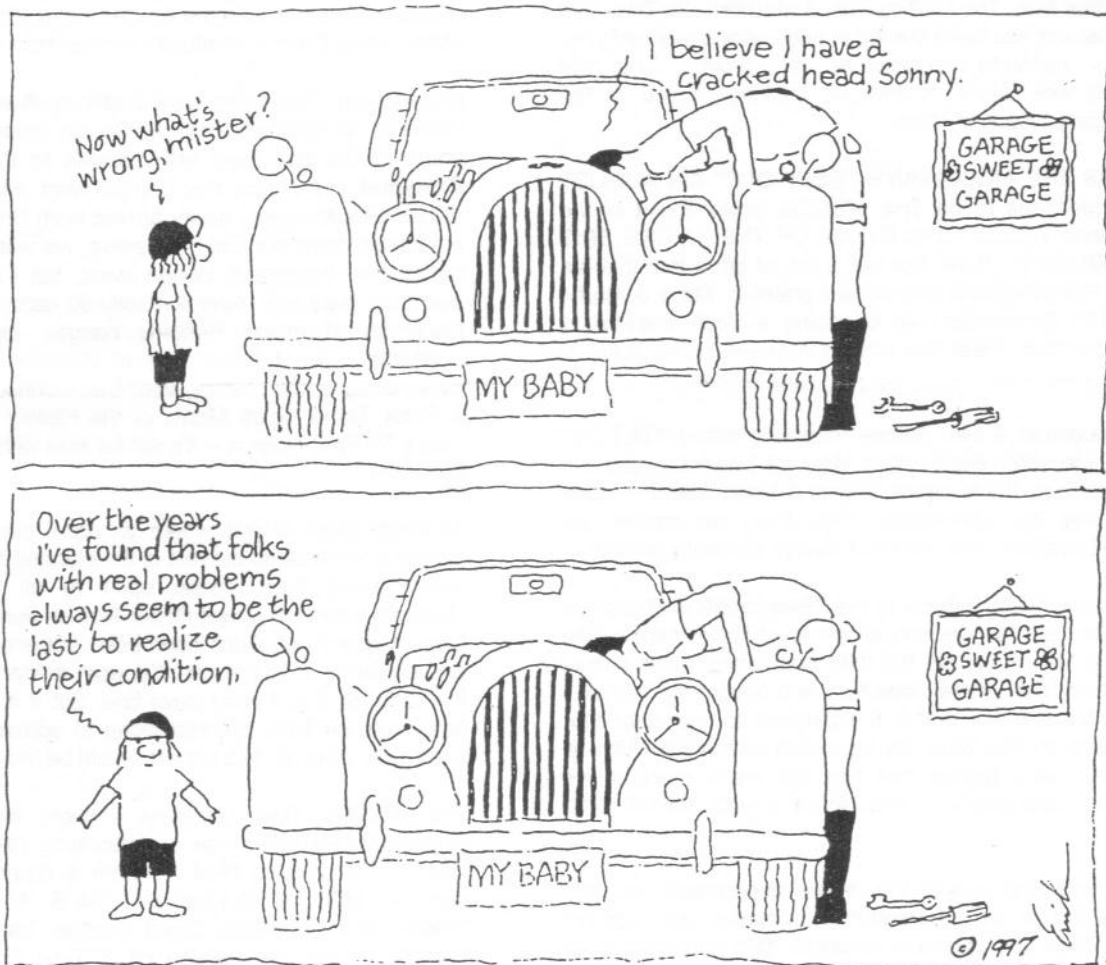




4-97

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



"Morgan, isn't that a horse?" has just been published by John Erickson, MCCDC member and fellow Morgan enthusiast. This 86 page softbound book of his cartoons -- frequently featuring a little kid in a ballcap wondering about the sanity of "Mister", the Morgan owner who is constantly doing preventative maintenance such as rotating the electrolyte in the battery cells. Not available in bookstores, copies of "Morgan, isn't that a horse?" can be obtained directly from John Erickson, 28 Old Route 7, West Cornwall, Connecticut 06796 -- send <sup>US</sup>\$23 plus a token for shipping to Canada..... information courtesy of MCCDC and MSCCC member Alan Marsh. Above cartoon from the MCDCC *RoughRider*.

## THE CO-PREZ SEZ:

Summer greetings to all & welcome to the new members who have joined since the last update: Millie Adams, VA; Richard Blair, BC; Hal & Garnet Irwin, BC; Dean Lantz, BC; John Kokal, ON; Al Kruczynski, ON; Paul Palmer, ON; Ken & Bev Potter, AB; & Win & Ruth Sharples, VA. Thank you! If anyone hasn't as yet received their '97 Membership Card, let us know & we'll try to get it to you before '98!

It's come to my attention Toronto member Anne Fort-Menares hasn't been in the best of health. Her Plus 8 is up for sale. Audrey informed us of this. Vern followed up with a phone call, as did I. Anne has inoperable cancer of the spine. Life isn't fair. In my line of work, I've discovered life is fleeting. Anne however is amazed at the kindness of human nature. Myself, I feel that the best any of us can do is, like Yoric in Shakespeare's "Hamlet", is to be "Remembered Well". One of Anne's goals was to own a Morgan & she did it! I remember her well from The Polar Bear Run, The 1st Toy Run, & at British Car Day. I've been told that she has been quoted in publications regarding her speciality - historical architecture in Toronto. You are remembered well, Anne, & we'll be thinking of you at the "Classics Against Cancer" Show.

DON'T MISS THE MCCOWAN'S "BEEF-OUT" ON AUGUST 16th! This promises to be THE MSCCC Social Event of the year! Perhaps THE SOCIAL EVENT OF THE ENTIRE BRIT CAR COMMUNITY! Peter has put a ton of effort into this (as well as the Fall Weekend) and we are grateful! Steve & Martin Beer of CMC Enterprises will be doing a Tech Session at Peter's. In addition, Peter has hired a very well known band to perform. See the enclosed itinerary, and RSVP today!

We've come across a new lifestyle magazine called "MILTON". It's dedicated to Milton Berle (Uncle Miltie, Mr Television) and is a tribute to fine food, drink, cigars, Vegas & travel. We think their credo matches our philosophy: "We drink, we smoke, we gamble, we have fun!" And we're not always politically correct!

Something new in this edition is the "Biographical Blurp", a profile of members, so we may all get to know them a little better. Ray & Mary Shier are the folks premiering in this article. They have truly "been there, done that, and bought the T-shirt" - yet this couple are still active & contribute to the club. Our congratulations to Ray Shier on his recent retirement. With all his free time, we're hoping that Ray will make more of his incomparable champagne - and share it with his MSCCC friends!

We have something new in the regalia department, as well. Vern got us a deal on the creation of a master club logo for embroidery. Now you can take whatever item you want from your wardrobe (such as a shirt, ball cap, etc.) & have the logo applied! See the Editor's comments for more info.

The British Car Council AGM barely took place on May 3. Insufficient attendance for a Quorum! I sent my proxy in, but many other clubs failed to do so - hasty phone calls produced a phone-in proxy. My suggestions for BCCI objectives were presented & Vern tells me they were well received. However, further discussion, debate, etc by all member clubs was felt necessary. Vern has further details. It is nice to see more clubs doing open events, particularly with charitable connections!

Lynn & Fred Kuzyk (email: msccc@sympatico.ca)

According to the BCCI Minutes, the BCCI members have suggested staging a large event, such as an Around The Great Lake Rally. We tried to promote such an idea among local Morgan clubs in 1995, for a tour around Lake Ontario in 1996, to coincide with the 60th anniversary of the 4 wheel Morgan. Lack of interest among 3 Morgan clubs (including our own) caused the idea to be abandoned. However, I understand that the Antique and Classic Car Club of Canada (the A4C) is doing such a tour this year. So, one antique car club is committed to do it, perhaps 25 British car clubs may be able to accomplish the same.

The **Wynn's Classic** went very well, with Vern Dale-Johnson's & our car on display, among the meagre representation of European cars. A report follows in this issue along with an article on the personally satisfying **Montreal Weekend** - both for your enjoyment & interest. Our thanks go out to Quebec member Marc Lalonde, the Austin-Healey Club of Quebec, & the Mainly Minis Club of Montreal - for their help & support.

Due to Lynn's health, we were unable to attend the **Spring Fling** weekend as planned. Peter McCowan dropped by & spoke to some of the folk there with regards to the **Pig-Out & Fall Weekend**. I'm told that things went well, although Brent Wichenko's Morgan - newly arrived from Britain - was the only participant from our club. Likewise, we were unable to attend the **British Wheels & Wings** event, but I hear this first time event did quite well. Approximately 60 cars were present in the Canadian Warplane Heritage hangar, nestled among the "warbirds". Among these were six Morgans, including those of: Steve Bridges, Stu Harvey, Vern Dale-Johnson, George Lafford, & Peter Toma. Scott Morris of the Healey Club brought Rob Vary's VARAC racer in - it's still for sale with many spares (see For Sale).

Although other events seem to draw our membership, we remain committed to the rest of the planned MSCCC events this season, and they remain open to all interested parties. Regarding the **Pub Crawl Poker Run** on June 22: the route has been mapped out, Pubs have been prepared, & enough cards are available for 50 players. It doesn't matter if your car isn't on the road, or if you don't have one. But if it doesn't tickle your fancy, please pass the info along to someone who might be interested. After all, two players would be "no contest"!

The **Country Tour** on June 7 went well. The Guild of Automotive Restorers was an interesting visit. Among the '41 Lincoln, '29 LaSalle, 1904 Northern & others on display were also: an MGT, B, E-Type Jag, '34 & '47 Bentleys, and all manner of memorabilia. David Grainger has his own Type 59 Bugatti, as well as working on 3 Type 57s. He had a few customs they're working on, and Chrysler is giving them Prowlers #13 #14 to customize. The facility is filled with the auto artwork of Peter Miller of the UK, who will be signing some of his pieces at Meadowbrook. We thank David for the tour. From here, Bob & Gloria Poloz led the rest (The Kuzyk's, Ray Shier, and Glen Chavers - Jag guy & Summer Rally/Toy Run participant) to the Village Inn at Thornton. Here we were met by Audrey & Reg Beer (In Hannibal), and Al & Marlies Sands (in Morgan) for a relaxing lunch. The Inn was quite pleasant, as was the company! Lot's happening elsewhere on this & future

weekends. If anyone has attended something interesting somewhere, please do drop us a few lines.

I understand that Martin Beers Trike was present at the VARAC/MG racing weekend, on June 7-8. This sounded like an extravaganza! Perhaps we can get a trike out this year for the Toy Run!

Given that Lynn has been battling cancer, I decided it was important for me to volunteer at **Classics Against Cancer** this year. I'm also looking forward to the **Pub Crawl Poker Run**, **Empire Day**, **Under The Gate Gathering** (I'm working nights for this one, but I'll see what I can do), The **Wine Tour** (at Hernder Estates, info is enclosed), and of course The **Pig-Out & Fall Weekend**. We've received an invite from the Toronto MG club for their first **Classic Car Soiree** on July 8, 7PM, at Edward's Gardens, Toronto. Part of their annual **Tyre Kicker Car Show**, refreshments & a BBQ will be there. Donations will be requested for the The Star's "Fresh Air Fund". Please RSVP if you are attending. Also, a car show will take place at Sheridan College, Oakville, in support of the Crohn's & Colitis Foundation, on July 26. \$10 pre-registration, \$15 at the gate, call (905)338-0203. Sponsored by On Track Automotive.

While scanning through issues of **"Miscellany"**, I noticed that people from TEX MOG participated in the Morgans Up America run in '96. This year, some of them are doing a Texas to Alaska & back run, with local MGs! They all get full marks. Not everyone believes in "Just Us" or "Only Our Own", which seems so prevalent elsewhere!

I had a startling revelation recently. If only the club would stage a money making proposition. Why then, we could afford to have all manner of wonderful things to spend it on! We could have a big, glossy newsletter! What would we put in it, when very little is submitted now? I guess a lot of ads (which would yield more money). But members would probably contribute more material if they had a "world class" magazine! (probably not). Well, we could throw in a free subscription to "Miscellany" for all members! (Membership Dues would end up tripling). Well, we could provide free food at the meetings or rent a meeting place, if we had more money! Would that get more people out? (Not likely given the geographical realities - but the local folks could have filet mignon!). Well, if we had more money, we could build a clubhouse with a restoration shop! And whose cars would use the limited space, and who would run it?...Well, we could hire someone... And so on. I know some clubs that have gone these routes. It becomes a vicious circle. They need to make more money 'cause they really need a vehicle hoist! I believe our club is a social club (even if the members only want to socialize once every couple of years) not a Fortune 500 concern! As ludicrous as these pursuits may seem, other Executives & another President can determine their validity!

Enclosed is a letter from Jimmy Lomax of Operation Santa Claus, which has been sent to Ontario politicians. I've been in contact with John T. Blair, recently. Between working on his Morgan, a Bricklin, Triumph, and an Olds 442, John manages to run the SOL Morgan webpage. An excellent site! John kindly took up my suggestion for a Morgan events listing on this site, and has my thanks for listing the **British Car Toy Run**, along with **MOG 27**, on this new page.

Regarding the **3rd British Car Toy Run**, there's not much more to update, other than I'm still struggling to entice sponsors, trying to get other clubs to make the event known to their members, &

struggling to get volunteers. To date, we still only have one committed club member who has volunteered (Thank you Margot Heyerhoff). Last year we had a few. But one became sick. Another decided that she could no longer assist, as they sold their car! (I guess for some, commitments & membership only lasts as long as the car does). One couple offered to do whatever we needed. Their contribution actually consisted of hosting a breakfast for members of another club. Thankfully, some of the usual "Morgan Faithful" pitched in to fill holes on the day of the event. It's hard to believe that as we organize the 3rd edition of the event, there are still British clubs that won't put a flyer in their newsletters. We have yet to entice a Morgan from outside the Toronto area to attend. It's obvious our club doesn't have the membership base to support such an endeavour. With the "hard sell" to get 100 cars, the British car community may not have the interest or membership base either. So without some commitments from other MSCCC members, the future of next year's Toy Run as a MSCCC organized event is uncertain. This has been a project that had given me a lot of satisfaction, but the work-load is almost that of a full-time job. With Lynn's condition over the last year, I have been doing more & more of the club functions. It would be a shame to have this event go the way of the Christie Sprints. An option would be to see if other clubs/organizations, who have sufficient membership and interest, would like to continue the concept.

If the BCCI is looking for an event to call their own, they may wish to consider the Toy Run. It meets the criteria the BCCI embraces: 1) charity. 2) promotes the driving of British cars. 3) the portrayal & visibility of the hobby in a positive manner - with good media coverage. 4) promotes the unity of British clubs in a good cause. Yet the run fails to inspire the imaginations of some & many fail to embrace it. Perhaps it would if 25 British clubs were actively involved! It would also be one way to keep it "British". A plea to the membership: If you only have time for one activity this year, consider contributing at the British Car Toy Run. You may even feel good about it.

**Fred Kuzyk**



Shiers, Kuzyks, Dale-Johnson's near Montreal  
photo by Fred Kuzyk



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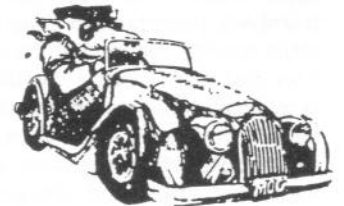
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## SCHEDULED EVENTS FOR 1997 (MORGAN CLUB EVENTS IN *ITALICS*):

- 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).
- June 22 Richmond Car Show, GoMoG (contact Claude Jacques at 613-747-9256).
- July 4 wkend *MOG 27, Harpers Ferry West Virginia* (info – Dave Childress 804-285-5541).
- July 4-6 "Rally in the Valley", Penticton BC, call/fax 250-493-0435 for details.
- July 5 Empire Day at 50 Point Conservation Area (call 905-643-2103 or 525-2187 for details).
- 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).
- ????? *Toronto Cosmopolitan Tour* (Oliver Dawson – 905-850-9570 or VDJ – 416-530-4599)
- Aug 16 *McCowan's Pig out* (details – 905-336-0251).
- Aug 17 British Presence @ Star "Fresh Air Fund" cruise (Richard Pickering, 905-855-9223).
- Aug 23 "1st Annual Summer Drive-In, Burlington (details – 905-825-2997 or 6083).
- Aug 23-24 "Moggies on the Grass", GoMoG, Ottawa (details – 613-256-4280).
- Sept 5-7 *MSCCC Fall Getaway, Collingwood 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).



✓ The July 19-20 "Under the Gate Gathering" will be in the Belleville-Picton area. We will be meeting at **Zwick Park in Belleville at 11:30** for a BBQ lunch (bring your BBQ stuff or pick up lunch along the way -- sans alcohol in the park) and then will be driving over to Picton to visit Richard Coppel at Long Run Motors to tour his back 40 (lots of interesting stuff...) and quaff a few cold ones before meandering back towards Belleville, with a BBQ supper at Sandbanks Provincial Park (again, your BBQ stuff, with a few cold ones). Official motel for the Saturday nite for those who stay over is **Best Western (613-969-1112, ~\$67/night with continental breakfast, pool and hot tub to soak away the days dust)**. Call Vern Dale-Johnson or Ed Burman for details. By the way, you can get to the UTGG on July 19 and make it to the wine tour out of St Catherines on the 20th!

✓ Don't forget "Empire Day at 50 Point Park and Marina" on July 5 and the "Canadian Carriage Driving Classic & Classic Car Show" -- note the British Cars are on day 2, Sunday July 13.

✓ "MSCCC BEEF-OUT", August 16. Please note the date – map and details Page 16.



- ✓ **"Moggies on the Grass"** August 23-24 for those who want an excuse to visit the Ottawa Valley. Event takes place at Phantom Farms -- home of members David & Carolyn Rees-Potter. If driving from Toronto, try Highway #7, or if further north is desired, Highway #50 through Algonquin Park. Phone David or Carolyn at 613-256-4280 for details.
- ✓ No details yet on the August 23rd **"1st Annual Summer Drive-In" Evening at the Movies** sponsored by the British Sportscar Club. Watch for details in the July Blurb.
- ✓ Stowe **"British Invasion"** Sept 19-21. Contact Ed Burman. Additional accommodation can be attempted but beware, Stowe fills up for this event early. Original deadline for commitments to Ed Burman was May 1.

## Editors Notes:

Spring has taken it's time arriving to most of Canada (the "wet coast" the exception). As mentioned elsewhere we traileered up to Hudson Quebec for the Montreal Cosmos Weekend (keeps peace in the family - can't imagine riding that far at 75 mph in an open rear seat). Once there OLBDII was off the trailer and got a good work out. Several Blurb's ago I mentioned **Rutherford Engineering** as a source for rear shock conversions. This winter I installed his 4-seater conversion in OLBDII -- the results are nothing less than spectacular. During the runs not one bone jarring jounce off the rebound rubbers even on the notoriously rough Montreal elevated expressways. David Rutherford also took the time to hand write instructions for chopping 4 of the six rear spring leaves (the 5th was removed) to maintain appropriate spring rates. Ride height is still correct even with back seat passengers and baggage. There is a bit of lateral motion of the rear suspension assembly -- might try a Rutherford Panhard rod to correct this. Does it never stop??

Speaking of suppliers, from last month's notes I've received a request for inclusion of information on parts suppliers and rebuilders. **John Blair** has a good list on his web page -- although it does lean to the USofA. There are lots of excellent local suppliers -- I mentioned **Pacific Fasteners** (416-231-7295 or 604-294-9411) as a source of SS fasteners in the last Blurb. Also, we know of our own **CMC Motors, Olde World Restorations**, as well as **Peninsula Imports, Melvyn Rutter Overseas**, and the **Morgan Motor Company**. Also don't forget to check out the suppliers on the BCC 1997 calendar. I've used **Alfa Instruments** for repairs and must admit it is a fine shop. If you can drive there, repairs can be made on the spot and don't forget to give Ted a turn around the block -- he loves to test his work!

As the Prez says, we now "own" a computer program to **embroider the MSCCC "badge"** on any piece of clothing you like (please, no requests for us to supply clothing). You supply the clothing, with instructions as to where you want it embroidered -- cost is ~\$8.00/item. Items should be sent to me. The shop is across the street from my office so there is no problem with logistics -- in good faith I will pay for the embroidery and then include an invoice for same and the return postage.

**Vern Dale-Johnson** (e-mail: vern\_dj@msn.com)

Pricing does vary by volume so if you send me 10 or more items expect the cost/item to be lower.

Quite a bit of e-mail activity this last few weeks. Material from the "east" and "west" is included in the appropriate sections, and the "Prez" (as you can see) is now net-literate with, please note, a new email address: mscce@sympatico.ca As well, thought some might appreciate an update on Andrew Grant's rebuild after his ill-fated attempt to hill-climb the Canadian Shield and our Australian friends Stan and Jenny Jodeikin after their forced rebuild -- note their Mt Victoria event attracted 38 couples!

Stan's accident reminds me that **having adequate rear illumination (running and brake lights) is important protection**. I worried for years as yahoos ran up my tailpipe to try and read the "Morgan" script. Mounting a high-mount LED brake-light behind the spare (yes, another advantage of 4-seaters -- but only if you have wire wheels) solved this problem very inobtrusively. The unit is a 24 LED GM unit from their Astro/Blazer cut into halves and mounted on a SS "shelf" bent into a "Λ" around the spare wheel mount. Required a bit of light rewiring but works great. For 2-seaters, take a look at the small 16 LED units from JC Whitney -- they're also a lot less money (~\$20 vs ~\$90 for the GM unit).

"**Morgan Life**" is a new quarterly journal for Morganeers being published in the Netherlands. See enclosed information. By the way, current exchange is DF11=C\$0.78 so a subscription by air mail will set you back C\$68. MSCCC Blurb is cheaper and we give you 6 issues (but, as the Prez Sez, no glossy pics). On the other hand, for those of us members of the MSCC, Miscellany essentially costs us twice the price of this new magazine.

Retro article is from "SCW", 1958 (Sports Car Wheel??). It's on Lew Spencer's "Baby Doll". Sorry, page 54 was missing from the copy I acquired. If anyone has this page send it in and I'll run the conclusion in a later Blurb. If you're interested in a "clone" of Lew's original car, check out Rob Vary's +4 listed below.



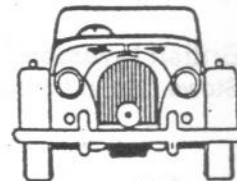
Still lots of time for 30 year historical perspectives for the Blurb. Ken Miles from Vancouver has committed to some copy. Hope the rest of you have your finger

exercisers out..... Can be e-mailed (preferred), faxed, or snail-mailed.

## Notes from the East:

Greg Kaufman, Ottawa (e-mail: toad@storm.ca)

From: Vern Dale-Johnson  
Sent: May 19, 1997 9:05 PM  
To: toad@storm.ca  
Subject: Montreal Weekend



Greg & Cath:

It was a very good weekend. No doubt you'll get a good run down on the Saturday's activities from David and Carolyn. Marc Lalonde, our member from the Sherbrooke area met us on Saturday morning at the Willow Inn. After waiting for the R-P's (something about electrical gremlins) and the Shier's (misjudged the time needed from Belleville to Hudson) we finally got underway about noon, headed for the Gilles Villeneuve Museum in Bertierville (I'm sure that's half way to Three Rivers!). We were joined en route by 4 members of the Montreal Healey Club but narry a Quebec Morgan. Bit too English for them?! Heading home Marc, who has decided he needs another British sports car after 20 years of playing with Italians, accepted my invite to drive our Mog for an hour or so. He had to put up with Amanda and Marissa as well. Lo.... even after that adventure he still wants a Morgan (understanding his other choice was a Super 7, I think I understand why.....). Thrill of the day was the trip across the swollen Ottawa on the ferry outside of Lachute. David, Ray (Shier) and Fred (Kuzyk) all sustained rear number plate damage on the ramps. Now they know why mine is "trimmed".

Sunday we led the Shiers and Kuzyks on a tour of Montreal -- the Mount, Sherbrooke St, St Catherines St, and Old Montreal before we made a dash back to the sanctity of the Willow Inn. Sunday morning the Shiers and Kuzyk's were looking longingly at the Jeep and trailer as we departed for TO. I'm sure the run back was no better than the cold, damp run up to Hudson. Long way..... I think Amanda had the right idea when she insisted we buy a trailer!

Sorry we missed you, looking forward to the "Under the Gate" (actually under the bridge this year). Best regards -- Vern

From: toad  
Sent: May 21, 1997 9:37 PM  
To: Vern Dale-Johnson  
Subject: Restoration of One Bustleback

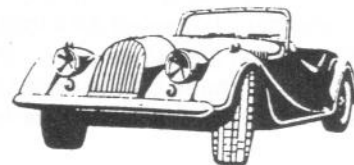


Vern,

As promised I am back. Unfortunately I am one night and two fingers later. One night late because I was to get back to you last night and two fingers because now I have sacrificed two fingers towards the rebuild of the Daughters Bustleback. Our annual Spring Brunch was a success, so much so that I rolled away from the buffet 17 plates full later and food hasn't passed my lips since. The only draw back was that the rad drain plug let go on the way to Merrickville and after I completely washed the car in antifreeze I had to run down water for the rad. Then on the way home I ran out of gas. Fortunately after that we had no more problems and arrived home without further ado. This rebuild is certainly an experience. Ask me real nice and I'll write a line or two in the Blurb about what I have found in a car that was supposedly rebuilt???? not all that long ago. Naturally the article will detail areas that should have the odd look at now and again.

Regards Greg

From: Andrew Grant  
Sent: May 19, 1997 12:45 PM  
To: Vern Dale-Johnson  
Subject: Morgan ills



Thanks for the compliment on the home page, my son put it together. The hard part is getting him to update it for me. The Plus 8 shot is pre-rebuild. It is almost ready for paint, this seems to go on forever, there are always so many other things to be done and never the time for what is really important -- Morgans -- although some may beg to differ.

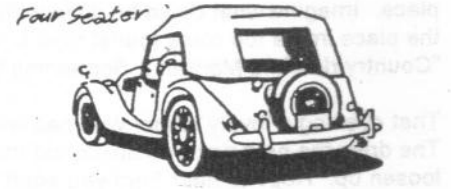
As far as the Blurb, it has never looked so good, but I have resigned myself to not get involved for a time, as I have been active over the last 7 or 8 years, and the time has come for others to do their bit. Hope to see you soon if not at "Moggies on The Grass" at Stowe. Best of life. Andrew Grant



## Notes from the West:

Mike Powley, Vancouver (e-mail: [pwlm6079@bcit.bc.ca](mailto:pwlm6079@bcit.bc.ca))

From: Vern Dale-Johnson  
Sent: May 19, 1997 8:54 PM  
To: MIKE POWLEY, Associate Dean,  
Subject: Montreal, Martinis and more



Mike:  
Just rec'd the latest NW Mogazine and must try for the "martini contest". Do you think they'll accept a mail in entry? Now, that will take some in"gin"uity. Have checked my stash of letter openers. Must have sold the last of the "dull" ones in Oz over the holidays as there is only a shiny one left. Want me to post this off to you? Price is a measly \$30 (think they cost me \$29 in Banff last fall).

Just arrived back from our Cosmo Weekend in Montreal. Member Marc Lalonde did a great job touring us on Saturday through to the Gilles Villeneuve Museum in Berthierville then back north of Montreal to our digs in Hudson on the Ottawa River. "Us" was the Kuzyk's, the Shier's, the Rees-Potter's (Ottawa) and us. Marc is looking for a Morgan after being out of British SC's for several years. He still claims he wants one even after driving mine (with my wife and daughter as well) for over an hour. In reality I traded him because I wanted to try his Miata! Sunday we gave the Montreal crowd a thrill as we toured the Mount and then shopped for cigars on Sherbrooke St. Time in Old Montreal for lunch before the run back to the sanctity of the Willow Inn. Not the best of weather but then, not the worst -- sunny and very cool.

Let me know on the letter opener and please check with the judges re a mail-in entry for the martini contest. Best Regards -- hope you had a dusey of a Van Dusen. Vern

From: Mike Powley  
Sent: May 19, 1997 8:47 PM  
To: Vern Dale-Johnson  
Subject: Montreal and Martinis



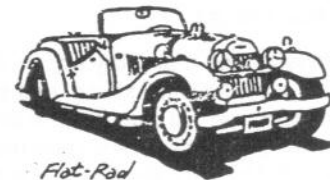
Vern, you put the letter opener in the mail - I'll put the check in the mail for the \$30.00 and we will see who gets what first. On the Martini contest - don't forget the BIG EVENT is not until the CLUB XMAS party so lots of time to practice and why not plan to come out in person for the event. Otherwise I'm sure that we will find a way to test your drink .... the Montreal thing looked like fun, and as you will see in the next news letter the Van Dusen event was great and the party after at Theroux's after "pool-side" in the sun etc. was a "gas" .... look forward to the letter opener in due course and thanks as always for you notes .....Cheers ..... Mike P.

*MDP - "Any sufficiently advanced technology is indistinguishable from magic"  
... Arthur C. Clarke's 3rd law*

## Interclub Events:

with apologies to Edward Burman

From: Stan Jodeikin, Morgan Owner's Club of Australia  
Sent: May 28, 1997 10:31 AM  
To: Vern Dale-Johnson  
Subject: Mt. Victoria Run



### *G'DAY from Down Under*

Dear Vern and Amanda,  
Well, I finally collected the Morgan from the restorers on the 8th March. I was so nervous to drive the MOG. Absolute pristine condition. This time when you visit in December / January please leave ample time for a good drive around Sydney !!! Hopefully no rain !!!

The car is very tight and stiff and need a good few miles to mold back into her old flexible self. I had to redo a bit of the assembly work, as the restorers did not quite get everything right. Front bumper bar, bonnet belt, overflow of petrol tank line, and a couple of other minor adjustments.



My first major outing with the club was the run to Mount Victoria in the Blue Mountains. Jen and I took a leisurely drive down on the Saturday. Truly beautiful. We stayed at the Imperial Hotel in Mt. Victoria. The Hotel is the oldest tourist hotel in Australia, built in 1878. A lot of atmosphere in its spacious lounges and 'olde world' charm. I do see though a lot of improvement and potential in the place. Imagine what could be done with Jens Cordon Bleu Cookery knowledge and Amanda's wine knowledge. Why we could turn the place into a top class tourist resort. You and I could hang out the back and put the Morgans on Show. Maybe offer guests a "Country ride in a Morgan". Something to think about when you retire to OZ ???

That evening a lovely dinner was had with the Morgan Club in the Ballroom. About 38 couples participated and stayed overnight. The drive the next day was also most memorable. Lots of autumn shades and colours starting to show. The Morgan is starting to loosen up. Hope to hear from you soon. MorganOZtically, Stan

## For Sale:

**Hugh Waldick's 1994 +4** is for sale. Connaught green with Ivory leather, 6" wires, Rover T16 134 bhp, EFI, etc....60,000 km. Asking \$57,000. Call Carmen Waldick at 905-333-0060.

**Anne Fort-Menares 1989 +8** is for sale. Contact Martin at CMC Motors 905-857-3210. 15,000 km, asking \$52,000 – black leather, mohair top and tonneau, walnut dash, wind deflectors.

**Rob Vary's 1957 +4 SVRA/VARAC racer.** 3 engines, track and road wheels, racing and street (new leather) interiors, boxes of spares, full history, manuals, and custom trailer. Reduced to \$32,500. Phone Linda Vary at 519-583-2137.

For other Morgan's – check the Morgan Plus Four Club's listing at <http://www.mog.org/seek/buying.html> and realize what a bargain our Canadian cars are!

**Parts Wanted:** If any MSCCC members are travelling abroad (France, UK, Spain, Cuba, etc) in the future & can bring us back a box or two of Cuban cigars from the airport duty free we'd really appreciate it! Please contact Lynn or Fred Kuzyk at 905-336-0251 for specifics. These needed "parts" are more urgently required than any for the Morgan, at present! Thanks.

## THE BIOGRAPHICAL BLURB:

## Presents..... RAY & MARY SHIER

Ray & Mary first became active Morganeers while living in Britain, in 1975. Ray was teaching there for a year, while Mary was on a leave of absence from her own teaching duties. They purchased their familiar 1966 4/4 Series V (MOG 404) from Mike Duncan, a dealer near Birmingham. The car was originally from Ireland and during their time in the UK, they toured England, Scotland, and returned the car to its "roots" by driving in Ireland, as well.

In 1976 they joined our club and have been active "20 Year + Members" since. The car has accumulated a lot of mileage through the years. There were the Washington Meets in the 70's, trips to New England, and many Niagara Meets. A couple of years ago, they did a solo trip to the Maritimes in the Mog, and published their adventures in the Blurb. Next year, a tour of Newfoundland is planned! Ray has supported the Classics Against Cancer show for many years, and was the first Morganeer to display there. Mary was the Club Treasurer around the mid 1980's. They did club rallies many years back, and in 1995 hosted our Summer Rally. Ray was also responsible for the series of "Limehouse Promotions" Blurb articles. Over the last few years, this couple has attended every Spring Event, are fixtures at the Fall Weekends & other events: Ray was a judge at Tobermory '95 & at the 2<sup>nd</sup> Toy Run in '96, and they helped with the Alliston '96 Rally. Driving the Morgan around downtown Montreal was a recent thrill for them!

They have many recollections over the years. They met some folks at one of the Niagara meets from Bedford Hills, NY, many moons ago. This resulted in the "Bed Mog" mini-meet stateside (They even had Bed Mog T-shirts made). Mary also remembers that in conjunction with Sharon & Brad Patterson, they toured the Chatham area and this became the "Beet Mog" Weekend (they still have this T-shirt)!

A quiet, unassuming man, Ray enjoys working on his car, smoking his pipe, downhill skiing, and together they are also active with their ski club, & wine club. Ray has won awards for his own wine & beer (and makes a great champagne). Ray & Mary are also long time members of the British Sportscar Club of Hamilton and have done many of their Fall Colour Tours through the years. Presently, they're also involved with their kids soccer, Kathy's Prom Night, and son Tim's problems with his '85 Mercur. Mary could be eligible to retire from teaching next year, while Ray's retirement is imminent. With retirement, they should have more time for their pursuits, including Ray's projects - a second Morgan & a MGB. The 2<sup>nd</sup> Mog is an easy challenge for him, while he has confided that the MGB is more daunting, as it doesn't have wood! A common "uni-body", something "foreign" to Ray!

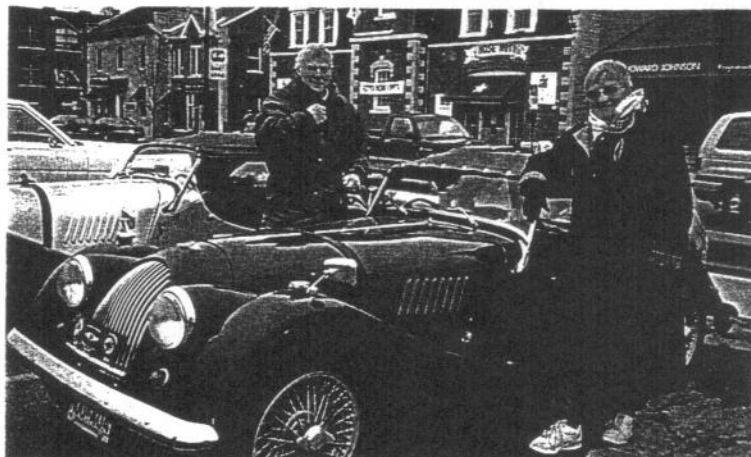


photo by Fred Kuzyk



On May 8-11, some 200 or so classic vehicles gathered at the International Centre near the Toronto Airport for a first-time world class Concours d'Elegance in Canada. An event open to all marques, including trucks, this was not an invitation only affair. In fact the entry of "self restored" & driven vehicles was encouraged, so that folks would not only see & appreciate the museum-quality trailered cars present, that were restored by the finest professionals, but also cars that are maintained by their owners & actually used! Pictures were not required to enter a vehicle, and I hope the organizers continue the same format & philosophy next year! This author was pleased that his vehicle was accepted for entry & was glad to have participated in this well organized event. Sponsored by Wynn's Canada & Carguide Magazine, the organizers are to be commended for a first rate job. Security was ample. Cars were surrounded by railings so that the public could not touch them. Easels with the car & owner information were provided. The Easter Seal Society was the chosen charity partner for the event. Radio station CFRB had a booth from which they conducted on air spots. The Canadian Motorsport Hall of Fame had a display, including a formula car. A gallery of automotive art was also featured. The number of paintings of British cars there almost exceeded the number of actual British cars on display! There was also a race car simulator for the competitive, the proceeds of which went to the Easter Seal Society. As one would expect, there was food, regalia, and other firms on site, such as Bell Mobility & Wynn's. Restoration firms were also well represented; with RM, the Guild of Automotive Restorers, Howe Motorworks, and The Legendary Motorcar Company - all displaying examples of their craft. But cars are the stars! In addition to the entrants vehicles, several car manufacturers lent support to the event by providing displays. Chrysler displayed their Prowler & Viper, GM: an early & late model Corvette (as well as a cutaway), while Oldsmobile had several vehicles commemorating their 100th anniversary (including a 1903 Curved Dash). Ford: a series of Mustangs, while Volvo had "The Saint" cars - new & old versions.

In my opinion, the organizers offered a great deal for the entrants. No registration fees, for one. After the "Move-In" on Thursday afternoon, we received our goody bags, which included a commemorative plaque, a bottle of a Wynn's product, and our passes for free entrance to the show, as well as the complimentary awards banquet on Saturday evening. An Exhibitor's Lounge was available for our use.

It's said that the British car segment accounts for about 10% of the whole hobby. At this venue, the representation was about 5%. Organizers confided that a "Foreign" or such class may be the way to go in the future. The Mustang & Corvette classes were well represented, in contrast. One might have expected a Rolls or Bentley at this kind of event, but none were present, nor any saloons - as the Brits were all roadsters. Among these were '65 & '66 Sunbeam Tigers, a '54 A-H 100-4, '55 MGTF (belonging to one of the A4C judges), '60 MGA, D-J's '66 Morgan 4-seater, & my '67 Morgan 2-seater. Jag had the best field, with 3 50's roadsters. The '56 came from Michigan, while the beautiful '59 was part of a fleet entered by the Christiansen family of Burlington. Their other entries were a '37 Cord & a '32 Packard Roadster Cabriolet! There were a few other Europeans & these were indeed special. My personal favourite was the '37 DKW Cabriolet owned by Larry Geitzen, of Romeo, MI. Not an exotic like a

Dusenberg, but an inexpensive "people's car" built by a German company. A cute little car that some of us thought "looks English"! Then there was the '33 Bugatti Type 59 Grand Prix, owned by David Grainger of The Guild. Rounding out the foreigners was a '67 Citroen convertible.

Yes, there were plenty of "upper-end" marques: Auburn, LaSalle, Hudson, Cadillac (including the ubiquitous '59 Pink Cadillac), REO, DeSoto, McLaughlin-Buick, Packard, Durant, etc. There were winners from Meadowbrook & Willestead shows. But there was also the common & familiar - Dodge, Chevy, Ford, Plymouth - all of these owners just as proud of their machines. Something for everyone! From a 1902 Buffalo Electric car, to a '39 Ford Bickle fire truck! The oldest vehicle was a "Brit", however! An 1898 Beeston Quadricycle, exceptionally tiny, this car was part of the Chrysler Company display! The New Beeston Cycle & Motor Company was absorbed by Humber. Humber was taken over by Rootes in 1928. Since Chrysler bought out the Rootes Group in 1964, they can legitimately trace the Viper's roots back to the little Beeston! How about that!

Judging started at 9AM Saturday. Owners were required to be with the cars, if you wanted it judged. If your "top goes down", then it has to be up for the judging. This includes side screens (which I didn't bring, as I never use them anyway). Fire Extinguishers were also required, as the owner of the '66 Sunbeam next to me discovered. He was allowed to go out & get one & be judged afterwards. The A4C judges were polite & thorough, but I can't fathom the order in which they look at the cars. It wasn't numerically by entry number, as they would skip my car & proceed with a higher one. It wasn't if you were ready, because I would patiently wait by my car while they searched for owners not present! I hope they address this system next time! Anyway, they finally got to me. Now I'm not a Concours kind of guy. I prefer Fun Concours over the serious variety (I've always felt that the HASC judges at "Classics Against Cancer", or the whole experience at the Jaguar "Concours D'Elegance" was far too "anal" for me!). But I thought I would play, paint chips, dings & all. I yucked it up with these guys & got them laughing with quips like: "This should take you about 2 minutes", "Do I get the oiliest engine award?", or "It was like that when I got it, must be original!" Surprisingly, there wasn't an oil puddle under the car, even though it had been sitting there for a few days.

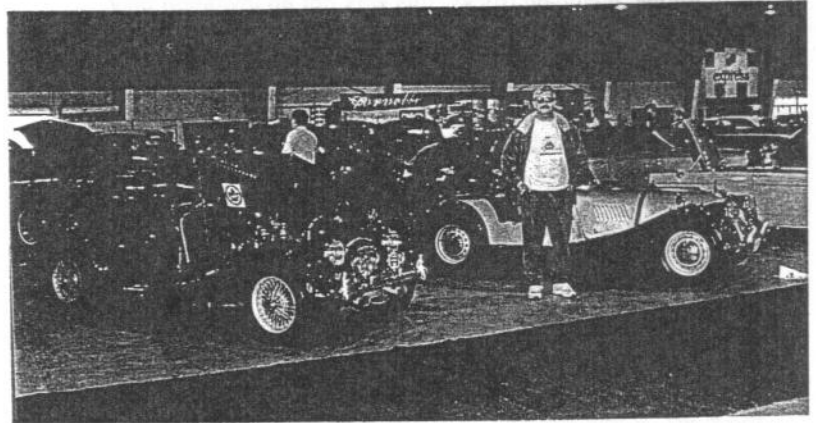
There were a few familiar Ford & Jag folks present at the Banquet. Stirling Moss was not present, as hoped, so he didn't have the pleasure of sitting with us! Dinner was first rate. Awards followed. Each class had a 1st, 2nd, & 3rd. Photographs were taken of each winner. My wife, Lynn, had an early start for work, so we didn't even stay for our own class. But a couple of special awards deserve mentioning. The Easter Seals Kids got to choose the "most awesome car", a '56 T-Bird. The owner of a '47 Ford was recognized for driving the most distance over the last 2 years (11,000 miles), yet still scoring over 95 points! The People's Choice winner was from Indiana, a '31 Hudson which has been a Meadowbrook winner. His words praised the efforts for this indoor show in Canada: it was his first time in-doors & he liked it, the people & our country. The MC's words were also notable. He said that we enthusiasts are the preservers of history. That's what we're doing. The automakers & restorers can't do it alone, without our love & dedication.



Word of this show will eventually get around. There wasn't a great many spectators on Saturday morning. There was pre-event coverage on CFTO prior to the event, again on Thursday night, & on Saturday evening's news. I hope that the organizers didn't lose too much on the event, as the organizers of Christie Sprints did for three years, and eventually gave up. Concours aren't everybody's cup of tea.



"Commercial" events may not appeal to everyone, either. First-time events can be a "hard sell", and I speak from experience as the organizer of the British Car Toy Runs. But it's nice to have quality car happenings in this country, and venues for our segment of the hobby. Something the large number of American attendees appeared to appreciate.



Fred Kuzyk with MOGY at Wynn's Classic.

Photos by Vern Dale-Johnson & Fred Kuzyk

## MONTREAL TOUR

Report By: Fred Kuzyk & Dr Francis "Art" Sharpness

There was some concern about the weather on the Friday, May 16. Unseasonably cool, the brisk north wind cut through our layers of clothing & the gusts would raise the toque off the left side of my head, during the 6 hour cruise up the 401. Traffic was steady until the Kingston area, where it thinned dramatically. By leaving early, we missed the usual holiday weekend crush. Rain was occasional & slight, until we reached Quebec, where the sky parted, the sun shone & the winds subsided! We thus arrived in the village of Hudson, an incredibly scenic spot!

Nestled on the shore of Lake of Two Mountains, the Lake is a widening of the Ottawa river, and Hudson is just 40 minutes west of Montreal. Driving past heritage homes, antique shops, equestrian facilities, I came to realize that everything was picture-perfect here - one would be hard pressed to find anything shabby! This included our accommodations at the Willow Place Inn.

Originally built in 1820, the Inn was completely destroyed by fire in 1989. It was rebuilt & every effort was made to recreate the original style of it, yet with modern amenities (such as sound-proofing, & floors that don't creak!). During the weekend, I witnessed a Hudson firefighter, a member of the local Historical Society, affix a historic plaque to the front of the Inn, recognizing the significance of the structure & the superb restoration. The lower level of The Willow contains a Victorian Dining Room, a British Pub, and the Reception area. After checking in, we were ushered to our room. Tres Elegante! The furnishings were all antique, including a

full-length stand up mirror, a wardrobe, desk, & the high-lite four post bed. The window opened to a breathtaking view of the terrace & lawn, the lake, & the far shore with the Oka monastery, the mountains, and the lights of Montreal in the distance. The modern bathroom was better than any Holiday Inn equivalent, particularly with its large pedestal sink. Complimentary robes were provided & I felt like "Axel Foley" at his posh hotel in "Beverly Hills Cop". David Rees-Potter was also quite enamored with these robes, and gave us a fashion show, modeling his on Saturday night (loved the haute couture socks)! There were no TVs or radios. As Fred was heard to comment, this encouraged conversation (as well as other forms of interaction)! Also the second floor landing was a central sitting area with wing back chairs that our group would use for impromptu gatherings. Across the road was a second building with further rooms, but the Morganeers were very happy in the Inn.

Being the first to arrive, Lynn & Fred decided to have supper in the British Pub. The place was packed with business people celebrating the end of the work-week. After being told there would be a half-hour wait for a table, they plunked at the bar. No sooner had they gotten their drinks when the owner said he had a table in the drawing room area. A pleasant surprise, no less so than the menu! Expecting the usual "pub grub", the extensive fare was more continental with offerings such as: duck pate, queen crab legs (\$10), 1 inch thick roasted pork (\$10), etc, etc. After the excellent meal, the tired couple turned in for the night.



Up early Saturday morning, we met up with the Dale-Johnson's. Vern, Amanda, & Marissa had arrived about 11:30 PM, towing the four-seater. Arriving in the dark, they now could see the surroundings in glorious sunlight. We enjoyed the complimentary breakfast in the Dining Room. The eggs, bacon, hashbrowns, etc, were more than the usual continental breakfast offerings, and were once again a pleasant surprise. At one point over the course of our stay, Amanda stated that The Willow provided exceptional value for the money - and she has stayed at many lodgings throughout North America & abroad. Spirits were high, the temperature much warmer, and we prepared for the day's activities. While prepping the cars, a lad of about 20 rode up on a bike. He told me that his father, a Triumph owner in Niagara-on-the-Lake called him and said that Morgans were at the Willow, so he came to marvel, as Vern unloaded OLBDII & I fiddled with the choke on MOGY.

It was then that we met our kind member Marc Lalonde. Marc had driven over from Asbestos, Quebec - in his wife's Miata - to lead our group in a driving tour. When we were planning the trip to Montreal, we contacted our Quebec members, to seek info, advice & suggestions on things to do. Marc was keen to help & participate. He suggested a tour of the Gilles Villeneuve Museum in Berthierville, made arrangements & prepared maps, and volunteered to lead the tour there & bring us back via scenic roads. This despite having been in Chicoutimi the day before, and having a family reunion the day after! Marc would spend the day driving from 7AM until after midnight, to be our host. To say that he enjoys cars & driving is an understatement: his goal is to acquire a Morgan, and he presently owns Mustangs (nice, I can relate) and a Ferrari (very nice)! It's difficult to plan an event hundreds of miles away, when you don't know the area, and possibly may have a language barrier. We are grateful to Marc for his help in making things far easier & enjoyable for us.

Earlier, we had also contacted local British car Clubs to not only obtain information, but to see if any would be interested in joining us. Many didn't respond. The Ottawa Morgan group had a brunch on Sunday, so interest in getting together was anemic. However, our members David & Carolyn Rees-Potter from Ottawa were booked, and although delayed by battery problems, were enroute. Debbie Wilton of the "Mainly Minis" Club of Montreal (a fellow club of the British Car Council) was invaluable with her recommendation of Hudson & the Willow Place Inn. But it was Roger Hamel & the Austin-Healey Club Quebec that ran with the idea of a Victoria Day get-together. Roger mentioned our visit to Morganeers with other Quebec clubs & one fellow has contacted us with interest in joining the MSCCC. Roger also got several of his folks out to join us for the run to Bertierville. Some of the Healeys met us at the Inn & we shared some beer on the lawn.

Before the others arrived, Marc took the opportunity of going for a spin around Hudson in the Kuzyk's 4/4 and D-J's +4. As noon approached, Ray & Mary Shier arrived. They had over-nighted around Belleville. Their gear was stowed in our room, while we prepared to get under way. It was decided that Roger & company would go ahead & meet more of their members East of Montreal while the Morganeers waited for the twin-cam Mog from the Capital. David & Carolyn arrived, their gear was stowed in Vern & Amanda's room, and without further adieu, the 4 Morgans from Ontario were led by Marc's Miata down the Autoroute. Place Ville Marie & other buildings towered ahead of us, as we negotiated the elevated expressway. A little scary, but no more so than Toronto's Gardiner Expressway! The convoy cleared the Metropolis, & we met the Healeys sitting on the shoulder. They pulled into formation & the larger group got many approving waves & "thumbs up" from traffic.

At Berthierville, hunger was on many minds, so we repasted at the St. Hubert BBQ. Marissa enjoyed a Teddy Bear shaped chicken patty & the "Clown" dessert (beats a Ronald MacDonald Happy Meal). Got a chance to sit & talk with Roger about clubs, cars, & events. The Healey Club organized a large "Conclave" or Healey event in Montebello, Quebec a couple of years ago that is still remembered by many Americans. Roger has traveled throughout North America to many events in his car & has been active with his club for years. He knows a few of the folk that we know in the Austin-Healey Club of Southern Ontario, and he & his companions were interested in that club's event in Hamilton at the Canadian Warplane Heritage.

The Villeneuve Museum was interesting. Smaller than expected, it no less had a number of cars packing it. Among these were McLaren & Ferraris, even a Formula 1 mock-up that you could sit in for photos. The Museum is dedicated to Gilles, but it really is also about the Villeneuve family & racing. There were videos & all forms of memorabilia - trophies, souvenirs, clippings, and more. I didn't know that Gilles began his career as an ace snowmobile racer, and his wins are chronicled here. Racing is big in Quebec, in no small measure is the legacy of Gilles responsible for this. It's apparent that Berthierville is proud of this man & have built a place to honour his life, on Avenue Gilles Villeneuve. We can be proud that the Canadian government donated funds for this Museum, which was proudly displayed on a wall with the other contributors.

Paul Delaney of the A-H Club invited us to come see his car & an interesting shop, which was on our way back, in nearby Joliette. Here, his BJ8 was almost ready for paint & next to it lay the beautiful Healey "big six". The shop had a few other treats, as well: Corvette, Mini Cooper, modified VW bug with Porsche like engine, and a custom NASCAR, among others. The A-H Club proved to be great ambassadors & enthusiasts. They wanted us to join them for a run up to Saint-Sauver-des-Monts in



ski country for supper. There, a restaurant is owned by an enthusiast who at one time has owned several Morgans. Alas, the group decided not to risk missing the ferry for Hudson. Some had been on the road all day & were hoping to have a fine meal at our Inn at 8PM (and stumble upstairs to bed)! We expressed our desire to swap newsletters with this Club, and our hopes to host them if they come to Toronto. Perhaps we may see them again on another trip to this area and this time visit Saint-Saveur directly, as it is within easy distance of Hudson. So, we said adieu to the A-H Club members. Our thanks to Roger, Paul, Michel, Bob & the rest!

Marc was unsure what time the ferry at Carillon ran till. The Oka ferry was not operating, due to the high water of the Ottawa. The only other options would be to go south through Montreal, or further north to the bridge at Hawkesbury, Ontario. So, with this in mind, Marc barnstormed thru rural Quebec. Only he did this sans Miata - as he & Vern "swapped cars" when leaving the shop. Marc had the thrill of piloting Vern's 4-seater through a good portion of Quebec! Meanwhile, Vern entrusted his family with Marc, while he drove the Miata. Mary Shier decided she would navigate for Vern & experience what a modern sports car feels like! While stopped for fuel, an author of children's books asked if we would wait while he got film so that he could take photos of the cars. A life-long fan of Morgans, we made his day. This was typical of our reception on this trip. Everyone was appreciative of our presence, showed interest in the vehicles, and were very friendly. The towns of Lachute & St-Andre-Est were memorable. We made the ferry in good time. I managed to shear a bolt off the rear bumperette while disembarking, however. This was repaired on Sunday, atop Vern's trailer. These platforms do come in handy & the Vice-Prez had the necessary spare nuts & washers, to boot! The drive along the south shore to Hudson was also scenic.

Reservations for the Dining Room were made enroute by the Rees-Potters (cell phones are great!). People changed & while getting ready, Vern & Amanda pulled the corks from some bottles of fine Hardy's Australian wine & the Kuzyk's room became the "Hospitality Suite", which then spilled into the hall & sitting area. Off to a fine dinner & conversation, downstairs. Carolyn exclaimed that they put on 300 kilometers in one day! It seems the Ottawa folk like to drive less and "plunk & party" even more than we do! Marc said that they pay about \$164 for a license sticker (although they can get a half-year in Quebec). And we thought we had it bad at \$90! Marc eventually had to leave. Before going, he said he would try to convince his wife to come to the Fall Weekend in Collingwood, but she doesn't speak English. Please do try, Marc. We will practice our francais pour la benefice de votre epouse!

Sunday would prove to have the best weather of the expedition. Breakfast was served in the Pub this morning, as the Dining Room was set for a Sunday brunch. The Oka ferry was now operating, the little boats

pulling the barges past our vista. Today would be a less structured day, whatever anyone wanted to do. The "Little Italy connection" had fallen through, so we were looking for suggestions. Vern & Amanda volunteered to lead a convoy into downtown of Montreal. The Rees-Potters had another engagement, so they were heading home. It was nice meeting them & it was great having someone from another area along for one of our adventures. They invited us to join them at their home "Phantom Farms", for their Moggies-on-the-grass event. As well, they spoke of the Stowe "British Invasion". We've heard of Stowe for some time & perhaps we'll make it there some year (Vern, Amanda & Marissa are doing it this year). We mentioned our British Car Toy Run. Perhaps sometime we'll have a Morgan from another region attend (or even a Mog from the States). We bid David & Carolyn good bye, as we prepared for the city trek.

With top down, OLBDII led the 3 mogs as we headed into Montreal. We eventually climbed Mont Royal, pausing at the top. Big doings that day as people were walking, biking, or whatever for some cause. Many Israeli flags, and many people collapsing, with ambulances screaming past us! From here we went to a section of Sherbrooke Street West, where Fred & Lynn were in "seventh heaven" with a visit to the Casa Del Habano & Davidoff tobacconists. They scored some rare Cuban Cuabas, which had been only available in Britain, while Ray Shier got a good deal on pipe tobacco. From here, the Dale-Johnson's took us to the Old Port. A tourist area with old buildings, cafes, & narrow streets. Parked the Mogs where we could and went for a stroll. This area certainly has Yorkville beat! Found a courtyard cafe & enjoyed food & drink. Spoke with firefighters displaying apparatus at an old firehall converted into a museum. From here we sped back to Hudson. Amanda had discovered a factory outlet & we now stopped for some serious shopping! Ray, Vern, & Marissa checked out the antique store across the street, while the "girls" had a great time: buying coats (no taxes!) & blouses. It was nice to see them have fun and this day had something for everyone. Although Marissa, the birthday girl, didn't get the plush toy she had her eyes on, as the store was closed. Meanwhile, back at the Inn, a band was playing on the terrace. While sitting there before dinner, Mary & Ray recognized a new waitress, Carrie, as the daughter of friends of theirs in Hudson. They hadn't had a chance to call her folks to tell them that they were in town. Carrie did and Jim & Gwen Johnson joined us for drinks. Jim spoke of a "Mystery Yellow" Morgan that he saw in Hudson, while our group was touring the city today. The Johnson's invited us to join them for a walking tour the next morning. We decided to try the Pub for dinner. Unfortunately, laws are different in Quebec & Marissa could not be served there. Vern & Amanda joined us later, while we smoked pipe, cigars, & drank. Eyelids got heavy & another excellent day ended.



Monday morning. After breakfast we all went for the power walk, while Vern readied his vehicles for the journey home. The walk concluded at a bakery cafe & Vern caught up with us there. Amanda went straight from the tour to the Jeep & we said our good byes. After cafe au lait, the Shier's & Kuzyk's checked out. It was decided that we would by-pass Toronto by heading North. Ray led the convoy home. A side trip into downtown Kingston for food & rest. Somehow Mary lost her hat here. The journey back was a lot longer than the one there, but it was sane, given the heavy traffic.

An excellent weekend, where people contributed. In my estimation, it was the best Spring road trip in Canada yet! A few things are apparent over the last few years. It's pretty much the same bunch that goes on these expeditions. Ray & Mary have been to every one of

them, including the MG/TR Spring Fling last year, and the two trips to Amherstberg. A great bunch of people. And I must say that Marissa is an excellent child to travel with -- never complains, or throws tantrums, & is always a joy. We rarely get local members out to these things -- just the same "Toronto" bunch -- great to meet Marc, as well as David and Carolyn; nor is there much interest from other clubs. But this year was very enjoyable for us, with the help of Marc, Roger & others. Great camaraderie, no politics, or serious problems. I don't know if we did anything for national unity, but I sure had a lot of fun with the other enthusiasts & returned with an appreciation for Quebec. It was a good wedding anniversary for Lynn & Fred, so I hear. They wouldn't have wanted to be anywhere else. Over 1700 km were put on MOGY's odometer. Hell, getting the Car Council plaque is going to be a snap this year!

## Scuttlebutt Corner:

Do you know what LUCAS stands for? Look Under Car After Starting! While English FORD stands for: Fix Or Repair Daily!

I've been told that there are only two seasons when it comes to Canadian roads: winter & construction!

"Sometimes a cigar is JUST a cigar!" -- Sigmund Freud. I've heard that Bob Poloz has quit smoking cigars, now that it is trendy. Says Bob: "When I'm no longer setting the trend, when it catches up to me, that's when I get out!" Thankfully, owning a Morgan is always trendsetting!

"Big Al" is back in town, so I hear. Call me "Big Boy", we'll do lunch & you can whisper those sexy things like: "Top Dead Center"!

Nigel Birch! I saw a movie the other day & it reminded me of you: "Up Peri-SCOPE"! How's the granddaughter? Nigel, most people are NOT working on their income tax in June. Most have it done by April 30! Most do not have their significant others out cutting grass, while they're doing said taxes in June! Besides, the grass needs less cutting in April.... Someone's making book on which will happen first: whether Nigel's car will make it from Britain & be seen on Canadian roads, or, Doug Turner's trike will be completed & be seen on Canadian roads. Odds are 50/50.

I've heard that Prez Lynn was promised, prior to surgery recently, that she could go home that same night. Well, this turned out to be like the promises made to a kid prior to having tonsils removed -- that you can have all the ice-cream you want. Some "kids" will do anything to avoid hospital food & bedpans!

Hellen "Squiggy" Hogmog

I've also heard that Prez Fred is hankering for the "old days". The days when he used to just tinker on the cars, pursue music & other distractions, occasionally RSVP & show up to a car event & swill beer & wine! To not have to worry about newsletter contributions, regalia, or other details. To not try & figure out what will interest people, or try to motivate them. To actively pursue his career. And to live within his means. In other words, to be a regular, ordinary member once again! Perhaps this is why recent Past Prezes have been almost invisible -- they're "burnt-out"! A little brie would go well with this whine Ms H....

What's the difference between a Canadian & a jetliner? Well at least the plane stops whining when it lands!

It's a long story.... The car suddenly grinds to a halt on a lonely country road. The driver tries to restart it, but to no avail. He gets out, lifts the bonnet & starts fiddling with the plugs. Suddenly, he hears a voice. "The forward carb is blocked. Why don't you drain it? The muck will come out & it'll start." He turns around but sees no one, so he shrugs & looks at the engine. "Drain the muck out of the forward carb, you FOOL", says the voice again. When he turns to look, all he can see is a black horse with its head over a hedge. He realizes that maybe it's the horse! Too shocked to think, he does as he was instructed, attempts to start the car & it works! He drives down to the Queen's Head for a stiff drink. "Problem, friend?", asks the barman. "Not sure. My Morgan broke down up the road a bit and if I'm not mistaken, a horse told me how to repair it!" The barman looks at him and asks "Was it a white one?" "No..." replied the man, sensing an insult. "And was it engine trouble?" The man nods sheepishly, feeling more ashamed. The barman slaps him on the shoulder & grins. "You were lucky, mister. The white one only knows

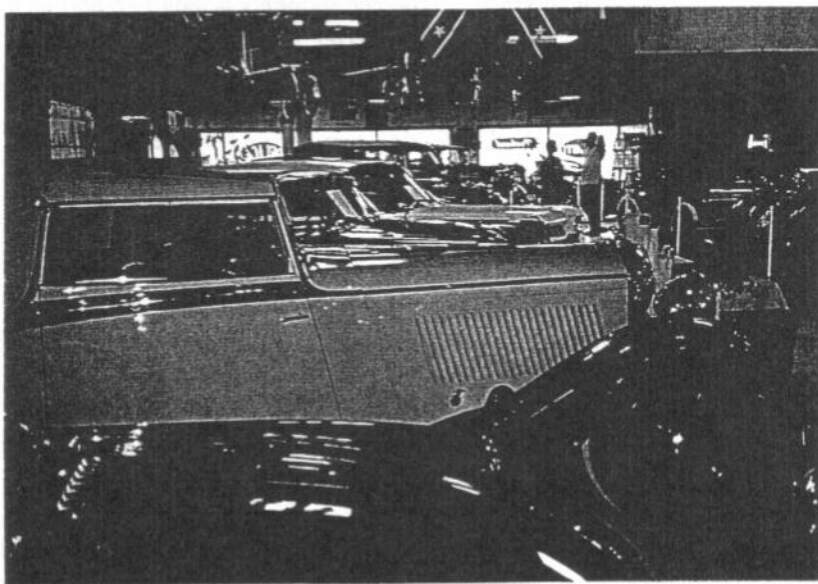


transmissions & sliding pillar suspensions!".... A true story, I'm told.

Bombast in Bolton! Rumours have it that a near riot ensued at a recent Bolton Town Council meeting. It seems the nouveau suburbanites have concocted slanders, half-truths, & deceptions in their bid to push CMC Enterprises out of "their" neighbourhood. It's getting ugly & where it will end is uncertain. However, I wish they would share these slanders, half-truths, & deceptions -- as these are what MY column is based on!

Ms Hogmog has observed that the MSCCC pursues its "National role" with vigour, ensuring others get appropriate press and are relayed appropriate information. For instance, when the BCCI refers a membership applicant to the MSCCC, if said applicant resides in Eastern or Western Canada, they are also informed of GoMoG and NWMOG organizations. We also list these club's events, regalia, etc. in the Blurb. This seems only proper. But Ms Hogmog must ask: Is there quid pro quo? Stowe? No, I won't go, it's another BSITS show! Well, maybe NEXT year. Of course I've been saying the same about going to the next MCCDC MOG show, every year since 1990!

During her travels, Ms Hogmog has heard from some of our American cousins as to why they don't come here for events. The main reason seems to be that everything is soooo expensive here (this despite the premium on the US greenback). Tell me about it! Try buying smokes & booze with our bogus bucks! But never mind the occasional visit, you should try LIVING in the "Great White North"! The climate, lack of cellular phone coverage, no MTV.... you don't know the half of it!



"The Guild of Automotive Restorers"  
photo by Fred Kuzyk

English may be the universal language, but the use of the "King's English" is certainly lacking in some quarters. Just note some examples that have come my way:

- ♥ In a Rome laundry: "Ladies, leave your clothes here & spend the afternoon having a good time."
- ♥ On the sink in a Finnish washroom: "To stop the drip, turn cock to the right."
- ♣ In the window of a Swedish furrier: "Fur coats made for ladies from their own skin."
- ♣ Detour sign in Kyushu, Japan: "Stop: Drive Sideways."
- ♠ In a Tokyo bar: "Special cocktails for ladies with nuts."
- ♥ In a Norwegian lounge: "Ladies are requested not to have children in the bar."
- ♠ In the office of a Roman doctor: "Specialist in women and other diseases."
- ♠ In an Acapulco hotel: "The manager has personally passed all the water served here."
- ♠ From a Japanese hotel info booklet on using the air conditioner: "Cooles and Heates: If you want just condition of warm in your room, please control yourself." (This sounds like the workshop manual for my Korean-made 1985 Hyundai Pony!).
- ♦ From the brochure of a Tokyo car rental firm: "When passenger of foot heave in sight, tootle the horn. Trumpet him melodiously at first, but if he still obstacles your passage then tootle him with vigour."

There you have it. Remember to "tootle with vigour" this summer! While you are "well driving!"

*Squiggly*



"OK. THESE LITTLE ENGLISH JOBS CAN TAKE ANY HILL, BUT CAN YOU GET IT DOWN?"

# M.S.C.C.C. NIAGARA WINE TOUR SUNDAY, JULY 20

Meet for a convoy at the Pig & Whistle Inn parking lot (Lakeshore & Burloak, on the Oakville/ Burlington border) PRIOR TO NOON. We'll take a scenic drive to:

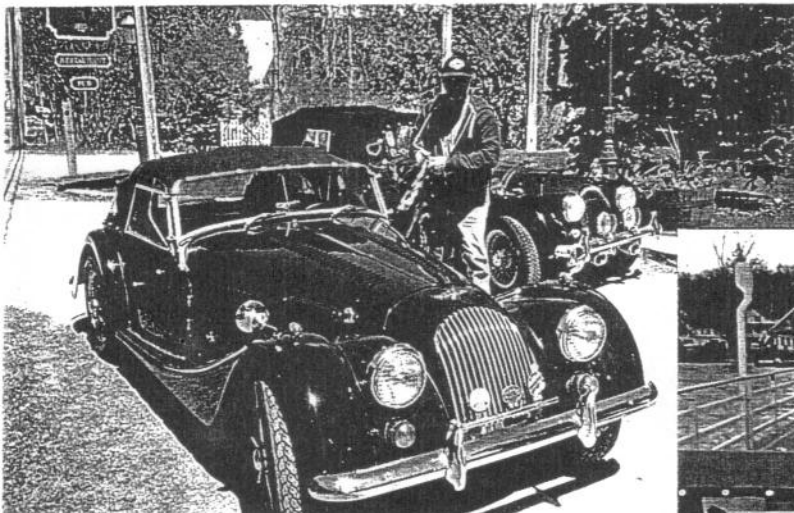
**HERNDER ESTATE WINES**  
1607 8th Ave, St. Catharines

Folks in the Peninsula may meet us at Herdner Estates at 1:15 PM for the tour, if they prefer.

Herdner is a picturesque winery housed in a 129 year old barn. Gift shop, wine boutique, indoor patio, weekend BBQ, unique banquet & reception rooms.

**Cost for tasting & tour: \$3. Open to all British Car Council Clubs.**

Call Lynn at 905-336-0251, for further info. *"Please wine & dine, but don't whine!"*



The Globe and Mail, Saturday, May 10, 1997

85 MORGAN 4/4, immaculate condition, only 15,000 kms., silver on black, \$29,000. Call Les (416) 391-2627



Marc Lalonde and the Mrs's Miata  
David Rees-Potter and the twim cam  
On the Carillon ferry.... during high water  
photos by Fred Kuzyk



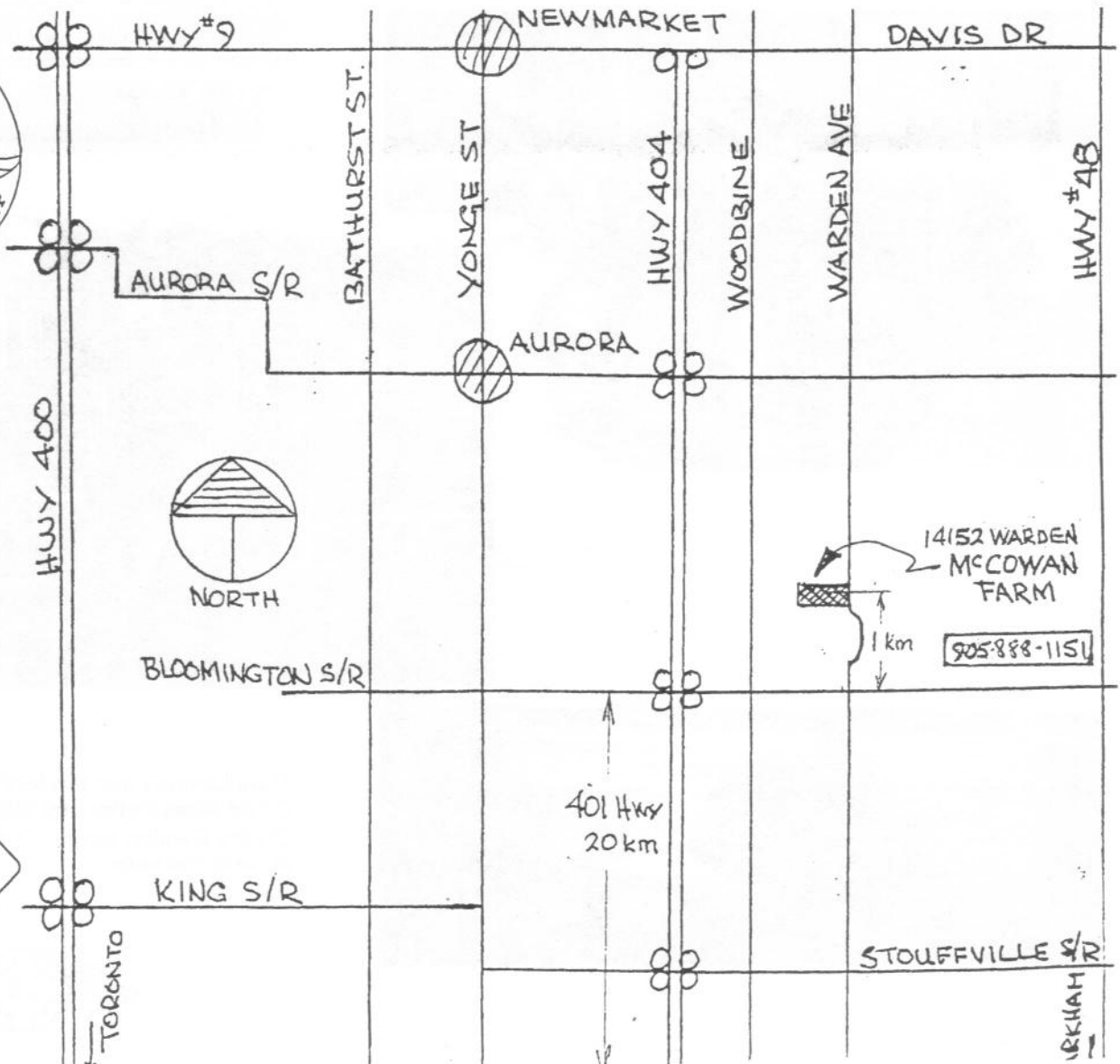
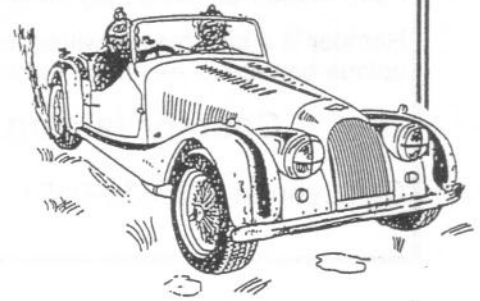
# The Morgan Sports Car Club

## "Beef Out"

McCowan Farm, August 16, 1997 – 2:30 PM onwards

(Peter & Heather)

- Location:** 14152 Warden Ave  
1 Km North of Bloomington, West side of Warden Ave  
Stouffville-Whitchurch
- Food:** Beef supplied by hosts, Salads & Desserts – pot luck  
6:00 - 6:30 start.
- Beverage:** Bring your own
- Activities:** Tech Session by Stephen & Martin Beer  
4:30 to 5:30
- Music:** Climax Jazz Band (Dancing)  
8:00 pm onwards
- Phone:** 905-888-1151 (*Please RSVP*)





## **M.S.C.C.C. FALL GET AWAY**

### **COLLINGWOOD, ONT. SEPT. 5 - 7, 1997**

The Morgan Fall Get Away will be held in Collingwood, Ontario at the Mountain Springs Lodge - Blue Mountain Road & Highway #26.

The week-end will feature: **Friday** - Evening Hospitality, **Saturday & Sunday** -- a driving tour; fun concourse; communal brunch; gymkhana; cigar, pipe, vintage port & single malt scotch tasting; awards banquet; and camaraderie in a wonderful venue.

Located at the foot of Blue Mountain and the shores of Georgian Bay, the location is breathtaking! The facilities are outstanding and include: Hospitality Room, pool, hot tub, sauna, whirlpool, exercise room, games arcade and tennis. Protected parking is available beneath the tennis courts. A large deck beside a stream is available for our exclusive use, as well as a large paved lot for a driving competition. Dining, golf courses and other attractions are nearby.

Each condo unit is equipped with colour TV, full kitchens (fridges, toasters, etc.) jacuzzis, fireplaces and balconies. **Various units are available:**

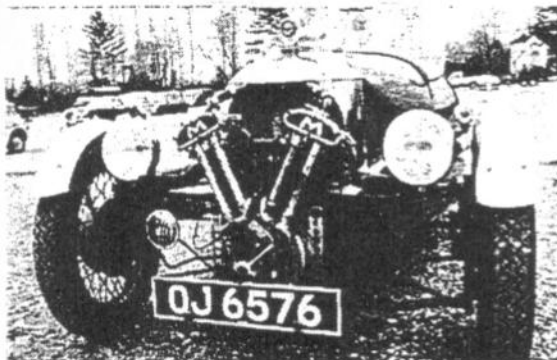
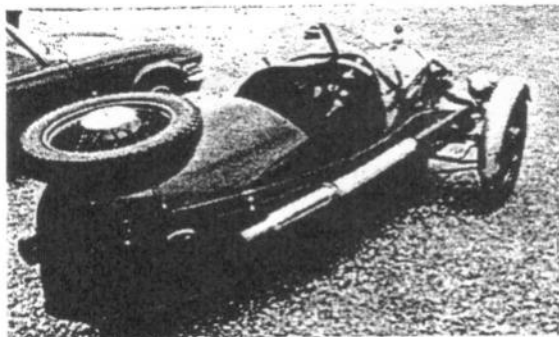
STUDIO	-- Bed sitting room.	Rate= \$59.00
1 BEDROOM	-- Bedroom + bedsitting room.	Rate = \$69.00
STUDIO + LOFT	-- Loft bedroom, bedsitting room, 2 baths.	Rate=\$74.00
1 BEDROOM + LOFT	-- 2 bedrooms & 2 baths.	Rate = \$94.00

**BOOKING INFO: CALL (800) 704-8633 & mention "Morgan Car Club".** Check-in: 4PM, Check-out: 11AM. 48 hour cancellation. 1 day deposit. (Our rates for this superlative accommodation is half the normal charges, thanks to the deal provided by Peter McCowan.)

**PLEASE BOOK YOUR DESIRED UNIT EARLY AS SPACE IS LIMITED.** KINDLY FILL IN YOUR REGISTRATION FORMS AND SEND THEM TO LYNN KUZYK, TO CONFIRM ATTENDANCE.

PLEASE NOTE: THE SPECIAL CIGAR/SCOTCH TASTING MUST BE PRE-BOOKED. SO FOR THOSE INTERESTED PLEASE BOOK EARLY - THANK YOU. (IT WILL BE A FUN INFORMATIVE ADVENTURE.)

Saturday Banquet will be held at the nearby "**Chez Michelle**" Restaurant. Cost of \$28.75 includes taxes & tip. Discounts for children. Meal includes: soup & salad, choice of chicken/steak/salmon, dessert & coffee. Cash bar. We'll collect for the banquet on-site.

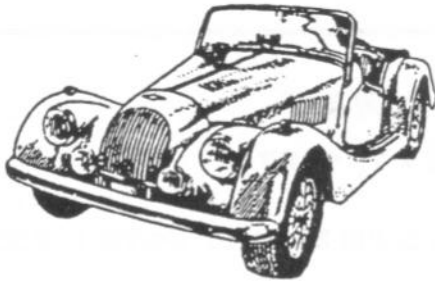


### **Members in the News**

As promised in the last Blur  
Bob Wright's 1933 Super S

Photos from "Old Autos"





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



**SANTA WANTS YOU!**

TO JOIN THE BRITISH CARS IN THE

**3RD BRITISH CAR TOY RUN**  
 In Support of Jimmy Lomax's  
**"OPERATION SANTA CLAUS"**

**SUNDAY, SEPTEMBER 28** Milton to Burlington

- \* CHRISTMAS THEME DRIVING TOUR, CAR SHOW, & CHILI BASH AWARDS PARTY! \*
- \* GOODY BAGS \* DASH PLAQUES \* MUSIC \* 50/50 DRAW \* DOOR PRIZES \* AWARDS
- \* JAGUAR is the "FEATURED MARQUE" \*

DECORATE YOUR CARS & DRESS IN THE "FESTIVE SPIRIT"!

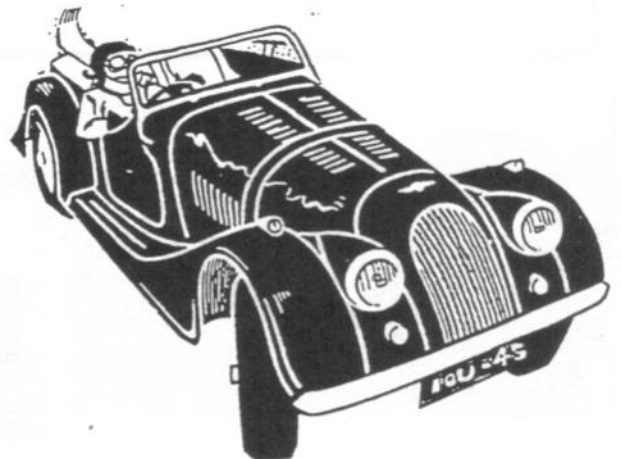
NO REGISTRATION FEES. Instead, please BRING A NEW TOY OR OTHER DONATION for the charity. Since 1958, OPERATION SANTA CLAUS has been helping people from the age of 1 to 101, to have a merrier Christmas. For his years of voluntary dedication, Jimmy has received the Order Of Canada, among other awards. Jimmy needs new, unwrapped items, such as: Toys, toiletries, cosmetics, candy, chocolate, books, clothing, grocery items, x-mas stockings, gift certificates, jewellery, cash, etc.

**NEW STARTING LOCATION:** The Halton Region Museum at Kelso Conservation Area, Milton (Tremaine Rd near Steeles). Miller's Bakery of Georgetown will be providing food items for sale, with proceeds in aid of OSC & the Museum. Modified route for this year's police-escorted driving tour. Goody bags & dash plaques for the first 150 cars (over 100 last year).

REGISTRATION OPENS AT 11AM. TOUR DEPARTS AT 1PM.

FOR INFO & TO PRE-REGISTER, CALL: Lynn or Fred Kuzyk (905) 336-0251.

JOIN THE "SANTA CAUSE"! Christmas does come TWICE a year!



# Thoughts on Restoring a Morgan

Parts Sources and Cross-references

## Morgan Parts Suppliers

By: John T. Blair  
1133 Chatmass Dr.,  
Va. Beach, Va. 23464;  
(757) 495-8229

Last update March 19, 1997

Note: "\*" denotes changes or additions since last release

**Altman & Newman**  
South Bend, Id.  
(219) 287-3381

Supplier of Daema 23 rear end parts.  
Same as used on the Morgan.

**Apple Hydraulics**  
715 Route 25A  
Miller Place, NY. 11764  
(800) 882-7753

Rebuild Lever action shocks for US\$50 =

**APT Speedometer Specialist Inc.**  
9632 Humboldt Ave. South  
Blomington, Min. 55431  
(612) 881-7095

Can rework gauges.  
They do great work!

**BAT Ltd**  
748 Independence Blvd. Unit B-1  
Sarasota, Fla. 34234  
(813) 355-0005

Have some performance parts for Cortina Engines,  
small catalogue & selection.

**Bonnets UP**  
5724 Sprint St.  
Clinton, Md. 20735  
(301) 297-4759

Ron Naida - He can fabricate many of the wood  
and metal parts.

**British Auto Electric,**  
2722 E. Carnival Ave.  
Anaheim, Ca. 92806

Jerry Feiper - Rebuilds Lucas  
bits, ie. Voltage regs.  
email:feiperg@earthlink.com

**British Motor Service**  
5724 Sprint St.  
Orange, Ca.  
(714) 997-1122

Ken Freese - owner

\***British wiring**  
20449 Ithaca  
Olympia Fields, IL 60461  
(708) 481-9050

Edwin & Lesley Cehelinik  
Very competitive prices

**Brooklands Inc.**  
P.O. Box 4972 Dept CAR  
Fort Lauderdale, Fla. 33338  
(303) 764-7957

British Accessories - Have a free catalogue

**British Racing Green**  
P.O. Box 581  
4 Reynolds S  
Pittston, Pa. 18640

No contact. Have Lucas Parts

**Cantab Motors, Ltd**  
12 E. Richardson Lane  
Purcellville, Va 20132  
(540) 338-2211 (office number)

Win Sharples - East Coast Morgan  
also sells parts  
(540) 338-3751 (shop number)

**Dayton Wheel Products**  
1147 Rt S. Broadway St.  
Dayton, OH. 45408  
(800) 862-6000

Wire wheel sales and restoration

**Dave Bean Engineering Inc.,**  
636 East St. Charles St.  
Star Route 2  
San Andreas, Ca. 95249  
(209) 754-5802

Ford performance engine parts. Information  
the engine and tranny. Fantastic catalogues  
for US\$10. Updated 5/1/95.

**Electric Motor Rewinding Co.**  
824 E. Haley St.  
Santa Barbara, Ca 93103  
(805) 963-1894

Rewind / repair blower motors, top motors,  
solenoids, etc. US\$10 disassembly and firm prices.  
(saw in Classic Auto Restorer)

**EPC INT. INC.**  
11304 Taffraji Court  
Reston, Va. 22091  
(800) 852-4855

Moldings - 3/4" & 5/6" Al. cap strips  
lift a dots, hood lacing, etc

**European Specialties**  
5839 Ayala Ave  
Oakland, Ca 94609

No contacts. Have Lucas parts

**Five Points Classic Auto Shocks**  
Santa Ana, Calif.  
(714) 979-0451 9am to 5pm PDT

New Old Stock Armstrong & Monroe  
shocks.

\***Fl. Wayne Clutch**  
(800) CLUTCHES

Rebuilds Clutches (Trikes)

**GKN Axles Ltd.,**  
Salisbury Division -  
Customer Service Centre,  
Birch Rd, Wilton,  
Birmingham,  
W. Midlands, B6 7JR., UK..

Made the rear ends - Same as 1959 Studebaker  
Lark. Parts available through Newmann Altman.

Tel 0121 331 8027  
Fax 0121 331 1294

Various parts for British parts.

**H.D. Rogers & Sons**  
3418 Barksdale Blvd.  
Bossier City LA 71112  
(318) 742-3651 voice

email: HDR64@aol.com  
Fax(318) 742-5044

**Healey Surgeons Inc.**  
7211 Carroll Ave.  
Tokoma Park, Md. 20912  
(301) 270-8811

They have caliper rebuild kits. \*HYD 017" for US\$32  
(does both calipers) and pistons. Havent  
done business with them yet

\***Holden Vintage & Classic Ltd.**  
Unit 43B Hartlebury  
Trading Estate  
Nr. Kidderminster,  
Worcestershire, England DY10 4JB.

Supplier of Lucas parts. They supposedly  
have the parking lights for the front fenders.  
Catalog \$4. (Bad reports on them, however).

**Isis Imports Ltd.**  
Box 2290  
US Custom House  
San Francisco Ca. 94126  
(415) 433-1344

Morgan Importer.



**JAE Independent Lotus and English Ford Parts and Service**  
375 Pine, Unit 26  
Golera, CA 93117  
(805) 967-5767

Tom Eckstein at - tomek@rain.org  
reliable straight forward advice quality parts and reasonable prices.

Fax (805) 967-6183

**Melvyn Rutter Overseas Limited**  
Little Hallingbury  
near Bishops Cleeve  
Herts, CM22 7RA England

He has a great catalogue although not as good for exploded views as Bob Couck's (Morgan Spares).  
Source for "Dampcourse" for \$30.

**Metro Molded Parts Inc**  
1610 Jay Street  
Minneapolis, Mn. 55433  
(612) 757-0310

Reproduction Morgan rubber parts  
Catalogue \$2.00

**Motor-Lita Inc**  
503 Corporate Square  
1500 N.W. 62nd St  
Fort Lauderdale, Fla. 33309  
(305) 776-BRIT

Steering wheels - No Brooklands  
Have wheel from my 4/4

**Morgan Fab**  
P.O. Box 607  
Demorest, Ga. 30535  
(706) 778-3887

Don Simpkin - He fabricates both wood and metal parts. He made the chassis for me - 1st rate and reasonable

**Morgan Motor Co. Ltd**  
Pickersleigh Rd.  
Malvern Link  
Worce. WR14 2LL  
England

I have purchased some part from them. They are always very helpful. I've written them on several occasions and they have always bent over backwards to help.

**Morgan Spares**  
PO 1761  
Lake Ville, Ct. 06039  
(518) 789-3877

Bob Couch (Sidney - wife). He has a great catalogue - a MUST. He's great to do business with! His catalogue is full of exploded views, he also has a price list.

**Mass Motors**  
P.O. Box 847  
Golera, Ca. 93116 =  
(800) 235-6954

Ask for their catalogue as it has a lot of Lucas, etc parts listed. They update 2 to 3 times per year.

**Motor Mart (MoMa's)**  
10853 Magnolia Blvd  
North Hollywood, Ca  
(818) 980-8642

Rework Smith gauges - Many good words about them.

**Nisonger Instrument Sales**  
570 Mamaroneck Avenue  
Mamaroneck, New York 10543  
(914) 381 1952

Smith's gauges & Service

Fax (914) 381 1953

**Old Auto**  
P.O. Box 536158  
Orlando, Fl. 32853

No contact. Have Lucas Parts.

**Old World Restorations**  
2727 Pulmon Ave Suite 350  
Huntingdon Vally Pa. 19006  
(215) 947-8720

Penny Bates - her prices are very competitive She has a parts list & a catalogue. No pictures.

**Porterfield Enterprises, Ltd.**  
1767 Piacentia Ave.  
Costa Mesa, CA 92627  
(714) 548-4470

**Restoration Specialties and Supply, Inc.**  
PO Box 328 R.D. #2  
Windber, Pa. 15963  
(814) 467-9842

They have a great catalogue for \$3.50. They carry nuts, bolts, hoodlance, all kinds of interior supplies Again a MUST!

**Sports & Classics**  
512 Boston Post Rd.  
Darien, Ct. 96820

No contact - Have upholstery kit

**Sunbeam Specialties**  
P.O. Box 771  
Los Gatos, Ca. 95031-0771  
(408) 371-1642

Have a catalogue - Parts for rear Brakes - and electrics

**The Roadster Factory**  
P.O. Box 332 Killen Rd  
Ammagh, Pa. 15920  
(800) 678-8764

Great catalogue. If you can cross = a part to their inventory you can save at least 25%. A MUST for the Triumph engines!

**\*Ted Schumacher**  
New - Used - Rebuilt - NOS - Performance British car parts.  
TSS Imported Automotive  
404 Basinger Rd.  
Pandora, Ohio, USA 45877  
(800) 543-6648 (sorry, USA only)  
(419) 384-3022 - tech/general information

Also have used sports cars. Always 200 - 300 cars for parts in the salvage yard.

Fax (419) 384-3272

**Very British**  
99 Midline Rd.  
Amsterdam, NY. 12010

No catalogue. Mainly TR 3 & 4 parts

**Victoria British Ltd.**  
BOX 14991  
Lenexa, Ks. 66215  
(800) 235-0088 - order only

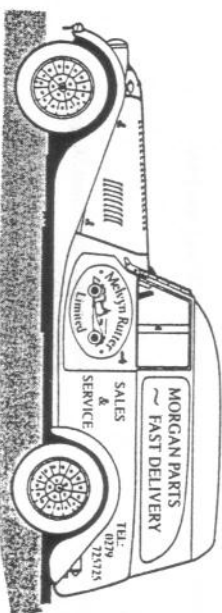
Great catalogues. If you can cross a part to their inventory you can save = at least 25%. A MUST for the Triumph engines.

**Wheel Repair Service of New England**  
317 Southbridge St.  
Auburn, Mass. 01501  
(508) 832-4949

Fred Balanger - Wire wheel sales and restoration.

Thanks to J. Dale Barry (of Westchester, Ca), Nelson R. Warner (of Andover Conn), Ed Hessel (of Louisville, Ky.) and Fred Sisson (of Norcross, Ga.) for their input to this list.

"jblair@extis.net">email me with comments or questions.



# RELEASE PRESS



## FOR IMMEDIATE RELEASE

### MORGAN LIFE: A NEW MAGAZINE FOR A "TRADITIONAL" CAR

A Morgan gives you all the driving passion you could ask for. The wind in your hair. The feeling of freedom. Up till now only one thing was missing: a magazine in which you could read all about your favourite way of motoring. News, technical information, factory news, and more are all to be found in MORGAN LIFE. This is the magazine for the real Morgan enthusiast.

MORGAN LIFE is published on a quarterly basis, packed with everything you would expect from a magazine centred around your car, your Morgan. The range of information is as extensive as the history of the Morgan itself, from the first prototype to the latest news.

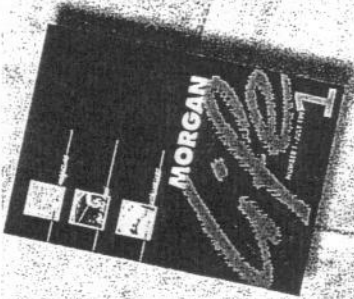
MORGAN LIFE provides the extra Morgan vitamins to your pleasure in owning, maintaining and of course driving this magnificent car, and is an excellent read whether you own a Morgan three-wheeler, a four-wheeler, or not!

A Morgan is not just a car, it's a way of life. Feel the wind blowing through your hair just by turning the pages! This is what you can expect on those pages: factory news; history of cars; modifying your Morgan; technical information; practical information; new models; new books; regalia; international meetings; race news; hints for concours preparation, maintaining your Morgan and lots more.

MORGAN LIFE is not here to compete with your regular Club Magazine but merely to complement it. No Club news, no local events, only the general and historical information that you can expect from a worldwide distributed Morgan magazine. MORGAN LIFE is published in English.

Should you require more details, or wish to subscribe, please write, phone or fax to:

Morgan Life, P.O. box 331, 1740 AH Schagen, Netherlands.  
Phone +(31) 224 55 15 55, Fax +(31) 224 55 13 12



## A NEW MAGAZINE FOR A "TRADITIONAL" CAR

A Morgan gives you all the driving passion you could ask for. The wind in your hair. The feeling of freedom. Up till now only one thing was missing: a magazine in which you could read all about your favourite way of motoring. News, technical information, factory news, and more are all to be found in MORGAN LIFE. This is the magazine for the real Morgan enthusiast.

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MORGAN LIFE provides the extra Morgan vitamins to your pleasure in owning, maintaining and of course driving this magnificent car, and is an excellent read whether you own a Morgan or not!

A Morgan is not just a car, it's a way of life. Have MORGAN LIFE flying through your letterbox every three months, and feel the wind blowing through your hair just by turning the pages! Simply fill in the form and return it to us and we will do the rest.

A 15% discount is applicable for a two years subscription.

MORGAN LIFE ..... drive it!

✉ To: Morgan Life, P.O. Box 331, 1740 AH Schagen, Netherlands  
Phone +(31) 224 55 15 55, Fax +(31) 224 55 13 12

### MORGAN LIFE COMES STRAIGHT TO YOUR DOOR FOR:

ONE YEAR SUBSCRIPTION		TWO YEARS SUBSCRIPTION	
NETHERLANDS	Dfl. 60,-	Dfl. 102,-	
EUROPEAN AIRMAIL	Dfl. 75,- (Incl. P+P)	Dfl. 126,- (Incl. P+P)	
REST OF WORLD	Dfl. 76,- (Incl. P+P)	Dfl. 129,- (Incl. P+P)	
REST OF WORLD AIRMAIL	Dfl. 88,- (Incl. P+P)	Dfl. 141,- (Incl. P+P)	

## SUBSCRIBE NOW

**PLEASE PRINT IN BLOCK CAPITALS**

I want to subscribe to "MORGAN LIFE"  one year  two years

Name: \_\_\_\_\_

Address: \_\_\_\_\_

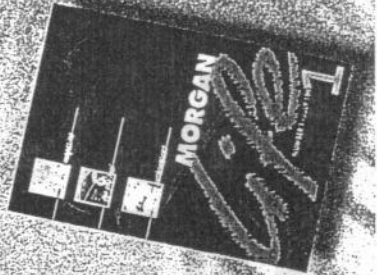
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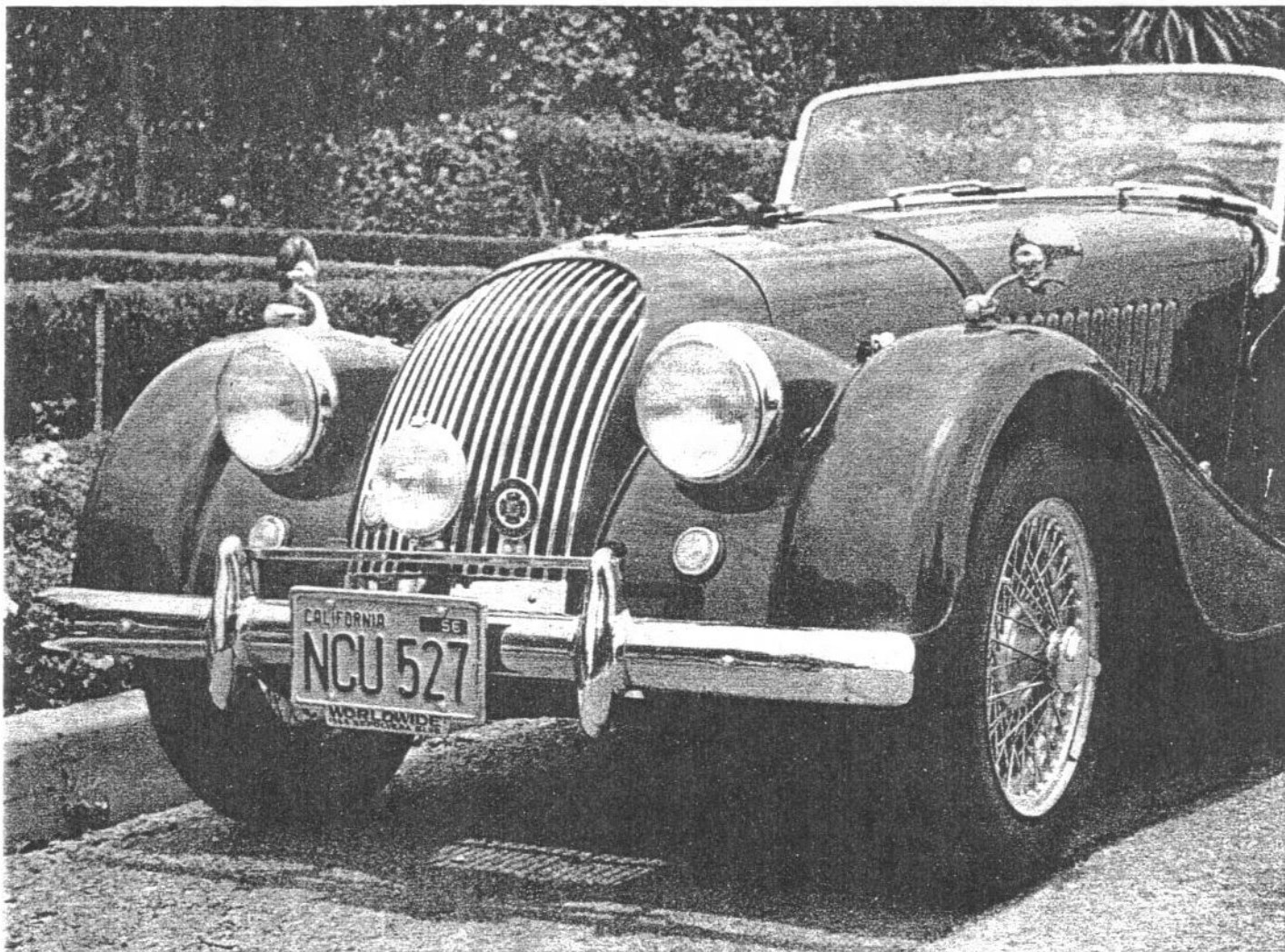
I enclose a cheque (payable to Image Design) \_\_\_\_\_ Date: \_\_\_\_\_



# SCW ROAD CHECK

# MORGAN PLUS-FOUR

*ALTHOUGH* the "nose job" is a bit out of place, the Plus Four Morgan is the last of the great classic-looking sports cars. Note how look is emphasized with wide leather hood strap, wire wheels, square-cut windshield. Compare "street" appearance with "competition trim" in action picture



**S**WISS-BORN, affable Rene Pellandini, Western States Morgan distributor, sometimes gets excited—most particularly at sports car races. And when his "Baby Doll," TR-3 powered Morgan plus four is chewing up the track and dominating production cars with twice the litres, this lanky enthusiast is just liable to whoop his favorite exclamation, "Somebody up there is lookeng down on me!"

Somebody somewhere may be "lookeng down" on Pellandini but absolutely no one is looking down at the surprise-comeback car of the year; Pellandini's competi-

tion-tuned Morgan Plus Four and its seemingly trained-at-Brooklands driver, Lew Spencer.

Screaming into some hot, hot production competition late last September, "Baby Doll" (the name seems to have no special significance), came out of the fray in January with six outings under its broad hood belt, including a couple of firsts overall in class E, two seconds, two-thirds, a fourth, a fifth and a sixth. In doing this, Spencer pushed the production Morgan #145 past a whole boatload of high-powered production cars including the mighty AC, a passel of Carreras, TRs, Austin-Healeys, a

# COMPETITION

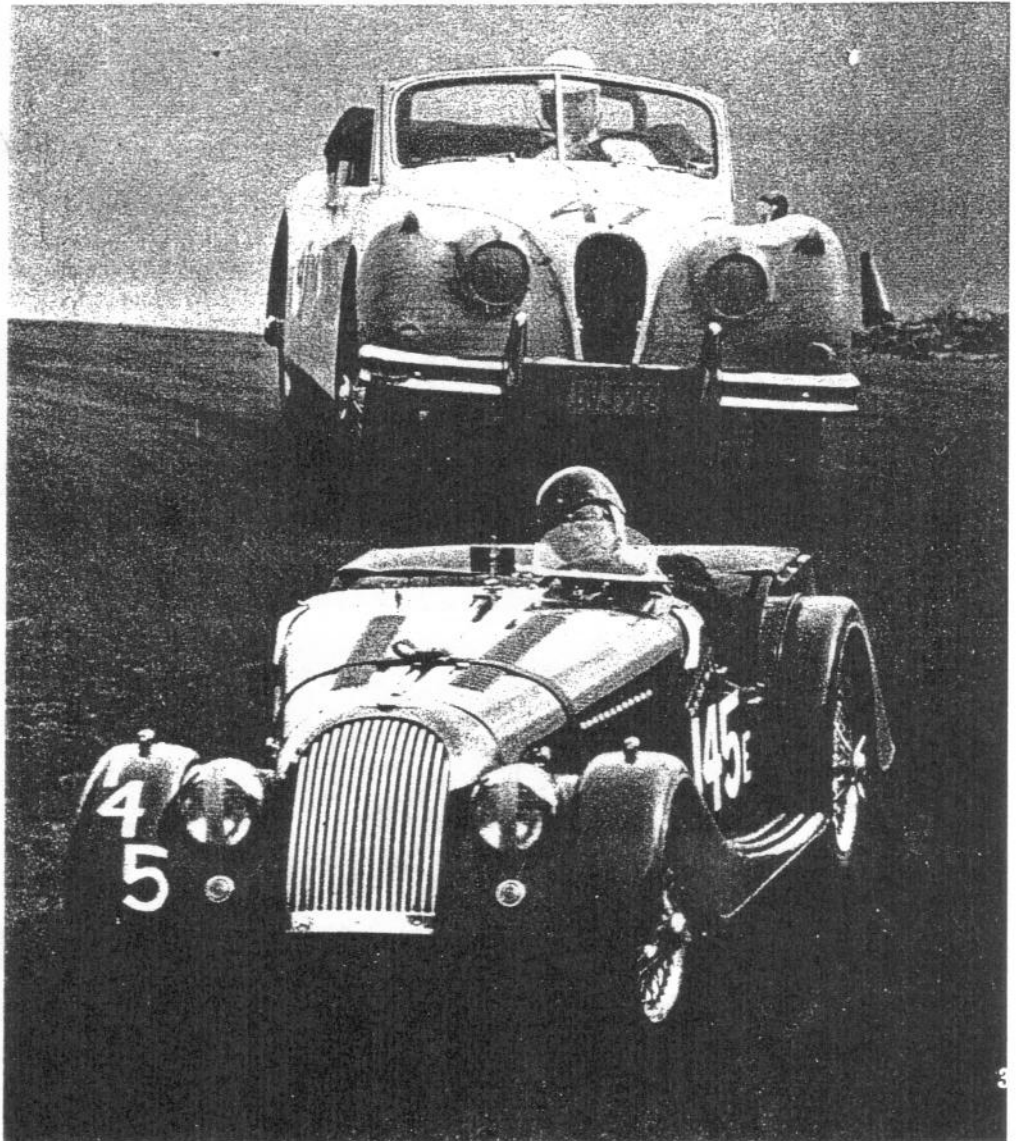
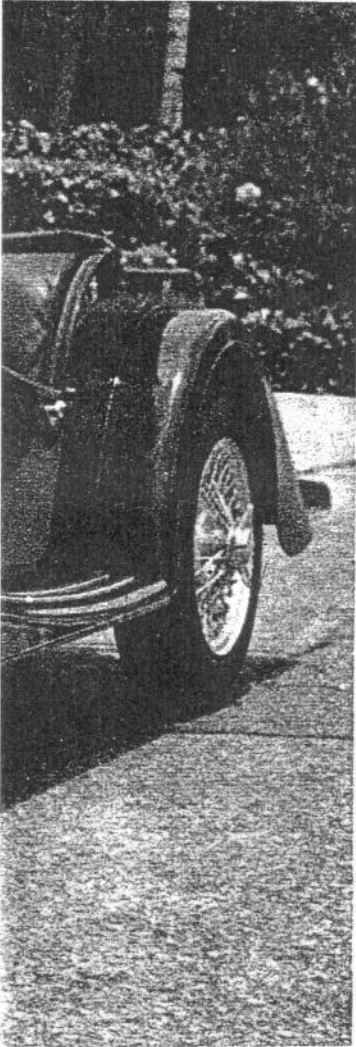
Siata, a Frazer-Nash, and, even most of the Corvettes. In fact "Baby Doll" so excited the spectators and officials at the recent Ft. Ord outing that an estimated 10,000 voices cheered pilot Spencer on through a sardine-pack of 36 cars to take 3rd overall in the over 1600 cc. production event. The only two pieces of machinery to edge out the blunt-nosed classic were an AC-Bristol with Bill Love aboard and a 283 bhp FI Corvette.

"Suddenly it's 1912 again," paraphrases Pellandini, "people 'av rediscovered the Morgan the way they discover' it in that year when it set a new one-hour record at Brooklands. It's still setting recor's, too!"

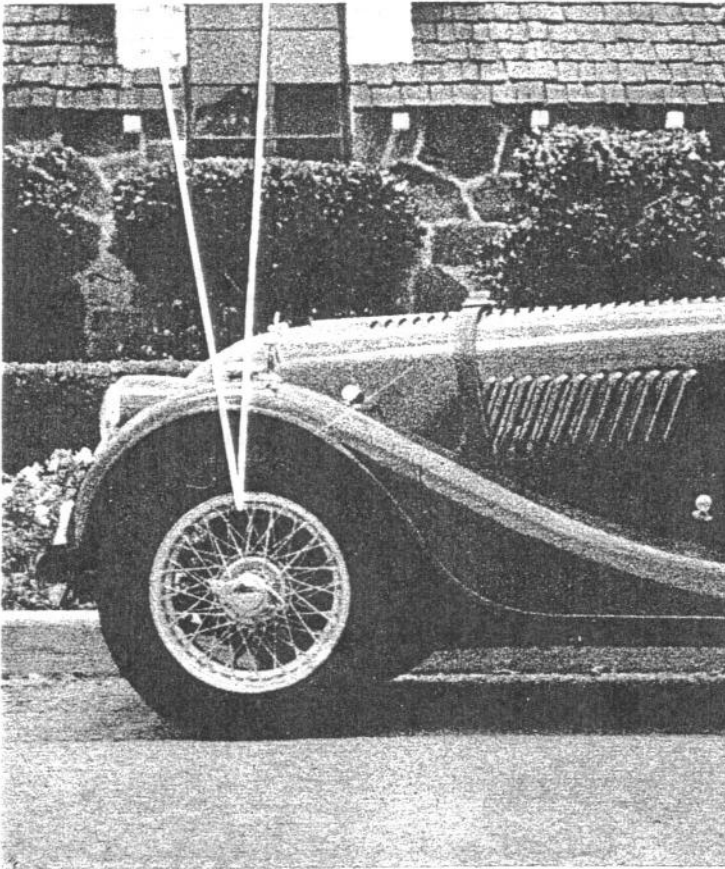
And, then, in a semi-confidential aside, "Still looks about the same, also."

The "look," according to WHEEL's staff, is an ideal blend of classic styling and functionalism rolled onto an eight foot wheel-base. With pod-bound inboard headlights, near-razor edge fenders, an "accordion" hood, a straight forward no-monkey-business windshield and more louvers than an Algerian hotel room, the Morgan Plus Four offers up the same sturdy "Sun-Never-Sets" feeling as three choruses of "Rule, Britannia."

PELLANDINI'S "BABY DOLL" has been raced six times, has run away and hidden from some of the top production bombs in competition. Here, Morgan pilot Lew Spencer shows proper cornering technique to an XK-M, at the recent Fort Ord sports car outing.



Triple-laced wire wheels mark the classic look of the Morgan Plus Four. With minor engine tuning, this model will scramble to 60 m.p.h. in a shade over 9 seconds, will turn over 100 m.p.h. at the top end.



## MORGAN PLUS FOUR COMPETITION ROAD TEST PANEL

### ACCELERATION:

0-30	3.5 sec.
0-40	4.9 sec.
0-50	7.0 sec.
0-60	9.1 sec.
0-70	12.8 sec.
0-80	17.7 sec.

### TOP SPEED:

101.4 mph

### GASOLINE MILEAGE:

18-28 mpg for all tests

### SPEEDOMETER ERROR:

4% Fast at 60 mph

### TRANSMISSION:

4-Speed Moss. Synchromesh on top three gears only. Ratios: Top: 3.73, 3rd: 5.24, 2nd: 7.38, 1st: 12.85.

### FINAL DRIVE:

3.73:1

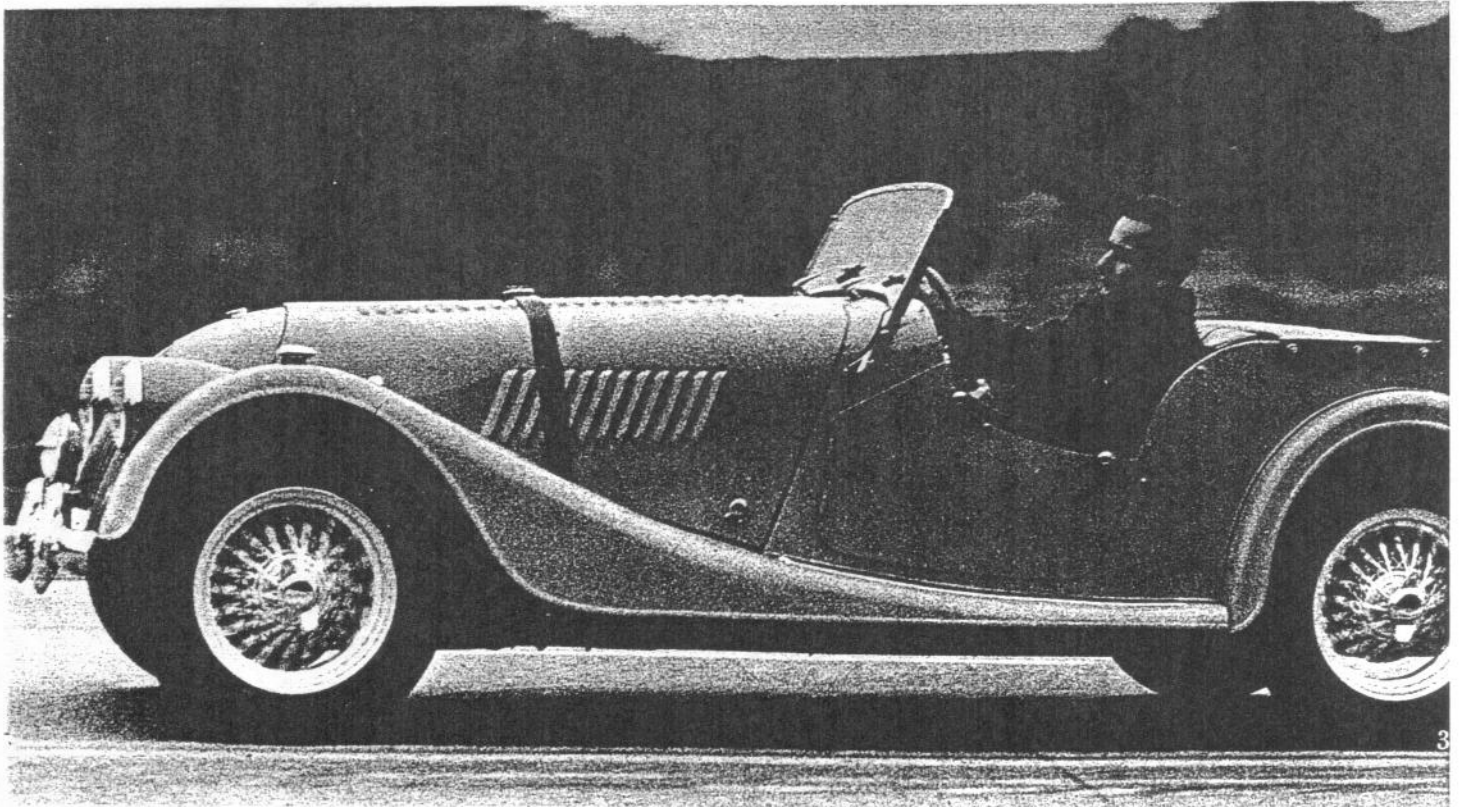
### ENGINE:

100 bhp (stock form) @ 5000 rpm. 121.5 cubic inches, pushrod overhead valves, 4 cylinders. Bore and Stroke: 3.268" x 3.622". 8.5:1 Compression Ratio. Twin S.U. Carburetors.

### DIMENSIONS:

Wheelbase: 96". Tread: 47" Front and Rear. Height: 52". Shipping Weight: 1840 lbs. Steering Turns Lock to Lock: 2. Turning Radius: 33 feet. Weight Distribution: 52/48.

*LEW SPENCER* at speed in the Morgan Plus Four. Note how wheel location and cut door on the roadster model features an involuntary "Italian" driving style. Spencer, a hotel supplies salesman, is West Coast master of the marque.

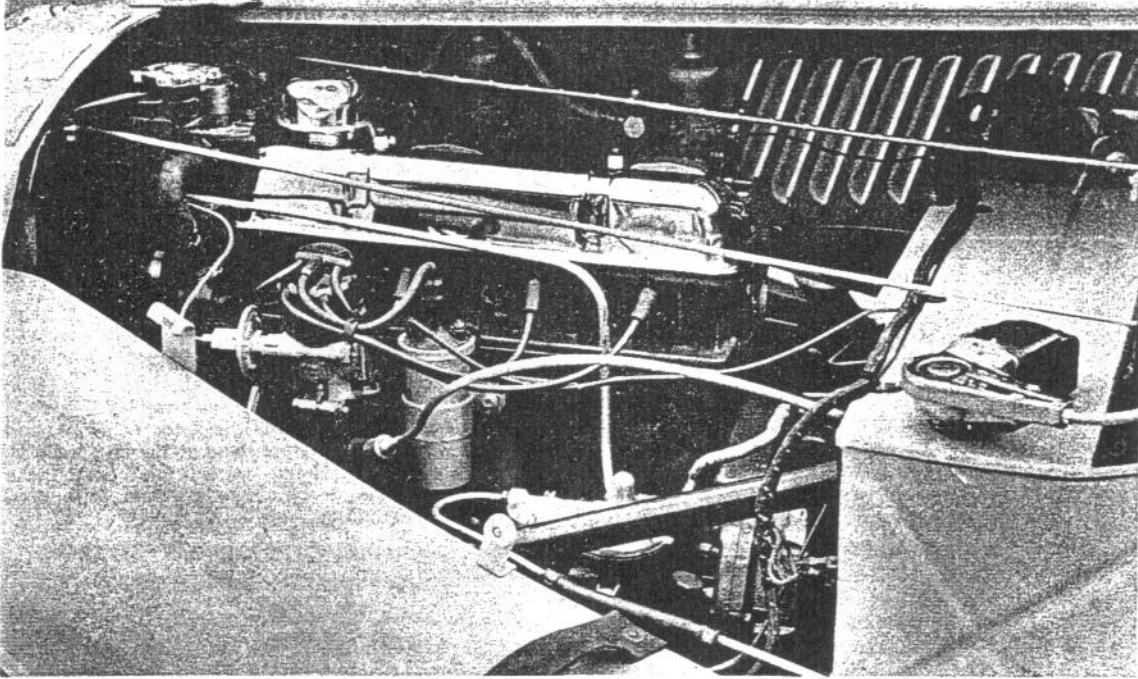




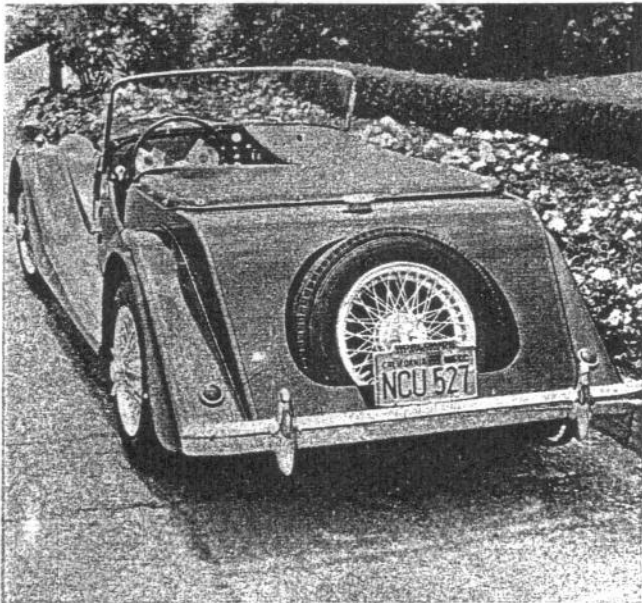
For those who like their sports cars dependable—in styling as well as in mechanical durability—the Morgan seems to lead the list and since this particular car seemed to be leading the competition lists, the WHEEL staff asked for permission to road test it.

Powered by the standard production model TR-3 engine put out by Coventry's Standard Motor Car Co., the #145 Morgan turns in acceleration times better than

many cars twice its price, twice its displacement. Unfortunately, as the speed increases, so does the frontal resistance of the Plus Four and the standard model is forced to give way and settle for somewhere around the 100 mph mark at the very top end. The more streamlined Triumph TR-3—powered with the same engine—has reached a top of 105 mph in previous recorded road tests in British publications, "Baby Doll," however, can



**POWER PLANT** of the Morgan Plus Four is this 1991cc. 4-cylinder Standard TR-3 engine. Stock horsepower output is 100. "Baby Doll's" engine has been balanced, has matched ports, Webco springs and valves and a reground cam.



**ALTHOUGH MANY "PURISTS"** mourned the passing of the double-spare tires, the new look is cleaner, simpler. Note large filler cap and extra width which has been added to the gasoline tank. Bumpers could be redesigned for today's American traffic conditions.

boast a bit more top speed because of its "competition" engine. The test staff could wring 101.4 mph out of "Doll." Spencer claims, though, that this same car has hit over 105 mph on the long back straight at Riverside International Motor Speedway and it is entirely possible that the "touring trim" condition of the car during our tests could account for the difference. Although we ran our acceleration checks with the car in competition trim, we pasted on the bumpers, windshield, and other weight-adding accessories for the high speed run and for the "art" photography on these pages.

Here is a comparison of those top speeds:

Morgan Plus Four (Stock)	.....	Appr. 100 mph
Triumph TR-3 (Stock)	.....	105 mph
Morgan Plus Four "Competition"	.....	101.4 mph
		(with accessories)
Morgan Plus Four "Competition"	.....	(105)
		(without accessories)

This demonstrates, without need for more of a chalk-talk, the dramatic difference a little streamlining can make at very high speeds. The only concession to modifying the once-brutal aspects of the Morgan's "face" have come about in the last three or four years and have been exceedingly minor in nature. In fact, for 1958, the Morgan radiator cowl has been hooded down approximately an inch to "provide a freer flow of the car through the wind resistance." You take it from there!

Before the sports car club technical officials rise up with a Ban that doesn't roll on for Pellandini and his car, let us explain right here (Continued on Page 54)

# The annual Vancouver Easter Sunday parade . . .

by Len Haffenden

VANCOUVER, BC - March 30th, 1997, Oakridge Shopping Centre. First, a brief meteorological report: West Coasters are well known for their smug views on the weather in Central Canada; how we love to watch scenes of stormy misery in Ontario on our TV's, while outside our windows there are flowers blooming, buds swelling, and birds singing.

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Back to our parade. In keeping with the above, three days of very wet weather were forecast, so this writer had already chickened out, and decided to stay home, as late as bed time on Saturday, and I usually never miss the Easter Parade.

But, lo and behold, what they need all that expensive equipment for is beyond me, why don't these weather guys just stick their finger in the air or look out the window, it would save taxpayers a bundle, because Easter Sunday morning dawned clear and bright, they got it wrong again. Who needs a weather office?

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Variety is the keynote of these parades, unlike so many gatherings of vintage cars, usually heavy on the Ford, Chev, Dodge aspects, this annual event attracts some rare birds indeed, domestic and foreign, antiques (pre-1916's), vintage, classics (1925-1948), sports cars, and special interest vehicles. This event is open to the public as well as car clubs. The cars begin to arrive as early as nine a.m., and there was much visiting, kicking of tires, and general displays of pride-of-ownership until one p.m., when the police escort led us out of the mall parking lot, and on our way to Steveston for coffee and donuts.

Some first time out cars were: a lovely 1925 Talbot touring car, a 1931 front-wheel-drive Model

L Cord coupe, a very clean and original 1951 bullet-nose Studebaker Champion sedan, and a Morgan 4/4, four-seater, with so many badges, that beside the almost required front badge bar, there were three additional badge bars on the back, all filled up with rare and exotic badges.

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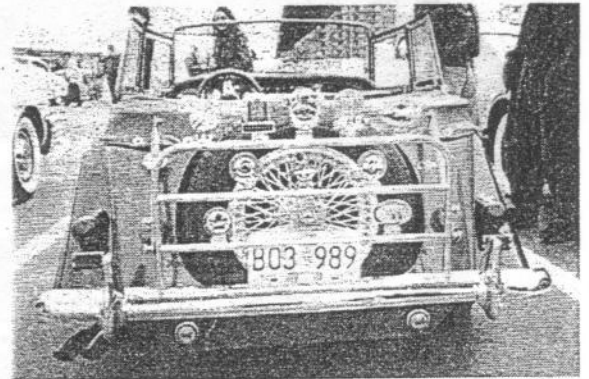
Present this year by make were: Arbarth, Auburn, Austin, Bentley, Buick, Cadillac, Chevrolet, Chrysler, Cord, Corvair, Corvette, Dodge, DeSoto, Fiat, Ford, Imperial, Jeep, Lincoln, McLaughlin-Buick, Mercedes-Benz, Mercury, M.G., Morgan, Mustang, Oakland, Oldsmobile, Packard, Peerless, Plymouth, Pontiac, Porsche, Rambler, Reo, Rolls-Royce, Talbot, Thunderbird, Studebaker, Volkswagen, Willys and Wolfe, with my apologies to those I missed.

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Monday, May 5, 1997 — Old Autos —



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Hon. Al Palladini  
Minister of Transportation  
3rd Floor, Ferguson Block  
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May 28, 1997

Dear Mr Palladini,

Enclosed is a letter from Jimmy Lomax of the charity "Operation Santa Claus", regarding the importance of antique & specialty vehicles to his organization.

I understand that many enthusiasts in the old car hobby, as well as professionals in the old car industry, have been writing you with their feelings regarding emissions & inspection legislation. Many have received form letters from your government, acknowledging our concerns & suggesting that "historic vehicles" may be exempted, but that the government will also take into account "concerns related to consumer convenience, equity and fair business practices". I wonder if you might clarify this for us?

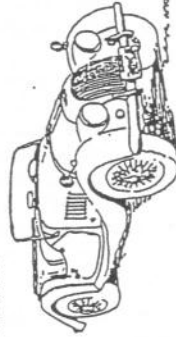
We in this sector would hope that our concerns would play a significant role in the outcome. However, when examining your government's actions regarding legislation in other sectors, it's apparent that the promised consultations with, and the concerns of affected parties were simply dismissed, while the government pressed on with its agenda.

We all believe in a better environment. As Mr Lomax suggests, there are other sectors that are proven to have more impact on our shared environment. Allowing such parties "credits" to continue with their emissions by implementing offsetting programs (such as the crushing of old cars) doesn't seem to address the real problems, in my mind.

We appreciate your thoughts on these matters. And we hope that our vehicles will be allowed to continue to do our good works (shows, parades, & charitable activities) unfettered!

Yours Truly,

Fred Kuzyk  
President, Morgan Sports Car Club of Canada



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231 Beach Blvd., Hamilton, Ontario L8H 6V8 - (416) 545-4349



To The Ministry of the Environment, The Premier, and all local MPP's;

I am writing this letter in support of the good work done by Antique Car and Bike owners for Operation Santa Claus. We feel to take antique cars off the road because of emission standards, would cause a great impact to charities like ours. For years now, Morgan Sports Car Club has organized the 'British Car and Toy Run' in support of Operation Santa Claus.

To take antique cars off the road is to take another piece of our great heritage away. Perhaps more concern should be taken towards steel foundries, factories and other air and water polluting establishments.

The Specialty Vehicle Association of Ontario recommends that the legislation should include an emission exemption for vehicles as they become 20 years old, and have pollution standards that were in effect at the time of vehicle manufacture. I stand behind this, and view their organization in high regards.

-After all- what would a 'Santa Claus Parade' be without Politicians riding in antique cars!

Yours respectfully,  
Jimmy Lomax, and Operation Santa Claus.

*James W. Lomax*





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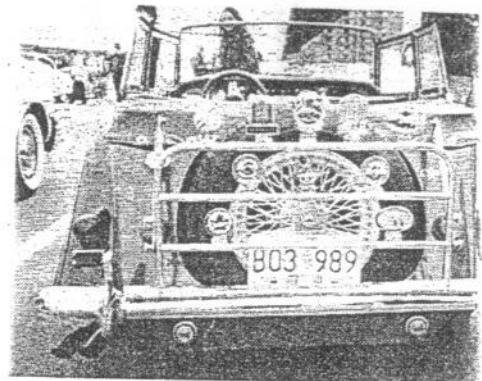
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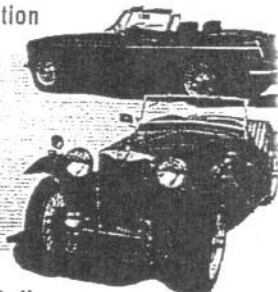
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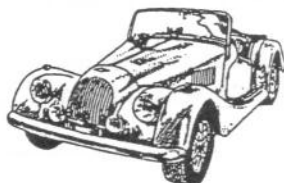
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