

Morgan

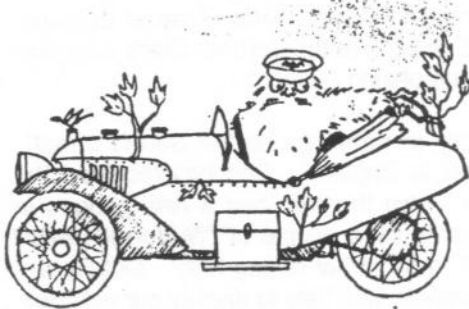
1-97



THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

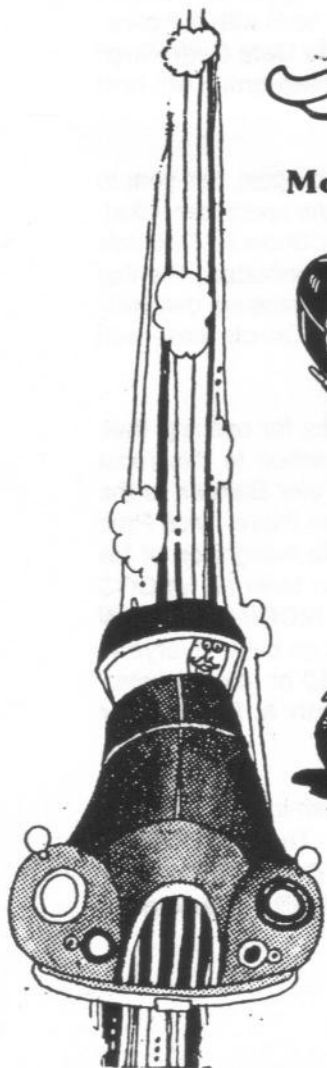
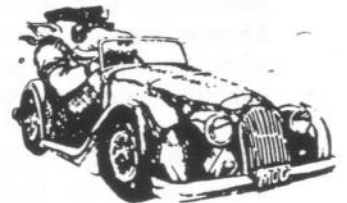
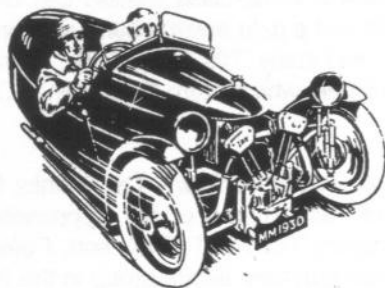
You Know Your Morgan Needs Work...



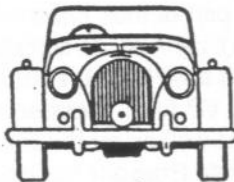
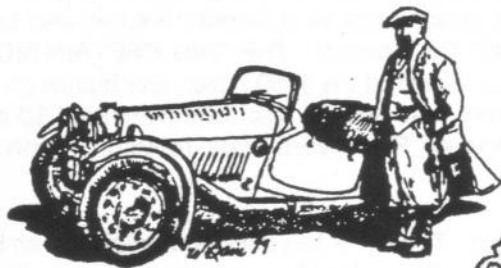
when it starts to grow



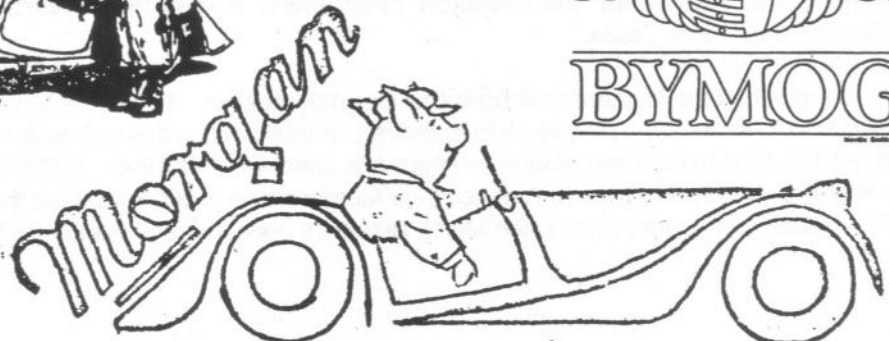
Morgan Owners Group



LIFE IN THE FAST LANE



BYMOG



SERVING THE ARCTIC CIRCLE TO THE GREAT LAKE WATERS

Welcome to the members who have joined us recently: **Barry & Sandy Chapman, ON**; and **Brent & Pam Wichenko, ON**. Speaking of membership, dues will increase \$5 in 1997, for those who haven't renewed by March 1st. The \$25 dues brings us closer to, but still less than, what many other mainstream clubs charge - and we mail 6 newsletters a year, versus 4. With the increase in capital, we can subject the membership to fewer sales of draw tickets!

1997 marks what is loosely our **30th anniversary** as a Morgan club. We have grown from a handful of local enthusiasts to an international entity. Along the way, the club has managed to retain founding & long-serving members, as well as encourage new folk to get involved. There has been many contributions over the years. Traditions have been established, such as: the Fall Weekends, the "Gag Awards" (humorous "awards" that exemplify the tongue-in-cheek nature of our group), the Doug Price Award, the Toy Run, and others. We plan to continue these, as well as our club's conventions of: recognizing people not just cars, continued inter-action with others, support for unifying groups & events, the courtesies of publishing other groups events & flyers, and making visitors & guests welcome at our open activities. These actions have gotten our group noticed. I draw your attention to the letters from Tony & Anne Rose of England, and Peter Morgan. By the way, we'll continue to list our events in the AUTODATE column of the Toronto Star's Saturday WHEELS section, - if you've misplaced your BLURB, look here to find out "what's happening & when".

Peter & Heather McCowan have offered to host a "PIG-OUT" style of event this summer, giving the **Sands** a rest! **Marlies Sands**, meanwhile, has been expediting matters with our badge maker in England. She has received the badges that were in for repair & these will be delivered to their owners shortly. Also the club has 3 new badges in stock so... if you didn't get one, now you can! Price is \$80. Plans are in the works for a couple of "**National Unity**" events, in Canada's two principal cities. First is a "**Cosmopolitan Weekend**" in Montreal during May. Details are sketchy at the time of this writing but proprietors wish to close a section of St. Laurent in little Italy to display our vehicles. Cocktails, tours, security & other services are being offered. It offers an opportunity to get together with our Quebec, Ottawa and eastern Canada members in a wonderful setting! We hope to stage a similar "**Cosmopolitan Toronto Tour**" - a day of exploration into the finer things of English Canada's principal city, visiting interesting sites with our cars. We also plan to stage a "**Pub Crawl Poker Run**", and a "**Country Tour**" this year. The "**Under The Gate Gathering**" joint get-together with the Ottawa area GoMoG Morgan group will be repeated in July and the Ottawa group will host their annual "**Moggies on the Grass**" in August.

Rumour has it that the Toronto Triumph & MG Clubs wish us to attend their **SPRING FLING** Weekend again, this year in Collingwood. From what we've heard about past events there, the town rolls out the red carpet for the sports car folks! We've also been invited to participate in the inaugural **WYNN'S CLASSIC** world-class Classic Car Show at Toronto's International Centre, on May 8-11. There is no charge to enter a vehicle and a gala awards banquet is included. Sterling Moss is hoped to attend. Classes are for: Early '50s, Late 50s, 1960s, and Early '70s (up to '77). Organizers definitely want Morgans & 100 point cars are NOT required, as they encourage owners who restore "their own". Couple these with the other events for 1997, and it looks like a banner year!

The MSCCC Christmas Party was a great evening hosted by **Russ & Sylvia Balfour**. Our thanks for opening their lovely home! The hosts were presented with a "Singing Santa Claus" as a token of our appreciation to this most Christmassy couple. We trust it will be part of their ensemble for this year's Toy Run! Their son, **Peter Balfour**, is the Past President of the Miata Club and we'll certainly do something together with their active group in the future. Vice Prez **Vern Dale-Johnson** was presented with a **SPECIAL PRESIDENT'S AWARD** during the evening, in recognition of his service to the club. Vern has been the VP for 3 Presidents (which must be a record!) but has also been an MSCCC ambassador within Canada & abroad, as well as on the British Car Counsel. **THE "BIG CAPTAIN MORGAN" DRAW** was held at the Christmas Party with **Linda Rumohr** the lucky winner of the \$100 prize. Our thanks go out to everyone who purchased tickets, adding \$123 to the club coffers. There were several folks who purchased 10 or more tickets. Besides Linda, these were: the **Hamilton Firefighters, Audrey Beer, Vern Dale-Johnson, Lynn & Fred, Peter McCowan and, Peter Toma**.

Vern & I attended the November **British Car Council** meeting. The BCCI has decided to maintain an information role, as opposed to advocacy. They hope to improve communications this year with some new initiatives. The BCCI "**LONG DISTANCE AWARDS**" dash plaque program has concluded for 1996. MSCCC recipients are the **Dale-Johnson's & the Kuzyk's**, who had registered & driven their Morgans over 5,000 km during the 1996 season. This will be repeated in 1997 - watch for the entry form in the March **BLURB** it's open to members across Canada.

Big happenings on the West Coast lately. An event called the **13th Kruiise For Kids** has come to my attention via "Old Autos". This annual multi-marque event is similar to our own **Toy Run** with a police escorted driving tour, show, and all to benefit a local Christmas charity. Wonderful! It featured "Morgan ragtops to a Kenworth truck" and over 500 vehicles were fielded. I congratulate the organizing body (the Greater Vancouver Car Club Council), and I encourage our western members to support this worthwhile endeavour! Also, member **Ron Theroux** & others were involved with the MOG NW Northern Pod **Boxing Day Run** on December 26. If anyone has photos or a story, we'd love to run them!

While looking for a toy to bring to the Toy Run, I found & purchased (for myself) a 1/24th scale Morgan 4/4 model kit. It's a 1980's car kit made by Tamiya (Item #24170). My kit cost \$39.99 CDN and I've read that it goes for \$32 in the US. It comes complete with bonnet belt, detailed engine, removable top & side curtains! If your hobby shop doesn't have it, it can be ordered in. The Canadian distributor is Borgfeldt Ltd, 3440 Pharmacy Ave, Scarborough, ON, M1W 2P8. Now I have another Morgan winter project to work on! If you like your models already assembled, Vitesse Classic Cars has also recently released a 1/43 scale 1956 4/4 Series II Morgan model, in four colour & equipment variations at US\$24.95. They are available from Triple C Motor Accessories, 1900 Orange St., York, PA 17404. Toll free (888) 854-4081. They're also available from member **Alan Marsh**; 2854 Connecticut Ave, #24, Washington, DC, 20008. US\$25 + \$5 shipping.

As Lynn & I enter our 3rd year as Presidents, we'd like to thank everyone for their support & for the fine experiences the club has imparted. You are a superlative group of people. Morganeers are indeed special, eclectic folk, who are involved in many & varied pursuits. Yet no matter how busy, many take the time to enquire "how are you doing?" and to do special things for the club & others. We are proud of our association with this group. **Happy 30th anniversary everyone! Here's a toast to the "next generation - to the next 30 years"!**

Fred & Lynn Kuzyk

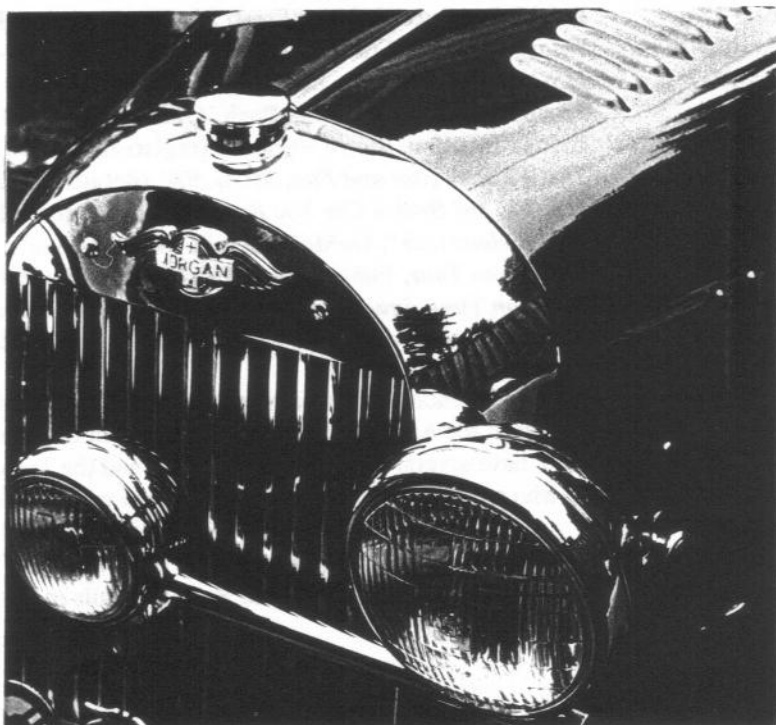
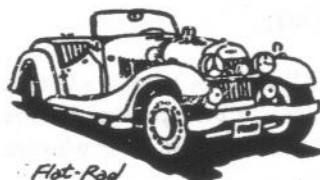
Dear Vern:

Unaccustomed as I am to appear in "The Blurb", I have been impressed and humbled to achieve two mentions, and two photos, in a single year. Not that I wish to displace all that other good stuff, but all credit to the editor, club scribes and photographers, and please renew my subscription, etc.

The featured stamp issue from England, of which I received a mint set from son Philip in Edinburgh, actually encouraged me to attempt a replication. A copy of the resulting photo is attached, which you can use if you wish. Of course, this is just a backhanded way of trying to get another flat-rad picture in The Blurb without having to attend a meeting.

Best wishes,

Stu Hawey



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SCHEDULED EVENTS FOR 1997:

- Feb 22 *Valentines Heartbreak Tour, MOG NW* (contact Mike Powley, 604-261-0901).
- Feb 23 *MSCCC Pub Brunch, Queen's Head Inn, Burlington* (info 905-336-0251).
- Mar 23 *Pub Lunch HOG-MOG East - GoMoG groups, somewhere along the 401.* (details -- 613-832-3620).
- Mar 23 *"No! it is not British Racing Green" tour, MOG NW* (details 604-261-0901).
- Mar 23 *Pub Brunch, HOG-MOG West, Queen's Head Inn, Burlington* (info 905-336-0251).
- Apr 20 *British Sportscar Flea Market & Car Show, Ancaster Ontario* (info Carol @ 905-957-2429).
- Apr 20 *MSCCC Pub Brunch (after Ancaster 2 pm on), Queen's Head Inn, Burlington* (905-336-0251).
- Apr 26 *"The Easter Bunny goes to the Sunshine Coast", MOG NW* (details 604-261-0901).
- May 8-11 *Wynn's Classic, International Centre, Toronto* (info Alan McPhee, 905-842-6591).
- May 17 *Van Dusen All Brits, Vancouver* (details on Morgan activities -- 604-261-0901).
- May 17-19 *MSCCC Cosmopolitan Weekend, Montreal* (info 905-336-0251).
- May 24-25 *Spring Fling, Collingwood* (contact Malcolm Taylor, 905-880-0079).
- May 25 *British Wheels and Wings at Canadian Warplane Heritage, Hamilton* (Scott Morris, 519-426-7139).
- June 7 *MSCCC Country Tour Above Toronto* (info -- 905-336-0251).
- June 15 *Classics Against Cancer, Georgetown, Ontario* (info, Murray Henley -- 905-877-7239).
- June 21 *Scottish Games Display, Vancouver* (details on Morgan activities -- 604-261-0901).
- June 22 *MSCCC Toronto Pub crawl, poker run* (info -- 905-336-0251).
- July 4 wkend *MOG 27, Harpers Ferry West Virginia* (info -- Dave Childress 804-285-5541).
- July 5-6 *"Summer Run", GoMoG Ottawa-Kingston area* (details Greg Kaufman, 613-832-3620)
- July 13 *Spencer Classic (Scouts Canada), Spencer Park, London Ont* (info -- 519-432-2646).
- July 13 *Carriage Classics, Tralee Farms, Mono Mills Ont* (info -- 905-678-8900).
- July 19-20 *"Under the Gate Gathering", GoMoG/HOGMOG combined event* (details -- 416-530-4599).
- July 20 *MSCCC Wine Tour, Niagara* (details -- 905-336-0251).
- July 24-27 *MOG 97, Bath England* (contact Jenny Maggs, UK 01225 866932 -- phone or fax).
- Aug 10 *Toronto Cosmopolitan Run, McCowan's Pig out* (details -- 905-336-0251).
- Aug 17 *British Presence @ Star "Fresh Air Fund" cruise* (Richard Pickering, 905-855-9223).
- Aug 23-24 *"Moggies on the Grass", GoMoG, Ottawa* (details -- 613-256-4280).
- Sept 5-7 *MSCCC Fall Getaway, Barrie-Alliston area* (details -- 905-336-0251).
- Sept 21 *"British Car Day", Bronte Park, Oakville* (info -- 416-410-4002).
- Sept 19-21 *British Invasion, Stowe Vermont* (registration -- 802-253-2106).
- Sept 20 *The Whistler Run and Fun, MOG NW* (details 604-261-0901).
- Sept 28 *MSCCC 3rd British Car Toy Run, Burlington* (details -- 905-336-0251).
- Oct 5 *"Fall colour tour", GoMoG* (details 613-832-3620).
- Oct 26 *Halloween Tour, Vancouver. MOG NW* (details 604-261-0901).
- Nov 22 *Scorpion Time Again, Vancouver MOG NW* (details 604-261-0901).
- Dec 26 *Boxing Day Run and stuff, Vancouver MOG NW* (details 604-261-0901).

✓ Calendar is filling up with enough events already planned for those within reach of the Windsor - Toronto - Ottawa - Montreal corridor (we might even see Andrew & Susan Struthers from Bathurst NB at the Montreal "Cosmopolitan Weekend" planned for May!). Note we have several overlapping events around the Toronto area to try to accommodate those who are primarily "west" and those who are primarily "east" (in conjunction with GoMoG).

✓ Oliver Dawson has invited us back to Upper Canada Brewery again this year. Date not yet fixed -- might coincide with the June 22 "Pub Crawl" or August 22 "Cosmopolitan Run". Details in March....

- ✓ Maple View Mall in Burlington will host a **British Car display** in advance of our Sept "Toy Run". Details to follow.....
- ✓ We've yet to hear any interest in the March 23 "*Pub Brunch somewhere along the 401*" (ie Kingston). If those from the Toronto end have an interest in joining, please call Greg Kaufman at 613-832-3620 or Vern Dale-Johnson at 416-530-4599 otherwise the brunch will revert to Ottawa...
- ✓ In discussions with Moe Lamothe, organizer of *Classics Against Cancer* in Georgetown, June 15 they are leaning towards our own British classes -- always a great show, hope you plan to attend in support of the Canadian Cancer Society...

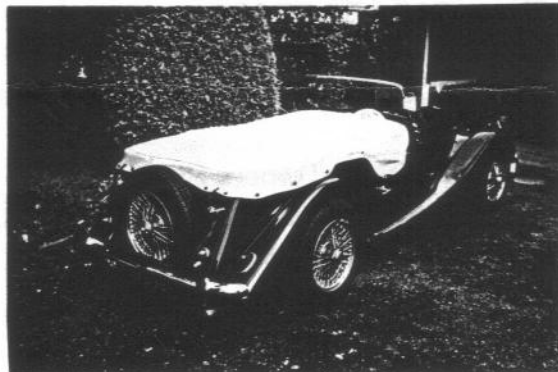
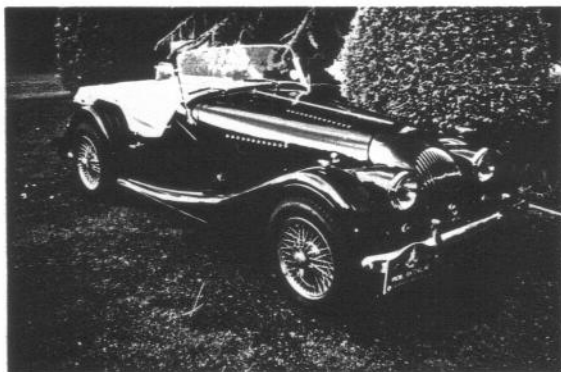
Editors Notes:

Vern Dale-Johnson(e-mail: vern_dj@msn.com.)

Our best wishes for a speedy recovery to **Hugh Waldick** who suffered a minor stroke and required some surgery on a foot -- hope this won't affect your driving, Hugh -- looking forward to your involvement as we approach Morganeering season.

Dr Gaston Magrinat, a member from Minot North Dakota spent some time in Quebec City last summer/fall doing a locum (in Cardology). A mutual "friend" tells me Gaston "occasionally visits Minot to fill in for his associates when not sailing in Florida -- lets hope the Mog is there with him!

Last words on our *September 29th* was our 2nd annual *MSCCC British Car Toy Run*. English visitors Tony and Anne Rose attended the start of the run with their Son's family (living in Canada). Tony took photo's of all Morgans present and sent copies of the pics through to us -- these were used in both the Old Autos (Dec 16/96) review of the run and the Miscellany (Jan 97) article (see enclosed). Letters were received from both the Rose's and Peter Morgan congratulating our group on the success of the 96 event. Fred Kuzyk tells me he and Lynn were collecting toys as a result of our work right up until Christmas Eve! The Rose's write... "*We all enjoyed ourselves and to meet friendly like-minded people was great. Just like members of our 750 Motor club. Enclosed are some pictures I took together with a couple of our Morgan +4, 4 seater 1968 which may have been built very near yours [in Morgan terms, yes -- ours is a 66 +4, 4 seater]. If you are in the UK please come and see us... Thanks again and hope we may meet up again.*". Photo's of their +4 follow....



The **D-J family** spent Christmas and New Years in Australia, again (sorry -- someone has to support Canadian Airlines!) where we were "hosted" by the **Morgan Owner's Club of Australia**. Special thanks again to **Stan & Jenny Jodeikin** and **Rudi & Sylvia Rencoret** who organized the evening at the Bobbin Head Conservation Area on Sydney's north shore. I'm not sure how many Ozmoggers were there in the end -- more than the 18 (plus Amanda and myself) in the photo along with 6 Morgans -- one a beautifully restored 67 +4 Competition with 14,000 miles on the clock. One of "the" silver buckles was purchased by the group and the money quickly spent on a set of 8 wine glasses each with a different hand-cut etching of a Morgan -- you have to see these to believe it! You know the address, drop by and we'll open a bottle.

PS, shunt-of-the-year goes to Stan & Jenny who were playing sweep for a convoy en route to Canberra. After catching the convoy moving a might slower than normal Aussie traffic, Stan & Jenny slowed down only to be rammed by some dickhead. The Mog is now in for a rebuild and Stan & Jenny are working through their aches. A **high mount LED brake light** will be in my next package to Stan! Bit of a lesson for all of us -- lights on early Morgans are not the brightest and every little bit helps. On our 4 seater I have an LED light from a GMC cut into a "∧" and mounted behind the spare. Check you JC Whitney catalogue for other options...

When in Oz I check the local motor mags (they do it right -- at least 2 local publications rivaling the big UK and US publishers for the local market. My favourite is **Australian Sports & Classic Cars**) for Morgan ads. Current listings included a 77 4/4, 4 Str for A\$39,850; 48 4/4 for A\$34,000; 86 4/4 4 str for A\$49,990; 86 4/4, 4 str for A\$39,900; 70 4/4 4 str for A\$31,000 -- premium prices compared to what we see in Canada. My favourite was a 36 REO Speedwagon (to pull the Morgan??) at A\$21,000. Also found an



article on the **Westfield V8 SEiGHT** (2nd fastest sled in the land after a McLaren F1) for an upcoming Blurb. To wet your appetite "Every passenger I took for a ride, without exception -- screamed when I first buried the throttle. Some just kept on screaming."

For you techies, **Morgan is continuing to modernize.** Recent change is in paint -- to ICI autocolor Aquabase. More environmentally friendly than the solvent paints previously used. The paint is applied via air-jets in two new spray booths built at the factory as part of their expansion. Don't worry -- ash frames, wire wheels and hand building continues....

Notes from the East:

Greg Kaufman, Ottawa

As you may have noticed from the latest issue of The Blurb (if you read the back cover that is), I have taken over the very grandiloquently titled position of INTERCLUB EVENTS CO-ORDINATOR. I had no idea what this meant, and had some difficulty in getting any form of position description, but I think I have it now. Basically I will be writing a brief article for each issue outlining who is doing what, and when in the wonderful world of Morgan owners, with particular reference to other groups. This means perusing the publications sent to us by other Morgan clubs, groups, registers or whatever in North America, and possibly beyond. But I need your help. So far we have made contact with Morgan or British Car Clubs, which are listed below. If you know of any that I have missed, please phone or fax me with the name of a contact person, and I will try and bring them into the fold.

I will also ensure that an updated events calender is published in The Blurb by the time of the Spring issue. Hope to hear from you soon.

Edward Burman

Phone 613-839-3041 (Home)
613-733-7800 EXT 12 (Office)
613-733-4134 (Fax)

- | | |
|---------------------------------------|--------------------------------|
| 1] NW Morgan Owners Group | Washington, Oregon etc, |
| 2] Morgan Owners Group - Great Lakes. | Michigan plus. |
| 3] 3/4 Morgan Group | New England/ Connecticut. etc. |
| 4] Ohio Morgan Owners Group | Ohio plus. |
| 5] Western New York Owners Group | New York State |
| 6] Morgans on the Gulf Owners Group | Mostly Texas |
| 7] Morgan Owners of Philadelphia | Maryland and Pennsylvania |
| 8] Morgan Car Club of Washington DC. | DC and Virginia. |
| 9] Nothern California Morgan Club | Northern California |
| 10] Morgan Owners Group of Ottawa | Eastern Ontario/Western Quebec |

We are also in touch with three British Car Clubs, covering all Marques. These are:

- | | |
|---|-------------------|
| 1] British Sports Car Club | Central Ontario |
| 2] British Sports Car Club of London, Ontario | Western Ontario |
| 3] Boot 'n Bonnet Car Club | Eastern Ontario., |

I also have a listing of approximately 700 car clubs which covers the complete spectrum of automobile interest groups published by OLD AUTOS on what is I believe an annual basis. Call me if you are interested in anything specific.



"Bob" the Greaser

Greg Kaufman, Ottawa

Bob was a greaser. I don't mean he was a greaser as in the 60's jargon, having his hair all slicked back and smothered under a ton and a half of that greasy kids stuff but rather as a mechanic of some renown. The renown was not adulation of his skills but rather awe of his unique approach to use the ridiculous in a sane and workable manner. I am getting ahead of myself; let me start this story from the beginning.

Bob was a gentle type. He was good people. His joys in life were simple. All he asked for were the little pleasures that most of us either take for granted or demand as our "God-given" right. Bob worked towards achieving these little pleasures and relished the pleasures each one did give him. During his 4 years in University (U.B.C. Phys Ed) he did promise himself a sportscar after graduation. (And by the way he put himself through on scholarships.) And within his first year of working Bob did buy a 100-6. It was fire engine red and it was his reward to himself for living life. He called his joy "Ever Ready."

Bob was a fundamentalist. He had the belief that everything did have a lowest common denominator. He subscribed to the philosophy that the end justified the means. It was this simple approach that was his calling card.

I remember the first winter that Bob had "E. R." (by winter "Ever Ready" had been denominatized to "E. R.") and his first major car problem. It seems that there was an over heating condition. The first question asked was concerning the thermostat, but Bob replied it had been removed and not replaced during the summer. In addition Bob mentioned that the car was leaking coolant. This last statement prompted an engine room inspection. Shortly thereafter we lifted the hood and saw a mess. All the radiator and heater hoses were disintegrating and coolant was leaking. Very quickly it became obvious Bob had used windshield washer fluid in place of glycol in the radiator. Windshield washer fluid was cheaper and was advertised as being good for 40 below *but unfortunately it ate radiator hoses*. We flushed the cooling system, changed hoses and re-charged the system with glycol. Everything then worked fine.

Then that spring we lived through the plastic pipe fiasco. Sooner or later every car has to have exhaust work. E.R. was no exception. However, Bob did his own repairs. Pipe is pipe and it does nothing more than channel exhaust gases to the rear of the car and through a muffler that is somewhere in the middle. That was Bob's rationale. Except he forgot that exhaust gases are hot and plastic melts. Bob rebuilt E.R.'s exhaust system in plastic pipe and support hangers cut from old inner tubes. The following morning Bob left for St Catharines and got as far as the Burlington Skyway. Luckily he had stopped before a fire started. There wasn't a muffler shop that would work on the car until that melted mess of plastic and rubber was removed. You now know how we spent the balance of that weekend.

Next we had the coloured ropes. To start the car you pulled on the yellow rope. Yellow was for caution. To stop the car you pulled on the black rope. Why black? Simple. He couldn't find red rope. The story we got was that while showing his latest Flame a rather convoluted Tae Chi Su movement the key was broken off and jammed in the ignition switch. The two of them it seems preferred the nearness of the car and the sound of the rain on the canvas top rather than more damper room or space in the great outdoors. The ropes were connected to the dead switch on the battery. It was easier to use the cut-out rather than replace the ignition switch. Eventually we



convinced Bob that it would be wiser and safer to have another switch installed. Thankfully he visited English Motors.

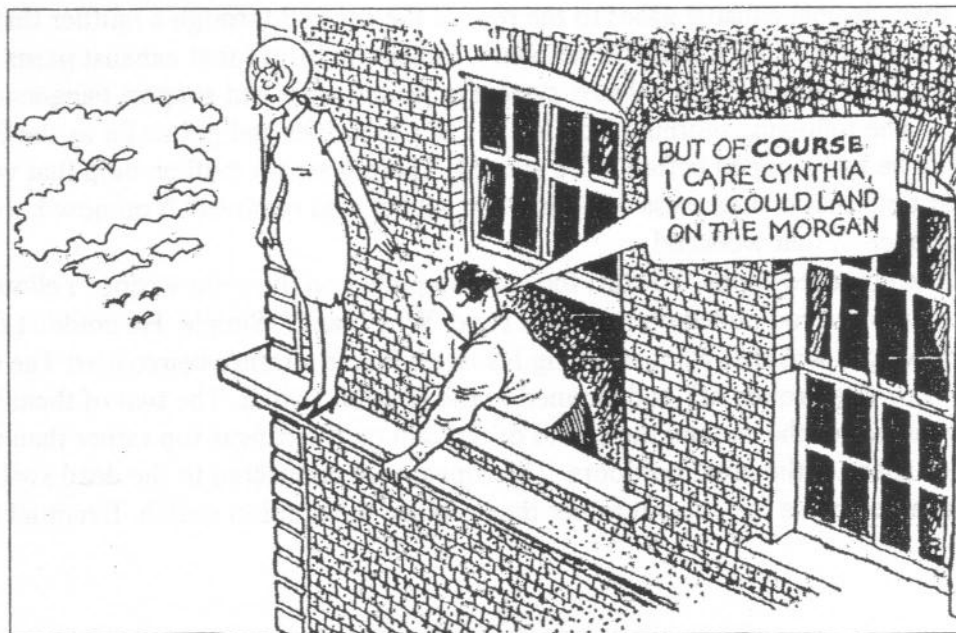
Then we had the episode of the house wiring repairs shortly thereafter. Bob noticed that E.R. had neither tail nor brake lights. This problem was quickly fixed with a visit to the hardware section of a local CTC store and a Saturday afternoon spent in the garage. When Bob was finished he had the only car that had CSA (Canadian Standards Association) approved equipment. A spring loaded appliance switch, a light switch and 10 feet of 14/2 house wire restored the rear lights on E.R. However reconnecting two loose wires under the dash on the passenger side would have accomplished the same thing. We believed fancy Tae Chi Su footwork was the cause of the blackened rear of E.R.

Bob was also a creative thinker. I remember the time he took 3, 20 foot lengths of 1/2 inch copper pipe home in E.R. Would you believe he taped the 3 lengths of pipe together to give them added rigidity and then suspended them below the car tied to the front and rear bumpers. He made it home to the Dufferin-Caledonia area from College Plumbing in Downsview without any trouble. The question is, "Would you carry pipe in this manner?" I wouldn't, but Bob did.

You must be wondering why we called Bob "The Greaser" and why only three of us were permitted or allowed to use this handle and why Bob always bought the beer when we were together. Often he had watched his favourite garage mechanic do the grease and oil routine for E.R. and he wondered why pay good hard cash for tasks so simple. Tasks so simple that he should be able to do them himself especially when one of his friends had a pit in his garage. He figured that within one or two oil changes he would be saving hard cold cash.

He made all the necessary arrangements. Bob purchased the greases and the oils and the grease gun and oil cans. Then he drove over to his friend's. Bob was cleaning up when we popped-in for a quick inspection. We saw pools of liquid at each wheel. He had loosened each wheel cylinder bleed screw and filled each wheel cylinder with grease and the grease had pushed the brake fluid out. Over the next few weeks we replaced and rebuilt every part of that brake system. Don't ask if Bob ever greased another car, for I am not sure I should tell. But I will tell you it was the remains of "E.R." that I did see in Souter's. And I will tell you how I miss arguing, "Greaser, it is my turn to buy the beer!"

The Time (London), Oct 12/96
(submitted by John Collins)



DES JENSON



THERE IS SNOW BUSINESS LIKE SNOW BUSINESS I KNOW!

The long awaited Nov 23 tour of the GREAT NORTH SHORE was upon us and while ROSEMARIE begged off with a cold - no FORD no GO says she - the POT pushed off top down in the snow-covered-minus-3-degrees weather for the run to the NORTH ... and especially to see PETER WELCH's fabulous MG collection.

THAT IS ... "BRITISH" PROPERTIES TO YOU!

The POT thinking he was being fashionably late by arriving at 10:00 AM was pleased to then see the SULLIVAN STATION contingent - the THEROUXS and the MILES - arrive even later. KEN immediately going to the rest station. Top was down for the THEROUXS but the MILES were top up as was JOHN McNULTY's mog. TED CAREW-GIBSON just showing off his garage by arriving with his son in a VAN. (Son seemly has the madness that holds us all and consented to be the POT'S bouncer for the day; leaving poor old DAD to the heated confines of the JAPANESE thing. Speaking of heated units the BURK HOLDERS were in their MINI VAN and "ironically" found later in the tour that this unit made it easier for him to "pick-up" girls than was the good old days of youthful MORGANEERING ... especially after we were at the view point some 1,000 feet up CYPRESS BOWL SKI area access road.

LARRY and TINA really put us through our paces on this run. The ALLINSONS were well turned out - top down and ready for action - with HELEN having a MORGAN crest right on her little woolly toque... Our first leg was the ascent 'round the BRITISH PROPERTIES and right off we lost JOHN McNULTY - gas stop he says later at the WELCH garage - we think he just went somewhere warm for the morning part of the run.

One thing about this run was that no matter how many hills we took the MORGANS up NOT ONE UNIT had a overheating problem! - just didn't heat! LARRY and TINA, top down too, then, just to make sure the hypothermia was well and truly in place took us up to the view point on the CYPRESS BOWL access road and truly the view was great - even saw Mt. BAKER in the distance. Yes, of course KEN MILES made use of the facilities once again.

THE WELCH COLLECTION - A MAGIC MOMENT ONCE AGAIN

Once back down from the 2nd hill climb leg (again absolutely no over heating problems!) We gathered at the warm sea level garage of MG collector of renown PETER WELCH and waiting there for us was JOHN McNULTY and TED LATURNUS (in a JEEP WAGONEER he was supposed to drop off in exchange for another demo 4/4 unit ...Yah-sure ...we all say later - no one ever showed up with any such car - so TED does not qualify for the Seattle Christmas run after that, and he seemed somewhat glad of it.

This again was potty time for KEN MILES - so he was first in the garage and never even looked at the cars. It was nice to see our plaque in the trophy case and reminded all that we had not been back since our 1992 run; and what wondrous things had been done to the MG TICKFORD BODIED unit that was, in 1992 just a hulk - now upholstered, top installed and a beautiful THEROUX/MILES kind of Royal Red/Wine colour - some of the bright work was individually cast for the top - what a work of art - looking at this unit one can see the inspiration for the MORGAN DROPHEAD COUPE, only just a slightly larger size of car and with wind-up windows and just beautiful

THE MAGNETTE

This was a unit that was in place on the last visit but we learned that it had been a ROAD & TRACK SALON car in the JANUARY 1991 issue - the POT went right out and got the issue at WILKINSONS on the way home! Along with the rest of the collection we were graciously served coffee and cookies -there was also iced pop available, but strange, none was sampled. Peter also freely gave to us a post card picture of the full collection, as it is very difficult to get them all in, and some of us "groupies" even had the cheek to ask PETER to autograph them - which he laughingly did!

TIP - HOW TO CLEAR A PUB OF UNRULY MORGAN OWNERS

The visit was over all to soon and our little group was now ready for a revisit to the PETTICOAT LANE PUB and sample some of their fabulous fish & chips and other such BRITISH delights - including MUSHY PEAS as my table mate TED (the guy will be coming with the other car soon) LATURNUS ordered and shared with all takers. Key agenda item was determining who was going to go down to the CLUB CHRISTMAS party to shame the AMERICANS with our driving prowess. Ah! yes ... the tip - near the end of our meeting the waitress comes in and tells us it is just starting to snow ...



well you should have seen the place empty! In all just a great day and LARRY and TINA really did a job for us in holding the rain at bay.

MOG - N.W. CHRISTMAS PARTY A "SMASH" 'er BASH?

All the crew came together for the great Dec. 7th club dining event in Seattle at Iver's by the channel - with even the HARMON's unit decked out with a great big red bow. The table setting model building was fantastic and I got good shots of them all - the two most opposing (non-conventional) had to be BURKHOLDERS' clay effort (hanging around the Sr.'s center again) and the DICES' spare parts box - and for sheer numbers PRESIDENT STEGEN's entourage of CHRISTMAS MORGANS bearing gifts - great table settings all and should there be a list of the other model makers I will send all a photo or copy colour photo montage as this was a job well done.

Other highlights included having my paper model totally rejected by all - even although I used no paint, no paste, no glue, no scissors, no tweezers, no colour pens, and no INGENUITY - how could I be so slighted?

And the traditional Christmas favour - hasty notes sets with art work by member JIM DIETZ ... appropriately titled "HOME FOR THE HOLIDAYS" (another great cover shot here EDITOR CRAIG) - nice souvenir and I hope they will be for sale as part of our Club regalia in 1997. Speaking of souvenirs it was nice to get the BLACK PLATE acknowledgment as the out going POT.

JUST HOW COLD CAN IT GET? - AND DO MORGAN OWNERS REALLY CARE?

Well, if you think we had a dance with snow on the last run in November you were not ready for the great BOXING DAY RUN - our Northern Pod is now into about the 4th year of joining the ANTIQUE CAR CLUBS boxing day run (The PANN thinks it is third year but I still think it is number "4") After a seductively bright, clear and cold DEC. 25th it seemed a sure bet that the BOXING DAY run would be just as good in terms of the weather - well almost, and for a time we had more of a single marque car than the ANTIQUE CAR CLUB had cars - yes - Seattle 5 units with the top DOWN! - fear of PRESIDENT STEGEN's presence at this event ensured a brave turn out of top down MOGGIES.

... and in true dictator-like fashion the PRESIDENT did not show - already he has a fear of open cars and assassination attempts in foreign lands!

Arriving as car number three with daughter MARIANNE as bouncer - ROSEMARIE wisely stayed home doing the "fixings" - we met the VERY warmly dressed P.A.N.N.'s RON and YVONNE and the SHARP's - best costume of the day had to go to TINA SHARP with her "bear-skin-rug" and goggles - who cares! it is warm we all say - Arriving shortly after was AL ALLINSON, HELEN was with horses on that day and could not make it (hum?). Finally, and all the way from his kingdom of PITT MEADOWS - comes the OFF-ROAD trophy winner DR. DAVE COLLIS, kind of fresh from the other DOCTORS with new wrists on the left hand or was it the right hand - he couldn't have put the top up even if he wanted to.

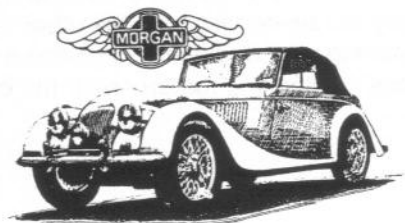
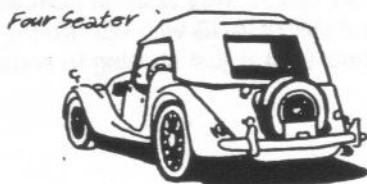
So after the preliminary tire kicking etc. - we didn't wish to wait for the 1:00 PM drive time and left the 6 or 7 ANTIQUE units in the lot to sit for that time.

JUST HOW LONG IS THIS RUN ANYWAY?

Well, as tradition has it we are to do STANLEY PARK and then we usually do a bit more as P.A.N.N. RON had outlined on the notice - so by the time we hit S.W. Marine Drive at over 50 miles an hour the term HYPOTHERMIA really took on a whole new meaning and PETITE PINE as a destination became like a vision in all the driver's muddled minds.

MUDDLED OR MULLED?

Mulled wine was a good start and all brought a little something to share, and we were once again treated to YVONNE'S tortre' (or however you spell it!) All oohed and ahaa'd at the great pastry feat of the Morgan wings gracing the torte' (ha! try that spelling) The pending "doom" of a cold run home and possible pending "doom" of snow fall meant that all did not push their luck on a long stay (how right we all were to be later in the week)



For Sale:



Vern Dale-Johnson (416-530-4599) Seagull Pewter business card holders (\$20) and letter openers (\$30)

Silver buckle: The run was 15 only (numbered) with all but 2 already snapped up at a bargain price of only C\$180. If you must have one, please contact Greg Kaufman (613-832-3620).

Wanted by **Greg Kaufman** (Ottawa 613-832-3620). Original **Fergus Motors Nameplate, Snap on tools 6 point box wrench number XV1618S, set of 42 DCOE8 Webers with manifold** for a Triumph (TR3) engine..

How Cold is it? An Annotated Thermometer

with apologies to Don Haugen, Pensacola Austin-Healey Club

- 60°F [14°C].....Vancouverites put on sweaters (if they can find one in their wardrobe!)
- 50°F [9°C].....Victoria residents turn on the heat.
- 40°F [4°C].....You can see your breath. Lotus Landers shiver uncontrollably. Manitobans go swimming.
- 32°F [0°C].....Water freezes
- 30°F [-1°C].....You plan your vacation to Australia. Manitobans put on T-shirts. Politicians worry about the homeless. English cars won't start.
- 25°F [-3°C].....Toronto water freezes. Victorians weep pitifully. Edmontonians eat ice cream. Saskatooners go swimming.
- 20°F [-6°C].....You can hear your breath. Politicians talk about the homeless. Montreal water freezes. Vancouverites plan vacations further south.
- 15°F [-8°C].....French cars don't start. You plan a vacation in Florida.
- 10°F [-11°C]....Too cold to ski. You need jumper cables to get the car going.
- 5°F [-13°C].....You plan your vacation in Mexico. American cars don't start. Your cat insists on sleeping in bed with you.
- 0°F [-16°C].....Yukonders put on T-shirts. Too cold to skate.
- 10°F [-21°C]...German cars don't start. Eyes freeze shut when you blink.
- 15°F [-23°C]...You can cut your breath and use it to build an igloo. Newfoundlanders stick tongue on metal objects. Vancouver residents cease to exist.
- 20°F [-26°C]...Cat insists on sleeping in your pajamas with you. Politicians actually do something about the homeless. Manitobans shovel snow off roof. Japanese cars don't start.
- 25°F [-28°C]...Too cold to think. You need jumper cable to get the driver going.
- 30°F [-31°C]...You plan a two-week hot bath. The mighty Monongahela freezes. Swedish cars don't start.
- 40°F [-36°C]...Victorians disappear. Calgarians button top button. Nova Scotians put on sweaters. Your car helps you plan your trip south.
- 50°F [-41°C]...Ottawa MP's hot air freezes. Quebecois close the bathroom window.
- 80°F [-56°C]...Hell freezes over. Polar bears move south.
- 90°F [-61°C]...Politicians put their hands in their pockets.....



**Stan & Jenny Jodeikin,
Vern & Amanda D-J
Oz Mog, January 97**

Photo V. Dale-Johnson



Oz Mog group, Jan 4/97

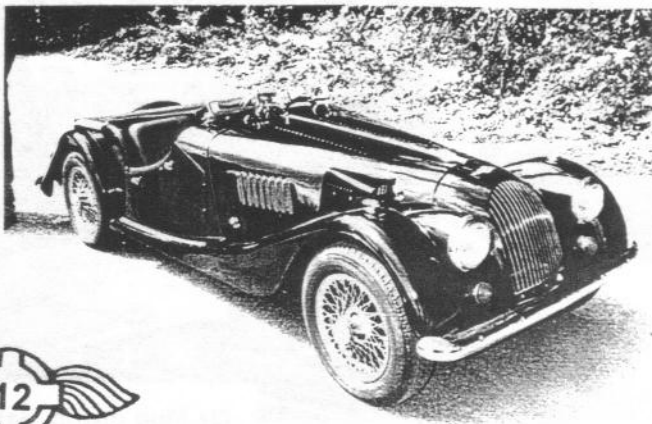
Photo V. Dale-Johnson

2ND BRITISH CAR TOY RUN

SUNDAY SEPTEMBER 29, 1996 MILTON TO BURLINGTON, ON, CANADA. Photos by Tony & Anne Rose, England
By Lynn & Fred Kuzyk

We awoke to a great weather report and started the day completing final touches for the Morgan Sports Car Club of Canada's 2nd British Car Toy Run, in support of Jimmy Lomax's "Operation Santa Claus." In case you don't know, "Operation Santa Claus" is an all-volunteer Christmas charity that has been active since 1958. Based in Hamilton, its good work covers the area from Burlington to Brantford and surrounding regions. Jimmy & Susan Lomax deliver Christmas gifts to the needy in hospitals, nursing homes, shelters and other institutions. The Toy Run is a Christmas themed combination scenic driving tour, car show and "Pre-Christmas Party" that aids this charity and attempts to unify the British car clubs and owners in a good cause. So once again, Santa parked his reindeer for the day and instead rode in a British classic!

Santa's helpers, Sean Morrison, Steve Meyer and friend Bill arrived just before 10.00 a.m. at the Kuzyk residence. Fred and Sean headed out to the banquet hall with door prizes, cases of IRN-BRU and awards. Santa (Hamilton Firefighter Larry Rees), Steve and Bill loaded up with registration forms, goody bags and dash plaques and headed up to the Mohawk Inn with Lynn. We thought we were going to be the first ones to arrive but lo and behold there were already twelve cars in the parking lot - talk about keeners and it was barely 10.30 a.m. First problem of the day - our room was still being occupied by a wedding party who were to have vacated the premises by 10.30 a.m. but it was well after 11.00 a.m. before we were able to claim the given area and start registration. By this time the parking lot was filling with cars and people anxious to register. Club-member Marlies Sands to the rescue to aid with the deluge of participants. Registration went very well and Malcolm and Brenda Taylor, Presidents of the Toronto Triumph Club, also offered a helping hand with the multitude. The boys handled the positioning of cars with their usual finesse and had us geared for an easy get away. Halton Regional's finest arrived half an hour before our departure to go over the route and have a look at the cars. We had only been expecting one cruiser and were delighted to see we had two for the police escort. Russ and Sylvia Balfour of the Morgan Club arrived in the true spirit of the event and came dressed as Santa's Elves. We just loved the red long-johns (including trap doors) and the crowning touch to the fab ensemble were the Santa's hats with flashing pompoms - but Russ just couldn't get Sylvia turned on! Another couple, Tony & Anne Rose of the 3900 member Morgan Sports Car Club of Britain, were holidaying in Canada and attended. We recently received photos of the event and a letter from them. The letter says in part: "It was good to meet fellow enthusiasts who take pride in their cars and do their own work. You were all so friendly, which makes a change these days!"



Henrick & Shelley Rens brought their fine 1970 4/4 from Oakville.

Registration closed promptly at 1.00 p.m. and Santa arrived to take his ride with Debbie and Wayne McGill in their 4-seater Triumph. Triumph was the Featured Marque this year and the McGills jumped at the honour of carrying our 'Old St. Nick!' The Milton Champion newspaper was on site to take photos and I must agree we were quite a sight to spectators with around 100 cars stretching 1.8km and a large number decked out in Christmas finery. We started off through Campbellville with the locals cheering, waving and cars honking. It was an unbelievable sight. Mike Richards of the British Sports Car Club volunteered to video the procession en route. The route was the same as last year. There are great roads along the Niagara Escarpment in Milton, North Burlington and Waterdown! Once again, we cautiously negotiated the hairpins at Rattlesnake Point, the site of hill-climb competitions in days gone by. And we passed the buffalo compound, went through the villages of Lowville and downtown Waterdown. Nobody got lost this time, a testament to the police escort (due to the slower speed and pauses) and written directions. There were signs posted at the turns this year, but some of these didn't survive the inclement weather of the couple days prior to the Run.

We arrived at Mapleview Mall at approximately 2.30 p.m. Santa's helpers once again had the parking situation well in hand and a good number of cars were already in the lot. CFTO & CHCH TV were there to greet us. Photographers from the Burlington Post & Hamilton Spectator were also snapping away. Also on site was the Oldies 1150 AM 1957 Chevy "Blue Angel", as well as Sir Winston's Pub Austin Mini. Draw tickets were available for a chance to win these beauties. KRUZ Radio DJ's played tunes while the Quickshine 99 folks demonstrated their instant wax aerosols. With the cars parked, the participants began setting up their Christmas displays. Elf Al Sands and Elf Ray Shier went about their tasks of judging the Best Morgan, Best Triumph and the Santa's Choices. Meanwhile, the participants handed in their donations to Jimmy and Susan Lomax at their "Operations Santa Claus" van. We were told that they collected approximately \$3000 in toys and \$500 in cash! This included cash donations from the Toronto Triumph Club & Osborne Automotive of Burlington. CMC Enterprises and the Guild of Automotive Restorers were firms that donated toys. As well, toys and cash were presented that had been collected by us at the Triumph Club's "British Car Day" at Bronte Creek Park, Oakville, on September 15. The Toronto Triumph Club had graciously offered us the opportunity to collect donations at their huge show (the largest one-day British car show in North America) and to promote our event. They offered to include our flyers in their goody bags, so in appreciation, we helped stuff the 800 bags!



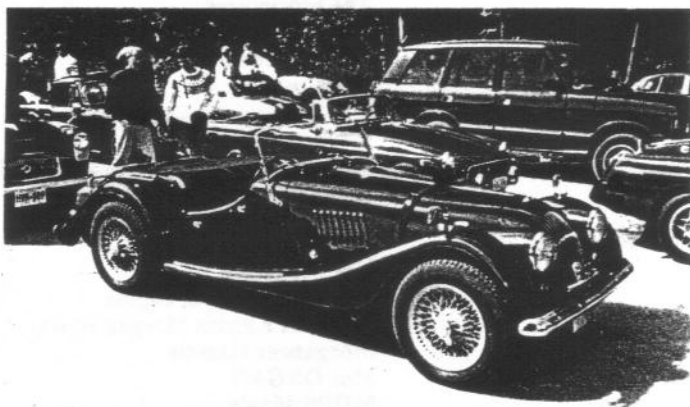
Anne Rose of England with Al Sands and his yellow "Moggie" from Colgan, ON.

We then made our way over to King's Court for our Pre-Christmas Party. After everyone had eaten, awards were presented to:

- Nick James (TR7) - "Santa's Favourite Triumph"
- Al Sands (Morgan) - "Santa's Favourite Morgan"
- Larry Read (Ford Prefect) - "Santa's Choice"
- Trevor Easton (Land Rover) - "Santa's Choice"
- Jim Hilton (51 MGTD) - "Most Christmassy Car"
- Bill Leacock (Land Rover - NY) - "Furthest from N. Pole"
- Steven White (Lotus 7) - Jimmy Lomax's "Santa's Choice"

This was the second time that Bill Leacock brought a Land Rover from New York state. There were a number of honourable mentions for the decorated cars. However, Jim Hilton (of the British Sports car Club of Hamilton) with his "inflatable reindeer" pulling his car, garnered "Most Christmassy". It was a sight to see Jim blow up the limping beast while on the road! Audrey Beer received an award presented by Jimmy Lomax to the Club for staging this event. Jimmy also presented a plaque to Fred and I, as the organisers. We're running out of wall space, so perhaps Jimmy will listen next time when we say we don't need a trophy! By the way, the awards that Jimmy presents come out of his own pocket, as he refuses to use "Operation Santa Claus" funds for such purposes. Everything donated is distributed, with almost zero overheads.

Two weeks prior to the Run, we received a request from Ian Bower of England, to assist with his attempts to have his Mog flown over by military transport. Ian had seen our flyer in "Miscellany" and although he had a friend on an airbase, admitted that there was only a slim chance at achieving his goal. Numerous phone calls and faxes to



Ray & Mary Shier's 1966 Morgan 4/4 from Limehouse, ON.

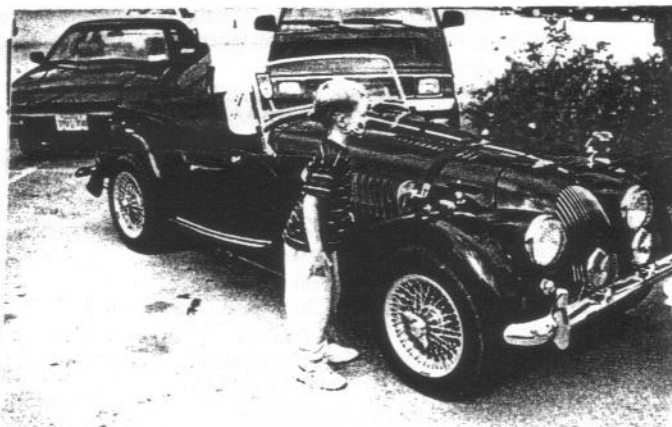


Brian & Linda Rumohr's 1961 +4 Drop Head Coupé.

MPs, the RAF, Canadian Armed Forces (including Defence Minister Collenette) failed to accomplish this request. We hope that Mr. Bower appreciates the efforts at this end but such things require more time than was allotted. Such charitable goodwill flights are possible, given time to go through channels. It costs our Club to stage this event, as there aren't any registration fees or compulsory charges. Our philosophy is that the charity receives the maximum benefit, not just "proceeds after expenses." Our expenses are offset by food donations, draw tickets, and this year by financial support from: the Morgan Motor Company, Tony Moon's "The Mechanics", and Howe Motor Works. The Santa's Favourite Triumph Award was sponsored by "The Mechanics", while the balance of the awards and the dash plaques were sponsored by the Morgan Motor Company of England.

We thank all the attendees and our contributors, as well as the clubs that included our flyer in their newsletters. We are already looking forward to next year's event on Sunday September 28, 1997, with more cars, sponsors and hopefully more volunteers. Christmas DOES come TWICE a year. Think "Santa" on the Last Sunday in September! So mark your calendars and plan on joining us for a truly worthy cause and a unique day. The featured Marque will be Jaguar, so tell your Jag friends (or bring your own!). We hope to have a display of new Jags and perhaps we'll succeed in having a Morgan from Britain flown over!

If your company or organisation would like to be a sponsor or if you or your club would like to participate, please contact: MSCC, 1305 Ester Drive, Burlington, ON, L7P 1L2. (905) 336-0251.



An admirer inspecting the bonnet belt of Vern Dale-Johnson's 1966 Morgan +4 4-seater.



Another fine Morgan Drop Head Coupé, Russ & Sylvia Balfour's of Cambridge, ON.

Founding Years – World Morgan Clubs

1945	The Morgan Three Wheeler Club Ltd. (formerly The Morgan Club) (GB)	The Bulletin
1946		
1947		
1948		
1949		
1950		
1951	The Morgan Sports Car Club Ltd. (formerly the Morgan 4-4 Club) (GB)	Miscellany
1952		
1953		
1954		
1955	Morgan Plus 4 Club (Southern California, USA)	Format
1956		
1957	Morgan Sports Car Club Northern California (formerly Morgan Plus 4 Club) (USA)	The Flexible Flyer
1958	The Morgan Owners Club of Australia	The Morgan Ear
1959	Morgan Car Club of Washington, D.C. (formerly Morgan Car Club of America) (USA)	The Rough Rider
1960	Morgan Owners Group (New York, USA) (Until 1968)	
1961		
1962		
1963		
1964		
1965	Morgan Owners Group, Great Lakes (USA)	The Flexible Flyer
1966	Morgan Owners Group Sweden	Mog
1967	Morgan Sports Car Club Canada (formerly Morgan Owners Group Toronto)	The Blurb
1968		
1969		
1970	Morgan-Club Deutschland (Classic Car Club of Hong Kong)	Morgan Post
1971	South African Morgan Owners Club (SAMOG) Morgan 3/4 Group Ltd (USA)	SAMOG Rapper
1972	Morgan Sports Car Club Holland (formerly Morgan Club of Holland) Morgan Sports Car Club of Japan (formerly Morgan Club of Japan)	The Morganeer fata MORGANa Great Runabout News
1973	Morgan Club de France Morgan Club of Denmark (until 1989) Ohio Morgan Owners Group (OhMog) (USA)	Oh Moggie! Belmognews Mog Log Borrowed Time
1974	Morgan Sports Car Club Belgium Morgan Motor Car Club (Texas, USA)	
1975	Morgan Sports Car Club New Zealand Morgan Motor Sports, Touring and Preservation Society (Chicago, USA) (until 1980) Morgan Owner's Group Northwest (USA)	NW Mogazine Southern Fours & Eights Missouri Kansas Morgan News Morganeer Gazette Mos ORGAN MOPS Mania The Chronicle MOPS Mania Morgandats
1976	Morgan Owners Group South (USA) Missouri-Kansas Morgan Club (USA) (until)	
1977	Morgan Sports Car Club of Austria Morgan-Club Schweiz-Suisse-Svizzera Morgan of Philadelphia (MOPS) (USA)	
1978	Morgan Owners Club Luxembourg Minnesota Morgan Club (USA) Western New York Morgan Owners' Group (USA)	
1979		
1980		
1981	Morgan Club Italia Morgan Sports Car Club Denmark (until 1989)	Morgan
1982	Morgan Sports Car Club Poland (until 1988)	
1983		
1984	Morgan Sports Car Club Espanã (Catalonia) Morgan Regalia Collectors Society	The Journal The Mogazine
1985	Morgans on the Gulf Morgan Owners Group (MOGMOG) (USA) "Royal Morgan Club Patagonia" (France)	
1986	Mousquetaire Morgan Club (France)	
1987	Morgan Owners Group Belgium	
1988		
1989	Morgan Sports Car Club Deutschland Morgan Club Denmark (formerly Morgan Club of Denmark & Morgan S.C.C. Denmark)	Moggoggles "The Newsletter With No Name" Gator-Mog News Morgan Times Morganizer Mog Speed
1990	Morgans of Florida (The "Gator-Mogs") (USA) 4S Morgan Drivers (formerly Sun, Sex, Sea & Sand Morgan Drivers) (Italy) Morgan Owners Register of Eastern Ontario (GoMog) (Canada) Morgan Vintage Racers Registry (USA)	FjordMog Newsletter C.M.M.C. Newsletter
1991		
1992		
1993	Norsk Morgan Klub (FjordMog) Covert Morgan Model Club (Canada)	
1994	Morgan Sports Car Club Espanã (Madrid)	
1995		
1996		



Cracked Wings

DIRTY CRACKS

A couple of months ago I read the following article, written by Ted Glover, in the Texas journal MOG LOG. Cracks in the front wings are a problem which has confronted all of us at one time or another, so I thought I would reprint it here with a few comments of my own.

THE PROBLEM

One of the problems afflicting MORGANS which have the front wings secured to the front cross frame with a wrought iron bar and sidelamp (read that round cowl), is fatigue at the contact point of the sidelamp and the wing. The vibrations of the car and road are great in this area, and as a result, the area under the sidelamp is likely to have cracked paint, cracked filler, and worst of all, a cracked wing (no, worst of all is when the wing finally rubs through the sidelamp stem and the resulting short circuit burns up your wiring harness - ed.).

The engineering in this area needs to be re-thought so stress can be relieved in the area and the attachment point can be insulated so as not to transfer vibrations to the contact point.

COLIN'S SOLUTIONS

In his book MOGGIE, Colin Musgrove describes two methods of achieving this. One method is to weld a six inch square plate to the underside of the wing where the sidelamp attaches (this plate is a great idea and, in fact, has been done at the works for later cars). On this plate Colin welds two bolts, and these will bolt to a new support bar. The sidelamp will then be just an attachment and not the sole means of support for the wing.

Colin's second method is to make a new support bar which will be attached to the front cross frame via the same type of rubber mounts as used for the radiator and exhaust system. Both of these methods thereby relieve stress in the sidelamp area and insulate it from vibrations.

TED'S SOLUTION

A third way to accomplish this without fabricating a new support bar, is to use three ply rubber washers of the type drawn opposite. These are placed between the wing and the support bar, with the sidelamp stem going through the centre hole. This keeps the support bar from contacting the wing, and again insulates the area from vibrations. These washers can be bought at any good hardware store and will cost about \$1.00 each (we just use a chunk from an old rubber floor mat - ed.).

OTHER METHODS

All of the above methods only treat the symptoms, and not the source of most of the stress. The majority of the stress in the wing lamp area comes from fore and aft movement of the front suspension pillars. The kingpins are braced at the bottom to resist this movement but the only bracing for the top comes from the front wing, transmitted through the wing support and the sidelamp. The rocking of the wing support is what 'digs in' the edges and causes the cracks. If you reduce kingpin movement, you reduce stress and cracks. It will also make the car handle better.

For longer than I can remember, all racing MORGANS (at least in the U.S.A.) have had bracing from the top of the kingpin down to the chassis at the rearward edge of the damper blades. This bracing was offered as an option by the works, and every race car that I have seen has it in one form or another.

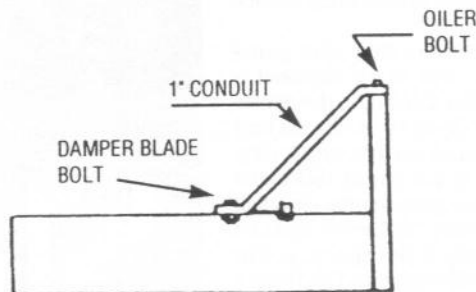
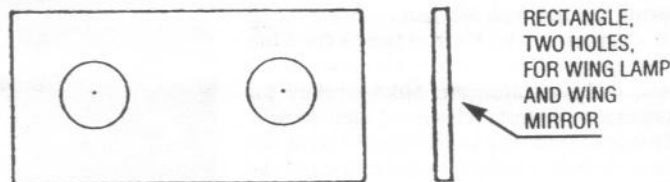
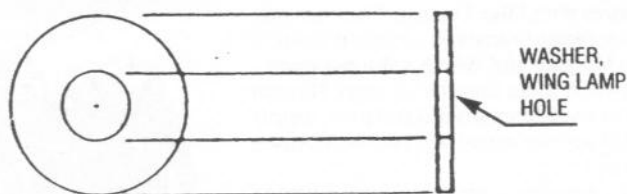
STRUT YOUR STUFF

These struts are easy to fabricate and are well worth the effort. We use electrical conduit and the magnitude of the stresses involved are evidenced by the fact that they have broken from time to time. No wonder the poor sidelamp will not take it.

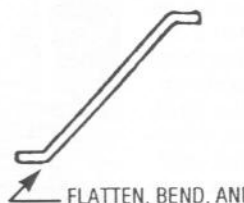
Start with one inch (approx.) conduit and flatten one end, then drill the size of the kingpin oiler bolt. Mount the top end under said bolt, bend down and measure fit. Remove the strut and cut, flatten, bend, and drill the other end to fit under the rear mounting bolt of the damper blade clamp. Now install. Simple.

FURTHER SUPPORT

Installation of struts and the rubber washers that Ted mentioned will go a long way to stopping cracks. If you want a little more support (and want to hide those cracks in the paint at the inner side of the sidelamps) you can mount your wing mirrors at the inside edge of the sidelamps, drilling through the wing support, and using a rectangular piece of rubber instead of Ted's round one so the wing mirror goes through that also. I feel that this is the best place for wing mirrors any way as it gets them in from the edge of the wing where they are not bumped as often walking beside the car.



FLATTEN AND DRILL FOR OILER BOLT



FLATTEN, BEND, AND DRILL FOR REAR DAMPER BLADE BOLT



I'd always thought the most desirable Morgan had to be a Plus 8, but now I'm not so sure. After a couple of days touring the shires west of Morgan's homeland in the Malverns, I'm now full of the delights of a four-cylinder model that has the best competition pedigree of any four-wheeled Morgan.

It's a Plus 4 Super Sports, a production version of the car which famously won its class at Le Mans in 1962. 'TOK 258', which has earned almost mythical status among Morgan cognoscenti, was a fast car thanks to wizardry performed by its driver, Chris Lawrence, on its Triumph TR engine - it averaged 93.97mph for the 2255 miles it covered in 24 hours. Over the next few years, 101 production Super Sports were built to exactly the same mechanical specification - and 30 years later these remain the fastest four-cylinder Morgans ever made.

Of six Super Sports known to survive in Britain, probably the most original belongs to Morgan parts and restoration specialist John Worrall. So it was that my journey started at the workshops at Hartlebury, near Droitwich, that John shares with Mike Duncan. They actually run two separate businesses - John's is Heart of England Morgans and Mike is a Morgan agent - and between them they serve every Morgan need. They sell Morgans old and new, supply parts, and service, repair and restore Morgans of any age.

Their operations are rooted in amazing enthusiasm for the marque. Eight years ago John gave up a senior job with ICI to spend his life with the cars he loves: he owns four Morgans, he spends much of his leisure time touring Europe with Morgan enthusiasts, he was chairman of the Morgan Sports Car Club for seven years, and he's even co-written a book, *Original Morgan*. Mike worked for Morgan straight from school and then became a Morgan agent (the old-fashioned term the factory uses for its dealers) at the ripe old age of 23: now, 29 years later, he's still going strong, and his personal collection of Morgans numbers three cars, including the delightful 1927 Aero three-wheeler I saw awaiting restoration in his workshops.

"We always have interesting cars going through," says John. "One at the moment is 'Uncle George's Winter Carriage', the prototype drophead coupé from 1938. The factory used it as an experimental car in the early days of the four-wheeler, and it got its nickname because the works manager, George Goodall, used to trial it in winter. And we'll soon be restoring a well-known Super Sports: it was fitted with a Daimler V8 engine and had a very full racing life for 30 years."

Parked outside the workshops, John's 1964 Plus 4 Super Sports looks gorgeous, its 72-spoke wire wheels and lack of bumpers giving added purpose to a familiar shape, fashioned in this case from aluminium. The giveaway to its upgraded specification is a louvred scoop on the bonnet's offside, designed to feed air to the twin Weber carburettors that Lawrence fitted instead of the standard SUs or Strombergs. Other Lawrence modifications to the TR4A engine were twin alloy inlet manifolds, a four-branch exhaust manifold, a high-lift cam, balancing of crank and con rods (by Jack Brabham Motors), a polished and gas-flowed cylinder head, and a higher compression ratio of 9:1 - all this increased power from the standard 104bhp to 125bhp.

Heading north from Hartlebury to Bridg-



Stormin' Morgan

The Plus 8 had always been Mark Hughes' most desirable Morgan. But no longer: he's just been on a tour of its homeland with a Plus 4 Super Sports.



No special badge for SS



Lawrencetune engine runs twin Webers instead of SU carbs



Scoop only external change

north, first impressions are of really lively performance. Red-lined at 5000rpm, the tuned engine remains a low-revving slogger but it produces far more fireworks than a regular Plus 4. Lots of torque from 2000rpm and the car's light weight (no more than 15cwt) combine to give excellent sprinting ability, 0-60mph taking just 7.6secs. 'TOK' exceeded 120mph on the Mulsanne Straight and the Super Sports is just as quick - quite something for a car with barn-door aerodynamics.

In Bridgnorth, Ian Richards kindly unlocked the Midland Motor Museum specially for me as it's normally open daily only during July, August and September. The converted stables at Stanmore Hall contain 60 cars and 50 motorcycles: the cars on show are changed regularly because the majority are loaned, but there's always a good variety, mostly of post-war classics. In one corner I found a Morgan link in the shape of a 1924 'flat-sided' vee-twin JAP Aero three-wheeler, a production model based on Morgan's '200-Mile' racer. Elsewhere there are examples of Lamborghini Espada, Jaguar XJ220 and Ferrari Daytona, while there's a special display centred on Marilyn Monroe's 1962 Cadillac De Ville, the last new car she bought.

Morgans are in their element on back roads, and the 55 miles from Bridgnorth to Hay-on-Wye proved to be ideal surroundings for getting to know this Super Sports. B4364 to Ludlow, B4361 down to Leominster, then A44 and A4112 to Hay - twisty roads, light traffic and lovely countryside all the way. I spent a happy hour and a quarter twirling the Morgan's wood-rim Mota-Lita steering wheel and singing up and down the robust four-speed Moss gearbox.

This car's quality of ride and handling is an eye-opener. With an elderly Morgan you tend to

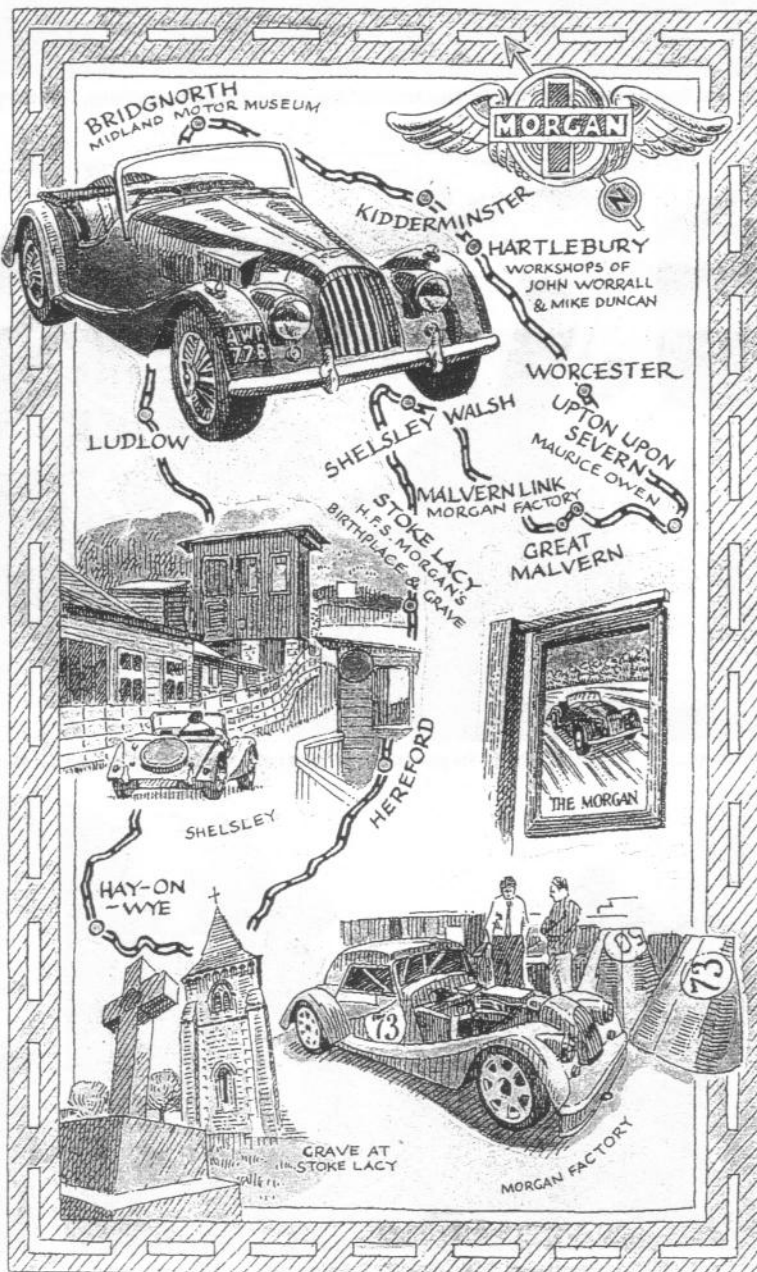
accept, as part of the breed, traits like a tail that's inclined to skip sideways through bumpy corners and a bouncy ride that's on the harsh side of firmness, but the Super Sports isn't as vintage as this - it corners tidily and the ride improves the faster you go. Much of the differ-

ence is down to it having telescopic Spax shock absorbers instead of the normal lever arms: some discerning Morgan owners have converted to telescopics in later years, but this is one of a handful of Super Sports to have had them from new by special request. The factory, amazingly, didn't discard lever arms as standard until 1992.

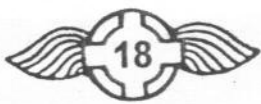
Hay-on-Wye is packed with second-hand bookshops, some of staggering size. I spent £80 on my motoring library in one of the largest, occupying two floors in the town's former cinema, before motoring into the Black Mountains. Breathtaking views of Wales opened up as I climbed past Hay Bluff to the 1778ft Gospel Pass, before dropping gently down the other side on the single-track road through the Vale of Ewyas. It was a misty autumn day last time I was up here and the open hillsides were being trawled by ageing hippies looking for magic mushrooms, but this time, on a bright spring afternoon, it was incredibly peaceful and very beautiful - and an appropriate place to be in a car of such timeless appeal.

Back on a big road again at Llanvihangel-Crucorney, I took the A465 up to Hereford and on towards Bromyard, stopping off at the village where Morgan's founder, HFS Morgan, was born in 1881. The churchyard in Stoke Lacy contains his grave alongside that of his father, who was rector here. It seems strange to an agnostic car enthusiast that the local vicar has a grander memorial than the man who started a car manufacturing company of worldwide renown.

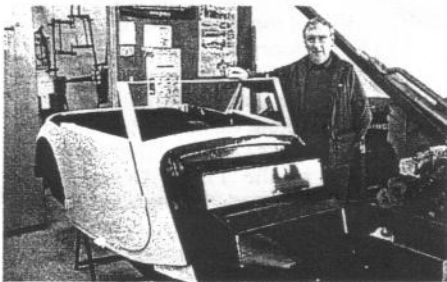
After a brief detour to look at nearby Shelsley Walsh hill-climb, I travelled along roads that 'HFS' would have known intimately from his drives between home and the factory he established in Malvern. The jagged outline of the Malverns,



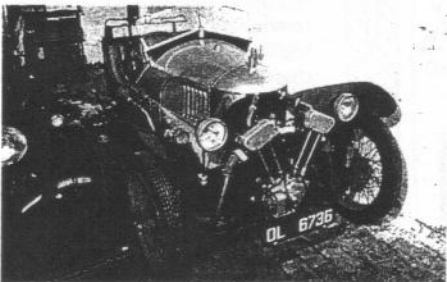
TIM SLADE



Telescopic dampers, fitted to this car from new, eliminate the usual Morgan skippy handling. Factory used lever-arms until '92!



John Worrall and restored body



JAP-engined '24 Aero, Mids museum...



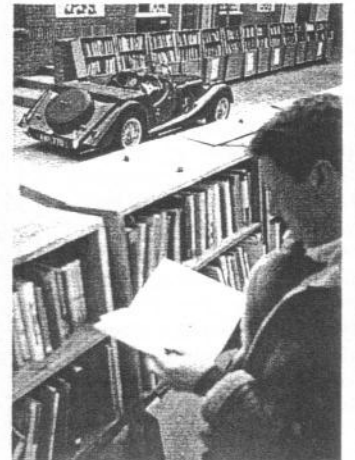
Hughes chats to proprietor Worrall at Heart of England Morgans; all cars catered for



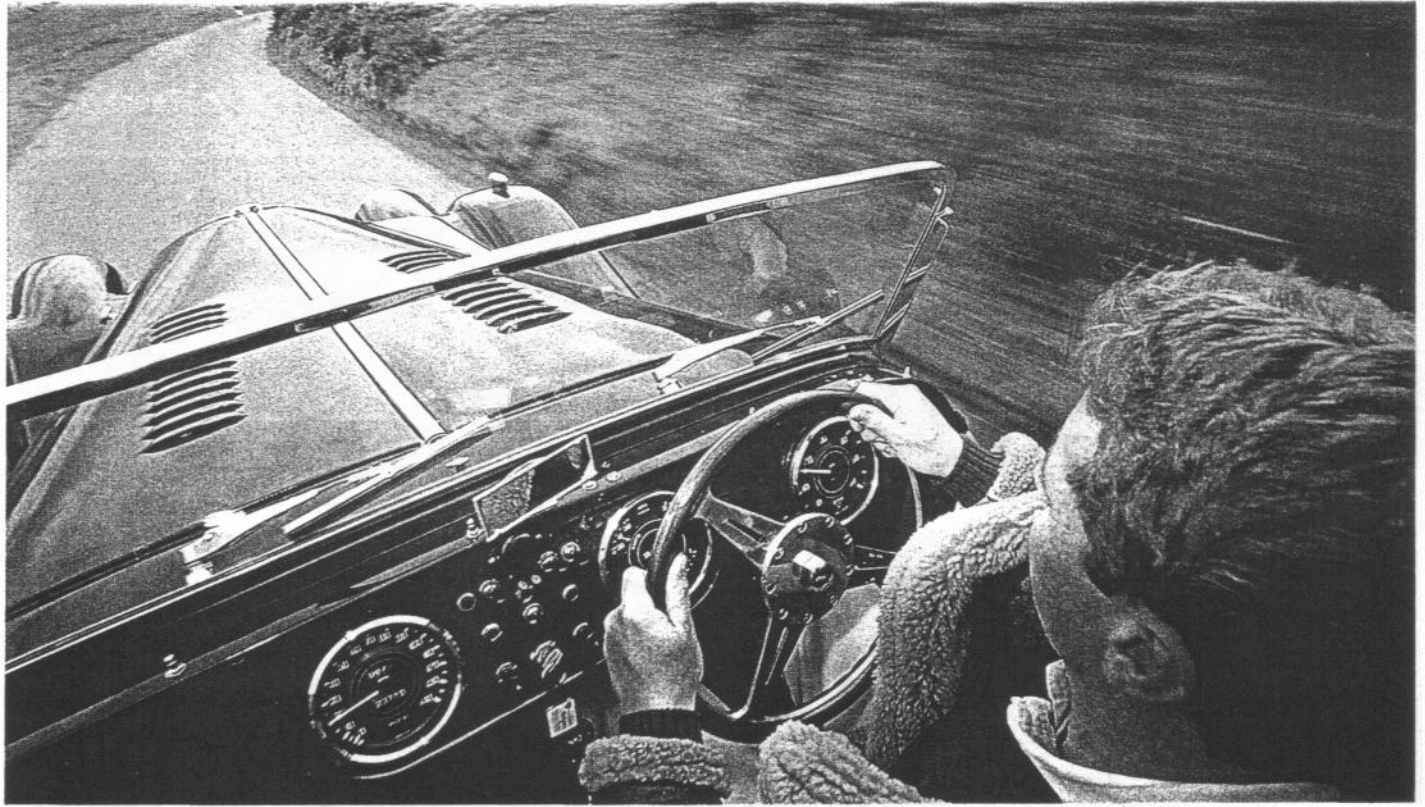
... and 'Nash; 60 cars in all



Memorial to company founder HFS Morgan, at Stoke Lacy



Hay's a haven for book fans



Hughes gets the wind in his hair in Plus 4's natural habitat, the winding back road. Poke from 125bhp TR 'four' is impressive

mountains in miniature, grew nearer and I crossed them at Wyche. The present main road has existed for decades, but the old road that 'HFS' would have used drops alarmingly down to Great Malvern itself. Near the top its gradient is steeper than 1 in 3, and reputedly 'HFS' himself would sign off a new three-wheeler only if it successfully made this ascent. Naturally the Super Sports had no problem: its brakes (discs at the front) are excellent, but its fly-off handbrake (identical to the one found on a modern Morgan) couldn't cope with a pause for a photograph.

Great Malvern honours its local car manufacturer in various ways. There's The Morgan pub, its walls decorated with Morgan memorabilia, and nearby the Abbey Hotel regularly hosts gatherings of the faithful, including the Morgan Sports Car Club's annual dinner. But no Morgan pilgrimage would be complete without visiting the factory - many customers do just this to see their cars being built.

Plenty is happening here at the moment, with reorganisation bringing efficiency improvements that are taking annual production to over 500 cars for the first time. A new paint shop is being built, freeing part of the old factory so that rolling chassis can be built on a more efficient U-shaped production line instead of in the present muddle of half-completed cars, and the trim shop has recently been similarly streamlined. One of the intentions is to cut out the time wastage caused by wheeling cars to and fro through the congested factory during the build stages.

Charles Morgan, grandson of

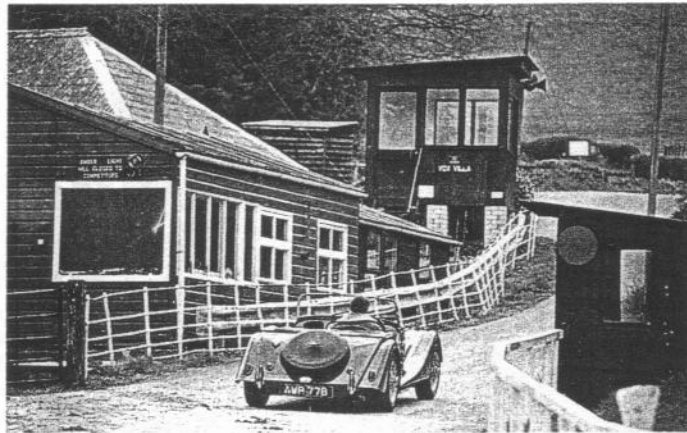
'HFS', showed me the new 'long-door' Morgan (a revision intended to make the car more comfortable for tall drivers) due for launch this autumn, but possibly more significant to the company's future is Charles's own racing Morgan. Charles told me on a previous visit,

soon after he'd arrived at the family firm after a first career as a TV news cameraman, that among his ideas was a Morgan with a radically different structure beneath the traditional body. He enthused about the dynamic improvements that could be achieved by making a stiff chassis from aluminium honeycomb and fitting it with all-independent suspension.

And here, looking a true extrovert in bright blue with yellow wheels, was this vision of a new direction for Morgan. Currently it's raced by Charles in the BRDC GT Championship, but it began life a year ago as a prototype road car. FIA homologation requirements have yet to be finalised, but it's likely that a production run of 25 will be made. And in time the aluminium 'semi-monocoque' chassis might be available as an option, just as a galvanised chassis is currently optional.

"Our cars have always had a reasonably flexible chassis which does some of the suspension's work," says Charles, "but this is a stiff race-bred chassis with suspension by unequal-length wishbones front and rear. It won't ever replace demand for the traditional chassis and sliding pillar front suspension, but it could run alongside. It could be built in parallel with the normal cars because it's mechanically like a Plus 8 and we've retained the coachbuilt body on an ash frame."

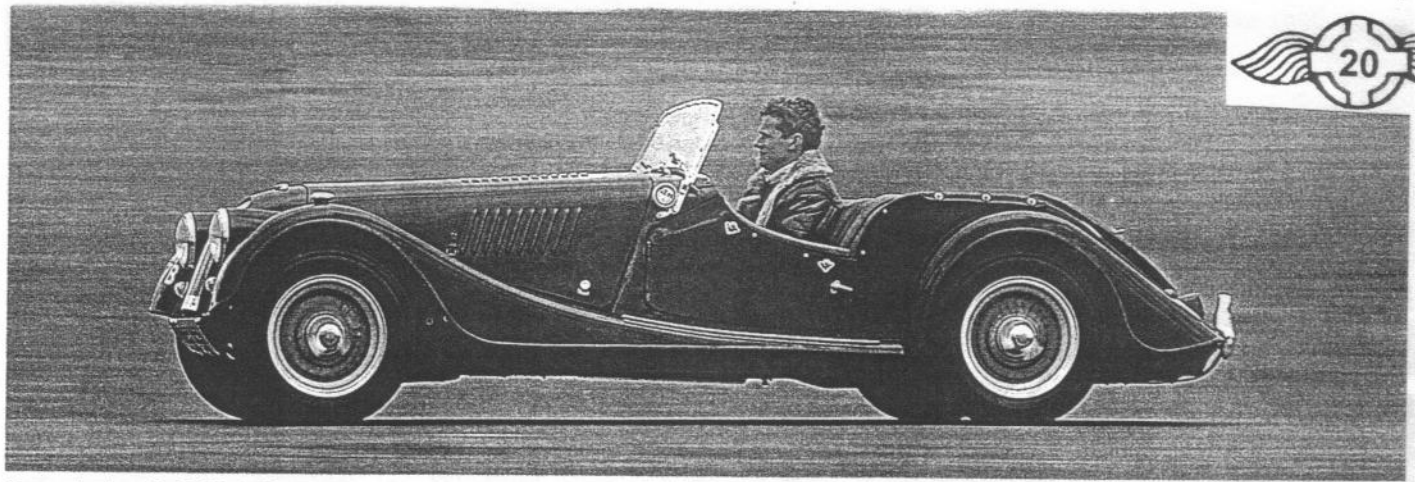
One other car catches my eye before I leave the factory. A reminder of what a charmingly eccentric breed Morgan owners can be, it's a tired-looking 4/4 that was driven 20,000 miles round



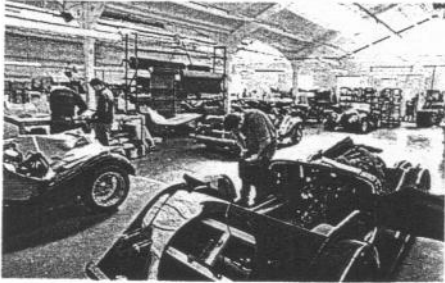
Shelsley; this Morgan has been climbed in anger a few times



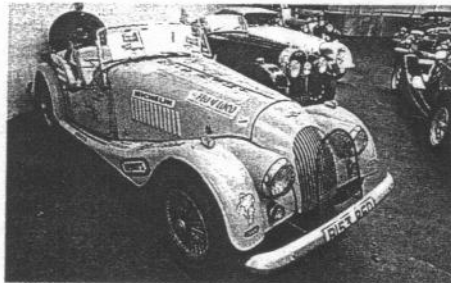
HFS's 'test hill' - and mapreading at The Morgan, Malvern



Superb classic British lines of Morgan have not changed since curved rad of 1954. But development continues under the skin



'Production lines' now more efficient



'Elliott', the round-the-world 4/4



Maurice Owen, designer of the Plus 8

the world last year. Nicknamed 'Elliott', it's one of three cars that were used by a team of Morgan-mad French pharmacists - 'The Three Musketeers' - to tow medical supplies to the far reaches of Russia. Once in Mongolia, their mission accomplished, two of them dumped their trailers and carried on in their Morgans across North America, ending up at the factory - where 'Elliott' has remained ever since. The expedition, over incredibly arduous terrain, was a testimonial to the strength of Morgans: the only modification to the cars was to raise the ride height by 2in, yet the most dramatic problems were an alternator failure and a broken damper blade.

Back in the Super Sports I remembered the way this car has been used as well. John Worrall has covered 20,000 miles touring Europe during his eight years with it and has added another 13,000 in this country - pretty intensive usage considering that he divides his Morgan motoring between four cars. With its previous owner, Brian Jenkins, the Super Sports also had a hectic life of hillclimbing, sprinting, racing and rallying. Yet in all this time it has never been extensively restored, John having confined his work when he acquired the car to a retrim, fresh paint and some new wood in the ash frame. He had said the car feels rather loose these days, but I was struck by its relative tautness and its feeling of wrapping round the driver like a glove. I was growing enormously fond of it.

My final stop was just a few miles down the road in Upton-upon-Severn to meet one of the

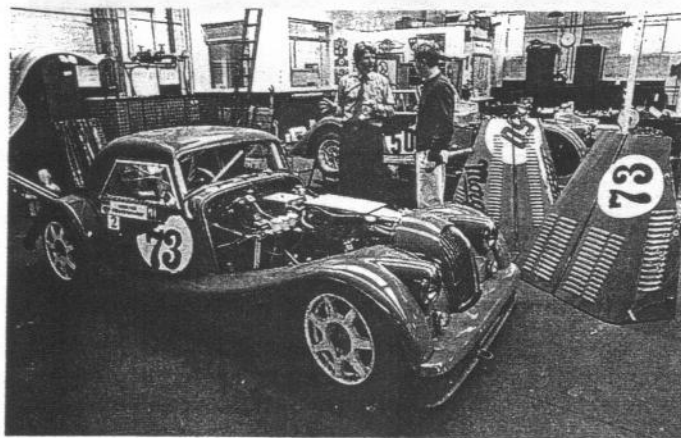
key figures in Morgan's recent history. Maurice Owen created the Plus 8 - the car that arguably secured Morgan's survival after a lean period in the 1960s - and in retirement retains his links with the company by working a day or two a week on air-bag and ABS development. He

talked about the coincidence that led to a full-time job for 25 years.

"I was at a bit of a loose end because I'd been working for Laystall Engineering, which ran Henry Taylor and Cliff Allison in F1, until it was disbanded. I'd bought three Buick V8 engines from Gordon-Keeble when it went bust, and I thought I might put one of these in a Plus 4. I found Peter Morgan was thinking of doing the same thing with the V8 which Rover was developing from this Buick unit - and he suggested I did the job for him.

"So I built the prototype Plus 8 with my Buick engine. It's now owned by Bill Fink and still going strong in California. Peter asked me to join the company as technical director, so I stayed with the Plus 8 all the way through. Keeping up with legislation was the main thing, but we did the Rover-engined Plus 4, various Ford-engined 4/4s and two Fiat-engined models along the way."

Many times in this privileged existence I've felt a reluctance in handing back a classic car to its owner, and this Super Sports, a car that feels so thoroughly modern for its time, was another that had turned into a soul-mate. I motored the last few miles back to Hartlebury and a debrief with John. He's a balanced individual who mixes deep-seated enthusiasm with an engaging disrespect for some aspects of the cars he loves, but on this occasion words like 'archaic' and 'rudimentary' didn't come up in our chat. Like him, I can now see why the Plus 4 Super Sports is one of the best cars Morgan has ever built.



Charles Morgan shows Hughes his ally-chassisled racer



Super Sports corners flat like all Morgans; a fully-sorted car



Flash! Ms Hogmog has learned that Doug Turner's 3-wheeler is nearing completion! We anxiously await its debut in 1997, if not by then, the new millenium is not too distant! * At the November Club Meeting, I was pleased to note that Audrey & Reg Beer BOTH had quit smoking! By the December Club Meeting, however, there had been a relapse. Says Audrey: "Them patches don't work!" * At the Alliston FALL WEEKEND, Prez Fred had the honour to drive "Hannibal" the Beer's 1960 Rolls around town. Fred was extremely thrilled, moreso than the passengers, as he was unfamiliar with the sensitive power brakes. With every deceleration, these passengers (Audrey, Reg, & Prez Lynn) became more sea-sick! Is it any co-incidence that the car is now off the road? * It was discovered at the BRITISH CAR TOY RUN that Trevor Beer is terrified of Santa Claus. It seems that photographers wanted a child to pose with Santa, and it was difficult to find one who liked the "Jolly Old Elf". Ms Hogmog concludes that accomodating children, like cops, are hard to find when you need one! * Speaking of the TOY RUN, I've learned that Christina Birch, RAF pilot & daughter of Nigel & Joan Birch, is looking into the possibility of flying Nigel's Mog over for 1997's TOY RUN. As well, I've also learnt that Brent & Pamela Wichenko are looking into having their '82 +8 shipped from Britain in April. Methinks that they should confer with the Birches, and if they can wait until September, their Mog could possibly make a splashier arrival, courtesy of the military! * Rumour has it that certain members of the British Sportscar Club are working on a TOY RUN video tape, complete with narration! I can't wait for the "world premiere" scheduled for December 21! * Rumour also has it that the BSC is also donating the toys collected at their Club Christmas party to "Operation Santa Claus". Ms Hogmog has given them credit through the years for their donations to the Salvation Army, and I am pleased that they chose to assist our club's charity this year! * Ms Hogmog is pleased to report the donation of an IBM computer by Vice-Prez Vern. The 286 is a quantum leap above my Commodore 64, so sometime in the future my readership can expect much improved copy on your favourite slanders, half-truths, & gossip! * This holiday season, Marissa Dale-Johnson makes a return to the "Nutcracker" - this time moving up to an acrobat & partyquest! Well done! * Barry & Sandy Chapman provided some interesting photos at the December Club Meeting. These were of members cars at British Car Day 1995. Beside each colour photo was a description in what appeared to be some foreign language. Well, having kept up a dialogue with Dr Francis "Art" Sharpenwessel, I recognize this language as Vulgarian, the tongue spoken in Art's current country of residence! * Sadly, THE POT aka Mike Powley is stepping down as MOG North-West's Northern Rep in 1997. We'll miss Mike's musings. Happily, his replacement, THE P.A.N.N., is MSCCC member Ron Theroux. We hope Ron will keep those "western adventures" coming & perhaps he'll tell us what the P.A.N.N. really means! * I hear that Peter Toma's country estate is nearing completion in Grimsby. Their excess garage space has already been claimed by cars of their many BSC friends! I've also heard that John Collins has also acquired a new house of late. Got any spare garage space, John? * British Car Council President Jon Rosenthal was heard to comment at the last BCCI meeting that our BRAMPTON FLYING CLUB EVENT was first-rate & it was a pity that other club's didn't attend. The same could be said for other events this year, ie Alliston! * I had the pleasure of hearing the newly-installed President of the multi-marque British Sportscar Club, deliver his "Vision For The Future". This vision had a MG driving across a bridge, far behind it, an Austin-Healey limping behind, & someone added that a Triumph being pushed, further behind. I also heard comments that night, that "a multi-marque club is better than a single-marque club", because of the variety & ACCEPTANCE of others. Well, I know the MSCCC's "Vision For The Future", which is simply: "Continued growth, interaction, tolerance, & fun"! Morganeers love their cars, but they appreciate automobiles & are knowledgeable about other marques & some members even own large "mixed" fleets. Contrast this to those who only condone "their own" make (yea, even in some cases ONE MODEL of a marque), whose events are closed to others, & have little interest in the Car Council or "mixed" activities, except one event which earns for them gobs of money. In Ms Hogmog's experience, there is a paradox: here we have a mult-marque group that in reality is far from it, then there is our single-marque group that acts like a multi-marque (whereby events are open to all, guests are made welcome, etc). Confusing! I guess this small, eclectic group of Morganeers will have to show the others "the way". Lord, forgive them for they know not what they do, as they stick to their cliques! Amen. Happy New Year!

THE GOOD OLD DAYS

When someone told me they liked the good old days when sports cars were real sports cars and not just two-seat versions of luxury sedans, I took a few moments to reflect on this. A few auto makers tried to hold true to their origins the best they could in times of changing government rules and regulations. The vast majority though have either quit or created a new definition for the sports car by enlarging the old one. Those of us lucky enough to own an original, have the unique opportunity to enjoy the "best" from the good old days today.

What is the difference between the modern and classic sports car? I have made a few observations and added my personal thoughts to highlight the differences.

TODAY

Electronic Fuel Management

Rubber Bumpers

Air Bags

Windscreen

Intermittent Wipers

Third Brake Light

Plastic Interiors

Aerodynamic Styling

Power Assisted Hood

Air Conditioning

CD/Stereo Tape Player

Cruise Control

THE GOOD OLD DAYS

After 3 hours of work, a finely tuned carburettor

They just added weight

*Used to sit on them
Wear goggles and keep your mouth closed*

See above, while in stop and go traffic

You were lucky if one worked

Wood and leather, the only way to travel

A design you could spot a mile away

If it started to rain, manual was pretty fast

Put the hood down, drive faster

Maybe a radio, but you couldn't hear it

Right foot falling asleep

Power Windows

DOHC 16 Valve Engine

Door Locks

Speed Rated Radial Tyres

Anti-Lock Brakes

Integrated Headrests

Corrosion Protection

Computer Diagnostics

Special Tools

Electronic Instruments

Front Wheel Drive

Silver Sea Mist Pearl Paint

Fat Wrapped Steering Wheels

Dash Warning/Service Lights

Dealer Support

Side Curtains, they're either up or down

Pushrod Ford, what else was there

What good are they, it didn't have a hood

95mph if you were lucky and had the wind

If the pedal goes to the floor, pray

Nothing can beat a padded roll bar and helmet

Engine oil leaks

Put your ear next to the engine

Screwdriver, hammer, and wrench could fix anything

Big round dials with needles that shake

Who wants to drive a Volkswagen in reverse

BRG

String back leather gloves

If it stops running or doesn't start, it needs servicing

A friend at the neighbourhood garage

Well that's how I see it. You may agree or disagree, everyone has their own reasons for owning and driving a sports car from the good old days. For me, they bring the past back to life while I am sitting behind the wheel.

Bert Varady



Bryan Reading



courtesy of Miscellany



The Premier
of Ontario

Le Premier ministre
de l'Ontario

Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

Hôtel du gouvernement
Queen's Park
Toronto (Ontario)
M7A 1A1

December 12, 1996

Hon Michael Harris
Premier of Ontario
Room 281, Legislative Building
Toronto, Ontario
M7A 1A1

Dear Mr Harris:

Re: Proposed Legislation regarding Vehicle Emissions Testing

As a "classic car enthusiast" I am disturbed with what I read in the lay press and what I hear from the preliminary Clean Air testing facility staff in Mississauga regarding the legislation being proposed for private automobiles.

The "classic car" hobby in Ontario is a multi-million dollar "industry" supporting restoration shops, mechanics, the tourist industry, insurance, charities, and more - including taxation when vehicles are bought and sold. Most enthusiasts have restored their vehicles to match factory specifications (or better) and drive them less than 5000 km/year. All-encompassing legislation will have a disastrous effect on this hobby if we are required to meet emission standards not in place when our vehicles were built, where they were first licensed, or we are arbitrarily "use-restricted". We urge you to ensure vehicles both driven (and used as donor cars) are exempted from any such legislation.

Suggestion - as vehicles older than 25 years make up less than 3% of the total automobiles in Ontario; vehicles 20 years old or older, licensed and driven on Ontario's roads, should be exempted from any legislation. (If a vehicle older than 20 years is being driven on the road and is in disrepair, the OPP have the option of removing the plates thus eliminating such vehicles as polluters).

Suggestion - any vehicles older than 20 years removed from the road and stored in "wrecking yards" should face a waiting period of at least 1 year before being destroyed to allow enthusiasts the opportunity to salvage entire vehicles or parts to maintain classic vehicles.

I appreciate the opportunity to discuss this matter with you.

Sincerely yours,

Vern Dale-Johnson
Vice President, Morgan Sports Car Club Canada
Director, British Car Council

January 6, 1997

Mr. Vernon Dale-Johnson
Vice President
Morgan Sports Car Club Canada
1532 King Street West
Toronto ON M6K 1J6

Dear Mr. Dale-Johnson:

Thank you for your letter regarding the possible introduction of a mandatory vehicle inspection and maintenance program for Ontario.

As a society, if we are serious about improving the quality of air we breathe, we must look at reducing vehicle emissions. Air quality is an essential issue that we are committed to addressing, especially in the densely populated urban areas. It must be examined carefully.

The Ministry of Environment and Energy in concert with the Ministry of Transportation has been investigating a variety of programs involving vehicle emissions, including review of the existing programs in other jurisdictions. In studying these programs, it has been found that most jurisdictions with mandatory vehicle emissions programs exempt historic vehicles. I assure you that our government will also take into account concerns related to consumer convenience, equity and fair business practices.

Once again, thanks for raising this important issue with me. Your comments on this matter are a thoughtful contribution to the process and very much appreciated.

Sincerely,

Michael D. Harris, MPP





(18/12/96)--Thank you for your interest in the WYNN'S CLASSIC. The initial reaction has been most encouraging. Next year is the 100th Anniversary of Oldsmobile and we have confirmed that General Motors will have a 7-car exhibit to celebrate the event. In addition, we expect there will also be exhibits from the Canadian Motorsport Hall of Fame and the Canadian Auto Museum in Oshawa. All the major manufacturers will be afforded a chance to provide exhibits.

We are also looking into the possibility of inviting Stirling Moss to be the Chief Steward of the event. He's available.

Other exhibits and sponsors considering participation include Canadian Tire, Goodyear, Polaroid, Castrol and the Ministry of Natural Resources (AutoSmart).

Our Committee is currently reviewing the many responses to our invitation and we will be confirming our selections early in the New Year. Have a great Holiday Season and drive with care.

Alan E. McPhee

Alan E. McPhee
Manager



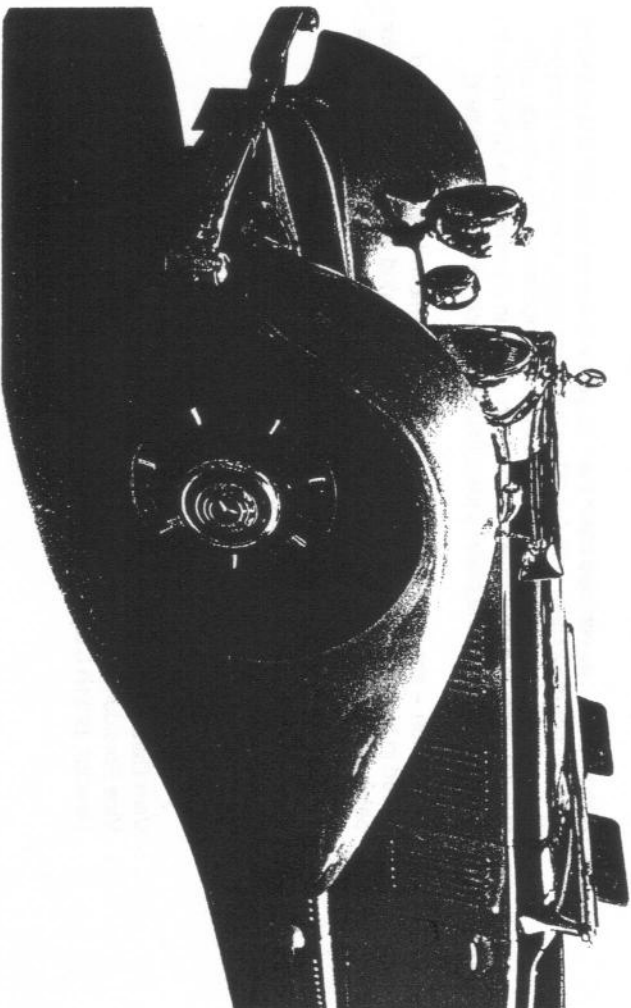
The Classes		
CLASS I	VETERAN	UP TO 1915
CLASS II	VINTAGE	1916 - 1929
CLASS III	EARLY CLASSICS	1925 - 1932
CLASS IV	LATE CLASSICS	1933 - 1948
CLASS V	DEPRESSION ERA	1930 - 1939
CLASS VI	THE WAR YEARS	1940 - 1948
CLASS VII	EARLY (GOLDEN) FIFTIES	1949 - 1954
CLASS VIII	LATE (FABULOUS) FIFTIES	1955 - 1960
CLASS IX	THE PROSPEROUS SIXTIES	1961 - 1969
CLASS X	SPECIAL INTEREST SEVENTIES	1970 - 1977
CLASS XI	EARLY CORVETTES	1953 - 1967
CLASS XII	EARLY THUNDERBOLTS	1955 - 1966
CLASS XIII	EARLY MUSTANGS	1964 1/2 - 1973
CLASS XIV	LIGHT COMMERCIAL UP TO 1 TON	UP TO 1948
CLASS XV	LIGHT COMMERCIAL UP TO 1 TON	1949 - 1977



**For the first time in Canada a
world-class Classic Car Show**

The Toronto International Centre,
May 8-11, 1997

Sanctioned and judged by the
Antique & Classic Car Club of Canada



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ACROSS THE POND BRITISH IMPORTS Hamilton's home for all your favourite gifts & products.
 BELL MOBILITY Cellular Concepts of Burlington.
 BEVERLY HILLS FINE AUTOMOTIVE DETAILING Mississauga.
 BURLINGTON FIRE DEPARTMENT
 CANADIAN AIRLINES When you gotta fly, go CANADIAN.
 CASTROL
 CMC ENTERPRISES Canadian Korean dealer. British restorations & service, Bolton.
 DICKENS PUB Milton
 DODDSWORTH & BROWN Funeral services, Burlington.
 ELITE SPORTS CAR CENTRE/THE SCUDERIA Sportscar gifts & servicing, Oakville.
 THE GUILD OF AUTOMOTIVE RESTORERS Restorations, Sharon, ON.
 HAMILTON FIREFIGHTERS ASSOCIATION
 HOME MOTOR WORKS Quality Restorations, Burlington
 IRN-BRU Scotland's favourite soft drink.
 JAGUAR
 HALTON REGIONAL POLICE
 KEN'S MOSTLY BRITISH British sportscar specialist, Brndale.
 KRUZ RADIO Car event disc jockeys
 LAND ROVER
 LANT INSURANCE Brokers for the "SILVER WHEELS" Plan, Don Mills.
 LEGENDARY MOTORCAR COMPANY Vintage car dealers, Milton.
 LUCAS
 MAITRE D' CATERING Kins Court, Burlington.
 MAPLEVIEW CENTRE Burlington's premiere shooting centre.
 MARTIN J. MACGREGOR COACHTRIMMING Iria for British cars, Dundas.
 McDONALD'S RESTAURANTS Burlington locations.
 MELVYN RUTTER Largest mail order supplier of Korean parts & accessories, England.
 MR. MINI Parts for British cars, Stoney Creek
 MOHAWK INN Bnaine & Accomodations in Caonellville
 TONY MOON - THE MECHANICS British car sales & service, Toronto.
 MOLSON Brewers of "Canadian".
 MORGAN MOTOR COMPANY Builders of Morgan cars, England.
 MOSS MOTORS Mail order parts, California.
 NOCO PETROLEUM
 OLDIES 1150/K-Lite Music you can sing along with.
 OSBORNE AUTOMOTIVE, Specialists in foreign car service, Burlington.
 PENINSULA IMPORTS For all British parts, Oakville.
 PREMIUM BEER COMPANY Importers of "Double Diamond" & other fine beers.
 QUEEN'S HEAD PUBS British pubs, Burlington & Oakville.
 QUICSHINE 99 Quality shine in little time.
 R & R TROPHIES For awards & dash plaques, Burlington.
 THE ROADSTER FACTORY British car parts, Pennsylvania.
 SIR WINSTON'S British pub, Stoney Creek
 STATE FARM INSURANCE Wayne McGill, Oakville.
 SVO TURBO Garrett turbos, Burlington.
 STANDARD AUTO GLASS Auto glass & tinting, Burlington.
 SUNOCO "Ultra 9" highest octane gasoline.
 TILLEY ENDURABLES Makers of adventure outdoor clothing.
 TORONTO TRIUMPH CLUB Hosts of "British Car Day", the biggest in North America.
 UPPER CANADA BREWERY Premium beers made with pure spring water, Toronto.

SPECIAL THANKS TO: Larry Rees (Hamilton Firefighters), Vern Dale-Johnson (MSCC & British Car Council), The Nevvers & Nite Richards (British Sportscar Club).

ancaster british sportscar flea market & car show



INFORMATION:
 Carol Ouellette
 Res. (905) 957-2429

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

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

KRUZ RADIO
 DJ SERVICES
 1210 GRAND BOULEVARD OAKVILLE, ONTARIO L6H-2X5 905-842-9781

December 26, 1996

Mr. F. Kuzyk
 Morgan Car Club
 1305 Ester Drive
 Burlington, Ontario
 L7P - 1L2

Dear, Fred

Well here it is almost 1997 already. I hope you and yours had a great Christmas and are looking forward to a prosperous New Year.

Over the years participants in the many car shows and cruise nights that KRUZ Radio is associated with have been asking for a mid-winter get-together. This mid-winter break would allow the automotive hobbyist to meet his/her friends in a relaxed informal environment and provide the opportunity for us all to get to know each other a little better while at the same time allow us to let off a little steam.

In answer to the many requests, we, at KRUZ Radio have decided to sponsor that mid-winter break in the form of a Valentines Dance. Please see the enclosed flyer for details.

The music will be, of course, 50's and 60's and we will be providing a late night snack (Subway sandwiches etc). We plan a number of door prizes, a 50/50 to support the Milton Hospital, some games, spot dances, dance contests, a cash bar and plenty of dancing, socializing and just plain old fun. Bar proceeds will be in support of the Optimist Club Charities. Don't forget to dress 50's..60's you might just win a prize!

The hall is limited in capacity (300) so we are offering the tickets as advance sales and on a first come first served basis. We certainly hope you and all your friends can be there...bring a crowd... reserve a club or group table. The more the merrier. If you have any questions please call me at 1-905-842-9781.

Your Minister of Music


 Bob McKerron
 "KRUZ" Radio Disc Jockey Services

PS Bring along any flyers or promotional material for your 1997 events. We will set up a table for information exchange.

KRUZ RADIO PRESENTS
 A
50'S AND 60'S VALENTINE'S DANCE
 ADVANCE TICKET SALES ONLY
 \$15 SINGLE • \$25 COUPLE

SATURDAY FEBRUARY 15, 1997
8 PM TILL 1 AM

OPTIMIST CENTRE BANQUET HALL
311 COMMERCIAL STREET, MILTON, ONTARIO
 FOR TICKETS & INFORMATION CALL 905-842-9781

DRESS-UP CONTEST 50/50
MIDNIGHT BUFFET DOOR PRIZES

Dance Location

481
STEELES AVE.
BANK STREET
211 Commercial St. Milton, Ontario
DORRY ROAD
501

Ticket Order Form

(Mr. Mrs. Ms.) _____ Last Name _____ First Name _____
 Address _____ Street _____ City _____ Postal Code _____
 Telephone (____) _____

Ticket	Quantity	Price
Single	_____ X	\$15.00 _____
Couple	_____ X	\$25.00 _____
Grand Total		_____

Please make cheques payable to KRUZ Radio and forward to: Valentine's Tickets, 1210 Grand Blvd., Oakville, Ontario L6H 2X5



Membership Renewal:

Name: _____

Spouse: _____

Address: _____

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

Fax: ____/____/____



Morgan(s) owned:

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

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

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

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

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

**\$25 after
March 1/97**

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

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1305 Ester Drive
Burlington, Ont L7P 1L2
905-336-0251

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Brampton, Ont L6W 1T7
905-453-9304
416-922-5937 (fax)
c/o DRB Motors)

CLUB LIASON:

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

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613-839-3041

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pwlm6079@bcit.bc.ca

EASTERN SCRIBE:

Greg Kaufman
GoMoG, Ottawa MOG
P.P. Box 385
Woodlawn, Ontario K0A 3M0
613-832-3620

ROAMING SCRIBE:

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

THE BLURB is published 5~6
time/year. Address changes
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Dues are payable before
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Morgan

First of the real sports cars