Car Council really represent & speak for all its member clubs? Is the Ancaster Flea Market really a car show, or is that segment simply "parking in another lot"? Does Ms Hogmog or "The Roaming Scribe", Dr. Francis (Art) Sharpenwessel, really exist? Well, I can only speak for Art & myself. We are as real as you believe. As real as the Tooth Fairey or the Sandman, as real as the efforts made towards a more responsive national reality. We are what you make us. It can be heaven or hades. Existential, eh? Art has left Tibet to teach in Vulgaria.

Speaking of hades, while following up a membership referral, one of the Exec called a prospective member. This is what he heard: "You have reached an automated voice message system... (in a sinister voice) THE DEVIL ... cannot take your call. If you'd like to leave a message...". Now, some might think that the "evil empire", also known as "The Toronto Group", has been in league with HIM for years. But I assure you that HE hasn't joined our Club! At least not yet! We did leave a message, I'm told. A true story!





BRITISH CAR COUNCIL

MEMORANDA

To : All Member Clubs - BCCI
From : Directors of British Car Council Incorporated
Date : March 20, 1996
Subject : Long Distance Award - 1996

The purpose of this event is to encourage British Automobile Drivers to participate in an awareness campaign for the not only fellow enthusiasts, their clubs, personal pride, but the general public. By driving our cars as much as possible, we are consistently bringing to mind the love of the British Classic!

To help and encourage all participants, the British Car Council Incorporated has orchestrated the Long Distance Award Contest.

The logistics/rules and regulations are as follows:

- 1) The contest will be run on a seasonal basis.
- 2) Timing will be April 1, 1996 through to November 1, 1996.
- 3) Each participating automobile will have the odometer read by a respected member of their club's executive.
- 4) The club's executive will be responsible for recording the starting odometer reading and recording it on the attached form.
- 5) The contest will not begin prior to April 1, 1996. Any person(s) found in violation of this start-date will be disqualified.
- 6) Any or all defective mileage/km instruments are the responsibility of the cars driver/owner to repair (**NO VERBAL ESTIMATES OF DISTANCE TRAVELED WILL BE ACCEPTED**).
- 7) The program closes November 1, 1996. A respected member of the club's executive will be responsible for the final reading of the odometer for the season and record their findings on the attached form.
- 8) All completed forms are to be signed by the Club Executive(s) and returned no later than December 1, 1996.
- 9) Dash Plaques will be awarded to every driver successfully completing 3,000 miles or 5,000 kms.
- 10) Dash Plaques will be given to the each club's BCCI representative and subsequently distributed at the club's general meetings.

Let's get out there and drive those cars! Good luck and remember.... have fun and drive safely.
BCCI





BRITISH CAR COUNCIL

LONG DISTANCE AWARD CERTIFICATION FORM

CONTEST RUNS FROM APRIL 1 THROUGH NOVEMBER 1, 1996

Feel free to copy as many of these forms as required for your participating club members

CONTEST COMMENCEMENT

Club Name:	Car Make, Model, Year:
Driver(s) Name(s):	Mileage/Km reading as at April 1, 1996
Odometer/distance gauges in working order Yes <input type="checkbox"/> No <input type="checkbox"/>	Date driver and car entered Long Distance Award Contest: _____ Day Month Year

CONTEST CONCLUSION

Mileage Reading as at November 1, 1996:	Odometer/distance gauges in working order Yes <input type="checkbox"/> No <input type="checkbox"/>
Date driver(s) concluded contest: _____ Day Month Year	Signature of Club Executive/Official(s) _____ (please print)

**SUBMIT THIS COMPLETED FORM TO BRITISH CAR COUNCIL INC., NO LATER THAN
DECEMBER 1, 1996, THANK YOU**



MYSTERY RUN SUN. MAY 19TH

LUNCH ON THE TWENTY

AND

CAVE SPRINGS WINE TOUR

We will meet at Tim Hortons on Hwy#20 at Mud Street (Stoney Creek mountain) at 10:00 a.m. The mystery run will commence at 10:30 a.m.

Following the Mystery Run we will be lunching "On The Twenty" and then on to a tour of the Cave Springs Winery. There will be a nominal charge of \$3.75 per person for the wine tour.

Jordan has a number of fine boutiques, antique stores, pottery shop and museums all close to the restaurant and winery. This day has lots of possibilities for the adventurous Morganeer.

Please R.S.V.P. to Lynn Kuzyk at 905-336-0251.



CONVOY

To the "Spring Fling" -- now in



FRIDAY MAY 24/96

Due to concern about the water quality in Collingwood, the meet has relocated to the Venture Inn (Bayfield & 400) in Barrie. Call 800-387-3933 & ask for the Barrie Hotel. Mention "The MG car meet". Rate is \$63/night, includes breakfast.

We will be convoying to the MG-Triumph-Morgan meet May 24-26. Departure is from the Burlington area at 11:00 am on Friday May 24th. We will meet up with other members along the way.

If you wish to join the convoy, please contact Lynn Kuzyk at 905-336-0251.

Note: If you have already booked with Best Western in Collingwood, please call 705-444-2144 & cancel. Sorry for any inconvenience.

MG Car Club of Toronto 1996 Wayne McRae/"Spring Fling" Weekend Barrie, Ontario May 24 - 26, 1996

CHANGE IN LOCATION

Due to concerns expressed by some Club members who wish to attend this event (*regarding the possible uncertainty of the water supply in Collingwood*) the event will now be located at the Venture Inn, Barrie, Ontario 1-800-387-3933
(Junction of Hwy #400 & Bayfield Road)

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 Barrie and Participant's 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 Funkhana on Sunday. A fun-filled weekend and this year we will be joined by members of the Morgan Club, a great opportunity to make new friends.

This event will have its headquarters at the Venture Inn in Barrie, located at 300 Bayfield Road (Junction of Hwy #400 & Bayfield Road). Your British beauty will be parked at the Venture Inn in a selected parking area.

On Saturday morning we will register between 8:00 a.m. and 9:45 a.m. and leave

for a driving tour of Bruce County at 10:15 a.m., stopping for coffee en route. Following the tour, lunch will be provided by your Club together with a Car Show and Participant's Choice judging in a location to be announced.

There will be an Awards Banquet in Barrie, followed by the Awards Presentations and door prizes. Details of the Banquet will follow.

Rooms are available at the special rate of \$63.00 per night which includes a Continental Breakfast. Call the Venture Inn in Barrie at 1-800-387-3933 to reserve your room and be sure to mention that you are a member of the MG Car Club. Please call before May 10 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



Announcements

Events 1996
April 1 **It's a Girl!** John & Julie Broomer are delighted to announce the birth of their daughter, Samantha. *Congratulations!*

June 22 **Kincrest Farm - King & Caledon Townships.**
This event has been cancelled. It seems that the organizer, Pat Meinzer and friend, Don Watt, have purchased a 1936 Ford Roadster and plan to enter The Great Race. This not only will be a trip of a lifetime but also a honeymoon. *All the Best Wishes to you both!*

Wayne McRae Memorial/"Spring Fling" Weekend
Venture Inn, Barrie, Ontario
May 24 - 26, 1996
Reservations: 1-800-387-3933

Please cancel any previously reserved rooms at the Best Western Hotel in Collingwood at 1-705-444-2144.

REGISTRATION FORM

YES I will be attending the Wayne McRae 1996 Memorial Weekend.

Names of all Attending: _____ Address: _____

Phone #: (Res.) () _____ (Bus.) () _____

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

Days Attending: Friday Saturday Sunday

Registration fee (including dash plaque) \$20.00/Car \$ _____

Awards Banquet - \$25.00/person No. of people _____ x \$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, personal injuries and/or loss of income or property 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, c/o MG Car Club of Toronto,
56 Turtlecreek Blvd., Brampton,
Ontario L6W 3Y1
or call (905) 451-6697 or (416) 533-MGMC for more information.

LEMINGTON RUN

JUNE 1 - 2, 1996



We will be departing for the Pelee area on Saturday June 1, 1996 at 0930 hrs. The convoy will assemble at Big John's Family Restaurant on the west corner of Highway 5 at Highway 6.

Reservations have been made at Duffy's Motor Inn (same hotel as last year) at a room rate of \$58.00 plus taxes for the night. Please contact Lynn to reserve your room for the week-end at 905-336-0251.

A number of stops will be made along the way, with lunch at the St. George's Pub and for interested parties we hope to arrange a wine tour and a visit to Fort Malden.

Sunday we will be brunching at the Lemington Dock Restaurant and convoying home.

Complimentary brunch tickets will be drawn at upcoming events. Remember to win you must be in attendance.

ESCARPMENT RUN

SUN. JUNE 9, 12:30pm

ANCASTER TO OAKVILLE

A light lunch will be served at Nyal Wilson's home at 12:30 p.m. After which, we'll proceed for a leisurely tour. Once again, Nyal has put together another superb run. The tour will end with a noggin at The Abbey Arms in Oakville.

Please RSVP to Nyal:

Home (905) 304-3047
24 Hrs (905) 648-0888
Fax (905) 304-0888
or Lynn: 905 336-0251

DIRECTIONS: Take Hwy. 403 to Ancaster. Exit at Mohawk Rd. West. Proceed to traffic light at Wilson St. Make left turn. Next light is Sulphur Springs Rd. Turn right and Nyal's is the 2nd house, #22. Address in on the Rock. Look for the Morgan out front.

Detroit Iron, please park at St. Andrews Church lot, across the street.

Exceptional weather has again been requested and we look forward to seeing you all at ESCARPMENT RUN II.



UPPER CANADA BREWERY TOUR

SAT. JUNE 15, 1996

11:30 A.M.

THE BRAMPTON FLYING CLUB 50TH ANNIVERSARY CELEBRATION OPEN HOUSE SATURDAY JULY 6, SUNDAY JULY 7, MEDIA DAY: FRIDAY JULY 5

The Brampton Flying club has invited us to join them in their celebrations on the July 6-7 weekend. About 30,000 people are expected to fly & drive in for this event, with many great activities going on throughout. We have been asked to display our cars, and the committee & I are working on a possible special activity with details to follow. The Flying Club will set aside a special parking area for us & we can set up a tent and tables in & around that area.

Among the many static and airborne attractions over the weekend will be a great Air Show with a wide range of stars. If any of you had the pleasure of attending past shows (up until the mid 70's) you should remember what a delight they were. There are plans that a garden railway set up will be included. (You can even ride on these!)

The Ontario Aviation Historical Society & Great War Flying Museum based on the Club grounds will also have on display their replica aircraft of World War I as well as duelling it out in the skies above. They participate in many shows & events throughout the year, and many of us will have seen them at the Christie Sports in August past. On the grounds as well, is a chapter of the Experimental Aircraft Association of Canada with their many planes, built and under construction, a Flying School and a Restaurant.

There will be many acrobatic displays and past shows have included examples of aviation history past & present from triplanes & biplanes to jet fighters. It sounds like a great deal of fun for the whole family. Certainly a great deal of time & effort is being poured into it, and I sure enjoyed going to the shows as a kid.

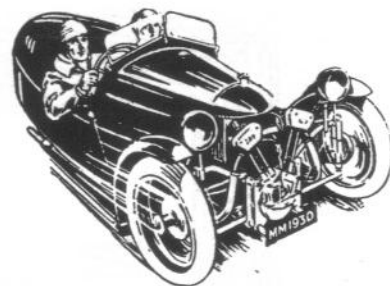
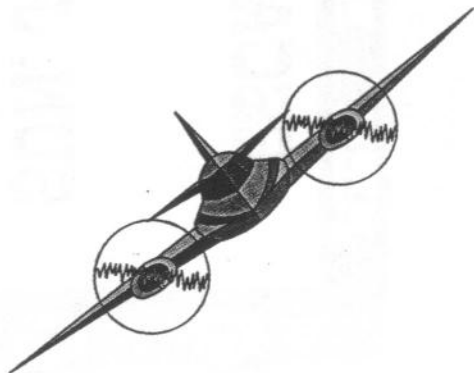
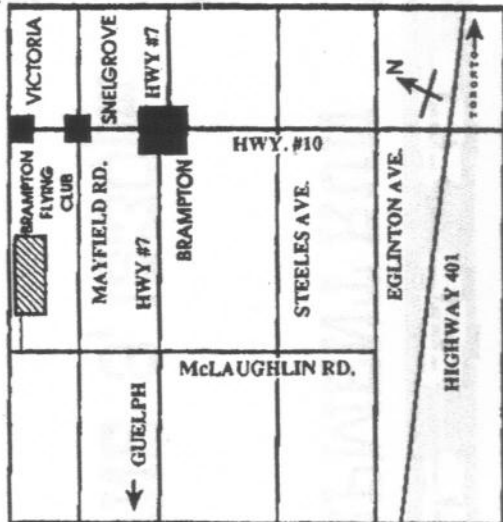
As some of you will remember, our Club toured the facility in the summer of 1988, having a good look around the Great War Flying Museum, and what luck some Morgan owners enjoyed when a Flying club member invited them to join him in a flight around the area.

Join the Brampton Flying Club as they celebrate their anniversary by returning to their roots. The Club is located on McLaughlin Road 10km north of Brampton (just west of Highway 10 and south of King Road) see map below.

The open house is being held on the Saturday and Sunday, with Media Day and set up occurring on the Friday. For those interested in finding out more or attending, please let me know, and I will keep you informed. We would like to see a turn out of around 20 cars or so for both days - it doesn't have to be all Morgan, (that would be nice) but please no Detroit in our area. Also any help on Friday (or with the weather - it would be great if we could have some summer for them) would be appreciated.

Jenny Beer.

home: 905-453-9304, bus: 416-922-8860

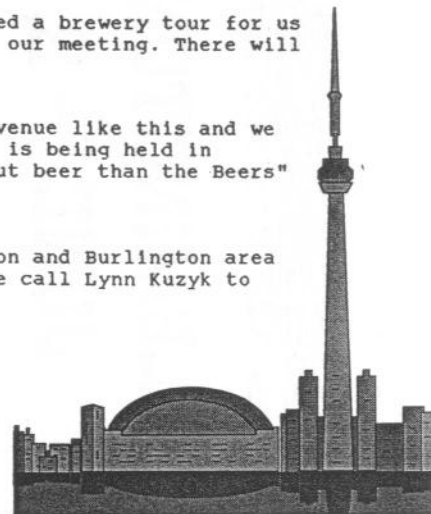


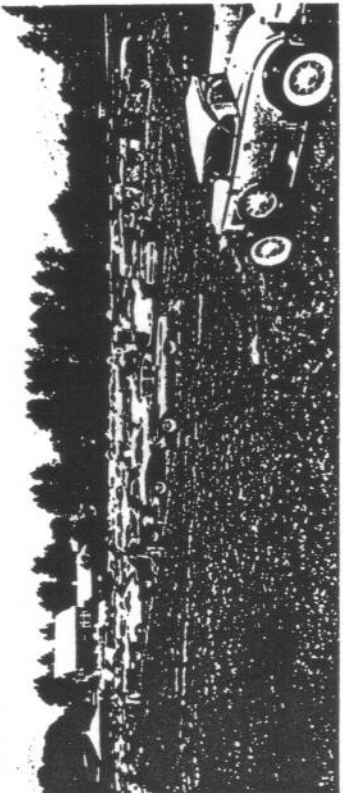
2 ATLANTIC AVENUE
TORONTO, ONTARIO

New member Oliver Dawson, has generously arranged a brewery tour for us including hospitality and use of board room for our meeting. There will also be an Antique Fair on sight.

This should be a great Morgan gathering with a venue like this and we are hoping for an excellent turn out since this is being held in Toronto. Oliver states "you will learn more about beer than the Beers" on this tour.

For members travelling from the Niagara, Hamilton and Burlington area please let me know if you wish to convoy. Please call Lynn Kuzyk to R.S.V.P. at 905-336-0251.





4th ANNUAL CARRIAGE CLASSIC CAR SHOW
JULY 13 & 14, 1996

OFFICIAL INVITATION

Your Car Club is cordially invited to participate in the 4th Annual Carriage Classic Car Show, which is to be held in conjunction with the Canadian Carriage Driving Championships, on July 13 & 14, 1996. Once again, Tralee Veterinary Farm, set in the gentle hills of Caledon, a mere 40-minute drive from Toronto by car is the host for this event. The grounds are located in Mono Mills at the first concession west of the intersection of Highway #9 and Airport Road.

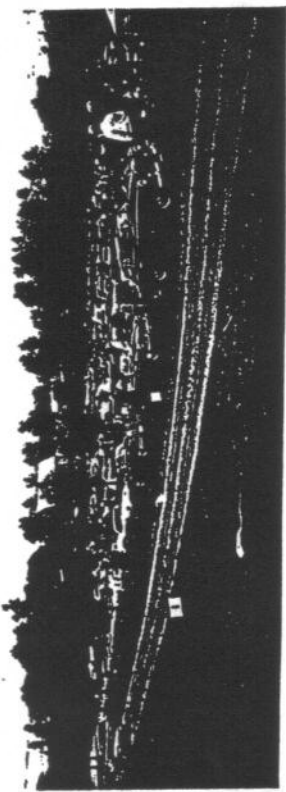
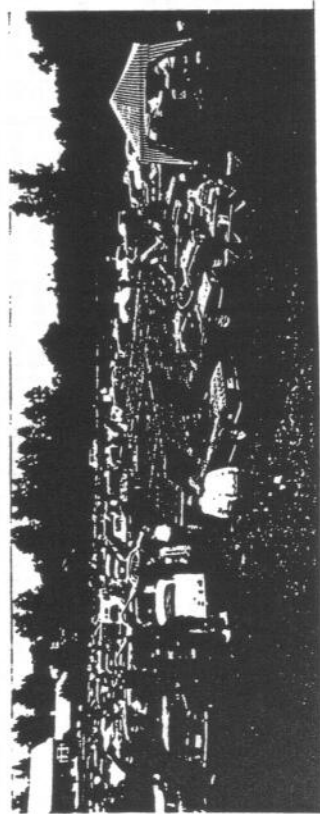
Not only is this a beautiful and unusual venue for a car show, but this event has something for the whole family! There will be horses and carriages competing in everything from pleasure driving, costume and turnout, cones courses and cross-country events. There will also be the famous "K-9 Thunder" dog show, heavy horses, antique horse drawn vehicle display, boutiques and an outdoor deli. A "Tail Gate Picnic" in the country is a great way to spend a day with family and friends!

The Car Show is divided into two groups of Antique/Classic Cars: Saturday - American Vehicles, Sunday - British and European Classics.

American Cars on Saturday will be divided into 3 Classes with Awards given to the best 3 vehicles:

- 1 - 1941 and older
- 2 - 1942 to 1954
- 3 - 1955 and newer.

The "Best of Show" and 1st and 2nd Reserve will be chosen from the top 9 vehicles.



The British and European Cars on Sunday will be judged by their specific Marque (minimum 5 cars for each Class) and Awards will be given for the top 3 vehicles in each Class. The "Best of Show", along with 1st and 2nd Reserve will be determined from this group. As with previous shows, judging will be based on Popularity, not Concours.

An Entry Fee of \$10.00 per car (including driver and one passenger) will be charged upon presentation of the OFFICIAL ENTRY PASS at the Gate. Non-registered cars will be charged \$15.00 (including driver and one passenger) at the Gate. Any additional passengers will be charged a \$6.00 entry fee.

Please complete the enclosed "OFFICIAL ENTRY FORM" and return it by May 15th, either by mail or Fax(416-288-1799) to:

CANADIAN CARRIAGE DRIVING CLASSIC
 BOX 127, MALTON P.O.
 MISSISSAUGA, ONT L4T 3B5

Special Entry Passes, including a map, will be sent out to the Contact Person for distribution by June 1st. We are looking forward to seeing you once again this year and if you haven't participated before, you don't know what you are missing! If you have any questions, please don't hesitate to contact us.

Yours truly,

Paul Ross
 (519) 927-5444

**MSCCC attendees register
 with Fred & Lynn Kuzyk**

John Lomi:
 (519) 853-38

REMINDERS:

1. Deadlines are important. The Official Entry Form must be received by May 15th, in order to print the Names of your Club Members in the Official Program and to get the Special Entry Passes out to you for distribution.
2. If your Official Entry Form has been sent in and additional Club Members want to attend, simply add their names to the List and Fax it to: 416-288-1799. The Name won't be included in the Program, but the Entry Fee will be the same as Pre-registered, \$10.00 for driver and 1 passenger.

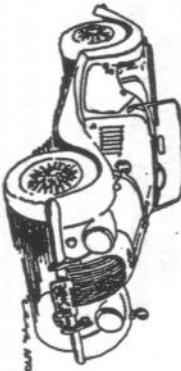


M.S.C.C.C.

FALL GET AWAY

ALLISTON, ONTARIO

SEPTEMBER 6-8, 1996



The Morgan Sports Car Club of Canada invites you and your British car to join us for our annual Fall Get Away. This year the event will take place in Alliston and will include a driving tour, fun course, gymkana, wine tasting and a steam train ride.

Friday night there will be hospitality in Room #143 which will be our meeting room for the week-end. We will display videos of this years events and events from the past. Please feel free to bring any videos of car events.

We will be staying at The Red Pine Motor Inn, 497 Victoria St.E. (on Hwy #89) Phone #1-800-328-1404. The room rates are \$77.00 per night and each room is equipped with colour TV, VCR and bar fridge. Pets are welcome for a small fee.

The group will be housed in the convention centre so please remember to mention the Morgan Sports Car Club when booking your room.

The Red Pine has a fully equipped gym with all the latest machines, sauna, whirlpool (that works), indoor pool, BBQ's and a brand new banquet hall.

Please book early rooms are limited.

Fred and I look forward to seeing old friends and making new acquaintances.

Happy Motoring,

Lynn



REGISTRATION FORM:

Yes! I will be attending the M.S.C.C.C Fall Get Away.

NAMES OF ALL ATTENDING:-----

ADDRESS:-----

MODEL OF CAR:----- MAKE:----- YR-----

DAYS ATTENDING:Friday----- Saturday----- Sunday-----

REGISTRATION FEE (Including dash placque) \$20.00/car \$

AWARDS BANQUET - \$25.00 /adult x \$ \$
 \$10.00 /child x \$ \$

Total Enclosed \$

I, the undersigned, agree to waive all claims against the Morgan Sports Car Club of Canada, Inc., its officers, heirs and event organizers for any loss or damage incurred prior, during or after my participation in the M.S.C.C.C. Fall Get Away 1996.

Signed and understood:-----

Make cheque or money order payable to the Morgan Sports Car Club of Canada. Please forward your registration form with payment to Lynn Kuzyk, M.S.C.C.C, 1305 Ester Drive, Burlington, Ontario L7P 1L2 or for more information call 905-336-0251.



Confidential Survey

The results of this survey will be used to provide data for presentation to various Departments and/or Ministries of the Province of Ontario as inputs to any proposed legislation which might impact the Ontario Collector Car Community. No names will be released. Please answer as many questions as you can, bearing in mind that the more information that we have, the better the picture of the composition of the Collector Car Community SVAO can present.

1. How long have you been collecting cars? _____
2. How many collector cars do you own? original _____ restored _____ unrestored _____ parts cars _____
3. Of your restored cars, how many did you restore yourself _____ contract out _____ purchase restored _____?
4. Of your unrestored cars, how many are you planning to restore yourself _____ contract out _____?
5. Approximate cost of one of your restorations - \$ _____ self restored or contracted out?
6. How long did it take to restore the car? (from 5)
7. Approximately how many miles do you drive your collector cars in an average year? (total mileage all cars)
8. How often do you have it/them serviced?
9. How much of the servicing do you do? all _____ some _____ none _____
10. Do you buy parts from salvage yards for your old car? _____ for your daily driver _____?
11. Have you ever been involved in a collision with your collector cars?
12. Were you the at fault party?
13. What is your occupation? (if retired, what did you do prior to retirement)
14. To what car clubs do you belong?
15. To what other organizations do you belong?
16. What are your other hobbies?
17. Does your family enjoy your collector car activities?
18. How many collector car events do you attend annually?
19. How many of these events are in your local community?
20. How many involve overnight accommodations? _____ Approximate amount spent? _____
21. What do these events consist of?
22. Have you been involved, with your collector car, in activities to raise money for charitable causes? if so, please describe:
23. If you can recall, how much money was raised?
24. Have you, with your collector car, visited any historical or tourist sites in conjunction with a collector car event? _____ Did the officials at the site comment that attendance was increased due to the presence of collector cars?
25. How much do you spend annually on your collector cars?
26. Would you be willing and able to serve on a committee of SVAO?
27. Your name and address (not required but helpful)



Specialty Vehicle Association of Ontario

PO Box 142 - 3007 Kingston Road - Scarborough - M1M 1P1

The Specialty Vehicle Association of Ontario was formed on April 22, 1995 by a group of concerned members of Ontario car clubs to provide a voice for all Ontario car clubs at Queen's Park. There are approximately 325 individual clubs in Ontario dedicated to the restoration and enjoyment of collector cars. The collector car community crosses all socio-economic, geographical and demographic boundaries.

Our purpose is fourfold:

1. To determine the composition of the collector car community in the province and to provide the government with input to proposed legislation in the form of data on this group.
2. To become the recognized voice of the community and to provide input to municipal governments and Queen's Park regarding the concerns of our community.
3. To monitor proposed and actual legislation and to keep the community at large apprised of the impact of this legislation on our activities.
4. To provide a province wide forum for interested parties.

We urge organized clubs, individuals who for whatever reasons choose not to belong to a club and those businesses who cater to the collector car community to join the association and become involved before well meaning politicians pass laws restricting our activities and which could, quite possibly, result in our cars being inadvertently classified as "CLUNKERS" and being consigned to the "CRUSHER".

Membership fees, per year or part thereof, are:

Individual	\$ 10.00
Club	\$ 25.00
Business	\$ 50.00

While club membership includes each club member, individual members are not precluded from their own memberships. Each individual member, each member of a member club and each business member is requested to complete and forward to the association a copy of the questionnaire that constitutes the reverse of this form.

Individual Member

Name:
Full Postal Address:
Telephone Number:

Club Member

Name:
Full Postal Address:

Club Telephone Number:
Number of members:
Number of cars:

On the road

Under restoration
or modification

Parts cars

Meeting Times:
Meeting location:

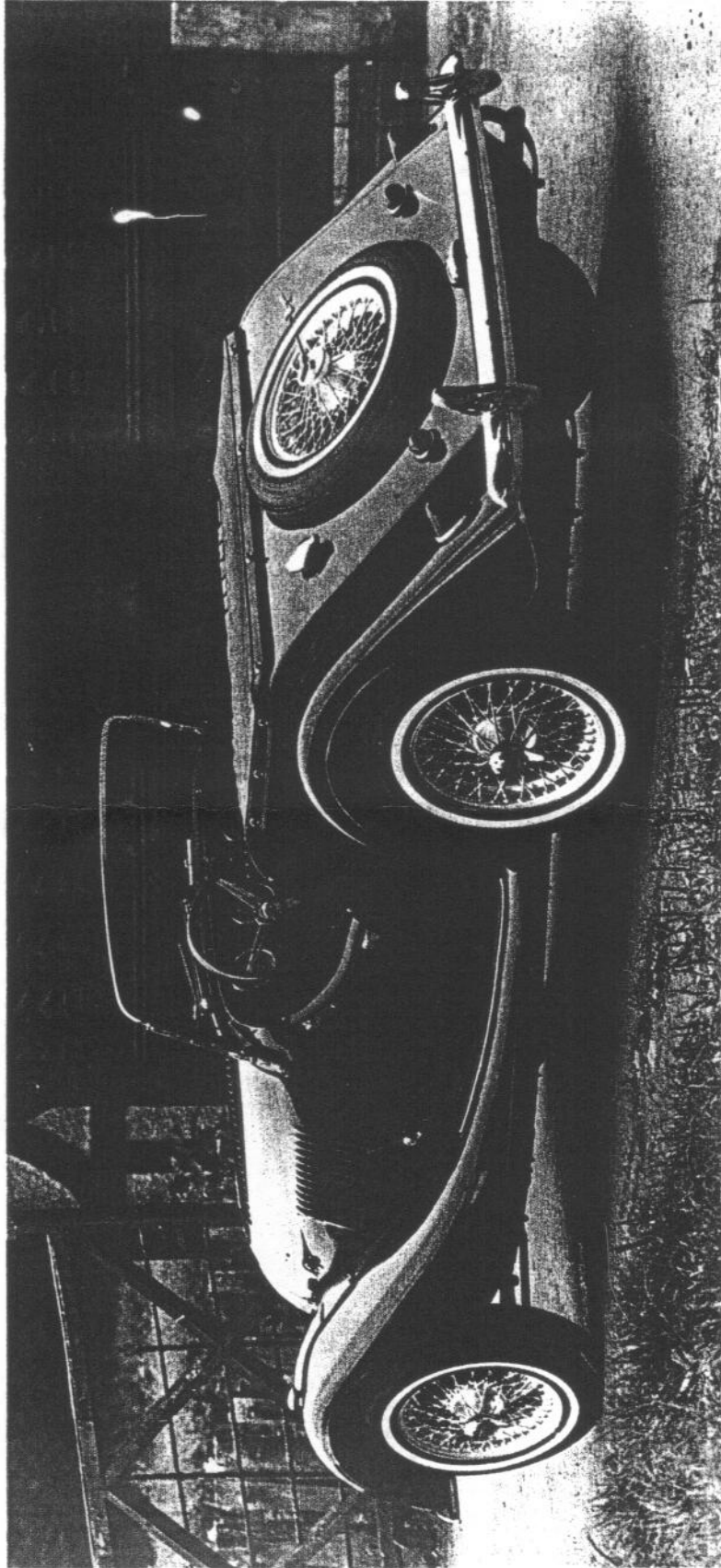
Are visitors welcome:

Business Member

Name:
Full Postal Address:

Please include business card and any information available on your business for our files.





The Morgan Plus 4 has been improved mechanically since it was first built in 1950 but remains in the line with few capitulations to styling trends.

be less than fourteen years old and you'd have to pay considerably more for it than it cost brand new. The cult is kept alive—very much so—by the Morgan Three-Wheeler Club, of which Peter Morgan is president. It knows more about the early three-wheelers than anyone at Malvern, himself included, he says.

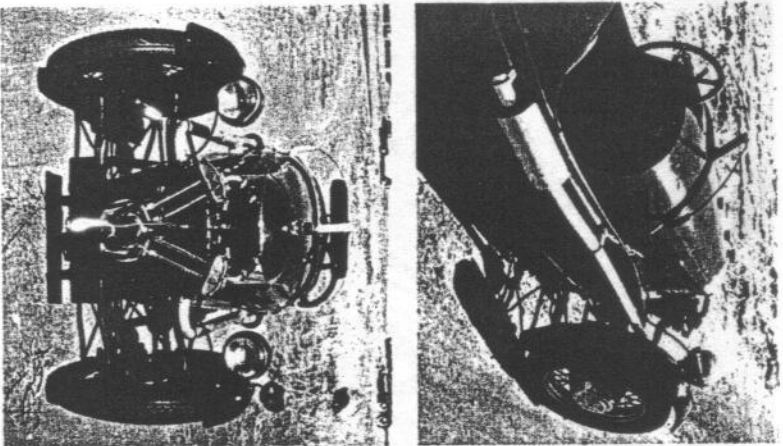
In 1933 a courageous mood prompted H.F.S. to introduce a four-cylinder trike, the Model F, powered by a small Ford flathead engine. Scorned as a pinkpuff device by oldtime worshippers of the classic twins, the F nonetheless found favor with a new breed of sybarite trixists and sold well. Incidentally, it foreshadowed the firm's four-wheeler practice with its use of Z-section frame material.

Then in '36, with almost millennial impact, the 4/4 was born . . . not only four cylinders but four wheels as well. Characteristically, H.F.S. contrived to add his fourth wheel with a minimum of deviation from the age-old engineering recipe. The whole front-end structure, with its vertical-slider independent suspension and lateral rectangle of tubes, re-

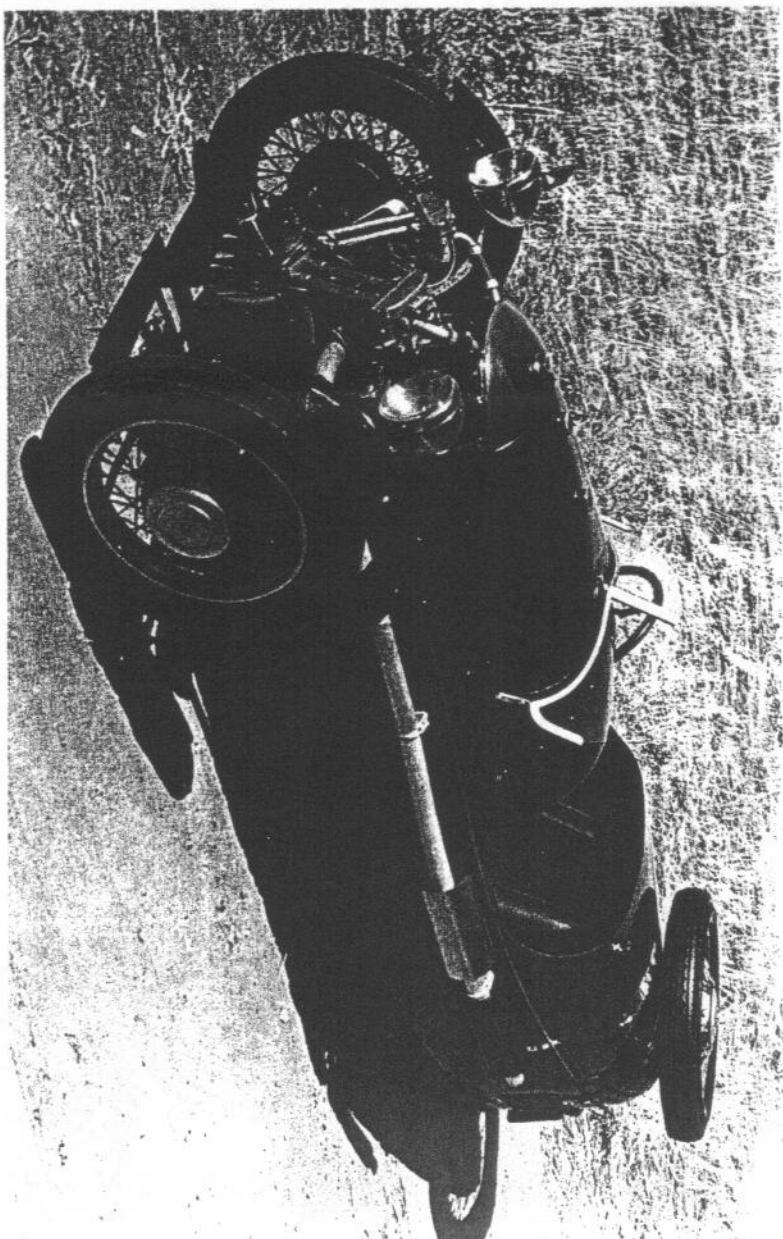
mained. So likewise, as hinted above, did the Z-section longitudinals. Central gearbox too. If there'd been a convenient way of hanging each back wheel in a fork and springing it on dual quarter-elliptics, no doubt Mr. Morgan would have taken the bull by the handlebars and done so.

Changes rung on the 4/4 theme before World War II included diverse body types—sports two- and four-seaters, convertibles—and engines by Standard and Coventry Climax. Experimentally, Morgan built a one-off V-8 with a side-valve Ford engine whose displacement was exclusive to Ford's British range (around 2.6 liters, as I remember it). An amendment to the car taxation system in England, penalizing the big inches, prevented the firm from marketing the V-8.

Due to nonavailability of a small Standard engine, the 4/4 temporarily dropped from sight in the late Forties and early Fifties. But it rose from the ashes again as the 4/4 Series 2 in 1955, using a flathead Ford powerplant with integral gearbox and clutch. Meanwhile, in 1950, a big brother for the 4/4 had been born—first of the Plus 4's with a 2088 cc Vanguard



Morgan's three-wheeled Super Sports had a creditable racing record, but purists decried the clumsy spare-wheel placement of this feisty 1934 model.



movement, of which poor Boddy's poltergeist-infested car was an example (albeit not a typical one, it is hoped).

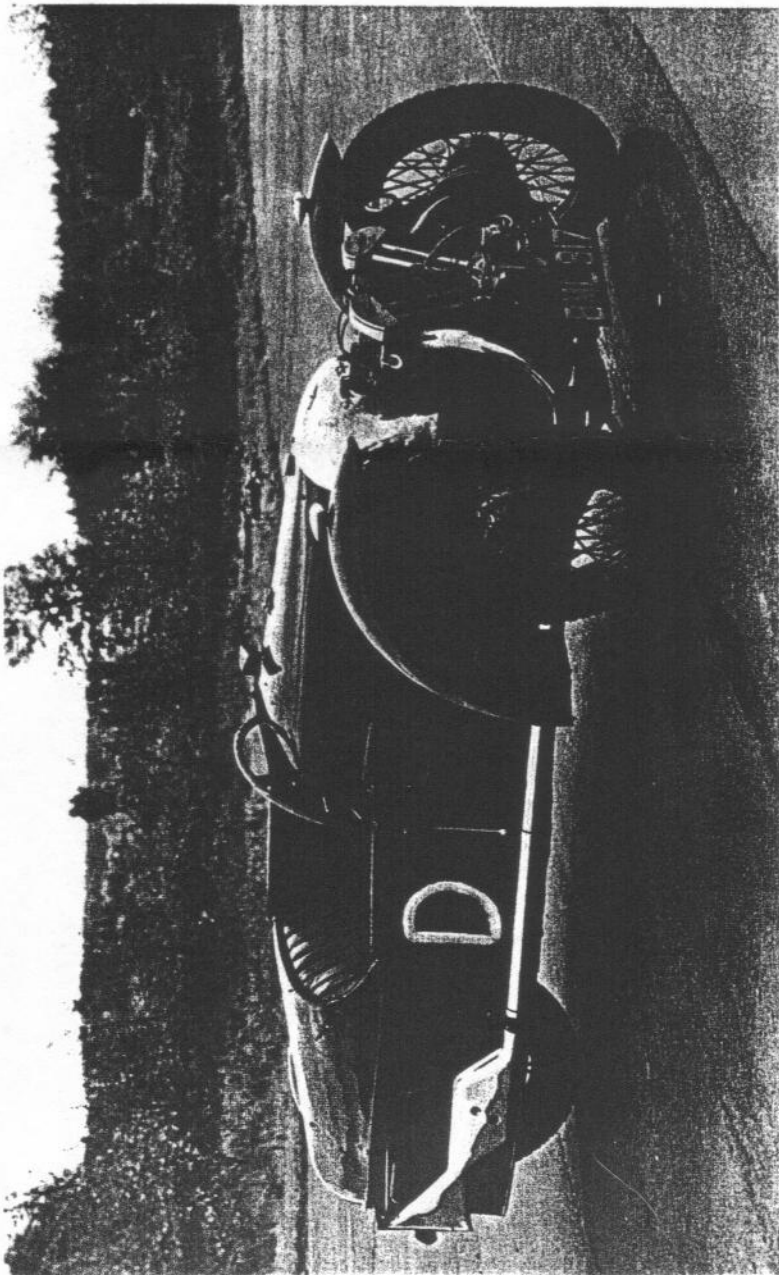
Subsequently the 4/4 has progressed through a series of Ford engines and currently makes excellent use of the lively, smooth and reliable 1500 cc rockerbox engine developed by Dagenham for the Corina and Corsair. The Plus 4 acquired a big extra helping of performance in 1955 when the 90 bhp TR-2 engine replaced the Vanguard; now, in Super Sports form, with two dual-choke Weber carbs, special camshaft and manifold, it gives 120 bhp. With only 1,680 pounds of dry weight, this car really absconds when you hit the pedal. The more or less equivalent competition model 4/4, with 78 bhp to propel 1,460 pounds, is no laggard either: zero to 60 mph in less than twelve seconds. This car costs very little more than a Sprite or Midget in a comparable state of tune but outperforms them easily.

Like his father before him, Peter Morgan has successfully driven Morgans (always four-wheelers in his case) in many kinds of competitions—

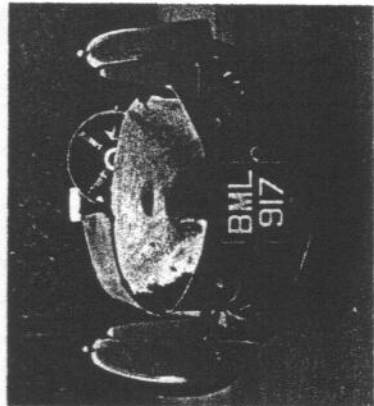
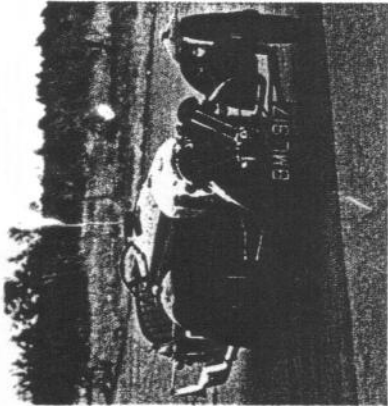
trials, rallies, circuit races. And history has poignantly repeated itself insofar as Peter Morgan and W. A. G. Goodall have been latterday co-campaigners, following in the wheel tracks of their partner sires.

Any car that was prone to shake itself to pieces would appear to be asking for trouble in twenty-four-hour races, so it's interesting that the Mog has quite an honorable Le Mans record. As far back as 1938 a 4/4-Climax won its class there (1100 cc). In five Le Mans bids, only one car has failed to last out the race. In 1962 a Super Sports Plus 4 averaged over 94 mph to win the 2-liter class. And if this was slower than the next class down the scale, it's also a fact that you couldn't have bought the 1600 cc winner, a Porsche, for the price of a Super Sports Plus 4, or anything like it.

If there is any engineering feature of the Morgan that could be called controversial (really, the whole deal is above and beyond argument), that feature is its front suspension. If, as God forbid, you insisted on viewing it strictly in the light of logic, I suppose you'd say that, on



This 1927 Aero was one of the first Morgans with three-wheel brakes. Earlier, only the rear wheel could be braked; crash stops were impossible.

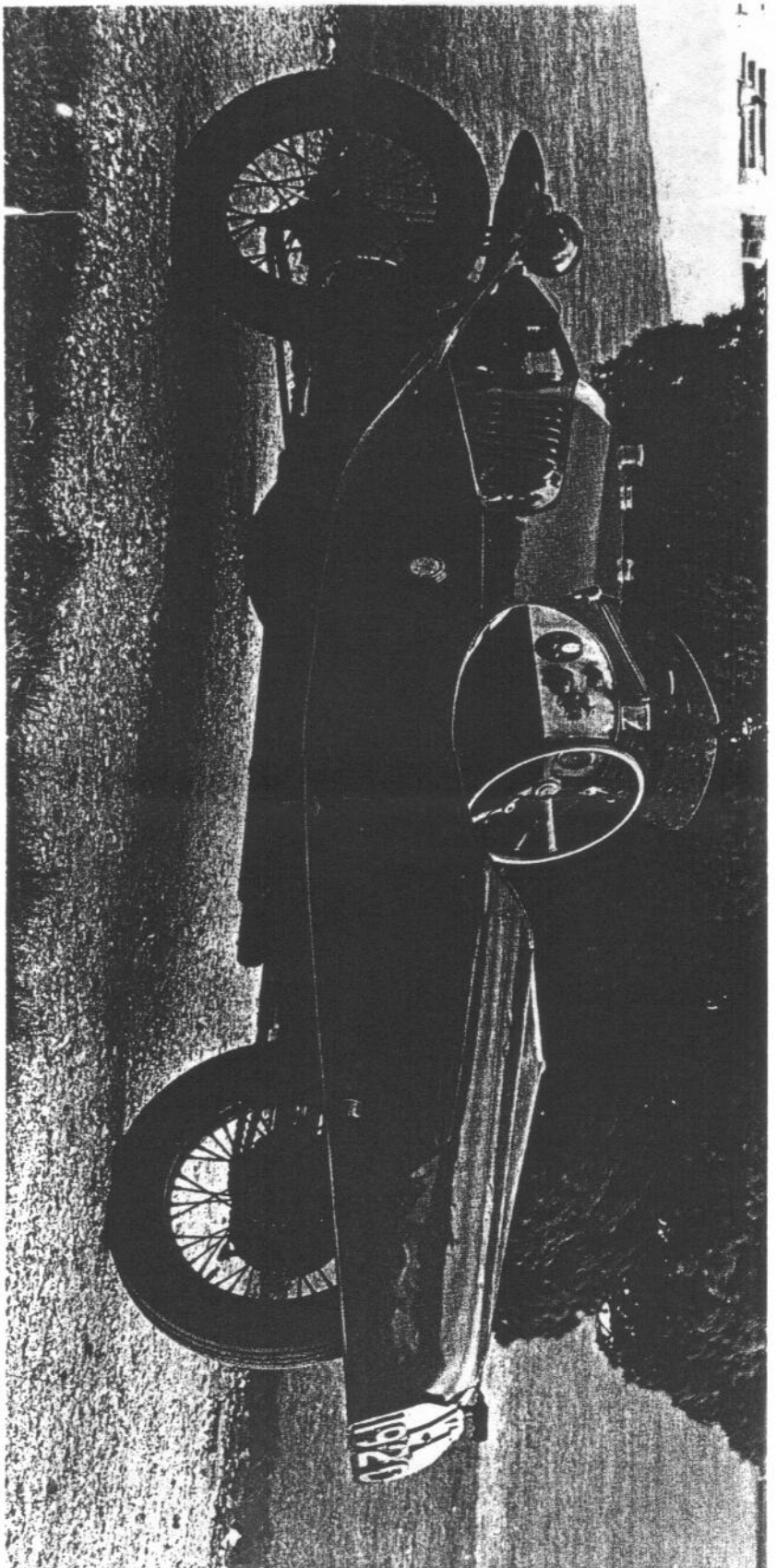


paper at least, it's inferior to the unequal-length wishbones that are virtually universal outside of Pickersleigh Road. Yet it works. The frame whips, yes, but this doesn't prevent a Plus 4 or a 4/4 from being among the best handling cars in club racing today. It isn't, mark you, just anybody's meat; you need to get to know a Morgan. But once you *do* know it, you quickly become a hard man to catch.

The vertical-slider independent front suspension, which the catalog disposes of rather briefly as "a system patented by the Morgan Motor Co. and used by them with every satisfaction," has of course always been highly sensitive lubricationally. You don't grease it; it receives engine oil direct from the sump, which is pumped to it by an elusively placed pedal on the toeboard. At one time the recommended pumping intervals were as short as 200 miles. It was then found that hot oil leaked at the seams, thus not only failing to fulfill its purpose but plastering the adjacent tire. Nowadays you're told to give the pump a tromp once daily, at the outset of your travels, while the oil is still cold.

Road test reports on Morgans are a rarity in magazines like *Autocar* and *Motor*, not because Peter Morgan is afraid of what they'll say ("I don't mind if they say Morgans are for mad people") but because his small output and the permanent margin of demand over supply makes it difficult to spare cars. There being so little basis for direct comparison between conventional cars and Mogs, it isn't surprising that test reporters tend to eschew the somewhat overworked and overelaborated terminology of their trade in appraising Morgan handling and road holding. The reader is spared the usual mumbo jumbo about oversteer, understeer, roll centers and such—terms the Morgan predates by many years. More simply, he's told, for instance, that the steering is a bit heavy, which indeed it is, being geared for two and a half turns from lock to lock (ample locks, though).

One factor in particular that takes some getting used to in all Morgans is the close positional relationship between the driving seat and the steering wheel. It wasn't until about 1949, after all, that the late Giuseppe



The two-speed Super Sports of 1926 had no gearbox but a countershaft that carried the drive to one of two chains on either side of the rear wheel.

Farina invented the straight-arm driving attitude, so it's still early for Morgan people to embrace the innovation. Anyway, the 1930's type bent-arm attack gives the relevant muscles more command over that heavyish steering.

What do we know about the architect of this character-full almost timeless automobile: as a man? Although it's obvious that he holds his father's memory dear. Peter Morgan is less than eloquent on the subject of H.F.S. Revealing anecdotes seem to be scarce. He was, says Peter, scrupulously fair in all his dealings with people—family, friends, employees, industry associates. Morgan company people liked what they knew of him, but they didn't know him very well because he was excessively shy. This reserve made the idea of speaking in public abhorrent to him, for example, so he just wouldn't do it.

He had a rare talent for simplifying any mechanical device that he bent his brains to. This was perhaps a facet of his ability as a business-

man (often underrated), in the sense that a simple car is easier to make than a complicated one and can therefore be made more cheaply; also, of course, simplicity and lightness go hand in hand, and motor vehicles sell by weight, other factors being equal. If he'd lived to see it, he would have liked the magnesium alloy clutch housing that is being used today on the Plus 4. Cast integrally with the massive tube that encloses the primary drive shaft, it looks as though you'd need to go into training to lift it. But try it for yourself if you're ever down in Pickersleigh Road, Malvern Link.

What is the Morgan's *raison d'être*? Two quotes are appropriate. "The only possible reason for buying such a car," wrote *Motor* in a test report on the 4/4, "is the sheer fun of driving it fast on suitable roads . . ." Dr. Johnson once said, "The ultimate end of all employments is to produce amusement." Morgans are sheer fun to drive, and they produce more amusement than a trainload of *Playboy* bunnies. I kid you not—it sufficeth. ☼



SHELL 4000 RETRO RALLY

At the finish line of the approx 1300 mile driving event, John Fellows and David Gard, Calgary, Alberta, Canada, in John's 1970 4/4 1600 GT Competition Morgan. This is the second year of the recreation of this '80 event sponsored by the Calgary Vintage Race Club. Fellows and Gard have driven and finished in both.

The event begins in Calgary continues thru snow, rain, Saskatchewan, day, night, 18 hour legs, road-side repairs, hot coffee, three days, cold coffee, duck tape, Hella driving lights, finish, dinner and drinks.

A hearty well done to our members John & David!

from MCCDC "Rough Rider"

MOG 25 or There's No Such Thing as a Bad Beer..... it's Just That Some Beers are Better Than Others

Our visit to MOG 25 really started back while winter yet hung its dreary nature on the Hudson Valley. Taking advantage of some warm (read over 32') weather to perform some routine maintenance on our 1964 +4 4 seater, Margamorga, we peered up to notice for the hundredth time the plastic MOG XVI license tag. A quick calculation resulted in the shock that sixteen from twenty five was nine we hadn't enjoyed a MOG for NINE years! Immediately setting out to rectify the problem we began brewing our MORGAN Silver Anniversary Summer Lager and then called and reserved a room at the Desmond in Malvern, Pa. properly reasoning that once the reservations were made we could not back out.

Turn the calendar to the last day of June and though the +4 is a 4 place, by the time all the accoutrements were packed we had as a tagalong, 'la bestia azul', as our Canadian built blue behemoth is known. Shortly after 11 a.m. we were on our way and swiftly (save for the half hour *déjour* to assure ourselves that Kutztown, Pa. really is not on the direct route to Malvern) arrived at the Desmond to register, settle in, and once again enjoy good beer and conversation with old and new friends.

Saturday dawned with a fifteen minute trip to the concours grounds that strangely enough took over twice as long. With over eight Morgans of all ilk making up the field it was a sight to warm the cockles of one's heart (Chris Towner can explain). From out of Mr. Peabody's WAY BACK machine appeared the father of our 25 MOGs, Chipper Chet Faleski; the MCCDC past president and marine aviation expert, Dave Bennett; and the original MCCDC graphics guru, Mort Kuff (along with Angela to keep him in line!). Looking none the worse for the years' wear and tear they took our thoughts back to the days of Pocono and our role as parade cars at the one time Indy car race held there (does anyone remember anything about the race other than our spirited 'Parade' laps at something better than parade speeds).

The half dozen trikes were the centre (literally) of attention with Martin Beer's YEEOOYW Yellow, Chris Towner's Quohog Racing, ands Family F-Types sharing centre stage with Tony Souza's 2 speeder, John Shenally's

Transcontinental, and Alec Knight's 3 speed Super Sports models. Virtually every 4 wheel Morgan model was represented from 4/4 to +4 to +4+ to +8 as well as body styles ranging from roadster to 4 seat Drophead. Truly a feast for any Morganer's eyes!

The promised rally/tour followed the concours and was highlighted by what seemed a score of covered bridges (though we've been told it was actually more like seven of eight), any number of Amish Horse and wagons (in all likelihood no less comfortable than our internal combustion engined models), and the accompanying waves and knowing glances of the Amish farmers.

Sunday began with a ride in the opposition direction to the site of the Autocross competition at a nearby (?) mall parking lot. A second gear course for the vast majority of cars it included slaloms, esses, acute turns, and generally a whole lot of sporting motoring. Though Martin Beer entered the sole trike there were a number of 4 wheelers from flat rats to new +8s and race oriented machines to keep competition going throughout the day.

Our long weekend ended on Monday with an a.m. gymkhana including a hula hoop modified Le Mans start, three different 'pit stops', a 360, and a figure eight terminating in the mandatory 'garage'. With Roger Moran's sons proving themselves to be the top navigators in the field we all repaired to the Desmond for the banquet finale where Peter Morgan honoured us with a brief talk on the future and Morgans.

Sadly Tuesday morning, July 4th (known to us colonialists as our Day of Atonement as it was 219 years ago that we lost the privilege of purchasing petrol powered Morgans for over 20 years), arrived all too quickly and left us recalling those mind's eye photos..... the turn on Rte.282 rather than 82, the panoramic photo with the many sets of twins on the left and right sides of the picture, the off course excursions during the rally, the screeching +8 slide and the cheerful waving drophead at the autocross, the trike's run in reverse at the gymkhana, Peter and Heather Morgan, and all the other bits and pieces of MOG 25. May MOG 26 come soon!

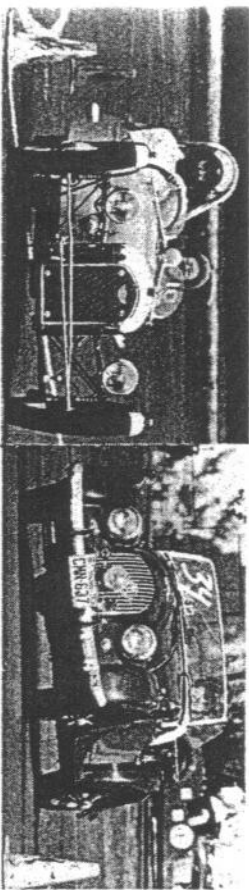
Jim Nichol

from MSCC "Miscellany"



MORGAN MARQUES MCCDC AUTOCROSS 95 25th Anniversary Meet

Timed laps were fast and penalty points extra low at 1995 MCCDC National meet autocross. The course was designed to be quick with a nice flow. It was a driver's course that demanded attention to your lines and brake points. The site was a terraced location with grass banks on all four sides leading down to the large asphalt/concrete course. Competition cars were staged on a down ramp leading to the track layout. The spectators had a tree shaded amphitheatre like location to enjoy the viewing of runs from.



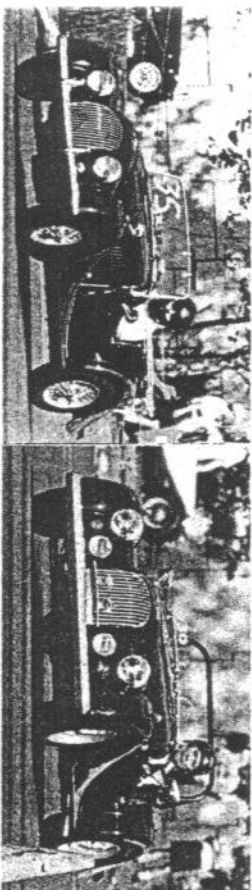
All Beer and no Wines!

Ed Geiger (Plus 4)

Location of the 25th Anniversary Morgan meet was Plymouth Meeting Mall near Malvern, Pa. There were eight stock, two prepared, one modified and one vintage classes for this Morgan event put on by The Morgan Car Club of Washington, D.C.

Peter Morgan, the son of the founder of the Morgan Motorcar Company Ltd. in Malvern, England was guest of honour along with his wife Heather. Peter at 76 years of age had come over to the USA meet via Concord with his wife. As a result of the Concord Co-Pilot being an owner of a Plus 8 Morgan, Peter and Heather enjoyed alternate seating in the cockpit of the Concord both coming to the USA and going home flight also.

Peter commented that the pilots and crew were quite up about the Concord being proud of the aircraft. He said that their spirit was quite a bit like sports car owners' spirit!

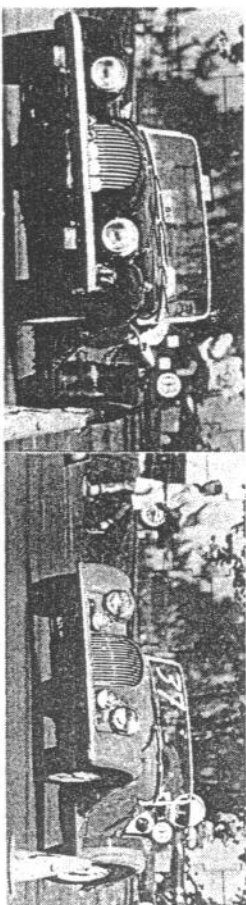


Hank Griffin (Plus 4 - four seater)

Manfred Klingner (Germany) in borrowed + 8

Closest competition came from two brothers running their 1958 4/4 Morgans in G-Stock, they being David and Peter Souza. Both have always been fast drivers at these and SCCA meets and are often challenged by their father Henry in this eight car class. David edged out his brother Peter with a best run of 58.69 to brother Peter's 58.94. The event saw a flying start followed by a left hand corner. An optional chicane followed

with a downhill left leading to offset gates and another left up hill with a chicane, another left through the start finish line. After the line crossing a quick left then an "S" turn and back onto the original layout gave each competitor a two lap three run day of competition. Temperatures were in the 90s all day but large tents and awnings lined the course and large crowds of the meet registered entrants and public spectators enjoyed the all day competition. Peter Morgan spent the day signing posters, brochures and a few Morgan automobiles.



George Powell in Sheally's 83 + 8

Todd Warren (71 + 8)

FTD was captured by John Sheally in his 1983 Plus 8 on his first run and lowered on each of his three runs resulting in a FTD time of 56.28. Sheally had turned FTD last year on his first run but destroyed the front end of the same car due to not enough run off room after a chequered flag. This year's flying chequered flag finish presented no problems of that type to any of the competitors.

STOCK:

- A. Three wheeler (requires a passenger).
- B. +4 roadster (2 & 4 seat) & drophead with Vanguard engine.
- C. +4 roadster with TR engine and +4+.
- D. +4 four seat roadster & 2 - 4 seat drophead with TR engine.
- E. 4/4 up to and including Ford 105E engine.
- F. 4/4 Ford 109E engine to present not including OHC.
- G. 4/4 Ford 1500GT, 1600GT & SOHC to present.
- H. +8 all.

PREPARED:

- I. Four cylinder (inc. Super Sport; Lotus, Fiat, Rover DOHC).
- J. +8

VINTAGE:

- K. Vintage race four cylinder (SVRA, VSCCA, etc. legal).

MODIFIED:

- L. All.

1st Place Winners:

Class	Driver	Year	Model	Time	Notes
H/Stock	John H. Sheally II	1983	Morgan Plus 8	56.28	FTD
G/Stock	David E. Souza	1958	Four/Four Morgan	58.69	
J/Prepared	Todd Warren	1971	Morgan Plus 8	1:01.97	
D/Stock	Roy Oppedisano	1964	Morgan Plus 4	1:03.19	
Flatrad/Class	John Erickson	1953	Morgan Plus 4	1:10.72	
E/Stock	John Bigler	1948	4/4 Series 1	1:12.62	
Trikes/A	Martin & Steve Beer	1935	F-Type	1:19.63	
L/Modified	Jay Dorak	1986	Morgan Plus 8	1:00.87	
K/Vintage	Lee Gaskins	1952	Morgan Plus 4	59.69	
I/Prepared	Gary Sullivan	1966	Morgan Four/Four	1:06.00	
C/Stock	Curtis Andrews	1967	Morgan Plus 4	59.47	
Ladies Class	Reny Willoughby	1967	Plus 4	1:05.29	

John H. Sheally, II

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)

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Jenny Beer, Treasurer MSCCC, 39 Guest St, Brampton, Ontario, Canada, L6W 1T7

CO-PRESIDENTS, REGALIA & EVENTS:

Lynn & Fred Kuzyk
1305 Ester Drive
Burlington, Ontario
L7P 1L2
905-336-0251

TREASURER:

Jenny Beer
39 Guest St
Brampton, Ontario
L6W 1T7
905-453-9304
416-922-5937 (fax
c/o DRB Motors)

WESTERN SCRIBE:

Mike Powley
MOG NW (Northern Rep)
1867 West 37th Ave
Vancouver, B.C.
V6M 1N3
604-261-0901

VICE PRESIDENT & EDITOR "THE BLURB":

Vern Dale-Johnson
1532 King St West
Toronto, Ontario
M6K 1J6
416-530-4599
416-536-1411 (fax)

CLUB LIASON:

Audrey Beer
RR#3
Bolton, Ontario
L7E 5R9
905-857-7320
905-857-3210 (fax)

EASTERN SCRIBE:

Andrew Grant, Events
GoMoG, Ottawa MOG
RR #3, Chrysler, Ontario
K0A 1R0
613-987-5475
613-987-5516 (fax)

PAST PRESIDENTS:

Paul Donoghue &
Barbara Harmer
3-86 Herkimer Street
Hamilton, Ontario
L8P 2G7
905-525-7260

THE BLURB is published 5~6
time/year. Address changes
should be directed to the
Editor.

Dues are payable before
Jan 31 of each year to the
Treasurer.

ROAMING SCRIBE:

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