



4-96

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

## CHRIS LAWRENCE RETURNS

by Charles Morgan

We welcome Chris Lawrence as a full time member of staff who has joined the Morgan Motor Company this month (January). His job is to mastermind the new version of the Morgan Plus Eight GTR that is being built and prepared by the Factory for an assault on the 1996 BPR Race Series. It is planned that this car will take Morgan back to Le Mans in 1997.

Chris is perfectly qualified for the job having won the 2 litres Class at Le Mans in 1962 in a Plus Four. This led to the birth of the respected Morgan Plus Four Supersports. The Morgan covered 292 laps at an average speed of 94mph for the 24 Hours at Le Mans. To put the achievement into perspective, in 1995, thirty-three years later, the winning McLaren covered 298 laps at an average speed of 106mph.

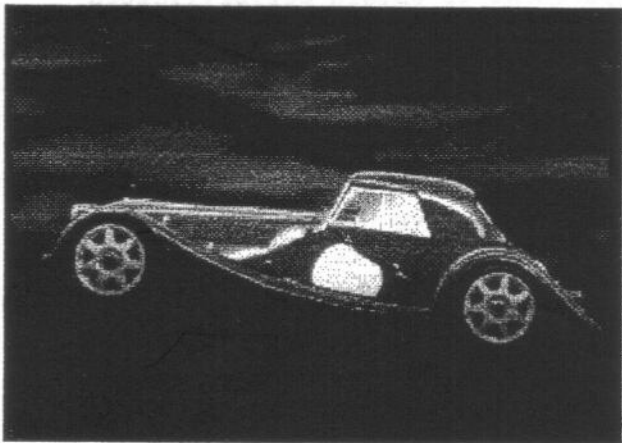
Last year Chris took Marcos to Le Mans as Team Manager. Chris has a wealth of experience of the people, design, innovations, companies and best practices in a career spent racing and preparing racing cars.

One of his most charismatic designs was the Morgan Plus Four SLR. This car never filled it's fantastic promise to dominate sports car racing. Capable of out-performing Ferraris in speed as well as looks, it remains a tantalising glimpse of what might have happened if a road accident and a change in racing rules had not intervened.

The aims of the Team this year are to build a Factory car that is reliable, simple to maintain and quick on the track. The car is completely true to the spirit of the regulations and will use a development of the Rover engine from the road car.

Chris has the following to say, *"I am delighted to return to my racing roots. Things have come full circle. I am determined to show again what the Morgan can do in serious competition and I cannot wait to stand with Peter Morgan and watch a Morgan come roaring up the road from Whitehouse (now the Ford Chicane) at Le Mans."*

*Miscellany* March 96



Morgan Plus Eight GT2

Chassis: Separate Deep Z section chassis fitted with tubular cross members and aluminium panels complete with RAC approved roll cage. Fuel cell contains rubber safety bladder.  
Bodywork: Two seater spyder. The car has an optional hard top. The bodywork is a coachbuilt frame made from ash hardwood panelled in aluminium. The wings are aluminium. The car will be equipped with a front spoiler complete with splitter, rear wing and undertray.  
Engine: 5 litre dry sump fuel injected V8. Catalyst equipped. Air restrictor to comply with weights specified by ACO class GT2. Transmission: 6 speed close ratio gearbox, BTR differential fitted with Hydratrack limited slip gears. Suspension: The car has double wishbone front and rear suspension with coil springs, telescopic shock absorbers and front and rear anti-roll bars. Brakes: AP Racing four pot calipers and a dual hydraulic system. Steering: Rack and pinion  
Wheels: Front: 18" diameter alloy with rims to a maximum of 10". Rear - 18" diameter alloy with rims to a maximum of 12" Dimensions: Wheelbase - 2570mm Length - 4115 mm Width - 1750 mm Weight - 950 kgs General: The Morgan Plus Eight GT2 Racer comes complete with roll cage, plumbed in fire extinguisher, electrical cut off switch, racing seat and full harness.

Morgan internet web site



## THE CO-PREZ SEZ

Welcome to the new members who have joined recently: Bob & Gloria Poloz, ON; Carol MacKinnon, ON; Peter Toma & Ella Drew, ON. Thanks to all who have re-newed recently, as well! \* Regarding this year's BRITISH CAR TOY RUN, the Club is pleased to accept sponsorship by the Morgan Motor Company of Malvern Link, England. Their financial support will help us greatly. Hugh Waldick has been attempting to contact prospective sponsors, but has had limited success. If anyone knows of a company or organization that would like to become involved in any way (door prizes, promotional items, etc.) with our event, please let us know. We're receiving more & more assistance from other clubs & their members. The Toronto Triumph Club has offered us a display area at their British Car Day on Sept. 15, to promote the TOY RUN & "Operation Santa Claus", as well as to receive donations on that date. Gord Ballantine, a TTC member (as well as CCC & BSC) has made an updated Registration Form for the event & other BSC/CCC folks have volunteered to help out. This year Triumph will be the "Featured Marque". This year we have the use of the caterer's hall for the Chili Bash afterwards, & the awards & prizes will be distributed there. \* At the ANCASTER FLEA MARKET we concentrated on socializing, rather than regalia sales. It was great to see all the people from our club & others. Ed Landstrom made it up from Merlin, ON, in a Bentley. The customary noqqin was a long'un. We were joined by a fellow named Mike, who was a member back in the early days. He has been corresponding with John Collins who remembers the folks from that era. Our apologies to Oliver Dawson, who missed us at the Flea Market & was unaware of the change in pub location. The new banner was displayed on the field. \* May 11 saw the Annual General Meeting of the BRITISH CAR COUNCIL. The meeting was poorly attended with only 6 members present & a number of member clubs are in arrears. They are having problems retaining Directors. Vern Dale-Johnson has offered his services in this regard. We wish him well. The BCC has a lot of potential in advancing the British Car hobby. More work & communication is needed.

Some feel that more could be done to unify the clubs & portray our hobby in a favourable light. Something tangible other than the insurance program. In any case, the organization does offer the potential for the interchange of ideas, information, contacts & joint-club ventures & assistance. Unless you have clearly defined goals & mandates, you don't know if you're achieving them. It was suggested that if anyone can spare time & assist the BCC, please contact Jon Rosenthal at (905) 883-4525. The BCC is encouraging people to take their cars to work on Wednesdays, in order to make our cars more visible. While in some cases this may be in violation of your insurance (such as with the Silver Wheels plan, it shouldn't be if you attend one of the many Cruise Nights around. See the list. \* The LIONS CRUISE NIGHTS run every Wednesday at the Mapleview Centre, Burlington, until Sept. 11. There is no age restrictions on the cars this year (so newer Morgans are certainly welcome) & they have expanded parking spaces. Their 50/50 draws are to assist the Burlington Fire Department to obtain defibrillators - a good cause. Check out a cruise night near you! \* Attended the London British Car Classic on June 8. A great show in spite of the weather. This year, ours was not the only Moq present, as we were joined by members Ian Fyfe & son Allister. It was a delightful time in their company & Ian took 1st place in the Morgan Class! Well done! \* At last report, the CHRISTIE SPRINTS were still uncertain & most likely won't happen this August. We'd like to stage the MSCCC SUMMER RALLY on August 18, so there will be something in that time frame to do, in lieu of Christie. \* We have had a number of events thus far this year. See the reports & photos. There's more yet to come. Check out the rest of the Blurb.

If you'd like to try "something completely different", how about a medieval fair? Construction has begun on an English 16th century country village, on Eighth Line between Derry & Britannia (where-else?) Roads, in Milton. Called the ONTARIO RENAISSANCE FESTIVAL, the fair will feature theatrical performances, craft shops, food, & amusements including a jousting field. The operator also runs an equivalent festival in Maryland, & feels that the Ontario version, although starting off small, will become the biggest in North America in five years. It's slated to open on July 6 & will run every weekend until August 11. Tickets are available at the gate on Festival days. \* Art forgot to mention in his report on the Barrie Weekend that Marissa Dale-Johnson was present, & that she made dandelion bouquets for all! Apologies Marissa! \* Our Fall Weekend in Alliston is being plugged by other clubs, so if you want to be assured of a room, you better book early! Or else you may be pitching a tent at "Chez Sands". Hope to see you at the "Pig-Out" on Aug 10!

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## SCHEDULED EVENTS FOR (REST OF) 1996:

- Jun 29 "The Finish Line of the Great North American Race", Toronto.
- Jun 29 "Scottish Games", Vancouver area (details 604-291-0901).
- Jul 1 Race Day @ Mosport (Lotus Club), Toronto.
- Jul 4-7 MOG 26, MCC-DC Harper's Ferry, West Virginia (see below).
- Jul 5-6-7 Boot 'N Bonnet Car Club Prince Edward County Tour (details 613-476-4111).
- Jul 6-7 MSCCC Toronto participation in Brampton Flying Club meet (see enclosed).
- Jul 13 MSCCC "Blind Faith Tour and BBQ", Belleville (see below & enclosed flyer).
- Jul 14 Carriage Classics, Caledon Ontario (see Blurb 3-96).
- Jul 14 The Spencer Classic, Spencer Park, London On (Proceeds to Scouts Canada -- for details call 519-432-2646).
- Jul 27-28 Brits in the Park British Car Show, Lindsay Ont (details -- 705-878-5422)
- Aug 10 MSCCC "Sands Driving Tour & Party", Hockley Valley, Toronto (see enclosed).
- Aug 11 Kingston Ontario British Car Show (Note date change, one week earlier).
- Aug 11 Antique & Classic Car Show, Whitchurch-Stouffville Museum, Toronto (enclosed).
- Aug 18 MSCCC Toronto Summer Rally. Mohawk Inn, Campelleville @ noon (enclosed).
- Aug 24-25 Christie Sprints, Hamilton Ontario.
- Aug 25 Moggies on the Grass, GoMoG, Ottawa MOG (details -- 613-832-3620).
- Sep 6-8 MSCCC Weekend Alliston, Ontario. Open to all marques (see enclosed).
- Sep 15 British Car Day, Bronte Park, Oakville Ontario (see enclosed).
- Sep 20-21 British Invasion, Stowe Vermont (details -- 613-832-3620).
- Sep 21 AH Club Mennonite Madness Weekend, Waterloo Inn, Waterloo (905-639-4829)
- Sep 21 The Whistler Run and Fun, MOG NW, Vancouver (details 604-291-0901).
- Sep 29 MSCCC Toronto 2nd Annual British Car Toy Run, Burlington (see enclosed).
- Oct 6 GoMoG Fall Tour, Ottawa Valley (details -- 613-832-3620).
- Oct 27 MSCCC Toronto Halloween Mystery Run.
- Oct 27 The Halloween Tour, MOG NW, Vancouver (details -- 604-291-0901).
- Nov 03 MSCCC Toronto Pub Brunch (location TBA).
- Nov 23 Scorpion Time Again Tour, MOG NW, Vancouver (details -- 604-291-0901).
- Nov 30 or Dec 14 MSCCC Toronto Area Christmas Party.
- Dec 1 Mog Mass at the Kaufmans', GoMoG, Ottawa (details -- 613-832-3620).
- Dec 26 Boxing Day Run again, MOG NW, Vancouver (details -- 604-291-0901).

✓ **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 Toronto **July 2** -- so far we have the VP (room for a co-pilot if anyone is interested) and the Past Pres's. Other potential Morganeers are mulling over their options -- 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 Blind Faith Tour & BBQ.** Named not for the participants but for the way we are organizing this event in the **Belleville/Trenton/Picton/Prince Edward County** area. Morganeers from Ottawa through to Cambridge/Waterloo are asked to gather at 12 noon at the Provincial Park/Picnic area where highway 7 meets highway 37, just north of Actinolite (North of Tweed for those with really bad maps). Most of us can reach this location within 3 hours driving (under 200km from Metro Toronto for you city slickers).

If you arrive early, check out Bertha Snider's Art Gallery in Actinolite, or arrange for a **B&B on Stoco Lake in Tweed** if you plan to stay over. **Hotels** -- 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). **Details are available from Vern Dale-Johnson (416-530-4599) or Greg Kaufman (613-832-3620) Confirmation of attendance would be appreciated.** Bring your BBQ eats, frisbees and other fun items for an afternoon noggin and natter.

For those wanting to make a weekend of it, we will be offering a "**blind faith tour**" on Sunday into Prince Edward County -- Wellington, Picton, Sandbanks Provincial Park with only one planned stop -- to see local British Car enthusiast Richard Coppel of Long Run Motors in Picton.

✓ 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).

✓ A new listing is included in the calendar -- the 23rd annual **Antique and Classic Car Show** August 11 at the Whitchurch-Stouffville Museum. Exhibitors (and 1 guest) are admitted free. Open to Antique (pre 1945) and Classic (1945-1971) cars. See enclosed flyer for details.

✓ Don't forget to get your reservations in for our **MSCCC Fall Getaway September 6-8** in Alliston Ontario and reserve **September 29th** for participation in the **MSCCC British Car Toy Run**.

#### Editors Notes:



Speaking of **Picton** (Australia, that is) fellow Morganeer Stan Jodekin of the Australian Morgan Owner's Group sent in the enclosed letter with great snaps of the group at Picton NSW. Stan's yellow +4 along with others from the club are displayed. The group photo is from my visit to Oz in January -- Col Davidson's +4 (referred to in Stan's letter) is in the foreground.

And speaking of Australians, **Old Auto's** published an article by Gerard Grimes (an Aussie on loan to Canada for awhile -- they all are, none plan to retire here!) in January. This is included in this issue in its entirety. Well worth the read juxtaposed against the AQ article from 30 years ago we squeezed into the last 3 issues of the Blurb. By the way, if you don't subscribe to Old Auto's, it is worth the \$28. Call 1-800-461-3457.



**OLBDII plate contest:** It took John Collins all of 20 seconds to get the meaning. He was on the phone the evening his Blurb arrived. Still looking for guesses -- most so far have suggested "old body too" -- do they suggest the driver is falling apart? Or is in as good a state of preservation as the Morgan? All guesses will be printed (perhaps with entrants names). e-mail vern\_dj@msn.com.

**Doug Price Award:** Nominations for the *Doug Price Award* are still 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** (addressed 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:** Vern Dale-Johnson has resigned as the MSCCC delegate to the BCC -- Fred Kuzyk will be taking my place. Reason, I've decided John Rosenthal, Chair of the Council needs more dedicated help so will be joining him as a Director. The BCC helps us with insurance, a coordinated events calendar (sorry folks, Ontario only for now), and the British Car Scene -- advertising to promote British Car ownership and club membership.

**Notes from the West:** *Van Dusen All Brits Shines through Again.* As now has become a tradition of sorts, the first big season's opener has come and gone and a great time was had by all -- kicking of the weekend was the Friday NOGGIN & NATTER at the Abercorn Hotel -- the POT'S presence at this was truly awe inspiring to all assembled. Then, as the bright and lovely Saturday shone forth on the assembled multitude all could not believe their good fortune attending still yet another beautiful event in the VAN DUSEN GARDENS (or is that FANTASY GARDENS???)

**Lunch a delight as always by Ted.** Yes, once again TED CAREW-GIBSON whipped up a lovely crop of watercress and cucumber finger sandwiches to go with our Perrier Water and tea. "Three cheers" said all 20 plus owners of Morgans assembled in the glistening sun, while taking refuge from the glare under the club tent.

*All too soon in the sylvan setting it was awards time...* and there were some real surprises this time -- mostly due to the great weather, the POT thinks. In the "light weight class" some far eastern [Calgary] owner by the name of JOHN FELLOWS (a



henchman of DAVE GARD's we hear) took first, mainly because he had prudently written *Morgan* on both sides of the bonnet, so there was no mistaking for the dreaded Kit-Kar. Second, perhaps with a Kit-Kar, was an unknown person called ERIC RUSSELL -- no one seemed anxious to sigh him up for membership in our club however. Third was the laird of the Pitt -- DAVE COLLIS.

In the "welter weight class" a huge sympathy vote brought first place recognition to LARRY EMRIC -- who upon hearing this immediately renewed his membership in the club -- Eric Russell could not understand this. Second was to be our hosts for the evening soiree, the THEROUX (definitely not a sympathy vote). Then a miracle took place for third, only proving that flags (are you listening David Wellington?) do not work -- but damned good plumbing does -- some plumb w/yachtsman from the south called BUTTONS snatched the jaws out of victory and w alded away with with third -- Wellington fainted dead away at that announcement. LARRY SHARP's unit nearly took best debuting restoration here as well.

Finally in the "heavy weight class" the Corvette Killers duked it out with each other and surviving in first place was the MILES, then the STROMQUIST's from the deep south followed by the ALLINSON's from the far north. Once again HAL MEDEN was seen attempting to enter his GERMAN bodied +8 in this class but was immediately disqualified by a sharp eyed gatesman and told to park THAT elsewhere!

Many saw THOR and DEBBIE FROHN-NIELSON camped out in the DB section, Debbie with babe in the Aston was overheard commenting on how much more practical this bit of British steel was compared to the Morgan??? TOM GERKE is the proud new owner of the F-N +8.

*Editors Note: The above is said to be a true rendition of the day's events -- those wishing to hear about the revelry that evening at the THEROUX's must read the NW Magazine. This editor takes no responsibility for mistakes in the original from Mike Powley or in the translation.*

**Notes from the East:**

**Silver buckle:** Greg Kaufman and Andrew Grant of the Ottawa MOG have been working on the silver belt buckle. (see my rendition in last Blurb). In sterling silver the price has bounced up to close to \$200 and has now settled back down to \$125 with a promise it could get under C\$80 (yes, no misprint e-i-g-h-t-y). All depends on pre-production orders -- higher the volume, lower the price as the mold will be amortized over the first run. If at all interested, place your pre-production order with Greg (613-832-3620) or Andrew (613-987-5475 or fax 987-5516). Series will be numbered, only one run is anticipated. PS, some GoMoG badges are still available -- contact Vern Dale-Johnson or Greg Kaufman. Enjoy the article on Megan, Ed Burman's Moggie in this issue of the Blurb (reprinted from the GoMoG Organizer).



MSCCC is an affiliate of Morgan Sports Car Club (UK) and British Car Council (Canada).



by Hellen Hogmog

I must say that Ms Hogmog enjoys the Northern Nonsense of Mike Powley in the HOG NW "Mogazine". Like the POT, I too have suffered from DISFUNCTIONAL DIRECTION DISEASE on many tours & rallies! Ms Hogmog has learned that a MSCCC mug shipped to Mike didn't make it intact to the West Coast, having been broken by Canada Post. Besides said mug, the MSCCC has had one badge damaged, & another lost (as well as other mailings) by our national postal "service". Ah, I yearn for the days when there was pride in the public service, when Ontario Hydro was efficient, and when the trains ran on time. At any rate, I understand that the Club has received a gift from Mike of a toy Morgan that is propelled by a magnet. It is hoped that we can get a team of these & "Race" in the off-season! I believe this car looks something like the picture below.

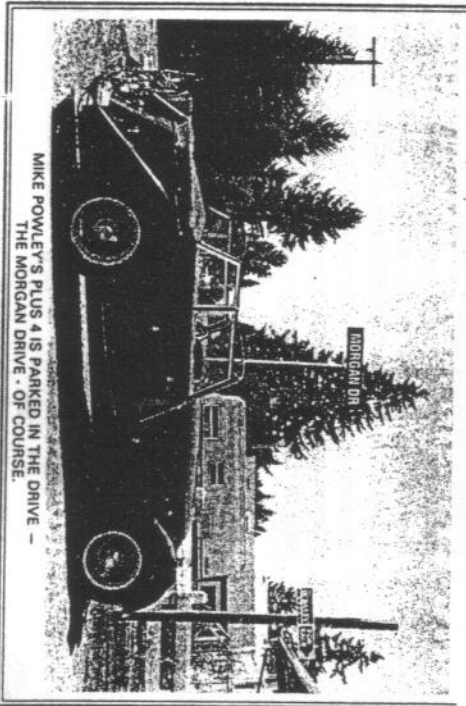
If you venture out to Piper's Hill on August 10, you can witness an incomplete "ultra-lite" aircraft perched on a hill, like a phoenix - its skeletal frame un-clad sans skin. This monument (I'm told) is a testament to the collaboration of "Willbur & Oval", "The Wrong Brothers" (aka Reg & Al) and their flights of fancy. The "Brothers" remain un-daunted by this aeronautic disaster, however. I hear their next attempt is to build something called the CP-105 AVRO ARROW! They promise to succeed where AVRO failed!

News from the MG/Triumph/Morgan meet in Barrie: It was learned from Hugh Waldick's companion, Diane, that portions of Einstein's brain are located at McHaster University in Hamilton. Methinks if he knew that his "grey matter" would end up in Hamilton, that he may have kept E-MC2 to himself! While the Morgans fared poorly in the "Have Eggs Instead" Rally, this was due to our "ringer" being a no-show. It was learned that Al Sands locked himself in his bathroom I don't know what Al's middle initial stands for (ABS), but I think I shall call him "Houdini"! It was also learned that Al's complaints at the Barrie banquet of: "\$46 bottles of Plat D'Or" were a hoax! He carried-off this ruse with the aid of co-conspirator Ray Shier & had us all bamboozled!

Speaking of Ray, at the Leamington Run he educated members on the elusive "Dickie Bird", as well as the "Red Chested Tit"! We didn't know that Ray was an accomplished "Birder", but we learn something new everyday! Also on this trip, we discovered that Bud & Marianne Muzzatti have an old MG T which is located in Antigua. The car is taking a beating in the tropical weather & needs work. Perhaps the "Wrong Brothers" could take on this restoration? Once the car is complete, they could use it to ferry themselves around the island while they conduct aerodynamic rocket tests for their up-coming aviation project! Just a thought. Well Oval, wouldn't you rather test the model ARROWS in Antigua, rather than over Lake Ontario, like AVRO did?

Nigel Birch, a favourite subject in this column, has made an observation. It seems that Fred is always going out for a smoke, while Vern is always going to the bathroom! Nigel feels that they should co-ordinate the activities! He also believes that, like ABS & Santa Claus, they may be the same person!

ALTERNATIVE PROPOSITION?



MIKE POWLEY'S PLUS 4 IS PARKED IN THE DRIVE - THE MORGAN DRIVE - OF COURSE.

## MY MOG - A PROFILE OF MY FRIEND MEGAN.

Submitted by Edward Burman

To the best of my knowledge, she was born on February 9th 1969, when she emerged from the Great Malvern Mother and was shipped off to London to the Morgan dealer there. She was Arctic White in colour with black upholstery, a four seater 4/4 with a 1600cc Ford Cordas GT engine and equipped with dual downdraft Weber's. I believe she was sold to someone in Oxford, (no details on that), and was purchased second hand by a professor from McGill who was in Oxford for a three year exchange with his wife and twin sons. A four seater was therefore a must. I was told that this was in 1975.

By this time she had been painted a rather garish New York taxicab yellow, and two Lucas spotlights added to the front end. The owner and his family returned to Canada in 1978, and had intended to sell the car before doing so. However by that time she had become a family member and could not be left behind! She was shipped back, with only minor damage (some low life ripped off the Lucas spotlights) and spent a few years in Montreal. Unfortunately the professor died in 1983 and his widow moved to Ajmer, where she was living when she decided to sell the car in 1989. She insisted that the car go to a good home, where it would be well treated (not uncommon for Morgan Owners!) and in fact turned down an offer from someone whom she did not entirely trust. I was fortunate in satisfying her terms of sale, and the deal closed on June 11th 1989.

I drove the car until fall, although I knew that there were ash frame problems and a possible crack in the chassis. In September I took her apart and replaced parts of the frame with ash purchased from Dickemp Edwards and cut to size by a neighbour with a band saw. I did not know one could buy frame members already cut to size from Melvyn Rutter or from the factory! A real old craftsman worked on the body panels, and I found a young body shop owner whose sole interests were beer, antique cars and female superstructures. Danny did a great job on the painting, which was returned to the original Arctic White. I even picked up (for \$20) a pair of Lucas spotlights, while in Niagara Falls.

Megan was so named because of her Welsh ancestry, and the fact that it fits so well with her family name. My regret is that I was unable to buy a Vanity licence plate with her name on it.....someone beat me to it! However I like to think she has the loving home to which all Morgans are entitled.

### NOTE:

I suggest this as an on-going series in the Morganizer, so if you want to submit a bit of a history about YOUR MOG, send it to Greg Kaufman.

John Kokal

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**British Sports Car 'Spring Fling'**  
**Wayne McRae Memorial Weekend**

Venture Inn Barrie, Ontario  
May 24 - 26, 1996



The convoy left from Burlington to Barrie on Friday May 24. The backroad route took Fred & Lynn Kuzyk, Nyal Wilson, and Hugh Waldick & Diane through the Hockley Valley. There, an impromptu lunch stop took place at the Hiding Inn Hockley. A delightful spot where presentation is everything. Eventually, we arrived at the Venture Inn. Nyal took the opportunity of being in Barrie to visit with his daughter but before leaving, assisted with high-lighting maps for the scenic run on the next day. As part of the MSCCC's assignment, F&L went in search of snack items for the Hospitality Suite & assisted with registration duties. Arriving later were the balance of the Morganeers: Vern & Amanda Dale-Johnson, Ray & Mary Shier, & Al & Marlies Sands. Saturday morning about 80 cars assembled for the road tour, including the 6 Mogs. The organizers had intended to take photos of each participant & to have these available at the evening banquet, but camera glitches spoiled this intention. The assemblage made its way up to Nottawasaga Bay, along the coast to the Tea Stop at Balm Beach. Proving once again that the best laid plans can "go for a dump", some of the cars got lost, taking a detour to Wasaga Beach (including Hugh)! However, everyone eventually ended up at Balm Beach. It was here that we discovered why Al was covered in oil - his valve cover cap was missing. It turns out that this was left at home in his driveway when he added oil & forgot it! A case of "Old-timers" (or Al's-helmets) Disease! Some improvisation was necessary, my favourite being the coffee-cup-in-valve-cover method, as this had the added benefit of keeping the Java warm! It was also here that we witnessed a bikini-clad beauty on the sand, soaking up sun but oblivious to the still cool temp. Scenic spot! From the beach, it was on to Penetang-Midland, with a drive by of the tall ships at Discovery Harbour. Finally we arrived at Martyr's Shrine, the whole way the Kuzyk's musical horn played its myriad of tunes, possibly to the delight of locals & possibly to the agony of cars before them! Cars were marshalled into their classes for the show. Morganeers balloted for the MGS & Triumphs, while the others voted for the Moggies. Fred got the last sandwich of the provided lunch. Al played "martyr" for not getting sufficient sustenance! I'm told more sandwiches were produced later. The club members settled down on blankets & enjoyed "sacramental" wine & beer. After the show, cars began heading back to the hotel, but the Morganeers were comfortable & as always, were the last to leave the field! Back in town, Lynn & Fred and Ray & Mary discovered the Rock 95 radio mobile sign, welcoming all three clubs, while we obtained the key ingredient for Sunday's Rally. Back at the hotel, we were joined by Mr & Mrs English of Erin On, who brought their Morgan out on this fine day to see the cars. They joined us in the Hospitality Suite to savour the Hardy's Australian wine that Amanda & Vern provided for the weekend.

The evening arrived & it was time to board the school bus shuttles to the banquet at Snow Valley Resort. The MG Triumph folks do things a tad different than we do. Smoking wasn't allowed at the Banquet or Hospitality, so Fred (& others) made trips to the exterior. They also say grace & offer a toast to the Queen, prior to dinner. In his opening remarks, Prez Fred thanked Wally & Joy Holmes of the MG Club and Bob Beiler of the Triumph Club for their work at putting this together & inviting us to participate.

Events such as this joint weekend, which is staged yearly, as well as British Car Day prove that good things can happen in Canada. Also, the Club made a presentation to Peter Batt of the MG Club in appreciation for inviting us when he attended our British Car Toy Run. This was a gift-wrapped can of peas. It seems that Peter insisted that peas be on the menu & somehow they were omitted! Al & Marlies must of had a good time on the weekend, as they asked Fred to invite all present to join us at Piper's Hill in August! Al wanted more meat & got it! There was some grumbling about the long lines at the bar & about "expensive" wine (which wasn't) but this was all part of the camaraderie! After the meal, there was a ton of door & raffle prizes. Our Club provided some regalia as door prizes (surprisingly, the Morgan wing golf shirt was snatched up by a non-Morgan owner) including 8 litres of NOCO oil, which was supplied by Jeremy Hinchcliffe, remaining from the Toy Run. These proved to be popular as cries of "Oil! Oil!" rang out & a 4 litre set was grabbed by Prez Jim Bayley of the MG Club, who really needed it! On to the awards. Certificates were presented with the 3 club logos & the winners names to be calligraphed. In the Morgan Class, tied for 3rd were the Sands & Kuzyks. 2nd place was the Shiers. 1st place was the Dale-Johnsons. Hugh's friend Diane, won a Tilley hat. Time to bus back. Al kept them in stitches on our bus with his quips, such as the similarities between the suspensions of his Morgan & this vehicle!

Back at the hotel things were pretty quiet. It had been a long day. No activity at the rooms, the lobby or parking lot - except that someone completely toilet papered Peter Batt's MGA!

Sunday morning. Another complimentary continental breakfast. Some folks were heading home. Twenty-four competitors entered our Club's Rally, however. Three of these failed to finish. Perhaps they're still up there, but we could only wait so long! The Morgan teams of the Shiers & the Dale-Johnsons finished with respectable scores but not near the marks of some of the Triumphs & MGS. A report appears elsewhere. Our thanks again to the MG & Triumph Clubs, to our members who participated, & to Amanda & Vern for the case of wine. It seems that the other Clubs have never consumed so much wine before (usually only a bottle or two), so they must have liked it! As a postscript, we were told that the Morgans added class to the affair (the vast majority were dressed casual at the banquet, save for some of our Club), variety at the Car Show & they'd like to have us back next year! If anyone didn't receive their Tri-Club dash plaque, let us know!

**CAVE SPRINGS MYSTERY RUN**

The Club's first run of the year took place on May 19. Twenty-two people & eleven cars took part on this warm day. Seven Morgans were there, as well as Rolls, MGC GT, Spitfire, & Miata. They assembled on the Stoney Creek mountain & took a scenic drive along the ridge to Vineland, then swung down to Highway #8 to Jordan. The destination was Cave Springs Winery & its "On The Twenty" Restaurant. We made it to lunch on time for our seating. Lunch was delayed, so our wine tour was pushed ahead an hour and a half to 2:30. There was a short-fall when it came time to "pay the piper". Thanks are due to Mick & Linda Murphy, Vern Dale-Johnson & his brother, Fred & Lynn Kuzyk, & guests Phil & Pat Whitehouse - for kicking in additional funds to lessen the loss to the club. In future, insistence on separate checks & a less pricey establishment are definitely in order! The winery is a small operation but we saw the whole shebang & finished off with the customary tasting! Brian Rumohr, in typical noble fashion, took our guide Sandra for a ride in his DHC. Brian then joined the Kuzyk's, Whitehouse's, and Pete Toma & Ella Drew at the Queen's Head Pub in Burlington for supper & ale. Other attendees: Audrey & Reg Beer, Joan & Nigel Birch, Nyal Wilson, Gary & Sherry MacFarlane, Hugh Waldick & Diane, & guests Chris Walker & Pam.

**MSCCC REGALIA:**

- MSCCC BADGES (3 COLOUR EPOXY, MADE IN ENGLAND) \$80
- MSCCC KEY FOBS (MINATURE OF BADGE) \$12
- MSCCC DECALS (OR STICKERS - SPECIFY TYPE) \$2 EACH
- MSCCC CAR MAGNET (8 INCHES - 20 CM ACROSS) \$10 EACH
- MSCCC MUGS (WHITE WITH FULL COLOUR LOGO) \$5 EACH
- M-O-G (ON CANADIAN MAPLE LEAF) LAPEL PIN \$2
- CLUB VIDEO 1990-1994 (ONTARIO EVENTS) \$10
- NAME TAGS (BLACK LETTERS ON GOLDEN BACKGROUND) \$6

ORDER FROM LYNN KUZYK, PHONE 905-336-0251 FOR DETAILS...



The BLURB  
Dear Vern,

During the Christmas-New Year's holiday, 4 MSCCC folks made an Intrepid adventure to the Communist Caribbean - namely, Castro's Cuba. Given that the travellers are also BSC members, Closeteers, & past and present owners of '69 Mustangs, it was decided to conduct this trek under the auspices of the "Closet Car Club Cuban Christmas Convention". Besides the alteration, this moniker allowed the delegates (not surprisingly) the opportunity not to conduct any useful "club" business and given the secretive nature of the CCC (dis)organization, to remain un-identified. This report may be a violation of the un-written rules! However, some popular misconceptions about Cuba were disproved by this voyage & must be dis-spelled....

"Federico" was not incensed that "Pedro" received more propositions from the numerous jinetes than he did (just slightly miffed). It is true that nobody there has heard of "Ricki Ricardo", Desi Arnaz, or "I Love Lucy". (They have heard of "Babalou" but this is not a song but instead refers to local shaman who eat fire, broken glass, heads off of live chickens & walk on fire & broken glass!). Contrary to popular belief, "Pedro & Elnora" did have a dinner engagement with El Presidente Castro. (They did decline however, as Fidel refused to shave!). They did enjoy meeting with the "Children of Chernobyl", though. Since the nuclear accident, Cuba pays to bring 125 kids every month from that area to a compound outside Havana, for a month of Rest & Relaxation (or medical treatment) in the tropical sun. "Lynetta" did take a liking to the local stray dogs but she did not pack one home in her suitcase, as a playmate for "Bentley"! Although it's true that "Federico" was enamoured by the plethora of 1950's American cars, no '57 Chevys were shipped home. An early Rolls, a Morris, & a Ford Consul were also un-earthed. He did make an offer on the Lambourghini Diablo, however. (Although a million pesos sounds like a lot, it isn't in REAL money). Soldiers are not evident anywhere. Propaganda isn't everywhere either, having been replaced by billboards for capitalistic products. "Elnora" searched high & low for garlic, but alas, to no avail. It's true that Cubans love garlic, but due to the shortages of the embargo, it's tough to come by. (So if you plan on going, bring some. You'll make a Cuban happy & keep vampires away!). Toilet seats aren't hard to come by - just outside of your room! Despite what anyone tells you about "having a friend at the factory", you cannot get genuine Cohiba Esplendido cigars for \$40/box. Finally, it is true that another "Convention" will happen. Suggested venues are: Somalia, Lebanon, or Bosnia!



Taken from Libra Motive ad

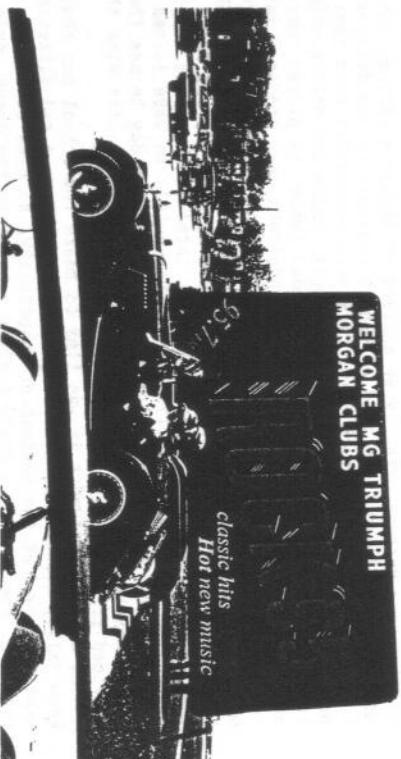
CLASSIC AND SPORTSCAR, FEBRUARY 1986



**RAILY RESULTS**  
WAYNE MCGRAE MEMORIAL/SPRING FLING WEEKEND

21 game competitors finished this 35 mile adventure, prior to heading home after this wonderful weekend. The rally was a question & answer affair that took the participants through the country-side, suburbia, along the lakeshore, & back into Barrie. A little wrinkle in this "Have Eggs Instead" rally, was that everyone was given a raw egg & told that it must be cooked at the finish - else they lost points! How, they achieved this was left to their inventiveness & some were creative indeed! The Archie Thomas Splitfire team chatted up a shop owner & had him boil their's. Others dropped in on friends or relatives & did the same. Then there were the practitioners of gourmet "engine manifold cooking", with varying degrees of success, depending on placement, amount of duct tape, or how hot your engine runs. The tally was much closer than we expected. Others would have made the top five, if it weren't for being "bad eggs". Two triumphs finished with perfect scores of 38 questions & both had one of the three "tie-breakers" right (Hiway #11, Yonge Street, is 200 years old in 1986). The "Rally Masters" were forced to resort to jest "tie breaker" question #4 to break the dead-lock: "What year did Morgan develop the sliding pillar front suspension"? Doug & Pat Bingley's answer was closest to the correct year: 1913. Their TR3 took home the trophy. We have a consolation prize for the Eva Mae Evans Triumph team, next time we see them! While Triumphs swept the top 3 spots, MG folks can take comfort in the fact that the winning TR3 failed to start after the conclusion & had to be pushed started to get home! We hope everyone enjoyed themselves as much as we did. By the by, Barrie became a city in 1959 & it is named after Royal Navy Admiral Sir Robert Barrie (not after the Automotive Flea Market)!

1st Doug & Pat Bingley	TR3	38 points
2nd Evamae Evans	TR6 & 8	38 points
3rd Matt Molson	TR6	37 points
4th Bruce Browncombe	MGB	36 points
4th Grant Denison	MGB	36 points
5th Bill & Rae Toft	TR6	35 points



Doug & Pat Bingley, associated with Rock 95, won the MSCCC rally. MOG 404 participants, Ray & Mary Shier beside the welcome sign in Barrie.





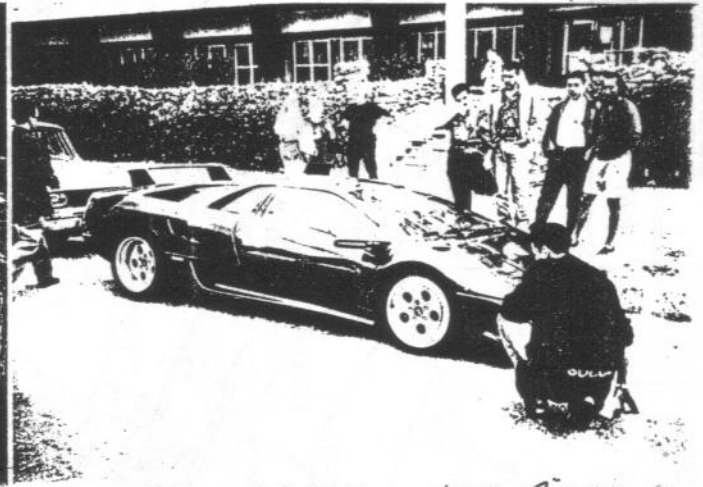
CIGAR GRINGOS



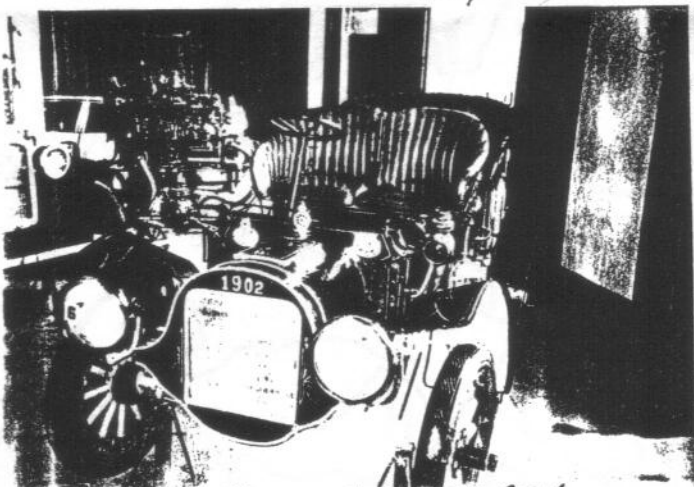
50'S AMERICAN CARS - EVERYWHERE



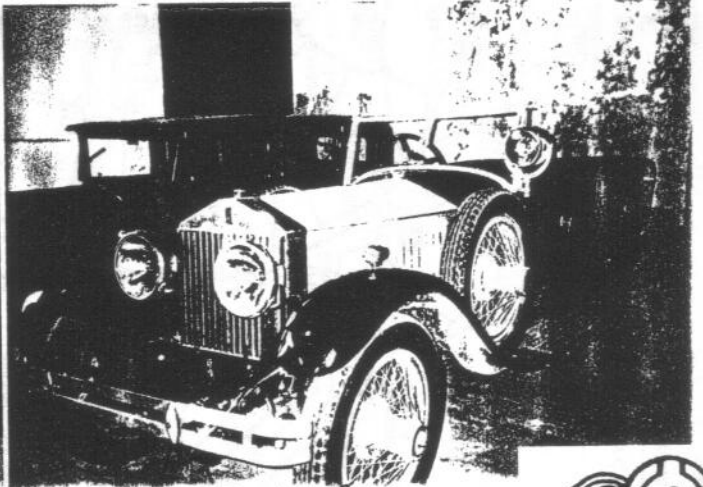
CHILDREN OF CHERNOBYK



COMMUNIST CONVEYANCE: "EL DIABLO"



AUTO MUSEUM: 1902 CADDY....



EARLY ROLLS



CATHEDRAL SQUARE - OLD HAVANA

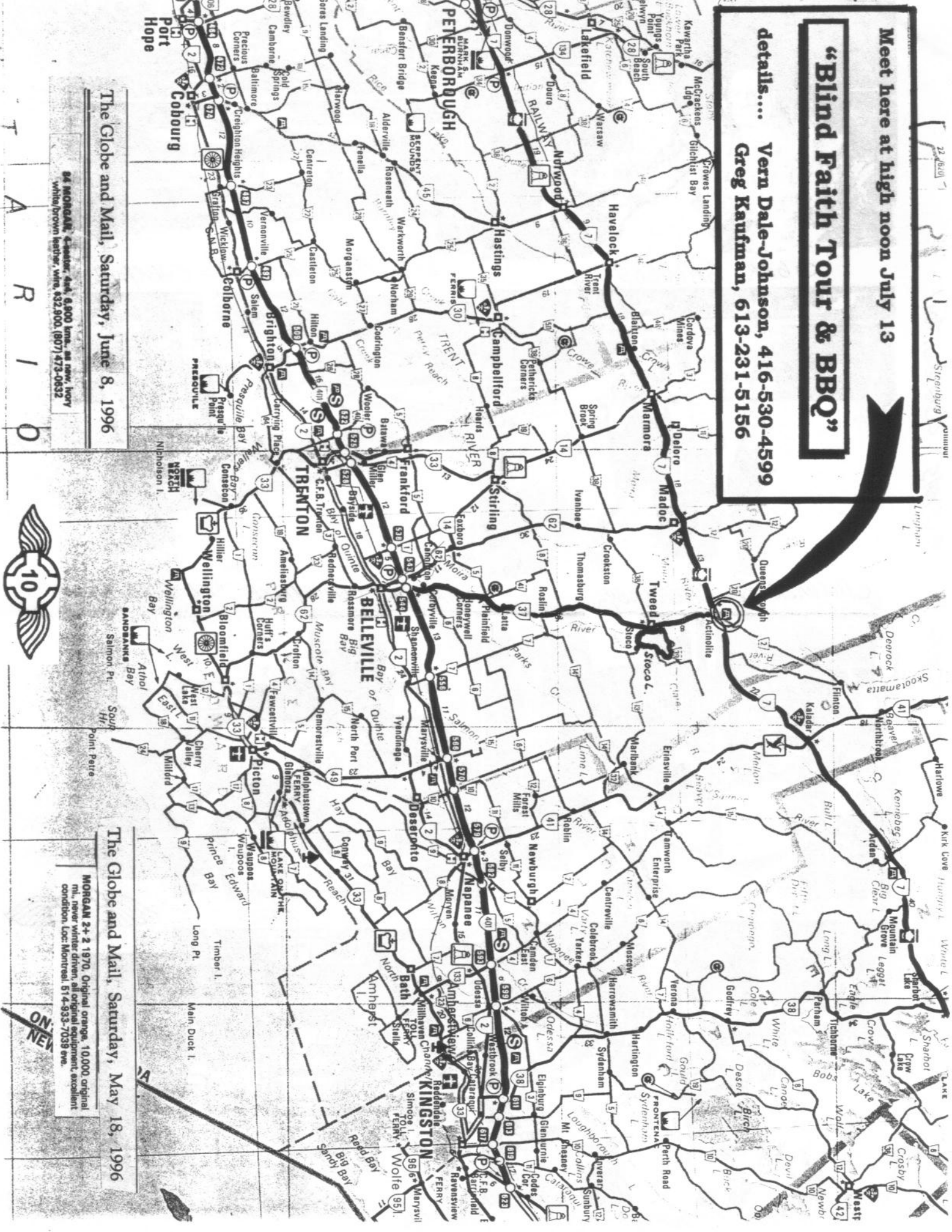


CLOSET CAR CLUB CUBAN CHRISTMAS CONVENTION

Meet here at high noon July 13

# "Blind Faith Tour & BBQ"

details... Vern Dale-Johnson, 416-530-4599  
Greg Kaufman, 613-231-5156



The Globe and Mail, Saturday, June 8, 1996

The Globe and Mail, Saturday, May 18, 1996

84 MORGAN, 4-seater, 4th, 6,900 Inv., as new, navy  
white/brown leather, wire, 432,900, (807) 473-0632

MORGAN 2+2 1970, Original orange, 10,000 original  
mi., never winter driven, all original equipment, excellent  
condition, Loc: Montreal, 514-933-7038 eve.

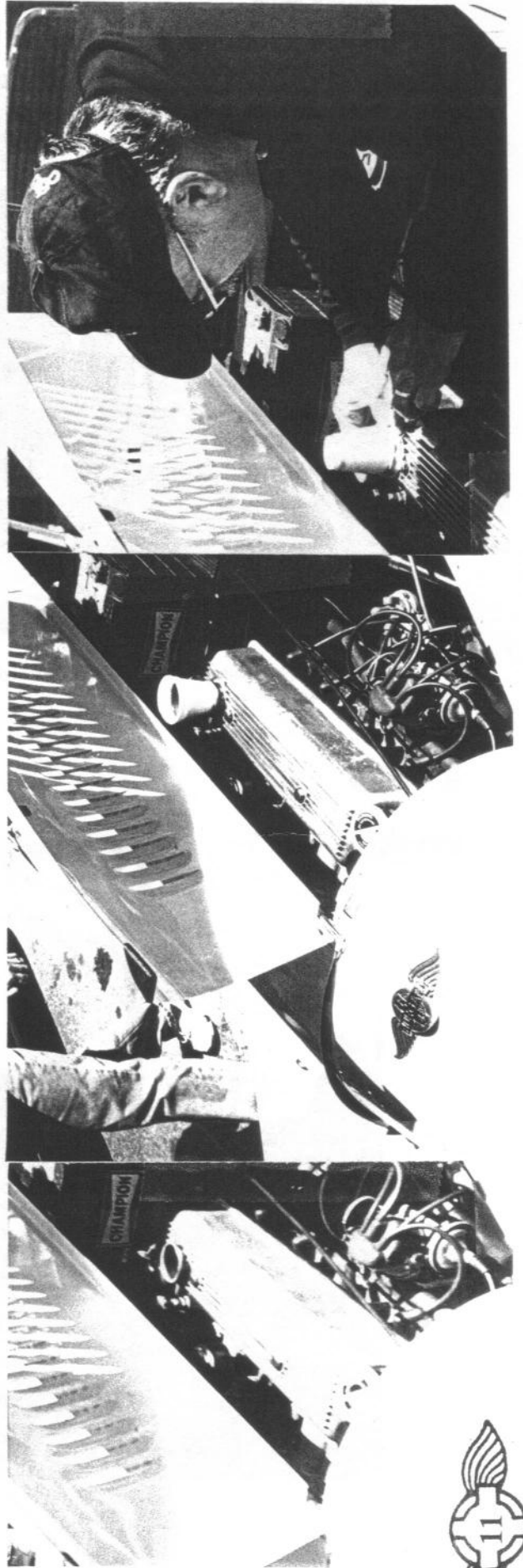


ON  
NEW



Tea stop at Balm Beach during MG-Triumph-Morgan weekend. See write up, "sun worshipper" visible in foreground. Note intense "British" discussion group on meaning of such hedonism.

The problem "old timer's disease" ....Alan Sands fix vs popular suggestion -- which did he use???





Ancaster "Flea market" crowd of Morganeers and would-like-to-be's.

MOG's at MG-Triumph-Morgan weekend



# 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 Sprints in Augusts 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 aerobatic 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.

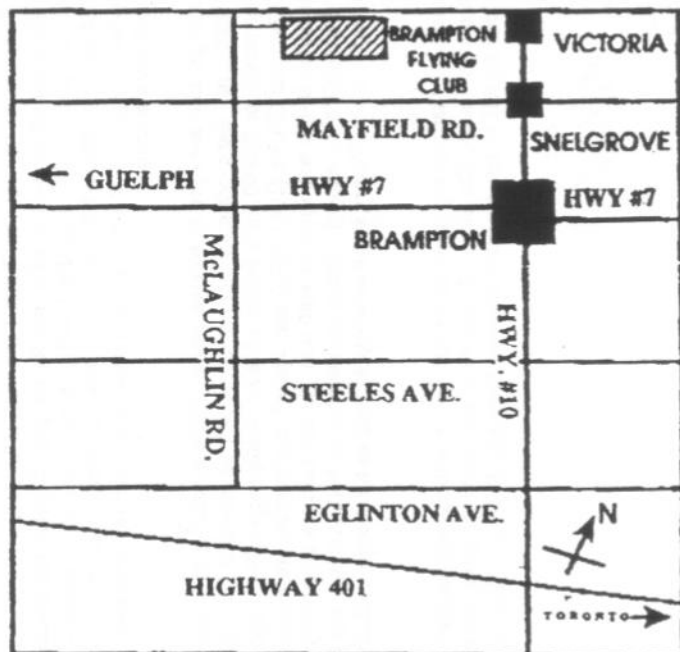
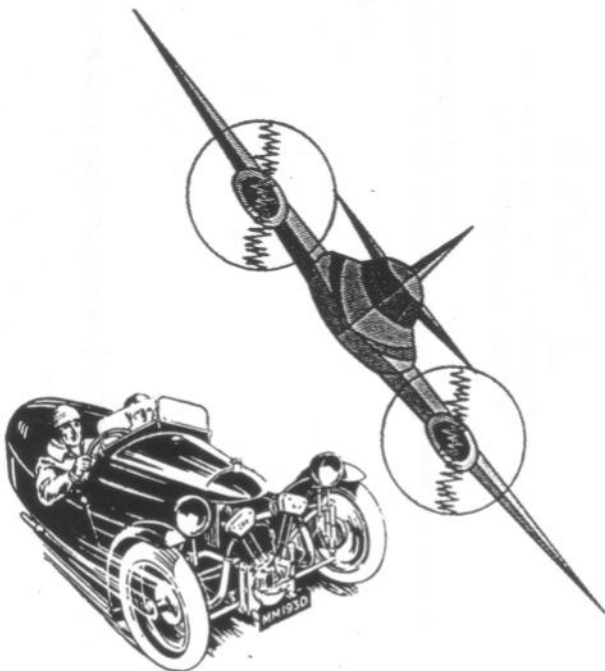
As some of you will remember, our Club toured the facility in the summer of 1988, having a good look around the Great War Flying Museum, and what luck some Morgan owners enjoyed when a Flying club member invited them to join him in a flight around the area.

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 tin in our area. Also any help on Friday (or with the weather - it would be great if we could have some summer for then) would be appreciated.

Jenny Beer.

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



# YORK Region Ontario



Whitchurch-Stouffville Museum

May 21, 1996

Dear Car Club President:

I would greatly appreciate your sharing the following information about our event this summer with the members of your car club:

Whitchurch-Stouffville Museum  
23rd Annual Antique & Classic Car Show  
Sunday, August 11, 1996  
(Rain Date: August 18th)

The Whitchurch-Stouffville Museum is located northeast of Toronto, at 14732 Woodbine Avenue, 17 km north of Highway 7 and 1 km east of Highway 404 (Please see map on reverse). The Museum opened in 1971 and for the past 22 years has organized an Antique and Classic Car Show as the major fund raising event of the year. Routinely the Car Show has attracted between 200 and 300 exhibitors with attendance figures ranging from 1250-2000. I have attached a copy of last year's press release to provide you with further information on the event and day's activities.

The Museum grounds are open to receive cars at 9:00 a.m. and open to the public from 11:00 a.m. until 4:00 p.m. Each exhibitor and one guest will be admitted free. General admission is \$4.00 per person or \$10.00 for a family of four. Antique (pre-1945) cars are received at the North Gate and Classic (1945-1971) cars and all motorcycles are received at the South Gate. Our coffee booth will open at 9:00 a.m., in the southern most Museum building, called the Vandorf Public School. Prizes are awarded in both Antique and Classic categories for the Drivers' Choice Winner and Runner-up as well as the Peoples Choice Winner and Runner-up.

We certainly hope that you and your fellow car club members will consider joining us for this year's Antique & Classic Car Show. If you have any questions about the show please don't hesitate to call myself or the Assistant Curator, Stephanie Foley at (905) 727-8954.

Sincerely,  
*Dorice Billich*  
Dorice Billich  
Museum Curator

14732 Woodbine Ave., Gormley, Ontario L0H 1G0 Telephone 905-727-8954  
(Located at Vandorf & Woodbine Ave.)



**MSCCC**

**SUMMER RALLY**

**August 18**



**PIPERS HILL PIG-OUT**

**SAT. AUG. 10**

**WHAT:** A fun rally in the countryside north of Milton.

**WHERE:** Begins & ends at the Mohawk Inn, Guelph Line at #401, in Campbellville (Where we met for the TOY RUN).

**WHEN:** Meet at noon for lunch or a drink, prior to departure.

**BRING:** Your cars, companions, thinking caps, & utensils for any roadkill you may "bag" enroute!

Al & Marlies Sands are once again hosting their World Famous "Piper's Hill Pig-Out". This year Al & Marlies have graciously invited the members of the MG & Triumph Clubs that we met at the Barrie Weekend in May, to join us. So we should have a good mix of people & interesting cars. The date is Saturday, August 10th. Al & Marlies will provide the roasted pig, some great scenery, & a tour through Al's "wonderland" garage (Sorry, the ultra-lite will not be flying)!

Please RSVP; BYOB; & bring a pot luck item of salad or dessert, etc; & your bathing suits, towels & lawn chairs.

We will be meeting at the Caledon Inn. For those wishing lunch of Pub Fare & British beer, join us at about noon. Reservations have been made. Departure time will be 1:30, Al will then take us on a scenic tour, eventually arriving at Piper's Hill. (He wanted to do an old time Hill Climb competition, but it's just too difficult these days).

PLEASE RSVP by Aug. 4 to: Marlies or Al  
Days: (905) 669-6419  
Evenings: (905) 936-4341

OR: Lynn Kuzyk  
(905) 336-0251

Prepare to have a fabulous time once again at the Sands Estate & make some new friends & renew old acquaintances. Hope to see you there!

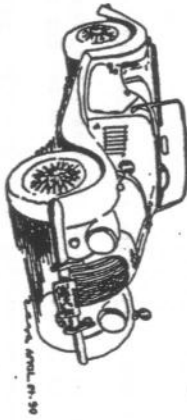


# M.S.C.C.C.C.

## 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 plaque) \$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.





1996 FEATURE MARQUE  
Triumph

# British Car Toy Run

THE MORGAN SPORTS CAR CLUB OF CANADA

SUNDAY, SEPTEMBER 29, 1996

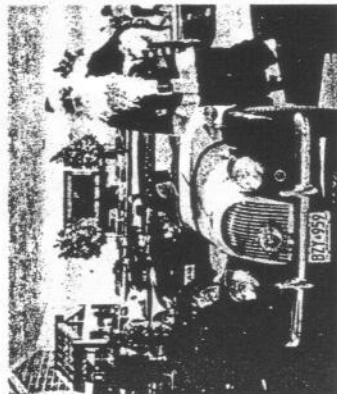
*The British are coming, the British are coming – the British are back....*

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).



... tough fit for him in the Lotus Super Seven!

**Sponsors:**  
Morgan Motor Company  
Premium Beer Company  
Mapleview Mall  
with more to come...



1996 FEATURE MARQUE  
Triumph



MORGAN SPORTS CAR CLUB OF CANADA

## British Car Toy Run, September 29, 1996

IN SUPPORT OF JIMMY LOMAX'S "OPERATION SANTA CLAUS".

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, POST CODE \_\_\_\_\_

PHONE AC \_\_\_\_\_ # \_\_\_\_\_

CAR YEAR, MAKE, MODEL \_\_\_\_\_

CLUB AFFILIATION \_\_\_\_\_

WOULD YOU LIKE TO BE NOTIFIED OF FUTURE ALL MARQUE EVENTS? \_\_\_\_\_

Thanks for joining with the Morgan Sports Car Club Canada in supporting Jimmy Lomax's "Operation Santa Claus". Our thanks to our sponsors for their support and to all who help make this day a success.

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

**Sponsors:**  
Morgan Motor Company  
Premium Beer Company  
Mapleview Mall





TELEPHONE  
0661 57310  
FAX NUMBER 0664 892295  
BUILDERS OF THE MORGAN SPORTS CAR

REGISTERED IN LONDON UNDER NO. 971255  
Directors: P. H. G. Morgan, J. D. Morgan  
C. P. H. Morgan, D. J. Day, M. G. Owen  
H. M. Morgan  
Secretary: G. M. Margolis

COMPANY LTD. REGISTERED OFFICE  
PICKERSLEIGH ROAD  
MALVERN LINK  
WORCS. WR14 2LL ENGLAND

Our ref  
PHGM:hm

Your ref

23 May 1996

Peter Morgan  
The Morgan Motor Company  
Pickersleigh Road  
Malvern Link, Worcs.  
WR14 2LL England  
FAX: 0664 892295

May 28, 1996

Dear Peter,

Received your letter of May 23rd today. I'm elated! On behalf of our club & "Operation Santa Claus", I would like to thank you for your sponsorship. We shall make certain that the Morgan Motor Company is prominently displayed on our British Car Toy Run dash plaques, trophies & sponsor list.

In this light, we will gladly accept your kind donation of £150 sterling. These funds can go a great way to assisting us with the above expenses, so I believe this would be the beneficial choice, rather than regalia, as we we have many other marque owners attend as well.

Some day my wife Lynn, and I, hope to visit you & the factory. Until then, I join Jimmy Lomax in thanking you for helping others to have a merrier Christmas this year and to wish you & yours all the best.

Thank you again for your support.

Yours Truly,

Fred Kuzyk

Mr Fred Kuzyk  
1305 Ester Drive  
Burlington  
ONTARIO, L7P 1L2  
CANADA

Dear Fred:

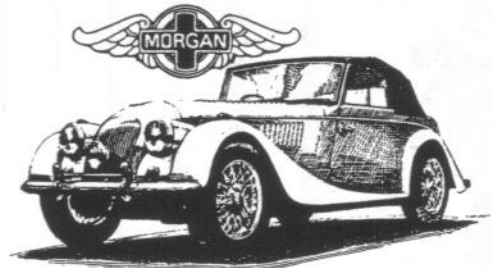
Apologies for being so long in replying to your letter of late February, but I have been quite busy in recent times.

Certainly we would like to be associated with your British Car Toy Run, and I am pleased to offer you sponsorship of £150.00 sterling, or the equivalent of Morgan regalia which is available from our factory.

In the latter instance, perhaps you or a colleague might be visiting this country so that they would select the items they felt were most suitable.

Wishing your event every success, and sending you my regards.

PETER MORGAN



**THE ANNUAL**  
**british car**  
**autojumble**

IS ON THE MOVE THIS FALL  
TO  
**THE MARKHAM FAIR GROUNDS**  
on McCowan Rd. 5-km north of Major  
MacKenzie Drive

**Sunday November 3rd '96**  
10:00 am to 4:00 pm

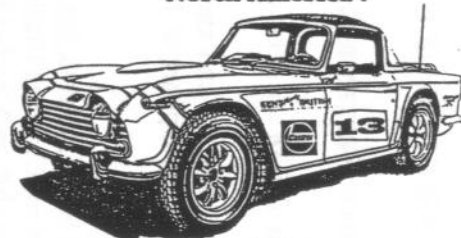
**ADMISSION:**  
Adults \$4  
Children FREE (under 12)  
Vendors \$25 per table  
\$50 per booth  
\$25 per car inside  
\$10 per car outside  
Club Display \$10 per table

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- When** Sunday September 15<sup>th</sup>, 1996
- Where** Bronte Creek Provincial Park, Oakville, Ontario  
Exit the QEW at Burloak Drive and follow the signs North.
- Time** Gates Open at 10:00 AM. Voting ends at 2:00 PM.  
Awards at 3:30PM
- Weather** Rain or Shine! These are English Cars.  
Weather has never spoiled British Car Day
- Food** Bring a Picnic lunch or buy your food there. Tables Available.
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LEAMINGTON RUN

Saturday, June 1, the convoy formed at the Junction of Hwy #5 & #6. In attendance: John Collins in his new Jaquar acquisition, Ray & Mary Shier, and Fred & Lynn Kuzyk in the Moogies. A breakfast/lunch stop took place at the St. George Arms pub in St. George. Then it was off via back roads to the Pelee area. Under gorgeous weather, the route took us through exotic locales: Paris, Woodstock, Ingersoll, Avon, then down that nice stretch of Hwy #3, after St Thomas. A few of the chosen roads turned out to be unpaved, or would abruptly become so. I felt sorry for the cars behind, sucking up dust. John would have been immune but his A/C wasn't on, due to a leak. At the weigh-side village of Iona, a pit stop was made at a restaurant cum antique & curio place. It was there that John found a chair to match his present ones! Major score! Lynn also found rare Dutch licorice! Then it was on again thru more exotic locales (a missed turn took us unintentionally to Charing Cross & Merlin - we kept an eye out for Ed Landstrom!). At Kingsville, we just missed the final wine tour at P'ee Island Winery. All was not lost! They allowed us to sample to our heart's content! Product was purchased. A stop at The Piquery, a Kingsville gift shop, then ensued to check out their wares.

We finally checked in at Duffy's in Amherstburg. While we lounged on the patio, Joan & Nigel Birch arrived in their Miata. They joined the crew on the deck. Shortly, a '69 #8 arrived. It was Bud & Marianne Muzzatti, who joined us for dinner. No longer were we solely Toronto area members, on this expedition to the most southerly region of Canada! Ray kept us in stitches but Ms Hoqmoq knows more of this. After the all-you-can-eat meal of veal & chicken parmesian, pasta Bolognese & salad at Rosa's, it was time to turn in.

Sunday morning. We awoke to rain. John & Nigel were intent on watching the Spanish Grand Prix, which was also happening in the rain. Except Nigel's TV was having technical difficulties. Poor Villeneuve, better luck next time old chap! Check-out completed, we motored to Leamington for our brunch at the Dock Restaurant. Same waitress as last year but no unfortunate hapenstance this time! We were given a private room & feted gratis. It was time to depart. Joan & Nigel taking their own route, while John was off to D'Angelo Winery for a case of Red. The Kuzyk's & Shier's took a leisurely route back, exploring new roads. Undiscovered villages, like Otterville, were now found. Shelter from the rain was sought at the St George pub. Then on home. The second foray to this region was complete. A good time just "winging it". It was hoped more local members would have joined in. Perhaps next time, we will venture to another area in the vast country.

ESCARPMENT RUN 2

June 9 In Ancaster. On a grey, drizzly day, Nyal Wilson again opened his home to us. Morqans on the grass & the Club banner proudly displayed. Nyal was assisted by daughter Wendy, son-in-law Steve, & grand-daughters Lilly & Abbey, in providing hospitality to our group. Morqaneers began to arrive. Vern Dale-Johnson, Lynn & Fred Kuzyk, Peter Toma & Ella Drew, Ray Shier, Joan & Nigel Birch, & Gary MacFarlane dropped in for a bit. We were also joined by guests Pat & Phil Whitehouse in their MG. Nyal & family provided a wonderful BBQ & beverages. This was supplemented by food & drink brought by the group. Morqaneering video & pictures were displayed while the folks socialized. The 5 Morgans, MG & Miata started their engines. Nyal then led the crew on a driving tour. New roads were explored, with no stops & some high speed stretches! Part of the route took us to familiar St George, but I must confess I didn't know where I was at times! We passed African Lion Safari and saw big cats. Thankfully, they were on the other side of the fence! As we approached Carlsile, fog intensified right into Burlington. The intended plan was to proceed on to Campbellville, across Oakville, & down to the Queen's Head there. It was decided to cut the run short at Guelph Line & re-direct to the Burlington pub, due to the weather. Some libations & conversation topped off the afternoon. Our thanks go to Nyal for arranging this wonderful event & for his gracious hospitality. A token gift was presented to Nyal from the Club & we hope we can finish off the route next time!

FLEAS TOO!

Attendance at the annual British Sports Car/Austin-Healey Clubs Flea Market is a multi-variable function, the solution of which always gives the organisers a few concerns. These concerns were increased this year as the result of parking restrictions caused by a combination of inclemently wet weather and the antics of a few irresponsible four-wheel-drive vehicle owners. (I appreciate this latter may be a tortology)

The format this year was the same as previous years on the penultimate Sunday of April.

At some hour which ought to be declared illegal, your scribe and his beloved spouse (WMBO) set off under overcast skies which threatened rain which, mercifully, did not materialise.

Even this early, the Ancaster venue was a hive of organised activity, the result of meticulous planning and hard work by Don, Mike, Carol and many other stalwarts. The kitchen area was busy with several ladies cheerfully giving the lie to all those 'jokes' about more-than-one-woman-in-the-kitchen-at-one-time. His spouse immediately joining in, your scribe moved boxes around and so on, in order to feign industry.

With vendors both inside and outside (Including the presidency of the MSCCC), the doors opened at 10 am promptly. As usual there was an incredible array of goodies and junk for sale. One vendor announced 'Yes, We Are Interested In Morgans', but, upon enquiry was not too specific as to the nature of that interest. Money changed hands, tables emptied, most people worked hard, 50% of the MSCCC presidency photographed people pretending to work hard. Poor Sheila Fletcher found work for the St John's Ambulance people by burning her hand on a too-hot roasting pan in the kitchen, then earning our admiration by continuing to work as though nothing had happened.

By mid afternoon, we were all grateful as business quietened. After sorting out and cleaning up we all went home \*\*\*\*\*red.

See you all next year, same time and place.

Report from Nigel Birch



Oliver Dawson  
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# CRUISE NIGHTS

- ALLISTON, ON** - Every Wednesday evening, Pizza Hut parking lot, Hwy 89 west, 7-9 p.m. (starting May 15). Sponsor: Alliston Street Toys. Info: (705) 435-0313. p
- ANCASTER, ON** - Every Thursday night, at the Wal-Mart Store, Hwy. #2 near Duffs Corners, at 6 p.m. until dark. (Starting May 2). Sponsor: Peggy Sue's Cruisers. Info: Wayne (905) 648-3914. b
- BALDWIN, ON** - Every Friday night, (May 10-Sept), Baldwin Centre, 7 miles south of Sutton, Hwy 48, North of Ravenshoe, 7-9 p.m. Sponsor: Georgina Cruisers. Info: (905) 722-1158. p
- BANCROFT, ON** - Every 2nd and 4th Tuesday, (May - Aug). Canadian Tire Parking Lot, 1 km. north of Bancroft Hwy. 62, 7 p.m. to 9 p.m. Info: (613) 332-3557. p
- BARRIE, ON** - Every Wednesday night, DJ's Drive-In (roped off parking lot), 130 Saunderson Rd. (May 15 to Sept 4). Sponsor: DJ's Drive-In. Info: (705) 728-4427. p
- BELLEVEILLE, ON** - Every Tuesday (May 14-Sept 24), LOEB Plaza, North Front at Bell Blvd., 7 p.m. Sponsor: Show Cruisers. Info: (513) 962-1850. p
- BOLTON, ON** - Every Wednesday, 6:30 - 9 p.m., Albion Community Centre, Top of hill on Hwy. 50 (May 15-Sept 18). Sponsor: Caledon Cruisers. Info: (905) 584-9816 or (905) 584-067. b
- BRADFORD, ON** - Every Friday (May 3 till it rains), Northern Perk, 305 Barrie St. Hwy 11 and 8 Line. No Frills Plaza, 7 p.m. to whenever. Sponsor: Back Alley Cruisers/Northern Perk. Info: (905) 775-4287. p
- BRAMPTON, ON** - Every Tuesday evening, (May 14-Sept 13), Shopper's World, corner of Highway 10 and Steele Ave. 6:30 p.m. to 9 p.m. Sponsor: Brampton Street Rods and AC. Info: (905) 453-8926 after 7 a.m. p
- BRANTFORD, ON** - Every Monday, Burger King, 605 West Street, 6-9 p.m. (starts May 6) Sponsor: Brant Street Rods. b
- ROCKVILLE, ON** - Every Wednesday, Canadian Tire on Parkedale Ave. Starts May 2, 6:30 til dusk. Sponsored by: AACA St. Lawrence River Valley. Info: (613) 926-9991 on. b
- BURLINGTON, ON** - Every Tuesday (starting May 14), Burger King, Hwy. 20 at Barton St., just off the QEW, 5:30 - 9. Sponsor: Peggy Sue's Cruisers. Info: Ted (905) 389-0066. p
- CASALE, ON** - Every Wednesday, Michigan Roadhouse, 6150 Maiden Rd., 6 p.m. - Closing. Sponsor: Michigan Roadhouse. Info: (519) 978-3939. a
- CANADON, ON** - Every Tuesday night, Pond Mills Square, Highbury Ave. and Commissioners Rd. E. 6 p.m. - dusk (Starts April 16). Sponsor: Sunshine Cruisers. Info: Ken (519) 33-1382. b
- CANADON, ON** - Every Saturday morning, 9 a.m., Melody Restaurant, 646 Dundas St. East, Supporting Childreach. Sponsor: East London Cruisers. Info: Dennis O'Connor (519) 559-2611 or Craig Duncan (519) 451-6260. a
- CANADON, ON** - Every Sunday, (April 28-Sept 9), East London Cruise, Canadian Tire, Dundas St. East, 5:30 till dark. Sponsor: East London Cruisers. Info: (519) 659-2611 Dennis (519) 451-6260. a
- MIDLAND, ON** - Every Sunday, Burger King, Hwy. 93, 6:30-9 p.m. (May 12-Sept. 8). Sponsor: Memory Lane Cruisers. Info: Benny (705) 26-8232. p
- BURLINGTON, ON** - Every Wednesday night, (May 22-Sept 11), Lions Cruise Night, Mapleview Shopping Centre, west lot, Fairview Street and Maple Avenue. 6 p.m. to 9 p.m. Sponsor: Burlington Central Lions Club. Info: (905) 632-3151 ext. 22. a
- CAMBRIDGE, ON** - Every Tuesday, Burger King Plaza, 561 Hespler Rd., 6-9 p.m. (May 28-Aug. 27). Sponsor: Burger King, AM 96 Radio and Cruisers car club. p
- CAPE BRETON, NS** - Every Thursday evening, either Sydney, Glace Bay, New Waterford or North Sydney areas. (May - Oct.) Sponsor: Cape Breton Antique and Custom car club. Info: Greg O'Flaherty (902) 539-0910. p
- CHATHAM, ON** - Every Wednesday, Burger King, Grand Ave., 7 p.m. Sponsor: LBOE Car club. Info: (519) 676-8473. b
- COLLINGWOOD, ON** - Every Tuesday night, Harvey Swiss Chalet, 6 p.m. and on. Sponsor: 4AC's. Info: (705) 445-1443. p
- CORNWALL, ON** - Every Wednesday (April 3-end of Sept 25), A & W, Vincent Massey Dr., 6 p.m. Sponsor: Cornwall Olde Car club. Info: (613) 933-5341. b
- DUNNVILLE, ON** - Every Saturday night, (May 4 - end of season), IGA and Tim Hortons, Hwy #3, (downtown) 6 p.m. Sponsor: Dunville Slow Pokes. Info: (905) 774-6304. p
- ETOBICOKE, ON** - Every Monday night, (starts May 27), Texas City Saloon, starting at 6:30, 1/4 East #427 - right beside Honeydale Mall, 5555 Dundas St. W. Lots of space. p
- FORT ERIE, ON** - Every Wednesday night, (beginning May 15), Donut Diner, #3 highway, Garrison Rd., 7 p.m. to 9 p.m. Sponsor: Rods and Relics, Donut Diner. Info: (905) 871-8989. a
- FREDERICTON, NB** - Every Wednesday night, Regent Mall, Sears Parking lot, 6:30 - 9 p.m. (May 29-Aug 28). Sponsor: Beach Restoration and Quaker State. b
- GODERICH, ON** - Every other Wednesday, starting May 22, Cruise To The Lake, Parkhouse Tavern, 168 West St. 7 p.m. Sponsor: Parkhouse Tavern. Info: (519) 524-4968. p
- HALIBURTON, ON** - June 20 and 27, every Thursday in July, Government Dock, 6:30 to sundown. Sponsor: Haliburton Region HASC. Info: (705) 457-1980. p
- HAMILTON, ON** - Every Thursday night, at the New Wal-Mart Store, Hwy. #53, and #2 at 6 p.m. until dark. (May 5-Oct. 13). Sponsor: Peggy Sue's Cruisers. b
- HAMILTON, ON** - Every Sunday, Cruise at the Cashway Lot, Hwy #53 and Nebo Rd., 5:30 to dark (May 5-Oct 13). Sponsor: Peggy Sue's Cruisers. Info: Ted (905) 389-0066. b
- HAMILTON, ON** - Every Monday night (July and Aug. except Holiday Mondays), Hutch's Beach Cruise 96, Hutch's Restaurant, Van Wagners Beach Rd., 6-9 p.m. Sponsor: Hutch's Restaurant. Info: (905) 547-8927. p
- MILTON, ON** - Every Sunday evening, (May 19-Sept 22), Canadian Tire Parking lot, Hwy #25, south of 401, 6 p.m. till dusk. Sponsor: Canadian Tire. Info: Barry (905) 847-6408. p
- MINDEN, ON** - Every Thursday, August and Sept. 5 and 12, Kawartha Dairy, Hwy. #35, 6:30 to sundown. Sponsor: Haliburton Region HASC. Info: (705) 457-1980. p
- MISSISSAUGA, ON** - Every Wednesday, 1077 N. Service Rd., between Dixie Rd. and Catharine Rd., 6-dusk (May 22-Oct. 9) Sponsor: California's Restaurant and Mississauga AAC. Info: (905) 897-7742. p
- MITCHELL, ON** - May 30, June 20, July 25, August 22, September 12, Dots Donuts, Hwy. 8 at Hammond Gas Bar, 6-9 p.m. Sponsor: Dots Donuts. Info: (519) 348-9978. p
- NEWMARKET, ON** - Every Thursday night, Woodys Cruise In, 17725 Younge St., 7 p.m. Sponsor: Woodpeckers Eatery and Taps. Info: (905) 853-5890. b
- NEWMARKET, ON** - Every Thursday, Blueberry Hill Restaurant, 1 set of lights south of Davis Drive on Yonge St., (starts May 16). Sponsor: Blueberry Hill Restaurant. Info: (905) 898-6596. p
- NORTH BAY, ON** - Every Wednesday night, Dairy Queen, Lakeshore Drive, 7-9:30 p.m. (till mid Sept.) Sponsor: H.A.S.C. Nipissing Region. Info: (705) 474-4560. b
- OAKVILLE, ON** - Every Sunday night, Golden Griddle Family Restaurant, 125 Cross Ave., 6-9 p.m. Info: (905) 842-4247. a
- ORANGEVILLE, ON** - Every Friday night, Cruisers Restaurant, Hwy. 10, 5 minutes north of Orangeville, 7 p.m. Info: (519) 942-2030. p
- ORILLIA, ON** - Every Friday night, Zeller's Mall, Coldwater Rd., 7-9 p.m. (starting May 10). Sponsor: Twin Lake Cruisers. Info: (705) 327-1398. p
- OSHAWA, ON** - Every Sunday, K-Mart, 555 Simcoe St. N., (just one block north of 401), 6 p.m. to dusk (May 5-Sept 29). Sponsor: Oshawa Sunday Cruisers. Info: Reg (905) 404-8811. b
- OTTAWA, ON** - Every Sunday, Canadian Tire Parking Lot, Bank St. and Heron Rd., 6:30 to 10:30 p.m. Info: (613) 729-3907. p
- PETERBOROUGH, ON** - Every Wednesday, Sweet Country Donuts, 197 George St., 7 p.m. to 9:30 p.m. (May 15-Sept 11). Info: (705) 748-3810. p
- PORT HOPE, ON** - Every Thursday night, "New location" Pineview Plaza, Toronto Rd., Hwy #2 (May thru Sept), 6:30 p.m. Sponsor: Talk of the Town Restaurant. Info: (905) 885-0352. p
- PORT PERRY, ON** - Every Wednesday night (May 1-Sept 11), Country Style Donuts, 7A and #12 highway, Manchester, 6:30- 9 p.m. Sponsor: Cruisin Classics and Country Style Donuts. Info: (905) 985-3396. p
- RICHMOND HILL, ON** - Every Wednesday night, East Side Mario's Restaurant, Richmond Heights Plaza, 10520 Yonge Street, 6:30 p.m. to dusk. Sponsor: East Side Mario's Restaurant. Info: (905) 770-4000. p
- SARNIA, ON** - Every 1st and 3rd Thursday each month. Burger King, London Road, 7 p.m. Sponsor: Sarnia Street Machines. Info: (519) 542-4685. p
- SCARBOROUGH, ON** - Every 2nd Sunday (May 26-Aug 18), Markington Square Plaza, 3227 Eglinton Ave. E. 6 p.m. Final cruise Monday Sept. 2, 12 noon to 4 p.m. Sponsor AAC Rouge Valley. Info: (416) 438-1887 Al. b
- SIMCOE, ON** - Every Wednesday night, Johnny Bo's, Simcoe Mall, Hwy #3, 7-10 p.m. (May 15-Sept 11.) Hosted by Port Dover Time Travellers Car Club Inc. p
- SOUTHAMPTON, ON** - Every Thursday (May 23 to Sept 12), Foot of High St., 6:30 to 9 p.m. Spectator admission: free. Vehicle Admission: \$2. All proceeds go to Saugeen Memorial Hospital. Info: (519) 797-1104. p
- THORNHILL, ON** - Every Monday evening, Thornhill Square, north lot, Bayview and Green Lane, 6:30 till dusk. (May 13-Sept 16) Sponsor: Thornhill Cruisers car club. Info: (905) 881-6700. p
- THUNDER BAY, ON** - Every Sunday, Tim Horton's Donuts; Every Tuesday, Norma Jeans Restaurant; Every Thursday, Landmark Inn (all till Sept). Info: Clarence Merko (807) 623-1275. b
- TILLSONBURG, ON** - May 2, 16, 30; Jun 13, 27; July 11, 25, Aug. 8, 22; Sep 12, 26, Cruisers Restaurant, 1 mile S., #19 Hwy. 6 p.m. (Super cruise June 1) Sponsor: Summer Knight Club & Cruisers Drive-In. Info: (519) 842-4577. p
- UXBRIDGE, ON** - Every Tuesday, RV Auto, 241 Main St. N. 6 p.m. on. Info: (905) 852-4238. p
- WALLACEBURG, ON** - Every Thursday night, Cruise-in X & O Restaurant, McNaughton Ave., 6:30 - ?. Sponsor: "Whatever Turns Your Crank" car club. Info: (519) 627-4432. p
- WATERLOO, ON** - Every Friday night, Waterloo Knights of Columbus, 145 Dearborn Place, 6-9 p.m. (May 24-Sept 13). Sponsor: Waterloo Knights of Columbus. Info: (519) 886-3697. b
- WINDSOR, ON** - Every Thursday (April 12-Oct. weather permitting) Roundhouse Centre, Howard Ave. across from Devonshire Mall 5 p.m. to 10 p.m. Sponsor: Border City Cruisers. Info: (519) 944-5298. p
- YARMOUTH, NS** - Every Tuesday night, Zellers Mall 6:45 p.m. Sponsor: R.T.A.A.C. (all classic and antique vehicles welcome). Info: (902) 742-7237. p

11 Old Autos



60 Morgan +4, 4 seater, grey, new wire wheels, tires, stainless exhaust, \$22,500. 905-857-5542.



*The author with Charles Morgan (right) - both of them cheesing it up for the camera beside a "Mog" ready for dispatch.*

## Morgan: pride of the Malvern Hills

by Gerard A. Grimes

Travellers seeking a location in which to savor a range of uniquely British experiences should well consider the Malvern Hills of Worcestershire. Roughly 60 kilometers south of Birmingham, midway between Stratford-upon-Avon and the brooding Welsh mountains, the granite bulk of the Hills rises abruptly from rich, undulating farmland. Clinging to the Eastern edge, the lesser Malvern townships cluster about Great Malvern. A gracious and leafy town, its steep streets crook and wind; gas lights cast a soft glow in the avenues. At regular intervals one is afforded breathtaking views of the broad vales of the River Severn and its tributary, the Avon.

A tourist brochure proclaims the charms of the towns and villages: "... Malvern, with early Victorian Spa architecture; Upton-upon-Severn, an ancient port with riverside inns and walks; Ledbury, rich in black-and-white buildings; Martley, unspoilt and utterly rustic; and Bromyard, a market town with quaint streets."

The Malverns offer marvelous walks and stunning vistas, punctuated at convenient intervals by tea shops and inns. Historical sites abound: the spectacular earthworks of the prehistoric settlement on the Herefordshire Beacon, the Elgar Route past places associated with the great composer and his works, and the great church of Malvern Priory. Ledbury merits a visit for its Tudor Market House and delightfully quaint Church Lane, and for the romantic splendor of nearby 1812 Eastnor Castle. Further locations are well worth exploring: Hartlebury Castle with its museum of past Worcestershire life, Hagley Hall's 1760 mansion set in broad parklands, the moated Tudor manor-houses of Harvington Hall and Lower Brockhampton Manor, the mansion of Hellens - built in the 13th-Century at Much Marcle, and Great Whitley Court's vast deserted palace.

Adventurous tourists will find plenty of opportunities for mountain-bike riding, hang-gliding, ballooning and motor sports. Swimming, sauna and

fitness areas are available at Ledbury and Great Malvern. The latter's Splash Leisure Complex also offers a wave machine, 40-metre flume, well-equipped gym and supervised childcare.

Theatre-goers and music-lovers can enjoy top-class entertainment in the elegant settings of the Winter Garden's Festival Theater and Elgar Hall. There are regular recitals by the English String and Symphony Orchestras, now resident at Elgar Hall under the direction of Dr. William Boughton.

Warmer months see the staging of various dramas and music festivals. Recent performances have featured Nigel Kennedy, Sir Simon Rattle, the Dubliners, Edward Fox and Leo McKern: a sample demonstrating the diversity and quality of entertainment Malvern has to offer.

Exhibitions, celebrations and competitions continue throughout the year. These encompass a broad spectrum of interests, among them agriculture, animals, traditional crafts, mediaeval games, pleasure boating and motor sports - club rallies, hillclimbs and trials.

For automotive enthusiasts the highlight of tarrying in Malvern has to be a visit to the Morgan Motor Company. Since its establishment in 1909, this factory on Pickersleigh Road has produced some of the world's most enduring and endearing sports cars.

A recent tour of the U.K. provided the opportunity to inspect Morgan's manufacturing process first-hand. My appreciation of the allure of these cars was to be enhanced by this close contact, but more of that later. I enjoyed several hours exploring the works, conversing in depth with the personable Charles Morgan, managing director of the Company and grandson of its founder, H.F.S. Morgan. As Charles and I parted company he expressed regret for being unable to allocate me more time; so, as consolation he offered me a test drive.

Maneuvering the sleek Connaught green two-seater, upholstered in tan Connolly leather, he pointed it toward the plant's main exit. Leaving the engine running, he vacated the driver's seat and bid me take charge. I'd expected him to accompany me on a short ride, but no: "See you again in an hour or so. Take it over to Ledbury - that's probably the best drive around the Malvern Hills."

Gingerly I shifted into first; edged into Pickersleigh Road. My hesitation was soon eased by the car's good manners and predictable behaviour.

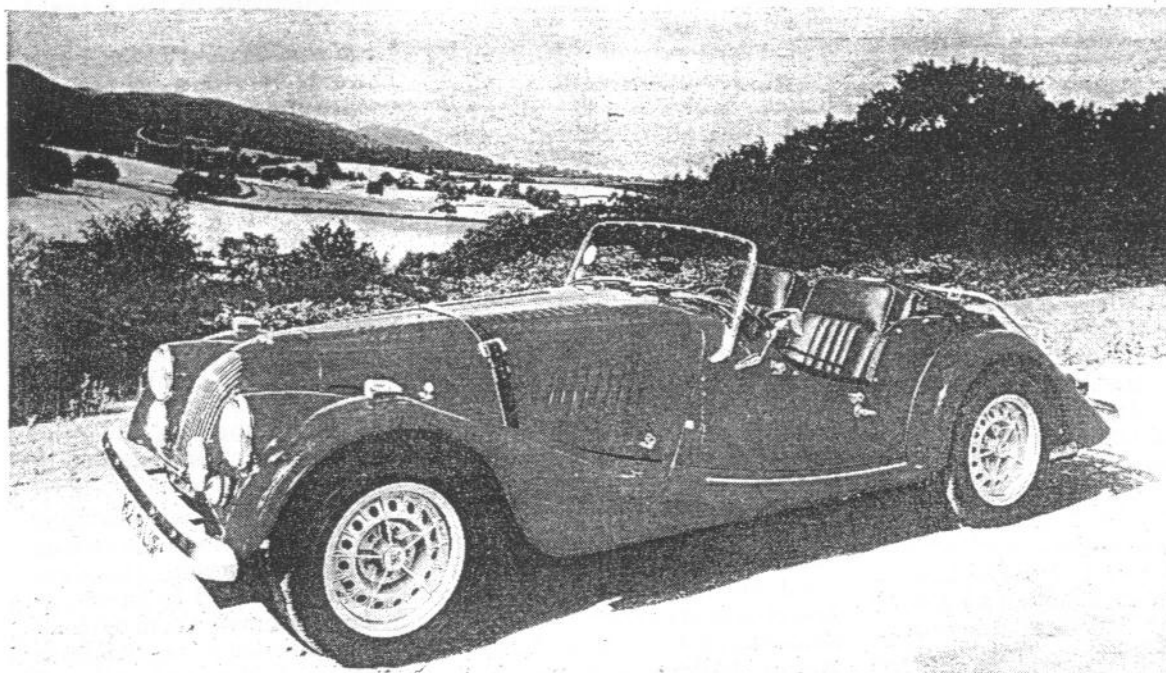
Admirers of the marque hold these cars in high esteem for their quality, their hand-built status, and the traditional crafts employed in their manufacture. Especially intriguing is the legendary sliding-pillar suspension, a simple and ingenious design virtually unchanged since its introduction in 1909. Despite my fondness for Morgan cars, however, until that day I had regarded them as quaint relics of the Vintage period. Though dashing handsome, I'd assumed they were impractical and probably unable to keep pace with modern motor cars. Within the first few minutes of piloting that delightful little machine I was to have my assessment radically altered! These are thoroughly competent automobiles.

The mid-range Plus Four model that I drove wrings 99 kilowatts (134 bhp) from its 16-valve 2-litre power plant, propelling it to 100 km/h in well under eight seconds. A classic driving position, bare inches above the road and open to the breeze, heightens the sensation of exhilarating performance.

Full torque of 184 nm (136 lb/ft) is available at a mere 2,500 rpm, ensuring smooth driving in fourth gear - even when stuck behind a farm tractor on a narrow country lane. Once safe to pass, downshifting is not really required, but few could resist the pleasure of stirring the five-speed gearbox, especially given the reward: drop back to second and enjoy the push-in-the-back response and muffled growl of the free-revving Rover T16 engine.

Returning from Ledbury, I chose a less-travelled route over the Malvern Hill's western slopes - past the hamlets of Wellington Heath, Coddington, Mathon and Cradley, thence to West Malvern. English country lanes are notorious for their twists and turns and blind bends; motorists need to be ever vigilant for oncoming traffic. Hardly a problem when driving a Morgan, though: 11-inch discs and 9-inch drums rapidly brought all 920 kilograms to a halt every time. The car handles with aplomb; its light weight and nimble suspension, with the structural integrity imparted by a sturdy chassis, inspire in the driver a reassuring confidence.

Under Charles Morgan's deft guidance, his Company's



*The quintessential sports car: a Morgan Plus Eight takes a break from negotiating the picturesque byways of Worcestershire's Malvern Hills. Its placid, quaint appearance belies its awesome performance capabilities.*

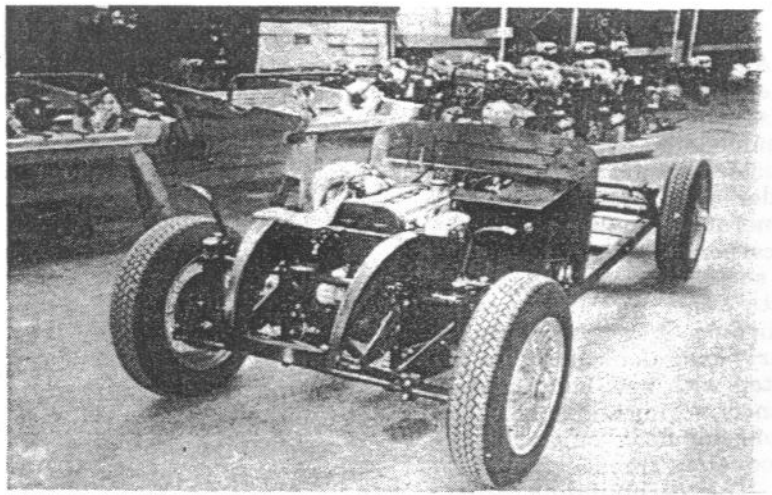
*(Photo provided by Steve Beer, CMC Enterprises (1990) Inc)*



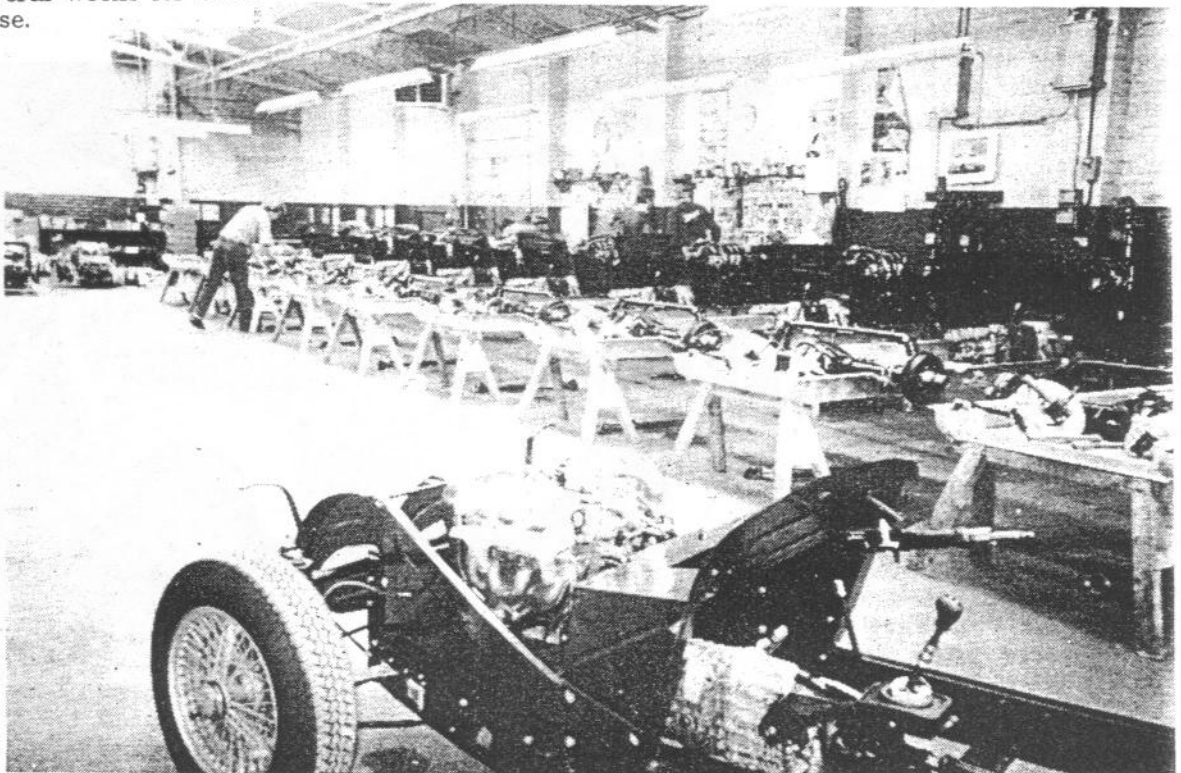
success continues to defy conventional corporate wisdom. He maintains a tradition of strict adherence to standards of construction, styling and design set early this century; and yet, this firm holds an enviable position in the motor industry.

- The flexibility inherent in the coachbuilding process allows Morgan to offer a plethora of custom features. Buyers have a choice of aluminum or steel bodywork, and may select from over 30,000 paint colours. There is a range of qualities, styles and patterns of upholstery leather; you may order your dashboard painted, walnut-veneered or leather-covered; Morgan suggests over 30 variations for each model, but special requests are always welcome and individual whims will be satisfied.

- Morgan's broadly-experienced work force is an invaluable resource when producing prototype components. Tests were recently scheduled on incorporating airbags into future cars. In a few days a team produced a revised dashboard, knee bolsters, steering column and mount, anti-submarining seats and the containers for the airbags. A mainstream manufacturer would likely require several weeks for such an exercise.



*The simple, ingenious sliding-pillar front suspension has barely changed since 1909. The setup on a brand new 1995 chassis closely resembles that on a late-1930s model.*



*Chassis Erecting Shop - Note that most customers these days opt for fully-galvanized chassis, though occasionally a painted frame is ordered.*



Another advantage is that the servicing and repair of customer's Morgans can be accommodated. The opportunity exists for total rebuilding of older cars. Morgan actually generates valuable revenue by incorporating the restoration of some 20-25 cars each year into the manufacturing schedule. It is common to see early-model chassis, being fitted with new body frames, panels, wiring and upholstery, alongside new vehicles in the production areas.

The coachbuilding process helps to avoid the need for an expensive inventory. Since the factory can produce components very quickly, Morgan is able to respond promptly to orders, even if the parts are required for a rare early model.

Experience of a former Morgan owner in obtaining a replacement gear for his Coventry Climax model shows yet another aspect of the organization's flexibility. The part was out of stock, but the Company was most happy to provide him with engineering drawings, thus facilitating immediate fabrication of the requisite component.

Charles Morgan firmly believes in according all employees due credit for their expertise. He maintains a long standing company tradition of encouraging all workers to take responsibility for as much of the manufacturing process as their skills permit. For example, as an extension of this concept of ownership, each worker is encouraged to inscribe an identifying mark on his work when complete. As a consequence, staff morale is high. These artisans are intensely proud of their work (many of them signing finished components). When quizzed by visitors to the factory, they are eager and proud to discuss all aspects of their craft.

Potential buyers of new vehicles are happy to place their names on a long waiting list (currently five years), and to pay 250 pounds for the privilege. This unwavering demand ensures continuity of production, currently around 500 units annually.

All these factors contribute toward a steady annual turnover of 10 million pounds, at least 10% of which the Company re-invests into Research and Development. Some funds are directed into keeping current with modern safety and emission standards imposed by legislation, and toward testing and certification required to meet those standards. Morgan regards this as a necessary and desirable part of the company's marketing strategy. It ensures that the firm continues to be both competitive in world markets and a responsible corporate citizen. Incorporation into exhaust systems of catalytic converters, improvements in resistance to side and rear impacts, and the fitting of bumpers designed to withstand 5 mph collisions are gains resulting from the process.

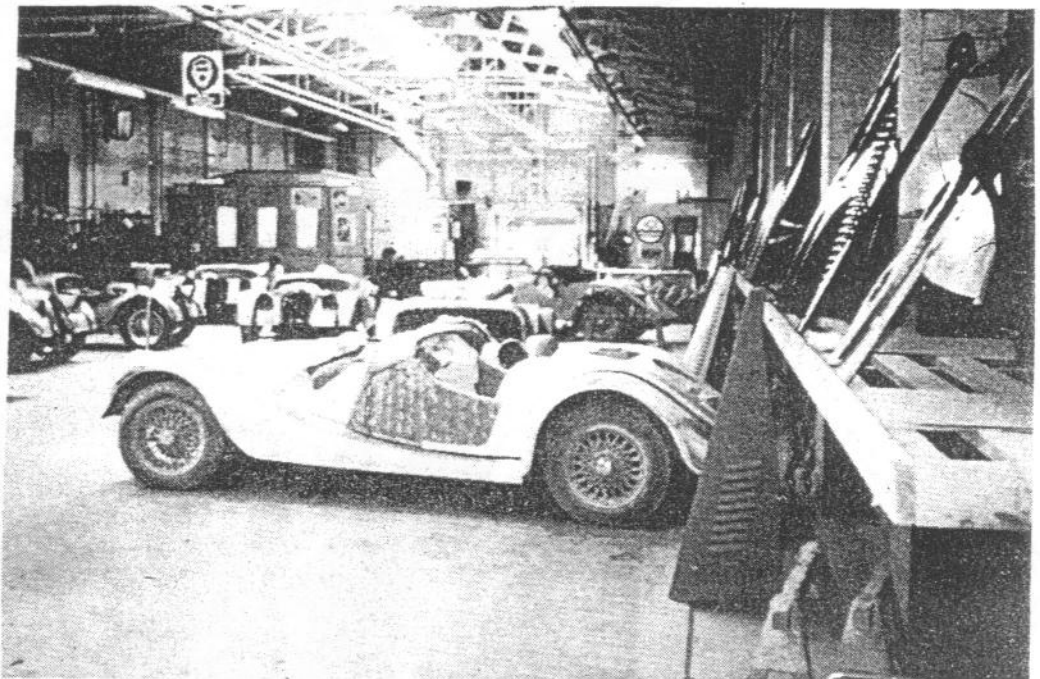
The main thrust of the R & D programme, however, is diligent attention to total dynamics. Of prime importance are the continuous refining and enhancing of the already legendary durability, safety, handling and performance of Morgan motor cars. Full-chassis galvanizing, the use of Cuprinol preservative on the ash frames, larger

brakes, 4-caliper discs, and remodeling of the four-seater to increase rear-passenger room, are benefits gleaned from R & D over recent years.

Current Research and Development projects include the evolution of a GT series for racing. The company is concentrating most of its efforts on improving and refining chassis and suspension, and investigating the feasibility of using a bonded-aluminum monocoque-body construction technique.

During my tour I observed evidence of the commitment to continuous product improvement. A rolling chassis was being transported on a trailer to a specialist in fabricating and tuning exhaust systems; a prototype rear axle assembly (of Australian manufacture) was in process of evaluation. In the Chassis Erecting Shop, animated discussion arose over the performance benefits expected from the upgraded 4-litre Rover V8 engine, soon to be available in the top-of-the-line "Plus 8" model.

The previously-mentioned airbag tests were spectacularly effective; this option should be available for 1996. Aspects of the car's design surprised many engineers at the British Motor Research Association.



Paint shop - "Bonnets" are stacked to one side, awaiting completion of the painting of their parent vehicles.



Familiar only with the behaviour and performance of steel monocoque construction, they were bemused to discover that a hardwood-framed body, mounted on a separate chassis, would perform successfully in crash tests.

On examination of the data gathered on the "injuries" expected to be sustained by the crash test dummies, the engineers were baffled to locate virtually no evidence of the secondary "bruising" usually inflicted by rapid deployment of airbags. Analysis of the test results revealed that the natural elasticity of the wooden frame had absorbed most of that shock; the timber "gave" sufficiently under the impact to virtually eliminate "injury" to the dummies! When recounting this tale, Charles Morgan indicated the value of an ash frame's flexibility: it will deform in a collision whereas a steel frame will not, unless specifically manufactured as a crumple zone. The advantage that wood has over steel is that, after deforming, it will return to its original shape.

Over the years members of the Morgan family have made decisions to retain techniques and tooling, and a quaintly holistic approach to manufacturing, almost universally derided by the industry as outdated. Yet the company is able to embrace modern automotive-engineering practice without compromising the integrity and character of its cars. It produces vehicles that exceed modern expectations as to performance, handling, safety and durability. A prime example is the top-of-the-line Morgan Plus Eight. With the ability to hit 100 km/h from rest in a mere 5.3 seconds (compared with, for example, the Ferrari F355 Spider at around 5.0 seconds), it is one of the fastest-accelerating affordable production cars in the world!

Visitors wishing to tour the works start at the Reception Office, where everybody receives a plan of the factory recommending the best route. Surprisingly few areas are out of bounds; those are restricted to the public mainly for safety

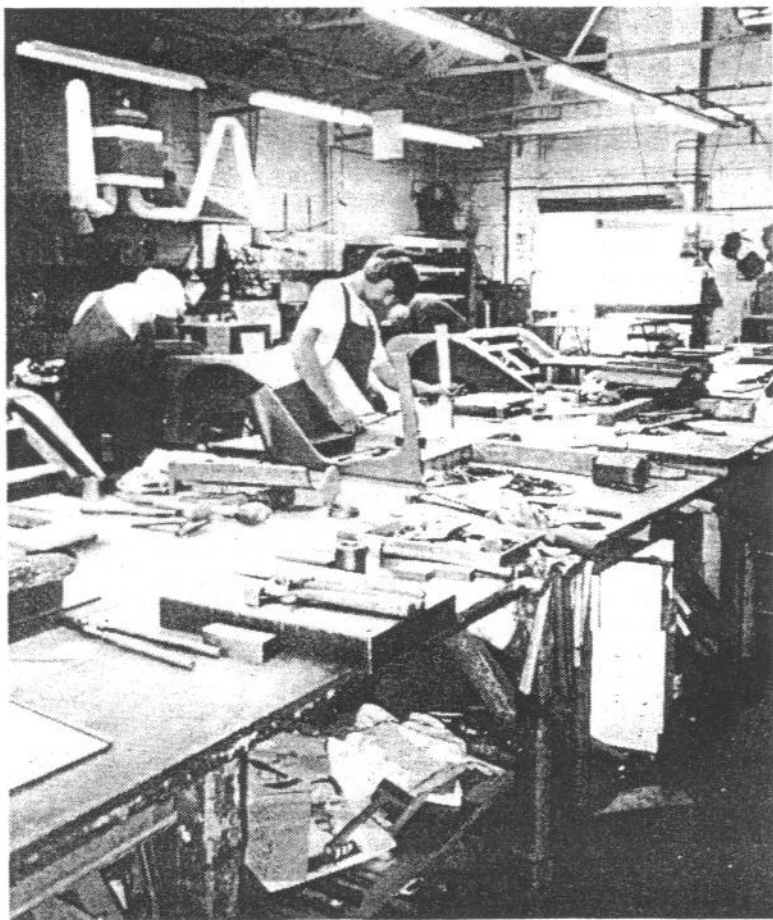
reasons. I was directed to a starting point in Spare Parts (surprisingly, about the size of the spare parts division of a small retail dealership), after which I was free to wander.

- A poster catches the eye at the door to the Chassis Erecting Shop - advertising the ultimate toy: a pedalcar available for only 595 pounds! A row of chassis perches upon wooden stools, ready for the fitting of mechanical components, support brackets and inner guards, firewalls and bulkheads. On the floor in wooden skids, engines and gearboxes await the moment they'll be slotted into position. Neat racks hold exhaust components, axles and gleaming wire wheels.

- Next is the Paintshop, where all preparation is by hand. Prior to being wheeled-in to the spray booth the bodies are given a vigorous rubbing-down; every speck of metal dust is meticulously removed. Gleaming hood panels ("bonnets") line the shelves, awaiting completion of the painting of their parent vehicles. Every component is hand prepared and spray-painted manually, in booths with replaceable filters.

Introduction of a water-based painting process has prompted construction of a new Paintshop. Once completed, the Company will more easily meet modern environmental emission standards. Morgans' compound-curved panels present quite a challenge to the spray painters' skills. Important benefits expected of the new process are: more even depth of finish, and a drastic reduction in paint runs.

- Down a ramp through wide-swinging double doors is the Sheet Metal Shop. Workers stand at broad wooden worktables crafting flat sections of steel and aluminum into intricately-shaped panels. Here the emphasis is on hand tools - hammers, dollies, mallets, snips - in tidy arrangements on benchtops or suspended from pegs below. A foot-operated sheet-metal bender and a device for hand-rolling curves are the only significant machinery to be seen; both are manually operated. Adding



Sheet Metal Shop - All sections are painstakingly shaped by hand.

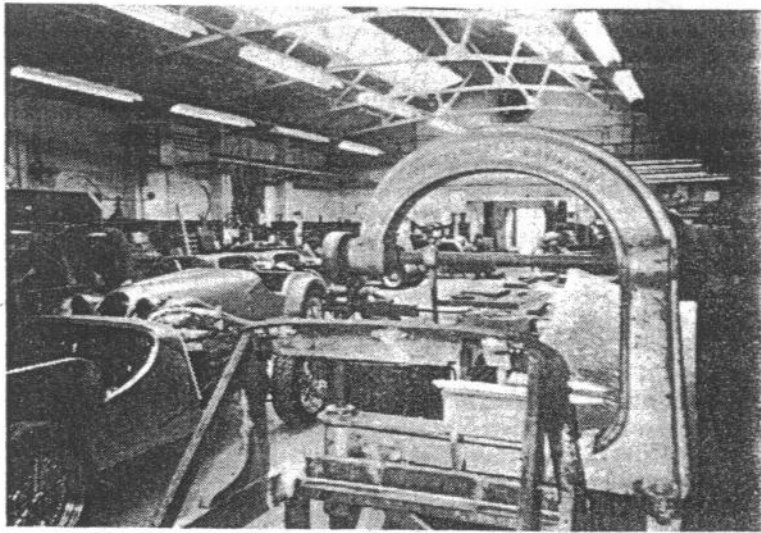


colour to the scene, is the fine blue flame of a welding torch. Solid copper soldering irons, used in fabricating fuel tanks, glow red; change the heating gas to bright turquoise. Completed panels, once shaped, are attached to the timber skeleton, fasteners binding metal positively and resolutely to the ash frame.

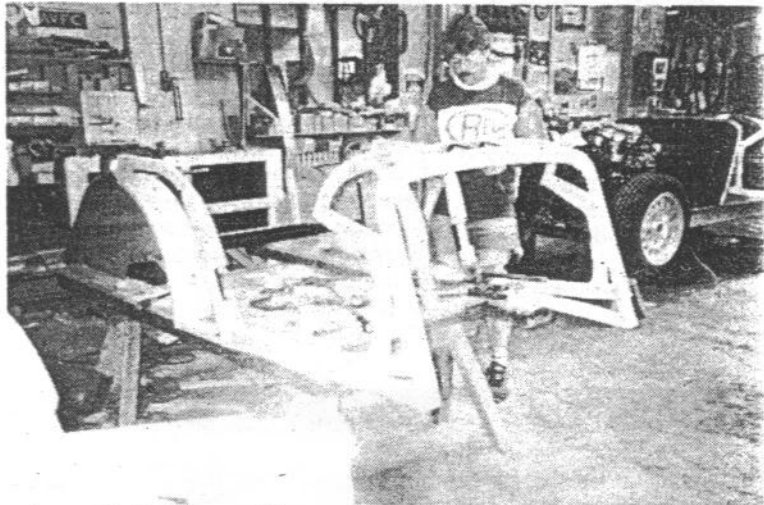
- Stepping into the Body Shop is to return to a tranquil era. Assembly of frame sections from the adjacent Wood Mill proceeds sedately. Workmanship is meticulous: planing and spokeshaving, carefully-matched joints mating perfectly, strength enhanced by screws, clamps and glue (despite its rugged strength, the entire wooden framework is easily lifted by one person). Chassis are elevated on simple wooden stools to a convenient height, allowing the finishing touches to frames once bolted firmly into place. A craftsman trims flat sections of plywood, glues several layers together, then stacks the resulting form into the semicircular slot of a heavy clamping mechanism. Left for a time so a solid bond can develop, they are eventually removed to become rear wheel arches.

Bodies leaving for the Wire Shop are now almost complete. Fenders, or "wings" as they are known in Britain, are the last of the outer panels to be fitted. Several of them were stacked vertically against the wall, their evocative shape in the unusual position prompting somebody to scrawl an apt description on one: "COBR-WINGS."

- Across the Main Yard from the Wire Shop, nimble fingers fit neat multicoloured bundles of electrical wiring, then conceal them behind instrument panels of burnished walnut or rich-grained hide. Almost complete cars are now wheeled into the Trim Shop. Cutters concentrate, carefully shaping fine Connolly leather on a broad, high table. Sewing machines create soft leather seat facings and door liners. Car trimmers roll leather into reassuring padding on tops of doors and dashboards, fit carpet to cockpits. Upholsterers create the seats, crafting them to precise ergonomic forms.



*Panels are fastened securely to frames of solid ash.*



*Body Shop - Great care is taken to ensure a snug fit between the various components of each car's frame.*

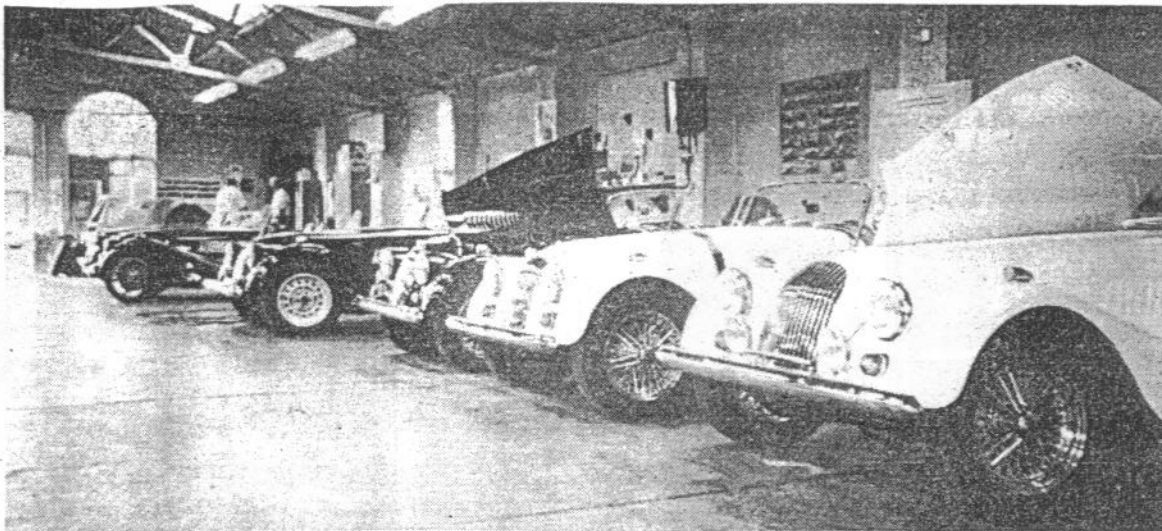
Before being wheeled out of the Trim Shop, the Test Department personnel adjust and fiddle, tweak and tune, till everything's A1, then drive the cars to Dispatch for the final tizzy-up.

Dispatch, where vehicles receive the final pre-delivery check: at this point the trademark curved radiator grille is screwed into position, and a car is ready for delivery. My mouth watered as I surveyed the preparation of a sparkling Royal Ivory four-seater, upholstered in dark red, bound for Belgium. Peeking into the adjacent Service Department (also serving duty as storage for a number of completed frames), I spied an early Coventry Climax model undergoing full restoration from the chassis up. A truck was being unloaded, its cargo decorated with instructions taped to it: "fabricate new wings and scuttle; outer skin offside door."

- Before leaving, visitors can view a short promotional film in the display area near the front gate. On show the day of my visit were several historic Morgans, among them two vehicles of exceptional heritage.

- Car Number 1114, a 1913/1914 Morgan (three-wheeler) runabout boasting engine Number 48493 has the larger-diameter (1.25") main chassis tubes, introduced at the November 1913 Motor Show. All mechanical components on this car are believed to be original, as is the bodywork back to the scuttle. Previous owners performed radical surgery over the years. One owner removed the bodywork from behind the scuttle in order to convert the car to a four-seater, but that work was never accomplished. The next owner rebuilt the rear half in the late 1950s - not as original, but in a style of the period. It was completed in





*Dispatch - Engines purring, brightwork gleaming, they're ready to go!*

time for the Morgan Motor company's fiftieth anniversary event held at the British National Motor Museum at Beaulieu in 1960.

- Also on display was the actual exhibit car at the 1950 Motor Show, built to introduce the Morgan Plus Four to the motoring world. Powered by the stalwart Standard Vanguard 2088 cc four-cylinder engine 68 bhp, it would have been a formidable performer in its day.

- Prior to departing, most will want a memento. On sale in Reception is an array of enamel pins, cloth badges, poster prints of early advertisements and racing victories, toy Morgans and similar memorabilia. And be sure to sign the Visitors' Book!

If one day in the district is all you can spare, Ledbury (home to remarkably well preserved architecture from four and five centuries past) is a good start. You will thus be placed to enter Malvern via the picturesque eight-mile route through the Hills. Continue on leafy, meandering Route A449 beyond Great Malvern's gracious commercial district, then at Malvern Link swing right into Pickersleigh Road. In less than a minute you'll be at Morgan's main gate. Weekdays 9 a.m. till 5 p.m., or until 4 p.m. Fridays, callers are welcome. No dark satanic mill this establishment: it closes for lunch from 12:30 p.m. until 2 p.m.,

allowing ample time for a leisurely sampling of Malvern's pub fare. Car buffs will appreciate "The Morgan" public-house, conveniently located on Route A449. There, the proprietor offers fine ales and good grub in a setting festooned with automotive paraphernalia.

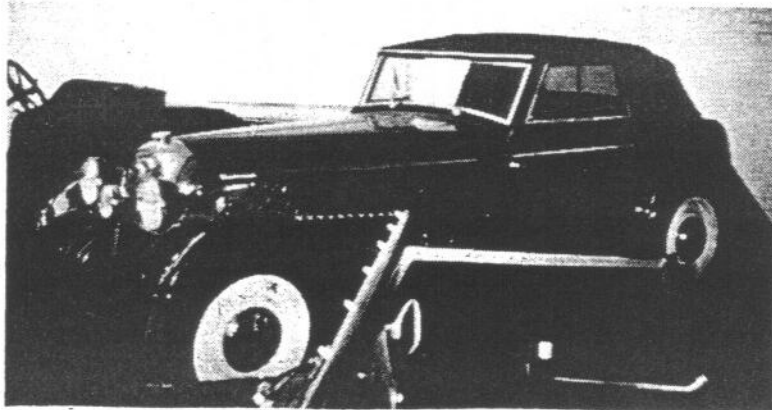
Charles Morgan was otherwise engaged when the time came to hand back the car he'd permitted me to test drive, so I was unable to thank him personally. Instead I left a message of thanks with his receptionist and reluctantly took my leave. I shall cherish the memory of the courteous attention accorded me by Charles and his employees during my visit.

Number one on my financial agenda is now the amassing of that 250-pound deposit; if I can

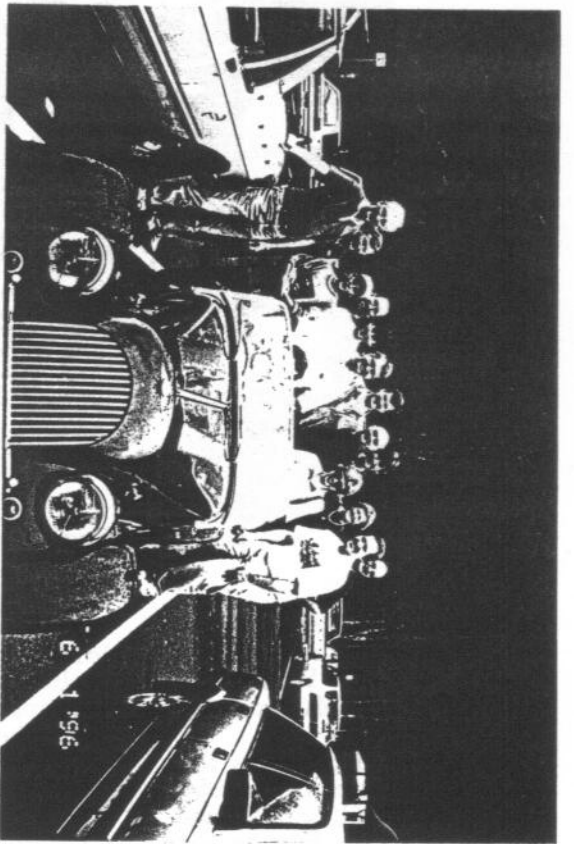
send it off soon, I should be driving a new Morgan at the turn of the century!

Enquiries in Canada may be made at Steve Beer at CMC Enterprises (1990) Inc., RR 3 Bolton, Ontario, L7E 5R9, telephone (905) 857-3210. Steve offers a range of services to owners and prospective owners of Morgan cars, including repairs, restoration, tracking-down cars for sale, and ordering new cars (and parts) from the factory.

Ed Note — Gerard Grimes lives in Australia and is just returning home after spending a year in Canada. As an avid hobbyist, he will be submitting articles in the future from down-under for the enjoyment of our readers. — MM

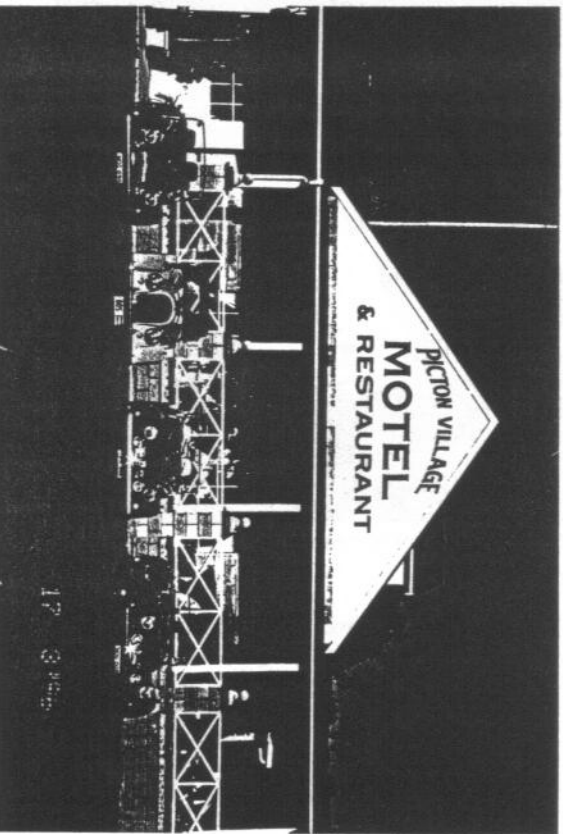


*The exhibit car at the 1950 Motor Show, built to introduce the Morgan Plus Four to the motoring world.*



Northern visitor (VDJ) with Southern Morganeers during January visit -- Colin Davidson's +4.

Oz-MOG's on the run to Picton. Stan's is the "buttercup yellow" +4 (2nd from the right, believe me!)



Stan Jodeikin  
3 Otaki Place  
St. Ives 2075  
Sydney  
Australia  
11th April 1996

Verne Dale-Johnson  
1532 King Street West  
Toronto, Ontario  
Canada M6K 1J6

Dear Vern,

Thought I would drop you a quick line and also the pics of our outing to Berowra Waters.

It was really great to meet you during your short stay in Sydney. I know that your time must have been very limited, what with family commitments, jet lag etc., so really appreciate that you were able to give up some time to meet with all of us. Hopefully, next time the weather will be slightly better!

Trusting that you have also received the Ears with pics of the outing, as well as the one with Col Davidsons fluid leaks ! Don't know who he crossed the palm of to get a roadworthy certificate !!  
Recent outings include:

The recent Club run to Picton on the 16th March 1996.

The afternoon started off with dark, looming, ominous clouds and a heavy shower, but later lifted to a perfect balmy, pleasant Sydney summers evening.

Initially I thought I would be hiring another Tilt Tray for the outing as I had problems with the condensor and then the coil wire. The group went on ahead and I managed to get going and met up at the King George iv hotel in Picton. Just in time for their on-the-premises-brewed beer.

A delicious dinner was had by all in the "Great Hall".

Those of us who decided it was toooooo risskky (sic) to try and avoid the Random Breath Test lines stayed on at the Picton Village Motel. We left the next morning after a welcome pot of black breakfast and nice coffee.  
(Is that pissitively possessed ? or what ?)

This coming weekend, 14th April, the Club is having an outing to Bowral to the Don Bradman Cricket Museum. Phil Fisher from San Francisco (MSCC Northern California) is currently visiting Sydney. I will also be taking him for a drive down the South Coast to the Southern Highlands. I hope he will be able to appreciate the difference between cricket and baseball !!

Anyway, enjoy the pics!  
MorganOZtically,  
Stan  
Tel/Fax: + 02 9988 4868

Four Seater





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Order your MSCCC badge today!

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