

Morgan



2-99

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



The Blurb March/April '99

PREZ SEZ . . .

Vern Dale-Johnson (vern_dj@msn.com)

As we contemplate the coming driving season, (remember **British Car Week is May 24-30 ... regardless of where you are, drive them!**), I'm reminded our calendars fill up very quickly. June is already gone in mine and I'm struggling to find appropriate dates in July and August. Fortunately some of you are way ahead of me - Peter McCowan phoned to volunteer his place for our MSCCC "Summer Beef Out" for Toronto area Morganeers and invited guests. The date will be **August 14** so mark your calendars now and prepare for a great afternoon and evening!

Welcome to two new members - **David McCrossan** of Burnaby, B.C. and **Geoff Wheatley** of Clinton, N.Y.

Our first Toronto area MSCCC event of 1999 will be a lunch hosted by **Nyal Wilson and Lois**. I wasn't able to correct the info in time for the 1-99 Blurb so here it is: Glen and Nyal decided there wasn't enough time to sandwich in a run between two meals. The **Driving Tour**, organized by Nyal with help from many others, is scheduled for **Sunday, June 13**. The event will start with a gathering at **Nyal Wilson's at 12:00 NOON for lunch**, and finish "in the country at a suitable location." Call Nyal at: **905-648-0888 to confirm**. His address is: **22 Sulphur Springs, Ancaster**.

Peter McCowan has also offered assistance in securing the **Mountain Springs Lodge** in Collingwood, for our **Fall Weekend**. After much discussion about dates, we've settled on **October 1-3**. It's later than usual to get around conflicts with the Sept 11-12 Watkins Glen Weekend, Sept. 19 British Car Day, and Sept. 17-19 British Invasion in Stowe. After our discussions with Martin Brassard of the MG Car Club of Toronto, who hold their Wayne McRae Memorial Weekend in the fall, we decided to make the **October 1-3 a 'combined event'**. Prices for accommodations have risen from the bargain basement rates of previous years, but are still affordable for the luxury accommodation offered. Look for more details to follow. If you want to book early, call 800-704-8633 and mention the "Morgan Car Club."

The **British Car Toy Run** will be organized by the British Saloon Car Club of Canada, (BSCCOC). The date is set for **Sunday, September 26**. They will need help, so those who would like to assist, please contact **Roger Tipple at 905-632-6582/tipple@procor.com** or **Dave & Elva Allen at 519-367-5854/elva@log.on.ca**. A worthy cause will be supported and a guaranteed great time to be had by all!

The turnover to a new "exec" has not been without some trials. First there was the issue of dates for the January and February "PUBS" - my apologies to those who arrived on the Saturdays (as advertised) instead of the Sundays (as intended). Our March 7 Pub gave us a chance to talk about the calendar for '99 as, at least for Central Canada, we were able to coordinate calendars with other British Car Clubs at the March 6 BBCI general meeting. Please see list of events.

For those anxiously awaiting the promised "special edition" of the Blurb featuring the fine art of Valentin Tanase, my apologies. As usual, I thought more time would come to hand than has over the past few months. It's on my list and will be out to you - I promise! Perhaps April? I'm off to OZ for two weeks in March.

The Blurb March/April '99

PREZ SEZ . . . (cont'd)

Another "special edition" is in the works. Back in '94 we produced the **MSCCC Badge** and ran 150 of those original "white" Morgan badges. When that badge was conceived, the Morgan color was to be "gold." For the millennium, we've rerun a series of **50 badges with a "yellow" Morgan, numbers M01 to M50, dated 2000**. If you missed out on the first run of badges, don't wait to order one of these second run badges. Lapel pins (1-inch diameter and same quality as the badge) will be available too - most with "brooch" closing, some with "tack" closure. **Badges will sell for C\$80 (US\$55) plus shipping. Pins will be C\$12 (US\$8) plus shipping. Send orders to me (VDJ) at the address shown on the back page.** Delivery should be before summer, depending upon courier availability from England to Canada. **Don't forget** you can still have a favourite shirt or other clothing item **embroidered with the MSCC badge**. Again, send this to me with \$10 plus return postage, and we'll have it done for you. If you just can't wait, we've some crests in assorted colors available for \$10 each plus postage.

As mentioned in the 1-99 Blurb, last year's shunt required Norm Mort to do a new appraisal on OLBDII's. He is rebuilding an Allard (more of this from recent Old Autos included in this issue) and, from his recent appraisal work, included a write-up of OLBDII's in his column. Other recent communication comes from Gary Moles of the New Zealand Morgan Owners Group. We've now set up reciprocal correspondence with Gary and look forward to including his gems of info. I can recall several trips to New Zealand back in the 80's and the incredible stock of "old" British machinery on the roads. Needless to say, Morgan-ering is alive and well with many fine examples accounted for!

Interesting to see the recent ads from Canada Post suggesting they "want us back." I have to admit, handwritten letters do have a certain charm, but the electronic net seems to be taking over slowly. It will be a while yet before it does so completely. Since our email listing in the last Blurb, I've received one address correction - Richard Blair's. Please note it is now richard_blair@bc.sympatico.ca. Freddy has sent in some new addresses to add to the email list so check them out in this edition.

Remember the Mog over the winter? It's almost time to start gathering the necessities to bring it back to life. If you did the winterizing job back in Oct./Nov., now's the time to recheck the battery charge, give those wheels another spin to avoid tyre flatspotting, buy your oil and filter, oil the leather and vacuum the interior. Get some of your favourite wax ready to renew the shine after that first wash of the season. Our's will be out in April - **CAN HARDLY WAIT!**

Thanks Sylvia, for the first Blurb of '99. Great start and looking forward to the next issue.

VERN



The Blurb March/April '99

Rhinemog '99 , Morgan 3/4 Group

Jim Nickel (jhalfdime@aol.com)

Rhinemog '99 will be held at an old/new venue. For those of you who've played with Morgans for twenty five years or better, you may recall the early '70s saw the first Rhinemogs held at Old Rhinebeck Aerodrome. Well, an old friend is back! While focusing on "Proper three-wheeled Morgans", this newest Rhinemog is open to all Morgans, regardless of tyre count!

On Saturday, June 19, 1999, we have been invited to help open the Old Rhinebeck Aerodrome's show season. it's an opportunity to see some of aviation's oldest birds take to the air, including an Anzani-engined Bleriot XI, the same type which Louis Bleriot flew (?) across the English Channel. The show will focus on the Aerodrome's collection of pre and post World War I aircraft and we will be part of the festivities.

The Aerodrome curator, Jim Hare, has set aside space next to the runway which we will be sharing with the Northern NJ MG "T" Club. As a courtesy, Morgans (3 and 4 wheel) and their drivers will be admitted free. Any passengers will have to purchase a regular airshow ticket (\$10 adult; \$5 child 6-10).

In addition to the airshow and the field level displays (Which include an early '30s Matchless MX 2 Sports 2 seater), there are four large museum buildings with aircraft, autos, and motorcycles dating back to the turn of the century. In the event that you're tired of being tied to Mother Earth, there are rides given in a 1929 New Standard open cockpit biplane. All-in-all, a great way to begin summer! If I hear of enough interest by mid-May, I'll work to set up a Morgan dinner Saturday following the show. Local lodging is available as follows:

- Beekman Arms, Rhinebeck: 914-876-7077 (the oldest continuously operated inn in America)
- Super 8 Motel, Hyde Park: 914-229-0088
- Hearthstone Motel, Red Hook: 914-758-1811
- Gaslight Inn, Red Hook: 914-758-1571
- Gaslight Inn B & B, Red Hook: 914-758-0120
- Village Inn, Rhinebeck: 914-876-7000
- Dutch Patroon Motel, Hyde Park: 914-229-7141
- Belvedere Country Inn, Rhinebeck: 914-876-8000
- Red Hook Inn, Red Hook: 914-758-8445
- Veranda House B & B, Rhinebeck: 914-876-4133

If you're considering joining us for Rhinemog '99, Rhinebeck, NY is located in the Hudson Valley about one hundred miles north of NY City, fifteen miles north of Poughkeepsie, NY, 45 minutes west of Lime Rock Park Connecticut, and ten minutes east of Kingston, NY. It is easily (Sure, that's easy for me to say...) reached by taking either NY Thruway east from Buffalo, or the Adirondack Northway (I-87) south then the NY Thruway south to Exit 19; Kingston (NY), Rhinebeck. Follow signs to Kingston-Rhinecliff Bridge, after bridge, take right at 2nd light (Right at first light is more fun if you're going to village of Rhinebeck), then at first light go left to find Aerodrome signs (On right), or right to go to village of Rhinebeck. Area is about five or six hours from Buffalo and three and a half or four hours from Plattsburgh, NY.

Should you have any questions, Jim Nichol may be reached at 25 Crumwold Place, Hyde Park, NY 12538, 914-229-5088, or jhalfdime@aol.com.

Jim Hare, the curator, is genuinely excited about our visit and the Aerodrome is a perfect site for a Morgan gathering. Cheers & Happy Morganing, Jim



The Blurb March/April '99

West of the Rockies:

Ron Theroux (ronsmog@home.com)

Fall on the west coast is a great time of year. While we do not normally have as grand a show of color as Eastern Canada, this year was to be an exception. The exception was to be September 20-22 the **Vancouver / Whistler British Car Run**, and our Carry on Gang tour of the interior of the province. Saturday morning rose clear and warm, with 24 Morgans gathered in North Vancouver for coffee and sticky buns, along with 130 other British cars. With the large turn out and the expected delays on the highway, some of the Moggies took the low road and others the high road from the foot of the Lions Gate Bridge. All of us gathering up later on the Sea to Sky Hwy. for the scenic drive to the Howe Sound Brewing Co. for lunch. We have stopped here for the past two years, with good reason, good food and ale. Our group stops are generally longer than the rest of the cars. Which gives the others a chance catch up. This also means we are the last cars to arrive in Whistler. This year we were parked, for the run display, at the base of the Blackcomb Whistler chair lift.

It was here I saw one of our members, Mike Powley AKA (THE POT) wearing his trademark cargo shorts and thongs, waving a cane, warding off the pressing tourists from his fresh paintwork. As I quickly approached to add my bulk to his defense. I could see it was not a cane but a gearshift lever in his hand. With his arms outstretched and eyes cast upward, he was in fact demanding to know from the Thunderbird atop a totem pole, "WHY ME?... IT HAS A FORD ENGINE YOU KNOW!!" With the help of the many Morgan owners on hand we were able to jury rig the top end of the transmission with a few washers and a bit of wire to get him through the next two days of the tour.

If attendance at the home of Ken & Pat Miles for a **Pot Luck dinner** January 9th, is an indication of the year to come, we are going to have an active year on the coast. They were able to get twenty-three of us out with the promise of good food and wine. The evening lived up to its billing, and gave us a chance to see the start of the frame up restoration of Pat's 69 4/4, 4 seater. With it's frame freshly coated in black epoxy, while Ken's 69 Plus 8 sat covered in the far bay on its own. Excellent game put together by the Miles later that evening - 10 Morgan parts were brought out for us to identify. Good guesses, good laughs and no overall winner.

This was not the only event for the month. The Prez comes west. Yes, we on the wet coast were to be treated with the attendance of Vern Dale-Johnson January 23rd at our **Robbie Burns-A Wee Re-Visit**, which thanks to his presence turned out to be a hoods down, see those mountains and snow, bright sun kind of day. With a planned run and tour of Betterbodz Refinish Inc. to see the 4/4 of Jonathan and Dale Russell undergoing a facelift after receiving several "keying" scratches in a parking lot. Showing up with Morgans, Mike Powley with co-pilot Colin Race, Dave Collis & Ruth, Ron & Yvonne Theroux, and arriving for lunch in their 4/4's were Larry & Tina Sharp and John Rennie. Steve & Liz Blake showed up in their trusty MG-TD, also Ted Carew-Gibson and son Evan, with fellow student John in the back seat of their Ford. Bob McDiermit joined us for the garage tour but begged off lunch, something to do with remodeling the kitchen. Our final destination for the day was the Flying Beaver Pub. As its name suggests, it's at the old Vancouver Airport built on pilings overhanging the Fraser River with a magnificent view of the river and air traffic. A great day by all, good food and friends.



YOU MUST HAVE FAITH IN THE MORGAN M'DEAR...
IT WILL NEVER LET YOU DOWN...

The Blurb March/April '99

Notes from the East:

Greg Kaufman (toad@storm.ca)

GoMoG MEETING - February 25th 1999. In attendance: Greg and Kathy Kaufman, Barbara Green, John Harty, John Bowles, Edward Burman, Claude and Nicole Jacques, Malcolm and Suzanne Brown, Bill Meadows, Andrew Grant, and Shannon Lee Mannion.

After dinner we discussed various possible Group activities for the coming season, which included the following John Harty agreed to be the Co-ordinator for all activities unless noted otherwise:

May 16th. Sunday Brunch at either Sam Jakes Inn, Merrickville, or L'Oree du Bois, Chelsea. Suzanne to check out the latter location.

May 30th *British Car Week in Beaconsfield*, Centennial Park

June 13 *Kars and Planes* show, staged by the Historical Automobile Society and the Recreational Aircraft Association, Kars Ontario. More info on this one later.

June Possible Moggie gathering at Mount Tremblant, Lorne Goldman organizing.

June 20th It was agreed that we would not participate in the *Richmond Car Show* as a Group. Individuals will probably attend.

July 1st is the *Amprior Car Show*. Contact Greg for more info on this one.

July 2/3/4. VARAC are staging a major racing event at Mosport Contact Edward for details.

Someone suggested a run to Gananoque followed by a cruise to Boldt Castle and picnic on the Island.

July 15th the *Malone N.Y. Car Show* takes place. Greg will provide details for anyone interested.

August (3rd weekend) *Moggies on the Grass* will hopefully take place at Sunset Farms, as part of an Ottawa Hunt event. John Bowles will keep us informed.

September 17-19, *British Invasion*. At least five cars are booked for Stowe, which could be combined Watkins Glen racing a week earlier (Sept 11-12).

October A "Polar Bear" run organized by John Hartry is proposed. More to follow on this.

December Christmas brunch at the home of a member. Maybe Edward's in Carp?

Lorne Goldman has taken over as webmaster for the GoMoG group. Check out their new website at

<http://www.angelfire.com/mi/GoMoG/index.html>. Lorne has included covers and descriptions for many of the movies discussed in the "From the Internet" section and is developing a series of technical articles to assist those seeking both maintenance and modification tips. Also, check out the site for the latest info on GoMoG events.



The Blurb March/April '99

FROM THE CHAT LINE

For those who must have a T-shirt from every conceivable Morgan group, check out the new Hawaiian "HiMog" shirt (in teal or natural). HiMog have no dues. Instead, they will be raising funds for the club through the sale of these shirts. Cost is US\$15 including shipping. Send cheques payable to:

Paul Levitt, 334 Auwinala Road,
Kailua, HI 96734
ph/fax 808-261-8903
email kailuana@pixi.com

A little backtracking to the last Blurb - - - -
A second cross-the-USA and Canada Morgan event is taking shape for the year 2000. Richard and Anita Jordan (see events page) are organizing his third 'MORGANS OVER AMERICA' tour with a run from New Orleans to Halifax in September-October, 2000.

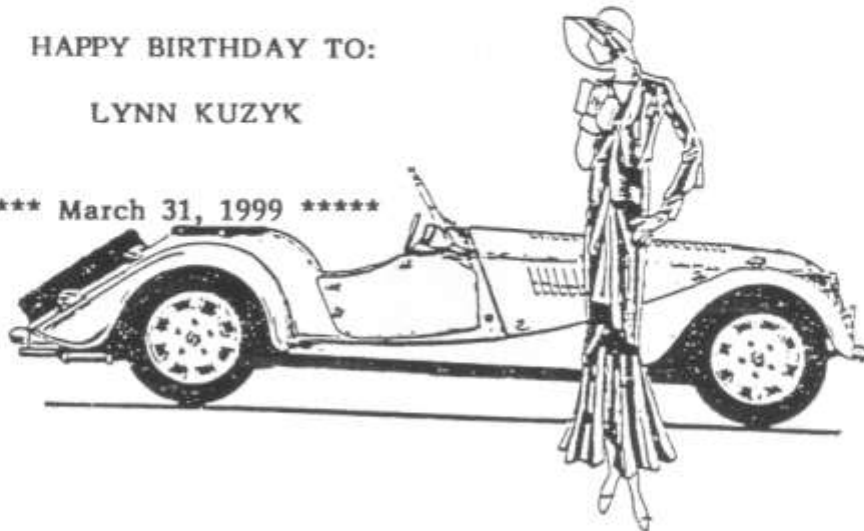
Now we hear the 4S Italian Morgan Club, on the occasion of their 10th Anniversary, are hosting a bi-directional run from New York to Los Angeles with a return through New Orleans and Miami.

March 31st is a special day for one of our members, Lynn Kuzyk (Past Co-President) of the club. A tiny tribute to a great lady:

HAPPY BIRTHDAY TO:

LYNN KUZYK

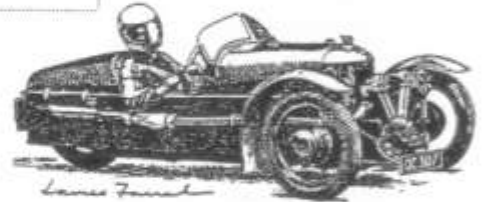
***** March 31, 1999 *****



The Blurb March/April '99



MORGAN EVENTS



Central Canada Morgan Events:

- April 18 Ancaster British Car Flea Market, info: Ron Kielbiski 905-828-6810 or Don Ainsworth 905-526-8138
 May 15 *Morgans of Philadelphia Moggie Miglia IV*. Contact Tony Souza tjsouz@epix.net or try Craig Seibert at 610-253-5327 (phone/fax).
- June 5 *British Car Classic*, London Ontario (Bob Plante, 519-472-4586)
 June 20 Classics Against Cancer, Georgetown Ontario (info: 905-877-2203)
 July 3 *Empire Day at 50 point Conservation Area*, (info call Marty Walters at 905-544-6083)
 July 4 *Carriage Classics -- British Car Day*, Caledon Hills Ontario
 June 13 *MSCCC Driving Tour and Lunch* -- start @ Nyal Wilson's in Ancaster at 12 noon, Call Nyal at 905-648-0888 to confirm.
- June 19 "*Rhinemog 99*", Rhinebeck, NY (contact Jim Nichol 914-229-5088, or jhalfdime@aol.com)
 July 1-4 *MOG 29*, Mount Saint Mary's College, Emmitsburg, MD (info: Bob Hanson 703-820-3496 or check the website at <http://ploof.tierranet.com/mccdc/mog29.htm>)
- August 14 *MSCCC "Beef Out"*, McCowan's, Stouffville. Call Peter or Heather at 905-888-1151 to confirm.
 Sept 19 *British Car Day*, Bronte Creek Provincial Park (Toronto Triumph Club, Gil Caratin 905-274-0974)
 Sept 26 *British Car Toy Run*. Organized by the British Saloon Car Club of Canada (BSCCOC). Contact Roger Tipple 905-632-6582 tipple@procor.com or Dave & Elva Allen 519-367-5854 elva@log.on.ca
- Oct 1-3 *MSCCC Fall Weekend / Wayne McRae Memorial Weekend*, Mountain Springs Lodge, Collingwood (contact VDJ 416-530-4599, vern_dj@msn.com for details, or Martin Brassard -- MG Club -- at 905-712-0719, mbrass@yesic.com)

West Coast Events for MSCCC and MOG NW:

- March 21 *South Surrey Scramble* (KEN & PAT MILES 604-576-8036)
 April 18 *Vancouver Classic Motoring Show* B.C. Place Stadium (LARRY SHARP 604-986-6621)
 May 22 *Vancouver All British Field Meet*, VanDusen Gardens (RON THEROUX 604-576-2957)
 June 18-19 *Alberta All British Motoring Society Field Day*, Edmonton (Frank French, allbritmotor@yahoo.com)
 June 20 *Victoria Fathers Day British Car Show / Picnic* Becon Hill Park, Victoria B.C. (ROLAND GILBERT 205-652-2159 Also a tour of Vancouver Island is being organized.)
 July 1-4 *Rally in the Valley* (Okanagan), Vernon B.C. (PETER MOORE 205-545-2432)
 July 30-31 *MOGWest*, Cambria California (BILL BUTTONS 206-935-3616)
 Sept 18-19 *Vancouver Whistler British Car Run* (MIKE POWLEY 604-261-0901)

Eastern Canada Events for MSCCC and GoMoG:

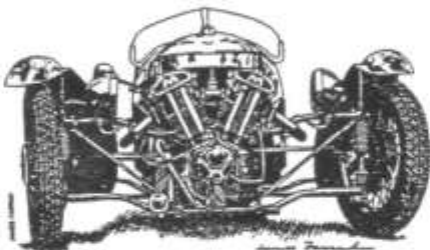
- May 16 *Sunday Brunch* (check with Ed Burman 613-839-3041 for location and time)
 May 30 *British Car Week Celebrations* -- show organized by the Jaguar Club of Montreal. Email dthompsonqgbc.ca or dthompsonqtotal.net or call Daniel Thompson at 450-441-6522 for details.
- June 13 *Kars and Planes* show, staged by the Historical Automobile Society and the Recreational Aircraft Association, Kars Ontario. (check with Greg Kaufman 613-832-3620 for details)
 June 20 *Richmond Car Show*, organized by Ottawa Valley Triumph Club, check with Steve Bourne 613-253-0739
 July 1 *Arnprior Car Show*. Contact Greg Kaufman 613-832-3620 for more info on this one.
 July 15 *Malone N.Y Car Show* Greg Kaufman has details for anyone interested.
 August 20-22 *Moggies on the Grass* Sunset Farms, John Bowles coordinating.
 Sept 17-19 *British Invasion*. Stowe Vermont, contact Ed Burman 613-839-3041 for details

The Blurb March/April '99

MORGAN EVENTS

Other Events of interest:

- April 17 **SVAO Annual General Meeting**, 1-4 pm, Ford Headquarters, Oakville
- May 14-16 **Carlisle Import - Kit/Replicar National**, Carlisle, Pa. (info 717-243-7855)
- May 24-30 **British Car Week** -- regardless of where you are, drive them!
- May 28-30 **Spring Fling** -- MGCCT and TTC event, (info, Martin Brassard 905-712-0719, Email mbrass@yesic.com)
- June 6 **Vintage Car Show**, Victor N.Y. info Linda (B'n'B Club, Kingston) at 613-542-8110)
- June 9-14 **Les Vingt Quatre Heurs** (contact Dallas Jones, CRANMOG, 011-44-1908-542719)
- July 2-4 **VARAC Festival**, Mosport, Ontario
- July 16-18 **MOG 99** 'Bridge of Allan' near Sterling. check out <http://freespace.virgin.net/k.mclay/mog99/htm> or call MOG 99 coordinator Rodger McAslan at 0141 634 6825.
- July 21-23 **Brits in the Park**, Lindsay Ontario. (call Little Brian Motor Co, 888-228-9299)
- August 15 **St George's Society**, London Ontario (details from Stu Brownlow at 519-453-0068)
- August 27-29 **British Marque Car Club News 'Triathon III'** at Jiminy Peak, Hancock PA. (info: Don or Nancy Hull 508-923-0020)
- Sept 11-12 **Watkins Glen Race Weekend**
- Sept 24-26 **Indy British Car Days**, featuring Morgans and T series MG's. Contact Tom Beaver 317-227-7555
pneed@webtv.net for details.
- Sept-Oct 2000 **Morgans Over America, The Eastern Experience** (organized by Richard & Anita Jordan, 8 Thirsk Gardens, Bletchley, Buckinghamshire MK3 5LH, 011-44-1773-521816)



The Blurb March/April '99

TOURING TIPS

With spring comes thoughts of the open road- travelling in the Morgan to all the neat places and spaces on the planet. With that in mind, this column will appear every issue and will include not only tips on what to do or what to take, but also where to go.

Mary and Ray Shier, our resident "Grand Masters of the Tour" have kindly given us three practical tips for this issue, with more to come. The Shiers completed an exciting trip to Newfoundland last year (see Blurb 6-98).

1. Be prepared to have a chat about that strange old car at every gas station or pit stop you make. "What is that - an MG?"
2. Be prepared to get thoroughly soaked, even if you manage to get the top up before the rain starts. Take plenty of large towels. (note - Cambridge Towels have a new extra soak-up type on sale).
3. Stay off 4-Lane Highways or you will be run over by all the tour buses trying to meet their hectic schedules.



MARY & RAY SHIER (semi-likeness) ON TOUR

For all of the other "masters of the tour" please send us your open car travel tips. Novices will need them and old-timers will be reminded of their own travel adventures.

The Return of Raymond the Cat!



The Blurb March/April '99

TOURING TIPS . . . (cont'd)

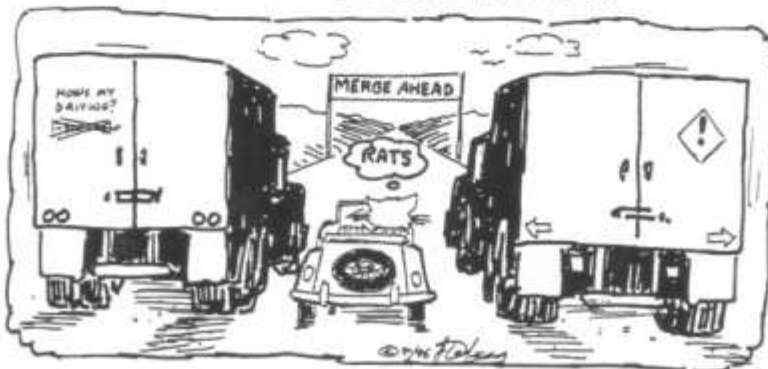
The information here comes from the internet and was passed on to your editor by Vern Dale-Johnson, president. Please as it says in this article - send us your own places and comments.

From the Internet:

Those of you who do have access to the net, take a look at <http://dealer.vw.com/cgi-bin/bestdrive/profile.pl> This is a "write-in" listing of great roads with the comments by those who enjoy them. Amongst the listings were some of my personal favorites from across Canada. The list is, however, anemic -- why not send your comments in for those who love tops down, sunshine, shadows, scenery and open roads:

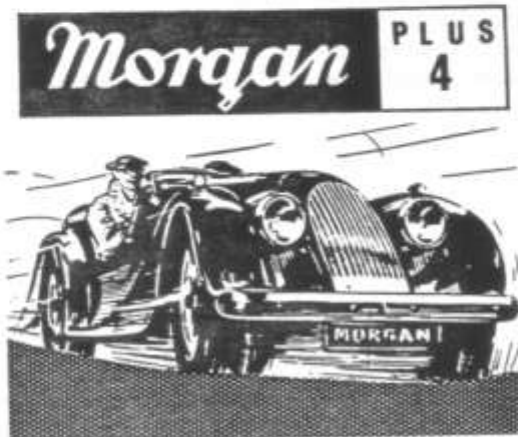
- Alberta -- Bow Valley parkway: "What a drive. Everything from long and winding to aggressive curves. The Majestic Rockies and..."
- Alberta -- Old Banff Coach Road: "The drive is very curvy. There is lots of wildlife and not much traffic..."
- Nova Scotia -- Cabot Trail: "Easily one of the most beautiful and challenging roads in North America..."
- Nova Scotia -- TCH 105 onto Hwy 102 to Truro through to TCH 103: "The drive is long (8-9 hours) and you have to like mountains to enjoy this drive..."
- British Columbia -- Sea to Sky Highway: "Drive from the Pacific for an hour, winding along an inlet towards Squamish. Ocean, islands, mountains and fabulous stopover at Whistler..."
- British Columbia -- the back road to Vancouver: "From Kamloops drive west through Cache Creek to Lilloet and Pemberton to Whistler..." (or, if you start with the Sea to Sky, continue on to Kamloops).
- British Columbia -- Highway 4: "This exhilarating drive takes you through the mountains of central Vancouver Island to the beautiful West Coast... Long straight stretches, many corners around a mountain with a lake cliff to one side. Hugh trees, up and down..."
- Ontario -- Beaver Valley Road: "Start in Clarkesburg. Unbelievable fall colors, limestone cliffs, plenty of places to pull the mountain bike off the racks.
- Ontario -- Sault Ste Marie, Highway 17: "Follow the shoreline of Lake Superior. A spectacular vista of a fresh water ocean, rocky cliffs, waterfalls..."
- Ontario -- Chapleau Highway: "Twisty, turny, with the Mississauga River on the left and a shear cliff on the right..."
- Ontario -- Hwy 123, Opeongo Trail, Hwy 60: "This is the most beautiful tour of more remote and historic parts of Ontario. It begins in the historic town of Renfrew..."

The Return of Raymond the Cat!



The Blurb March/April '99

Jon Callas wrote: "I've been lurking here, contemplating getting a Morgan, and it looks like I will. I put down a deposit on a '67 two-seater plus four today. Assuming it checks out with another mechanic (and I can't imagine it won't), I'll be a Morgan driver. What should I get ready for? (Other than a lot of fun, of course. I couldn't stop grinning after test-driving it)." The following, in response to Oliver Dawson's enquiry posted in the 1-99 Blurb, is a sampling of the responses:



*JonJon -There are a number of things you need be ready for:

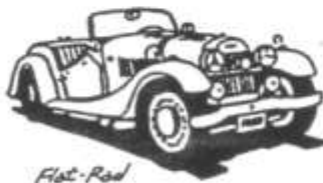
- 1) Kids under 13 and adults over 50 will wave a lot, typically accompanied by "neat car!"
 - 2) Ferrari owners, bewildered, will ignore you at traffic lights.
 - 3) You will become accustomed to certain questions. The answers are:
 - No, I didn't build it myself.
 - Wood. Really. No, not the chassis.
 - 150 miles per hour, but not on these tires, of course.
 - Oh, I dunno, \$150 thousand dollars, I guess.
 - 1967, or 1947, or 1937.
 - I'm sorry, I'm married, but Thanks anyway.
 - 4) Oil and grease. Lots of it. Morgans love the stuff. If in doubt, lubricate it. At the very least, you'll keep it from rusting.
 - 5) The possibility of getting wet. These are not convertibles in the "folding top" sense of the word. Experience erecting pup tents in monsoons may prove helpful.
 - 6) Get all the Morgan books you can find, starting with Fred Sisson's "Morgan Bedside Reader" You will discover shortly that there are not two identical Morgans in the world, and come to cherish your car's own peculiarities.
 - 7) Mainly, get ready to have fun. There is no practical reason on earth to buy a Morgan other than the fact that they look and act unlike anything else. I can sit in my garage and stare at it -- it's that pretty. And, after awhile, you'll discover that it behaves differently in dry weather than when the humidity's high and the wood swells. Try explaining THAT to a guy driving a Camry! And, every once in a while, you'll find a perfect day, and a perfect road, and create a memory that will last years.
- You are in for a good time. Good Luck, and let us know how it turns out!

Jeff Smith 1968 4/4 2 str.

"Falling in love consists merely in uncorking the imagination and bottling the common-sense."

(Helen Rowland, A Guide to Men). Jon, this is exactly what happens when you own/drive/cater to your Morgan. You uncork your imagination and bottle up your common-sense. Welcome to the fold.

Rick Rader, 66 4/4



The Blurb March/April '99

Jon, I agree with everything you're hearing from everybody else on the list. There is one incontrovertible thing you must prepare yourself for -- You must prepare yourself for pieces falling off. Loose nuts, carb bolts, wheel lugs, suspension bits. "Everything loosens up on a Morgan" should be rule #1.

Rule #2 should be: "Get ready for the car to die by the side of the road". Keep your AAA membership up to date, always go out with a cel phone stuck in the glove compartment and with a simple set of tools. If you're a flyer, do with your Morgan what you do with your Piper Cub or Lear Jet: Go over it thoroughly before every single drive. The cars are lots of fun, but they're also lots of work. If you approach the car with this attitude, it will not disappoint you in terms of fun per mile. Chip Brown.

Jon Callas continued the correspondence with: "The car we are getting is #6283, a two-seater in BRG (we includes Tamzen Cannoy, to whom I'm married). We're getting it from Los Gatos, and are being sold it by Dennis Glavis, who is the president of the local owner's group. We've taken it to a mechanic one of my Land Rover friends recommended, and it's been given the once-over. It's going to get fixed up and then we'll get it."

"I have another quick question -- why are Morgans called Mogs? I can understand MOG as Morgan Owners' Group, but why for the car itself?"

Jon, Mog, as I see it, is also short for "Moggie". Affectionate slang for a Morgan. I've also been told that "moggie" is also Brit slang for a cat. "MOG" could also stand for many things, such as: "My Orgasmic Grin" when driving in said conveyance! (When not spitting out the bugs between the teeth).

You won't find too many shop manuals, as such. And since I have a 4/4 Competition, I agree that it's a pity you don't have the other engine.... Happy Morganeering on the Left Coast! Fred Kuzyk MSCCC Webmaster

JonJon --The answer is shrouded in mystery, but there are a few theories:

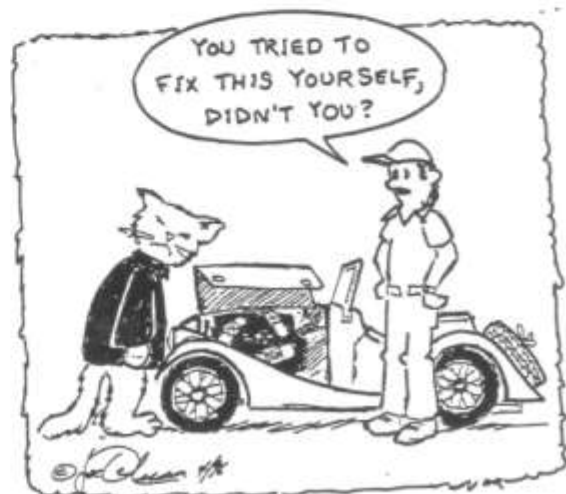
- 1) When we called them "Mors" they were often confused with a confection involving Hershey bars, marshmallows and graham crackers.
- 2) We then tried "Mons," but started receiving unseemly amounts of reggae music, and veiled references to something called 'ganja'.
- 3) Calling them "Morgs" seemed tasteless, if not macabre.

The only alternative was Mogs. Wish I'd known you were in San Jose- I was there last week for an Intel Dog-and-pony show at the convention center. Would have preferred looking at your Mog in Los Gatos.... Jeff Smith 1968 4/4

*Morgan
Sports Car Club Canada*

NOTE! More answers
for "Jon" next issue!

The Return of Raymond the Cat!



The Blurb March/April '99

Morgans over America III 2000 *"The Eastern Experience"*

All the arrangements are in place, we are revving up and ready to roll, would you like to join us and enjoy America's love affair with the road? What better way to celebrate the Millennium than with your Morgan driving "The Eastern Experience" through twenty five American States and three Canadian Provinces. Have we captured your imagination yet? This love affair will commence at the beginning of September through mid October 2000 during "Fall" the best time to see the magnificent colours in New England.

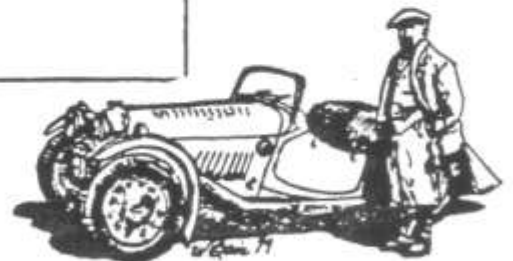
Many participants from "Morgans Over America (MOA) I 1990" and "MOA II 1995" have already decided to join us on "The Eastern Experience". In addition a number of others through word of mouth (the best advertisement).

To encourage more people to participate we are suggesting a car share for those who cannot get leave of absence for the entire tour. In addition a buddy scheme for anyone without a co-driver. Both ideas were put into practice and worked extremely well on "MOA I 1990" and "MOA II 1995".

If you require further information together with an application form please send an A4 self addressed envelope as soon as possible to:-

Richard and Anita Jordan
8 Thirsk Gardens
Bletchley
Buckinghamshire
MK3 5LH

Tel. 01908 371245



The Blurb March/April '99

NOTE!
The artist who
did our Christmas
cover '98.

Dear Sir,

I wish you A Happy New Year,
full of joy, happiness and success!

I am glad that my artworks are
useful for your magazine and I thank
you for sending me copies of your issue.
I hope our collaboration will be long and
lasting.

With my best wishes,

Yours sincerely

Valentin Tanase



VALENTIN TANASE

The Blurb March/April '99

Balfour	Russ & Sylvia	ycw@golden.net
Beer	Jenny & Steve	sj.beer@sympatico.ca
Blair	Richard	richard_blair@bc.sympatico.ca
Brown	Chip	ebrown@ms.com
Burman	Ed & Margaret	elburman@cyberus.ca
Cavers	Glen & Julie	g.cavers@globalserve.net
Charette	Luc, Danielle Grenier	chagren@sympatico.ca
Dale-Johnson	Vern & Amanda	vern_dj@msn.com, vern.dale-johnson@medtronic.com
Dawson	Oliver & Lisa	lisajohn@interlog.com
Desjardins	Serge	multimages@videotron.ca
Dwyer	Andrew	a68morgan@sympatico.ca
Fyfe	Ian	ifyfe@execulink.com
Goldman	Lorne	snotrek@cil.qc.ca
Holtz	Mike & Marion	holtzm@home.com
Hughes	Mike & Linda	mlk123@idirect.com
Jolin	Norm & Sue	sjolin@sprint.ca
Kaufman	Greg & Cathy	toad@storm.ca
Knight	Alec & Gayle Ginnings	alec.knight@nextrom.com
Kuzyk	Fred & Lynn	fkuzyk@cgocable.net
Lackman	Milton	ml@arrow1897.com
Lot	John & Martha	jonick@wincom.net
Lyman	Barry & Terry	bhl@tonar.com
Macfarlane	Gary & Sherry	the_macfarlanes@sympatico.ca
MacKenzie	Fraser & Darcy	fdmack@freeway.net
MacLellan	Joan & Stewart	smaclellan@blue.georgian.net
Melvyn Rutter Ltd	Melvyn & Sindy	melvyn@rutter.clara.net
Miles	Ken & Pat	pmiles@clin.etc.bc.ca, pentco@pentco.com
Morgan	Brian & Brenda	bmorgan@sympatico.ca
Morgan Spares	Linda Ekler	morganspares@taconic.net
Moon	Tony	mechanics@netsurf.net
Nigh	Glen	wms@vaxxine.com
Pfahl	Peter & Dorothy	doppf.@sympatico.ca
Poloz	Bob & Gloria	globob@mediaone.com
Powley	Mike & RoseMarie	mpowley@bcit.bc.ca
Rees-Potter	David & Carolyn	phanfarm@aol.com
Rens	Hendrick & Shelly	hrens@herzig.com
Russell	Jonathan & Dale	jonathan_russell@piacerdome.com
Cantab Motors	Win & Ruth Sharples	morgans@cantab-motors.com
Taylor	Chris & Gayle	spitfire@worldchat.com
Theroux	Ron & Evonne	ronsmog@home.com
Walker	Chris	cwalker@on.maxxam.ca
Willburn	Gerry & Barbara	gerry.willburn@trw.com
Wright	Bob & Susan	wright@mail.mmc.org
Yep	Carlos & Sylvia	cyep@ctfinance.com
Young	Neil & Ruth	nyoung@aztec-net.com
Zurbrigg	Ted & Lily	tz@mail.lac-mac.com

The Blurb March/April '99

THE LAST WORD

When I was asked if I would be interested in helping out with **THE BLURB**, I jumped in with both feet and absolute enthusiasm. Now with our second edition out, I can say I have learned more about Morgan cars than I thought possible. I have learned how many enthusiasts there are out there. There are people who even like their Morgans better than some of their friends! And I'm glad I jumped in!

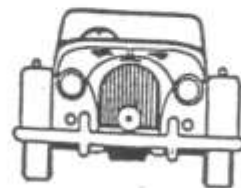
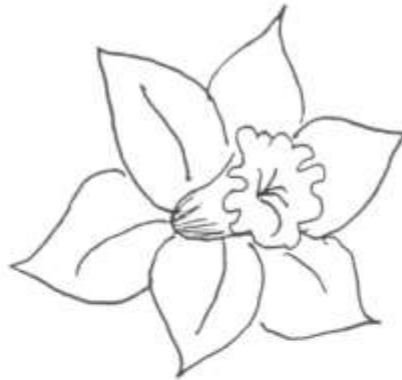
There are also people (our readers) who have ideas and want to share them. By the way a note to Kate - who has a great idea - before I can print it, I need to know your address, your club, and your last name. Love your idea but need your help.

The other great thing about being editor, is you get to read all of the other newsletters - wow! Some are absolutely gorgeous. Some are helpful from a technical angle. And I love the stuff that comes from the Malvern group! There are some very good editors in Morgan land.

Thank you for your kindness and patience. Over this year, you'll be seeing things done on a trial basis. If some of them fly, great! If not, I'm sure we'll all know right quick. My goal is to contribute to the club newsletter as best I can.

April is Daffodil Month or Cancer Month. Hence the reason for the daffodils on our cover. It is a reminder to all of us to remember the warriors who do battle with cancer every day and to those who may not have won the battle, but who won our love and respect.

Sylvia Balfour, Editor
ycw@golden.net



British Marque

£1.75 U.K.

\$2.25 U.S.

CAR CLUB NEWS

JAN./FEB. 1999

Regional Edition

VOL. 9 NO. 8

New Morgans boast classic looks, latest technology

by Liz Clark

LONDON, ENGLAND — Experts will tell you the Morgan is a hand-built British car with "driver appeal" and with a history going back to the very early days of motoring. The newest range of Morgan cars still has the same sporty, classic looks of many previous models, but the makers say they are different cars underneath—combining traditional craftsmanship with the newest in automotive technology.

Considerable investment has been put into advancing the safety of driver and passenger, including a comprehensive crash testing program at MIRA, Britain's leading independent automotive development, research and technology center. The tests proved the performance of the seasoned and treated hardwood frames and separate steel chassis for which Morgan cars are famous. These are, of course, being retained in the new model range.

New to the Morgan 4/4, Plus 4 and Plus 8 (pictured) are the latest designs in driver and passenger airbags, while still keeping the traditional walnut veneer dashboards. A stainless steel internal rollbar is fitted as standard to all three models to enhance side-impact protection. There is also restyled seating to incorporate a highly effective passive restraint system. All engines are controlled by advanced management systems and meet the world's most stringent emissions regulations.

Crafting wings

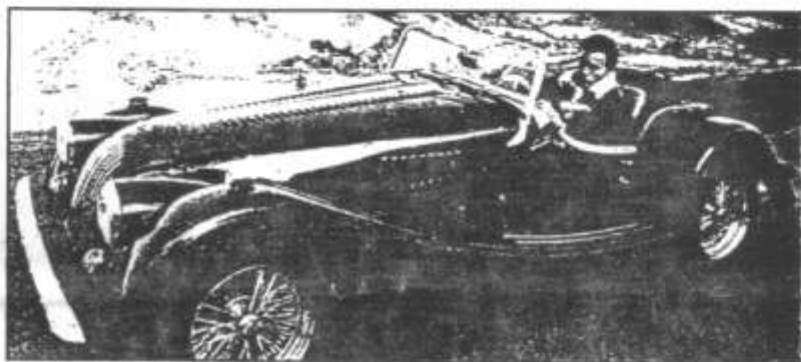
Unlike previous Morgans, the latest cars now feature one-piece front wings (fenders). Their manufacture uses superformed aluminum and the result is a superior, lightweight, but stronger wing with improved corrosion resistance.

To develop a suitable tool to form the wings, Morgan approached Superform Aluminium, part of Superform Metals, a British company based in Worcester, in the English Midlands. Because Morgan wings have always been hand-cut and hand-welded, no drawings or patterns were available for Superform to work with—each individual Morgan differed very slightly from the next. To produce a consistent part, Superform digitized the wings on three separate cars and used special design software to produce a smooth surface from the three digital images. From this, a quarter-scale model was cut and, following personal input from Charles Morgan, Morgan's operations manager, a final shape was approved.

Hand finishing, for which the company is famous, continues to play a key part in the production of the wings. Morgan craftsmen perfect a smooth edge on every one and also add the headlamp pod.

More comfort, too, and power

The comfort of both driver and passenger has also been improved. A lengthened cockpit and door have created easier access and more leg room. The improved



Lines of the modern Morgan recall pre-war and late-1940s U.K. sports cars.

Photo courtesy London Press Service

hood (top) line, redesigned seating and new rake-adjustable steering column ensure a more flexible driving position and better visibility through the sidescreens.

Previously powered by a 3.9-litre V-8 engine, the new Plus 8 is available with a 4.6-litre V-8, giving outstanding acceleration and torque.

The Morgan Motor Company began building sports cars in 1909 and, as each decade has rolled by, it has kept its distinctive image while at the same time exploiting each new engineering idea. It is the world's oldest privately-owned motor company. Descendants of the founder, H. F. S. Morgan, still operate it today.

The Morgan Motor Company, Ltd., is located on Pickersleigh Road, Malvern Link, Worcestershire, United Kingdom, WR14 2LL. Telephone: +44 1684 573104. Fax: +44 1684 892295.

(Ms. Clark is on the staff of the London Press Service. This article appears courtesy of the British Consul General, Boston, Mass.)



PARTICIPATING CLUB MEMBER SUBSCRIPTION

11 ISSUES - \$9.00
(CANADA - \$12.00 U.S.)

NAME _____

ADDRESS _____

CITY _____ STATE/ _____ ZIP _____
PROV. _____

PARTICIPATING CLUB NAME _____

Submit cheque and form to: HULL ASSOCIATES, INC.
264 BEDFORD STREET
LAKEVILLE, MA 02347

Please check:

NEW

RENEWAL



Dramatic Evolution at Morgan

CNC MACHINING
WINTER 1999

Story
Mike
Excell

Photos
Richard
Surman

How many British-owned motor car manufacturers can you name? Mike Excell of Metalworking Production Magazine in the U.K. visits a famous survivor, and finds that the secret of success is managing change, while maintaining the core values which have made it one of the most enduring names in motoring.

Morgan Motor Company (the last genuine sports car builder?) moved to its present Malvern Link site in 1918. Externally, things probably haven't changed much. Glimpses of ash frames and gleaming chrome through open workshop doors, and hill climb posters in the lobby, evoke an England which perhaps never really existed, but ought to have done: a comfort zone where the roads are always open, and the soundtrack is forever Elgar.

But Morgan, inseparable from its sepia-tinted imagery, is also the model of a modern, market-oriented company. It provides customers with what they want - including the exclusivity of a car for which the wait is part of the deal. Market awareness also means responding to external market conditions, like changes in legislation. Adapting to circumstances without losing core values is never easy; Morgan appears to have mastered the trick.

The company was founded by "HFS" Morgan in 1911; by the 1920s it was one of Britain's largest manufacturers, building fifty three-wheelers a week to meet growing demand for inexpensive transport. The 1930s introduced mass production to the car industry, and the "light car" market contracted. Morgan responded by building on the sporting heritage which underpins the current range. Nowadays, it's a niche manufacturer, producing 500 cars a year under the helm of Peter and Charles Morgan.



Relative new boy John Curtis (9 years service) is responsible for programming, setting and operating the Haas VF-0E. Morgan routinely recruits local apprentices such as John who happily spend their entire working lives with the organisation.

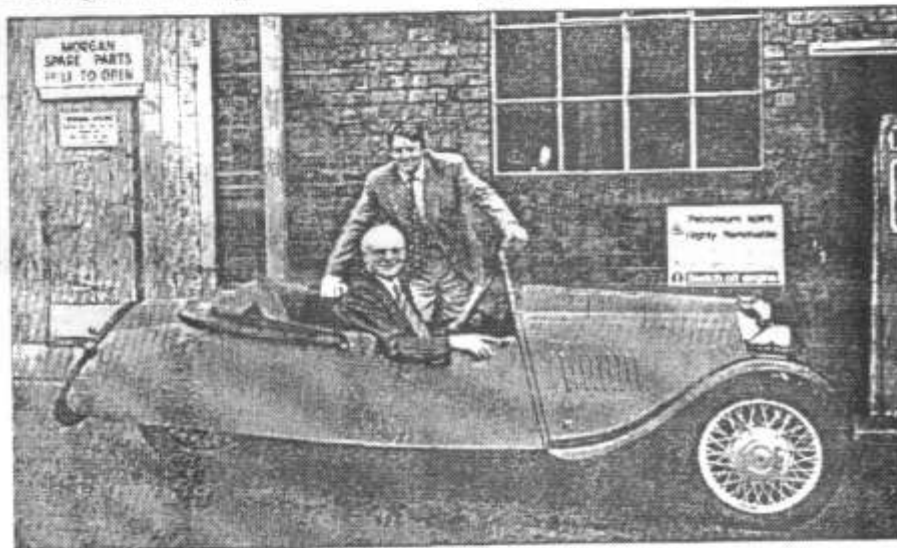
PLANT AND WORKFLOW IMPROVEMENTS

In late 1997 Morgan invested in its first two CNC machines. Assistant managing director Mark Aston puts this in context. "We had a very set production system, but a few years ago we made a big change, partly driven by Environmental Protection Agency regulations. We were going to have to spend a lot of money on our paint shop to upgrade it. We decided to spend £100,000 on building a new paint shop on space created by knocking down some older buildings. This freed a complete building."

Compulsory purchase of land surrounding the factory by the Royal Signals Radar Establishment in the 1940s had left no room for expansion. Now, clearing one workshop and freeing space in others created the floor space needed to produce extra cars, and allowed work flow to be rationalised. "The process we use for

This article was submitted by Ron Lix.
It is taken from 'CNC MACHINING', a publication of Haas Automation Inc.

making the cars is exactly the same as we've always used; we've just changed the order we do it in." Each car is built to a specification defined by the customer around one of three basic model types. It starts in the chassis shop where the engine (from Ford or Rover), gearbox and back axle are fitted to a chassis from Hay on Wye-based ABT. The rolling chassis then travels through the factory - first to the body fitting department next door, where the ash body frames and steel or aluminium panels, manufactured on site, are fitted. Later stages include painting, fitting instruments and assemblies, finishing and trimming.



Peter Morgan, seated, company chairman and son of founder HSF Morgan, and his son Charles, managing director, with a 1935 Y type Morgan three wheeler.

The popular notion that the cars never change is false. For example, air bags are now fitted on some cars. "Not as standard; it's a very expensive option, developed for our America dealers and tested to full Federal standards. We still manage to make wish changes - things that we think we can make better - but these days it's driven mainly by legislation. European requirements for emissions, noise, radio suppression and so on, are continuously changing. It's a moving target, and a

single change of phrase from first to final draft of a piece of legislation can change the whole emphasis. The beauty of our operation is that we are very responsive."

The machine shop changes aim to reinforce this philosophy. "We'd been running with the same machine shop since the Second World War, using Ward lathes on the more complicated jobs, which have been fine. We looked at CNC some years ago, but at the time the flexibility was limited and it didn't really fit. We're doing relatively small batches; a run of 500 parts is a year's worth."

Morgan shelved the idea and revamped the Wards, but since 1992 legislation has driven up the volume of

components needed. The time came when the Wards were working flat out on parts for production and a spares demand rising by 10 to 15% a year. "We were running them forty weeks in the year just on hub production." A minor breakdown could mean several weeks delay waiting for components for these old machines.

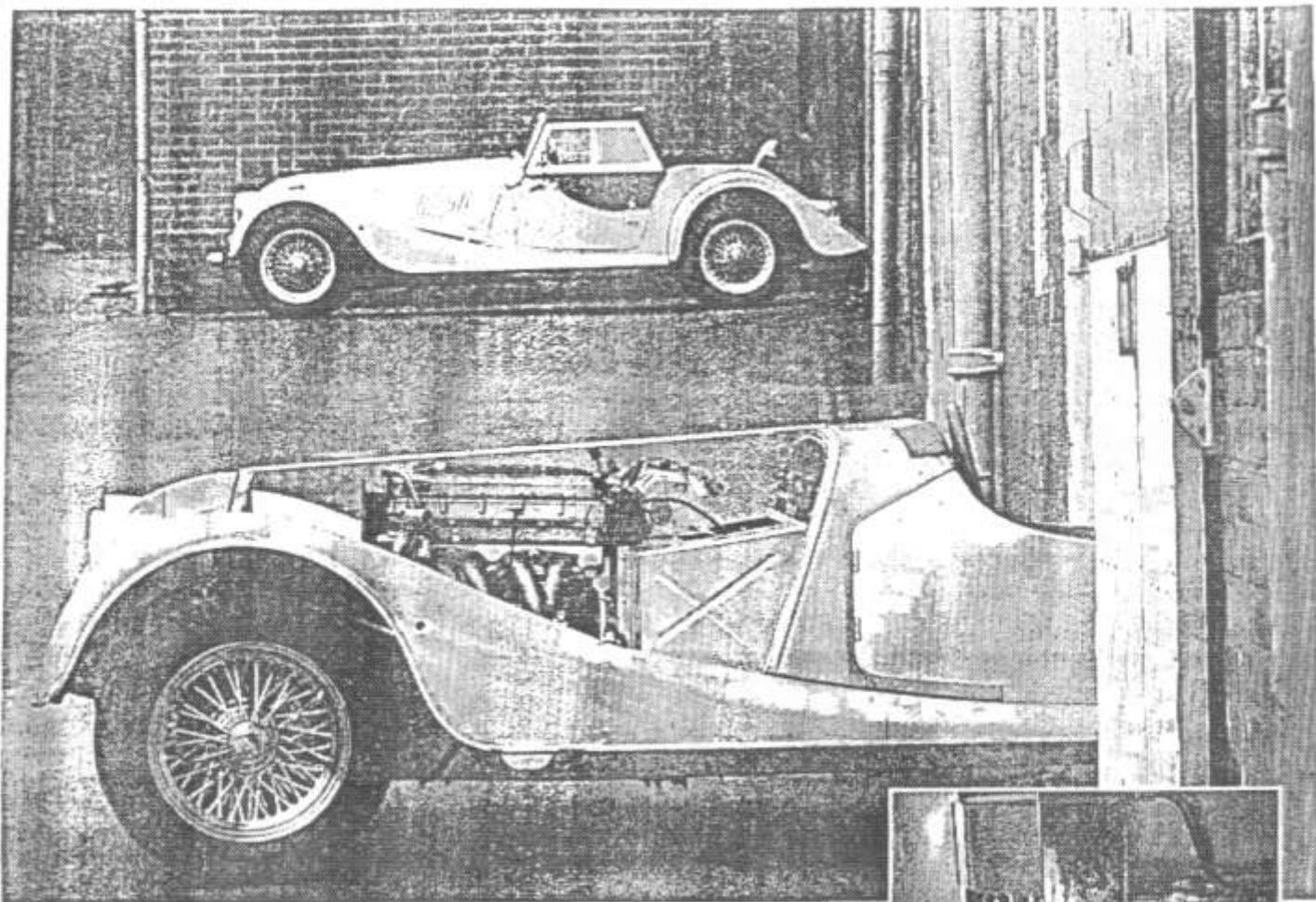
Subcontracting was considered, but Morgan prefers to keep in-house work on brackets, fittings, hubs, suspension components, brake drums etc. It seemed logical to invest in machinery to the level used by the best subcontractors. Enter the machine tools: a Haas VF-OE vertical machining centre with HRT 210 rotary table, and a Haas HL-4 turning

centre, supported by a Licom Advanced Mill "One Post" CAM system. Why Haas? "The overall package won it," says Aston - not least the enthusiasm of Haas understanding the needs of people with no CNC experience. "This was completely new to us; so we needed a total package starting from scratch, including programming, operation, setting up, tooling. We literally gave a pile of bits and some drawings to Haas and said - these are what we want to make."

Flexibility was also critical, plus capacity, within a realistic cost band. "We don't borrow money to buy machinery - we'll only buy what we can afford." £120-130k is high for Morgan. "But we'd rather have the right machine than the cheapest machine. Initially, we were just talking about a milling machine; the lathe came in halfway through the process when we thought that if we were going to reorganise the machine shop, we might as well do it once rather than twice." In fact, Haas had to respond to a late size change - to a larger lathe - requested by Morgan to meet foreseeable future demand.

Currently the machines are occupied partly on production work, partly on development - for example, examining their potential in conjunction with the offerings of tooling suppliers. With some production jobs established, Morgan is looking at how best to use spare capacity; and time freed up on the older machines in allowing subcontracted work to come back in-house.

Components on the Haas machines include caliper mounting brackets, stub axles, engine plates, steering column brackets and brake drums. All operations on the caliper brackets (20 a week) are completed on the machining centre. Two castings are loaded at a time on a dual Chick fixture for first (face, drill, tap) and second (bore, face) op sequences respectively. A component comes off after each six-minute cycle, and is replaced by a new casting; the other is turned over so that it in turn can



Above: The Morgan production line proceeds up the hill, crossing the site once en route to the paint shop and finishing at the dispatch shop. For more than 90 years the line proceeded in the opposite direction (downhill) with the car having to be pushed back up the hill to the paint shop and the dispatch shop. Right: The eye-level brake light bracket of cast aluminium is a recent modification necessary to meet global safety requirements. Designed on the company's Licom CAD/CAM system, the program is downloaded directly to the VF-02



undergo the second op sequence – and so on. Previously, the sequence used a series of machines – with a net output of two per hour. Engine plates simply require a series of drilled holes, bores and taps, but each one used to take about two hours; now it's 15 minutes.


On the lathe, front hubs now take 18 minutes for a two stage process (rechucking to get at each end of the component) which includes drilling, boring, turning inside and outside diameters and threading. Previously, one operation alone could take around 25 minutes. Brake drums – for which roundness is especially critical as these have to be fitted to the hubs – are also done in two stages: face, rough bore, chamfer and turn OD features; face inside, turn ID. Total cycle time is 16 minutes.

This may not be rocket science, but the machine shop team is gradually

learning to exploit the full potential of its equipment – a claim not every company buying new machine tools can make. Simplicity usually pays off, and Morgan has simply bought in the technology to match its needs – and in turn, those of its customers.

If you order a Morgan today you'll have to wait five years (a "basic" 4/4 model costs around £20k, which seems very reasonable, and maintains the premise of a realistically priced product, on which HFS established the business). With the improvements in production equipment and workflow the waiting list may come down – but it will never be eliminated, because it's part of the fun, part of a whole ethos based on "producing a car in traditional coach-built fashion with a separate rolling chassis and a wooden body frame, hand paneled, hand-painted. We are building

cars as Rolls and Bentley – and even Ford and Austin – did in the early days."

A productivity revolution would be inappropriate here – stability, continuity and evolution are the cornerstones. But by talking to customers and dealers – Morgan Motor Company probably wouldn't describe this as market research – the company has established that there's sustainable demand to justify an increase in production to 600 cars a year – which is, after all, as Aston points out, a 20% increase – dramatic by any standards. 

The Blurb March/April '99

Melvyn Rutter Overseas Limited



Established 1976

Sales, Service, Parts, Restoration and Engineering for Morgan Cars

*Save time and money, buy direct
from us in England*

- *Fast, efficient service*
- *Same day despatch - simply quote your credit card over telephone or fax.*
- *Air post delivery usually takes 5-7 days and is not expensive*
- *Why make life hard when we can make it so easy? Don't just take our word for it, ask around - that's our best recommendation.*

In House Woodshop

Individual components or complete bodyframes from stock or very early delivery.

Steel & alloy body panels

We have available large stocks for immediate delivery. Wings, inner valances, door skins, side/back panels, cowls, tanks etc.

In House Trimming

We are able to provide an ultra fast, all round service. Hood/tonneau, seats, part and full trim kits made in the very best materials, to original design or customers bespoke requirements

Used Parts Scheme

We have operated this scheme for some time now and have been able to re-cycle many items into the *Mog World*.

- Polished stainless engraved chassis crossmember covers - state year and whether 4/4, Plus 4 or Plus 8
- Vitreous enamel signs for the garage or den
- Cast models in pewter, bronzed or silvered finish
- Pennant pole - fly the flag from your rear bumper - no drilling
- COMING SOON - Coupé chrome body mouldings
- Desk Clock - mounted in model of combined Morgan cowl and grill (3.25 inches high)
- Traditional English wicker picnic baskets.
- Sunvisors - no drilling
- Stainless rally plate holders
- PLUS LOTS MORE

Instrument and Dashboard Restoration

We are able to provide a complete service. Cream or black instruments, switches, steel dash centre panels, wooden dashboards. All to show standards

Full Range of Stainless Steel Exhausts

Made in finest 304 grade stainless, for cars 1936 to the present day. We have standard bore, performance big bore, baffled, straight through, unpolished and polished, stainless mounting brackets, specially made, in stock.

6th Edition Catalogue

We now have exploded parts drawings, photographs, information you didn't think existed, all to keep your favourite car on the road. We are proud to say we have over 6000 different parts, drawn from the largest Morgan parts store outside Malvern. In some cases we have parts which even the Morgan works do not have, particularly for the older 4/4's and the Plus 4's. To obtain a 6th edition catalogue, please send \$8 US notes for a return air mail copy.

the professional company caring for Morgan owners everywhere

- | | | | | | | | | | |
|---------------|------------|---------------|--------------|--------------|----------------|---------------|----------------|-----------------|----------------|
| ● Accessories | ● Body | ● Charging | ● Cooling | ● Engine | ● Rubbers | ● Stainless | ● Switches | ● Trim | ● Wipers |
| ● Axle parts | ● Books | ● Chassis | ● Clutches | ● Fastenings | ● Seals | ● Starters | ● Tonneau | ● Umbrellas | ● Wining |
| ● Badges | ● Brakes | ● Cables | ● Chrome | ● Mirrors | ● Springs | ● Sliding | ● Tools | ● Weather eqpt. | ● Wooden parts |
| ● Bearings | ● Bumpers | ● Carburetors | ● Dashboards | ● Pumps | ● Stays | ● Sidescreens | ● Throttle | ● Wheels | |
| ● Beading | ● Brackets | ● Controls | ● Electrical | ● Radiator | ● Sender units | ● Suspension | ● Transmission | ● Windscreens | |

Melvyn Rutter Overseas Ltd, The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA England
 ● Telephone: 011 44 1279 725725 ● Fax: 011 44 1279 726901 ● Fax: 011 44 1279 600498 (direct parts dept)



Retired

Dave Vredenburgh

4560 Flintwood Lane
 Flagstaff, AZ 86004
 Tel: (520) 527-1639



Consulting Services Offered:

General Carpentry - Cabinets and Finish
 Computer Drafting - Architectural and Machine
 Plant Operating and Procedural Manuals Written and Edited
 MORGAN Sport Car Restorations

Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business: _____ / _____

Fax: _____ / _____



Morgan(s) owned:

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

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

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

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

Membership fee \$25.00* for the year: _____ Payable January 1 of each year.

(* Canadian \$'s for members in Canada, US\$'s for all other members to cover postage)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

PRESIDENT & REGALIA:

Vern Dale-Johnson
1532 King St West
Toronto, Ont M6K 1J6
416-530-4599
Fax: 905-826-6643
vern_dj@msn.com

TREASURER:

Jenny Beer
30 Parsons Ave
Caledon East, Ont L0N 1E0
905-584-0619
Fax: 416-744-7696
sj.beer@sympatico.ca

INTERCLUB EVENTS:

Ed Burman
156 Robertlee Dr
P.O. Box 268
Carp, Ont K0A 1L0
613-839-3041
elburman@cyberus.ca

PAST CO-PRESIDENT'S:

Lynn & Fred Kuzyk
1305 Ester Drive
Burlington, Ont L7P 1L2
905-336-0251
fkuzyk@cgocable.net

CLUB LIASON:

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

WESTERN SCRIBE:

Ron Theroux
MOG NW (Northern Rep):
5794 Kilkee Dr
Surrey, B.C. V3S 6E9
604-576-2957
ronsmog@home.com

EDITOR "THE BLURB":

Sylvia Balfour
39 Newman Drive
Cambridge, Ontario
N1S 1A1
519-621-1772
fax: 519-623-1966

Morgan

First of the real sports cars

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

Material is not copyrighted, however
please note source if using. We do not
intentionally infringe on copyrights of
material borrowed for publication.

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

EASTERN SCRIBE:

Greg Kaufman
GoMoG, Ottawa MOG
P.O. Box 385
Woodlawn, Ontario K0A 3M0
613-832-3620
toad@storm.ca

ROAMING SCRIBE:

Dr F. (Art) Sharpenwessel
Teching Temple
Teching, Tibet (for now)
Phone: none
Duties: depends

WEBSITE:

http:
//members.xoom.com/msccc/