



5-99

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Photo courtesy Mike Powley

Prez Sez:

Vern Dale-Johnson (vern_dj@msn.com)

Doug Price Award:

Nominations for the Doug Price Award are now open. The criterion for the Award is "most enthusiastic member", recognizing contributions to the club. The judging is informal – fill in a ballot (see below) or send a note to Vern Dale-Johnson. Nominations will close the end of September and the award presented at the Morgan Fall Getaway. Note nominees/nominators can be from anywhere in Canada.

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

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

Your Name: _____, member of the MSCCC in good standing.

Previous awardees have been: Audrey Beer (91), Chris Charles (92), Al Sands (92), Lynn & Fred Kuzyk (94), Dave Smith (95), Brian & Linda Rumohr (96), Vern Dale-Johnson (97), Peter & Heather McCowan (98).

Coming events:

British Car Toy Run, Sept 26:

The **British Car Toy Run** will be organized by the British Saloon Car Club of Canada (BSCCOC). Date has been set for Sunday Sept 26th. They will need help -- those who can please contact Roger Tipple 905-632-6582 tipple@procor.com or Dave & Elva Allen 519-367-5854 elva@log.on.ca A worthy cause will be supported and a guaranteed great time will be had by all.

Fall Weekend, Oct 1-3:

You do respond! Now our info is we've overbooked the **Mountain Springs Lodge** for **October 1-3**. Reservations for all 22 reserved rooms include bookings from the MGCCT who are combining their **Wayne McRae Memorial Weekend** with our Fall Weekend at the same time / same venue. If, by chance, you have not yet booked, dig out your 3-99 Blurb for the flyer and plead for mercy. **Call 800-704-8633 and mention the "Morgan Car Club"**. This year we will be holding our "awards" dinner in the new dining room of the main lodge at Mountain Springs to allow for enjoyment of all those who attend (no Morgans / MG's storming back to the lodge after a fun filled evening up the road!). The MGCCT will be organizing the Saturday "tour", MSCCC is responsible for the fun concours and gymkhana. We will be repeating the Martini contest with the defending champ (ie, VDJ) as "head judge". **Don't forget to send me your registration for the weekend by letter, fax, or email so I know who is attending! (fax 905-826-6643, email as above).**

Fall Foliage Run, Oct 10:

Nyal called the other day enthusiastic about the upcoming October Fall Foliage Run but concerned as his left side still doesn't want to take proper instruction (making clutching difficult). With this cry for assistance, Glen Cavers and Glenn Nigh were contacted and both agreed to help Nyal with the set-up of the run. Will be a grand event! Start @ Nyal Wilson's in Ancaster (22 Sulphur Springs) at 12 noon. Call Nyal at 905-648-0888 to confirm.

Autumn MOG XXI, Oct 8-10:

On the verge of the new millennium, we are looking back to our roots, the 50's, when the first MOG was held in October, the autumn of the year, of course. Once again, a finale to the glories of spring and summer for a gathering of all Morgans and their owners with leaf

viewing, antique shopping and good food tossed in as a bonus for the event of the year. The Interlaken Inn, October 8, 9 and 10 is absolutely THE PLACE WHERE ALL MORGAN OWNERS AND ENTHUSIASTS WANT AND NEED TO BE!

HERE'S WHAT IS BEING SAID ABOUT THE BEST MORGAN EVER

- ✓ Look Magazine says the winding roads and historic villages around Lakeville, Connecticut make up the most magnificent countryside ever! Tree experts are saying the fall 1999 colors are going to be the best!
- ✓ Life says the northwest part of Connecticut is the antique capital of the U.S.A.
- ✓ Colliers says the most wholesome American experiences can be found in the foothills of the Berkshire Mountains around Lakeville, Connecticut.
- ✓ Ladies Home Journal says the most memorable experiences in the world are going to occur on Columbus Day weekend at the Interlaken Inn in Lakeville, Connecticut.
- ✓ Saturday Evening Post predicts the 3/4 Autumn Mog to be an unsurpassed automotive experience.
- ✓ Benson's Auto Report says the challenging hills and winding roads of northwestern Connecticut are where many of this country's greatest drivers had their beginnings.

The festivities will begin Friday evening when we gather for an out-of-doors, under-the-stars, barbecue dinner – BBQ chicken, hot dogs and hamburgers, corn on the cob, watermelon, strawberry shortcake, oh my! Of course your Morgan hosts did not forget liquid refreshments of beer, wine and soda to soothe the rugged spirits. AND THAT IS ONLY THE BEGINNING!

Saturday morning, for those so inclined, there will be a clean-up-and-shine time and place for early risers, the "John Jennings" concourse follows for all to have the opportunity to view and judge the best of the best. Also, a glorious rally and Lime Rock go-arounds at **reasonable speeds** – right? Saturday night will bring more foods, a banquet at the Interlaken, with awards after dinner. A thrilling auction will follow for the dearest things you never knew you needed. And then there is Sunday for more thrills and excitement.

The cost will not quite equal the 50's numbers, but a very reasonable \$370 for two to cover the cost of two nights' lodging at a really fine inn, the two BIG meals, tax and gratuities included. We only have a limited number of rooms reserved, so call now to the Interlaken Inn, (800) 222-2909 Please remember, it is leaf season in October, which means lodging will be scarce. Reserve now. For more information call Burt Fendelman at (212) 559-6615 (day) or (212) 388-0090 (evening).

To all Morgan and Sports Car owners:

I am organizing the first Sutton P.Q. motor vehicle show, swap meet and auction on **Oct. 8, 9,10**. If you own an interesting car (and all Morgans are interesting), motorcycle, or hotrod --all art on wheels -- why not come on down to the Eastern Townships of Quebec and enjoy the fall and other interesting items.

Please email me at lgilker@citenet.net for registration pkg.

Yours truly, Lynden Gilker

T2K Bruce Trail Trek (aka The Giant's Rib Special):

Queenston to Tobermory – our "Land's End to John O'Groats"

Not to be put-off by the request to pinch hit for Nyal Wilson earlier this year for the **Driving Tour** (that turned into a most enjoyable rally) Ray & Mary Shier have hatched another idea – details to come later if enough interest is shown. Personally this sounds like an excellent idea, route, and opportunity for early Morganeering before the sun burns occupants to a crisp.

Proposed date: May 19 – 22, 2000

- Plan of attack:**
- 1) Meet and sleep in Queenston (Niagara-on-the-lake) on Friday night
 - 2) Leave early on Saturday and head over to Hwy #8 & other interesting paved roads heading north along the escarpment.
 - 3) Stay at reserved accommodation on Saturday evening (possibly Collingwood).
 - 4) Continue to Tobermory to arrive sometime Sunday.
 - 5) Stay overnight in Tobermory and meander on Monday then head home on your own.

Give this some thought and get back to us by the October Fall Getaway as we will need time to plan the route and scout out accommodation and restaurants, etc..... Contact Ray & Mary by phone at 905-877-1427 or email at [<shier@bserv.com>](mailto:shier@bserv.com)

MOA III 2000 "The Eastern Experience":

We have more details.... Perry Nuhn from the Gator-Mogs reports at least 14 Morgans will land at Ft. Lauderdale on Sept 2/2000 and proceed to Key West, then up the coast of Florida and over to New Orleans by Sept 7 where they will join up with a California group of Morgans. The entire group will then head north via Jackson, Memphis, Nashville and other points to Montreal and Quebec City, over to Halifax, then south through New England to Washington DC. The British contingent will continue south to Florida via Virginia Beach, Wilmington, Savannah, and St. Augustine arriving at Pompano Beach Oct 6. Morganeers can participate through as much of the run as they like.

From organizers Richard & Anita Jordan.... "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 of 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 we've attracted 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 (ie, 9 x 12 inch) self-addressed envelope as soon as possible to Richard & Anita Jordan, 8 Thirsk Gardens, Bletchley, Buckinghamshire MK3 5LH. Tel 0198 371245.

Central Canada Morgan Events:

- 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)
Oct 10 **Fall Foliage Run** -- start @ Nyal Wilson's in Ancaster at 12 noon. Call Nyal at 905-648-0888 to confirm.

West Coast Events for MSCCC and MOG NW:

- Sept 18-19 **Vancouver to Whistler British Car Run** (Mike Powley 604-261-0901)
Dec 11 **MOGNW Holiday Banquet**. LaConner Wash (Bert McCabe 360-466-3284)

Eastern Canada Events for MSCCC and GoMoG:

- Sept 17-19 **British Invasion IX**. Stowe Vermont. contact Mike Gaetano 508-497-9655 for event info. Ed Burman for coordination of the Canadian contingent.
Oct 8-10 **Autumn MOG**. 3/4 Morgan Group. Interlaken Inn. Lakeville, CT (Burt Fendelman 212-559-6615 or 388-0090).
October **"Polar Bear Run"**. John Hartry organizing.

Other Events of interest:

- 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.
Oct 2 **Bolton British Car Day**. Bolton Ontario (contact George Temple. 905-857-9583) (note: only for those who cannot take the 3 days for our Fall Weekend!)
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)

Morgan Memorabilia:

Our run of millennium badges has sold out on this side of the pond with some "late requestors" disappointed as they will have to shop elsewhere for the elusive "Christmas present". They were sent to check with Melvyn Rutter to see if he has any left. We do have a good supply of "pins" available (these are mini-badges – high quality and only C\$12 each!). Also, don't forget the MSCCC crest can be embroidered on clothing of your choice. We've had quite a run of requests to embroider on chambray shirts over the summer, many from the Wet Coast group but... a few from Central Canada as well. Other regalia – the input has been tremendously non-existent so we'll be surprising you. Direct all input and enquiries to Vern Dale-Johnson.

Hi there all you Morganeers. If it is Morgan scale models you are looking for, there is only one company in the world that specializes in them. Why not visit www.janethillventures.co.uk for our current listings. We also keep a wants list of obsolete models; books etc that Morganeers are searching for. If a model of our favourite car is made anywhere in the world we try to stock it. Collectors models, and toys. Help and advice willingly given. Best wishes to all our customers past, present and future. GOODMORGANEERING. Ken & Janet Hill <jhv.morgan@lineone.net>

A new book has just been released on the poor unsuspecting Morgan enthusiast. **"Unique Motor Books Morgan Cars"** by Pitt.C. This book is one in a series of over 200 titles the contents of which are the reproduction of a selection of previously published Magazine Articles & Road Test Reports. 25 in all, from 1936 to 1993. Well over half of them have appeared in the Gold Portfolio Series books and the like. However do not run away with the idea that this publication is of the same quality of production. Far from it. The reproduction of the various items is of poor quality and must rate as a book that the Morgan world did not need.

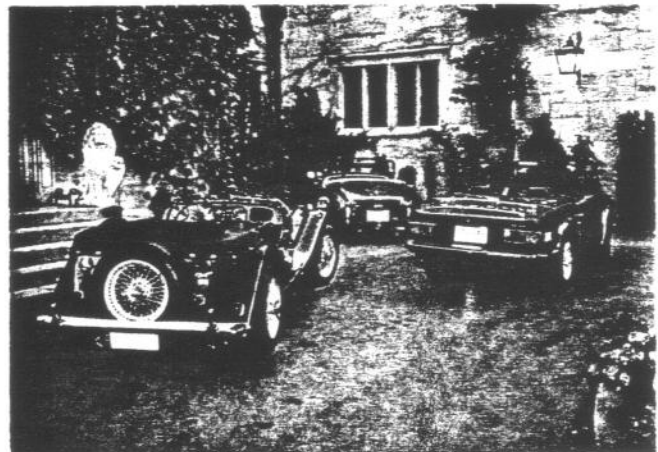
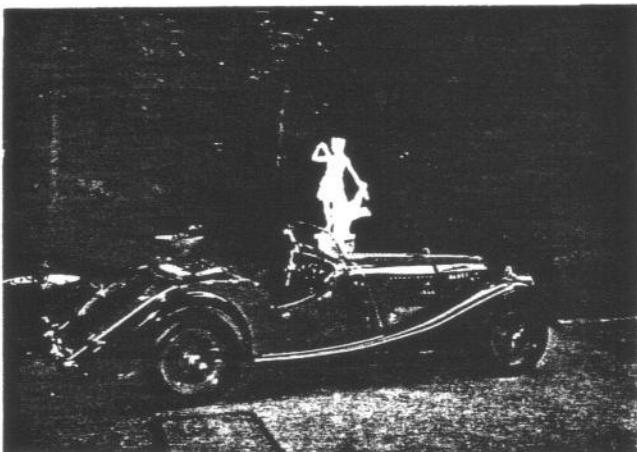
I have no doubt that there are many of you out there who would happily say the same about any or all of my books. But at least I can say that over 90% of the contents was my own research. At £8.95 it is a book only for the collector who must have everything that is published on Morgans. Caveat emptor. Best regards Ken Hill

Sunnyside to Rosedale, July 18:

Vern Dale-Johnson (vern_dj@msn.com)

Subtitles for this run are "how to avoid the Molson Indy traffic" or "test run to see if Carlos Yep's latest classic will run". I think this is progress..... last year we had 3 cars making the run, this year we were up to 5 (6 if we include the Carlos's Jag V12 that didn't like the Toronto heat). Two Morgans -- DJ's and Martin Fisher's, two Triumph's -- Malcolm & Brenda Taylor's TR3A and Bob Beiler's TR6 with Carol as passenger, and Neil & Ruth Young's Caterham Super 7. The beer was cold in Sunnyside where we watched the final minutes of the Molson Indy (on the tube with stereo sound direct from the track), then took a quick tour of the 1893 Victorian prior to our 4:30 departure. As advertised, we avoided the Indy traffic on our run through the Kingsway concentrating on the Humber Valley estates, then across St Clair and Davenport Road to University, a quick run past Queen's Park to Queen's Quay, across to Parliament, then a jog over to Bayview for the blast up to the Don Valley Brickworks for a 20 second slalom through the parking lot before blasting back down Bayview to Rosedale Valley Road and from there, up to Martin's place on Bin Scarth Avenue.

At the Georgian occupied in part by Martin, a panic call caused the premature departure of the Caterham for a spirited run back to Acton but we were soon joined by Alec Knight & Gayle Ginnings (sans trike as it is still badly wounded), and Carlos & Sylvia Yep (sans V12 as it died on the route back to the Yep's base camp). Our serious summer potluck moved into high gear with many making good use of the pool to quell the heat. Although Malcolm forgot to put his manifold to use heating the lasagna on the run across the city the residual heat was still sufficient for the job. As the sun set a tour of the 1931 Georgian got underway for some, while others took the opportunity to make an early run home. A most enjoyable afternoon. Thanks again to Martin Fisher for the offer of his home for the afternoon, and for the invitation to Michael Pokrovski (classical guitarist who played 12 years with the Moscow Symphony) who serenaded us throughout the evening. (photos from Malcolm Taylor)



Caledon Carriage Classics:

Vern Dale-Johnson (vern_dj@msn.com)

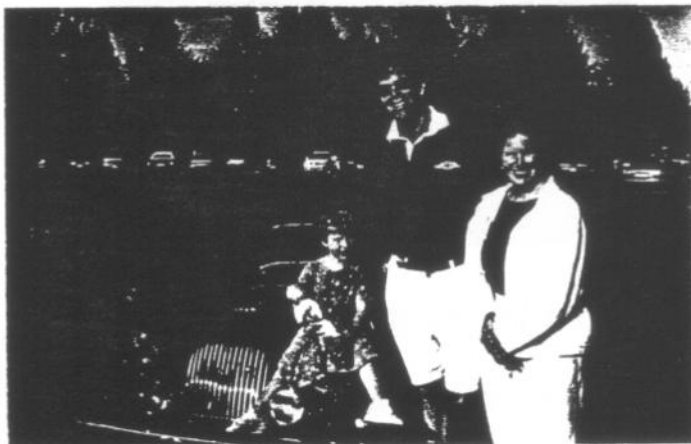
Organized by Bolton British Cars – George Temple (previous owner of Audrey Beer's +4 and driving same when it was rather nastily crunched....) as part of the Caledon Carriage Classics. A two day event, we attended the first day w/o the Morgan (Martin's Yellow Terror was on show but.... No other Mogs) and day 2 with said Morgan and joined by several others including Ray & Mary Shier, Steve Beer (in Mum's car), and with forgiveness as my memory is fading, others from the MSCCC. The driving classic and dog show made for a very pleasant day as did the on-site pub. About 30 fine British vehicles and a like number from other corners of the globe.

Beef-Out at the McCowan's, August 14:

Vern Dale-Johnson (vern_dj@msn.com)

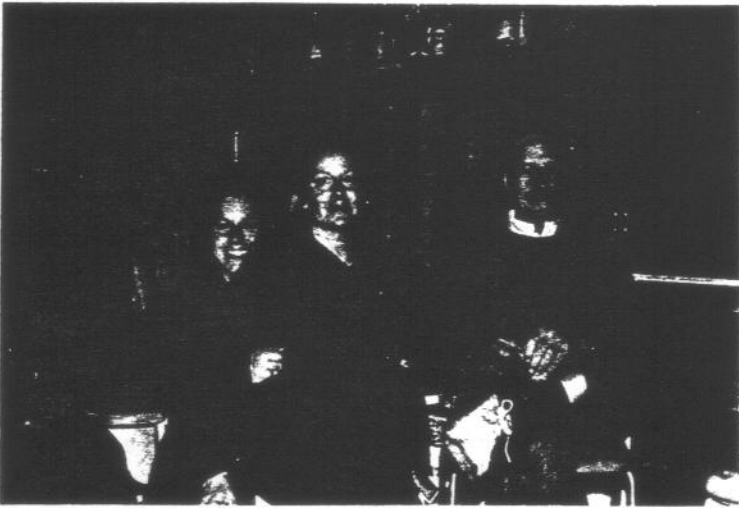
What a magnificent event! Thanks again to Heather & Peter for the hospitality and for the great party. Also a great gathering of MSCCC members – Michigan members Darcy & Fraser McKenzie stopped by on route to friends in Oshawa, new members, Ed Burman made the run down from Carp Ontario to represent the GoMoG group, Brian & Lesley Prendergast brought their newly acquired 70 +8 for all to admire. John & Sharon Roden, David Farmer, George Watson, Peter & Ella Toma, Luch & Lilliana Ghislanzoni with daughter Melissa, Ray & Mary Shier, Al & Marlies Sands brought 3 cars – Allard and both Morgans (with daughter Melissa & Son-in-law to drive the "Yellow Peril"), Fred & Lynn Kuzyk, Brian & Brenda Morgan, Martin Fisher, and the Beers – the "Yellow Terror" made the run across but Audrey's +4 dropped a couple of gears and ended up needing the flatbed for the ride back to the shop (thankfully, sans damage). Hannibal, the 60 SC was pressed into service as the family limo. Ken Lumb was spotted late in the day – still sans his +8. Other MSCCC members included the Triumph drivers – Chris Walker (Spitfire), Malcolm & Brenda Taylor (TR3A), and Gayle & Chris Taylor (Spitfire) who enticed other TTC members along for the day.

Big news was the presence of the McCowan's Mercedes 190 fresh from the shop.... Now, Peter, it is time to work on the Mog! Thanks to Steve Beer who presented on commercial spray cleaners, rust inhibitors, and lubricants and to all the McCowan's friends & relatives who help to make the day an outstanding success. (photos by Vern Dale-Johnson)

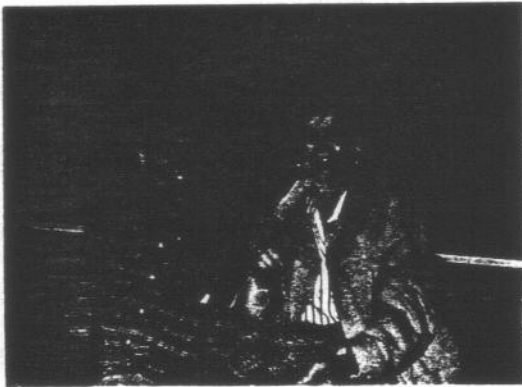


Long distance travelers – Darcy & Fraser McKenzie from Harbour Springs Michigan, Ed Burman from Carp Ontario. New members Brian & Linda Pendergast, MOG field at the Beef out – DJ's, Shiers, Sands (x2)





Melissa, Lilliana and Luch Ghislanzoni enjoying the band. Steve Beer's tech session on lubricants & rust inhibitors. Brian & Brenda Morgan. Alec Knight & Gayle Ginnings impressing a secret admirer.



Notes from the East:

Ed Burman (elburman@cyberus.ca)

Moggies on the Grass, Aug 21:

Vern Dale-Johnson (vern_dj@msn.com)

To reciprocate Ed Burman's trek to Toronto for the Beef Out, the DJ's made their now "annual" dash up to the Ottawa area for Moggies on the Grass, hosted again by MSCCC members David & Carolyn Rees-Potter and their lovely equestrian center near Carlton Place. Accompanied by brother Rod, and his wife Lynn (but without Marissa – still at camp Kostalot) Amanda and I had a wonderful visit with the R-P's and a great mini-vacation around the Ottawa area. Moggies itself was down on attendance this year partly due to it being on Saturday instead of the traditional Sunday and partly due to conflicts with other schedules or departure of members for other locales – John Bowles, whose +8 was recently advertised "for sale" (and we are happy to report has found a home in Montreal) having closed-up his Canadian shop and moved to the Isle of Man. We did have Malcolm & Suzanne Brown, Edward & Margaret Burman, David & Carolyn Rees-Potter, and the DJ's Morgans on the field with one lone "other", the Lotus Elan of Claude & Nicole Gagne (Alymer Que). I'd expected we'd see Lorne Goldman down from the Laurentians or Serge Desjardins up from Hudson in his trike look-a-like but... the opportunity escaped them. As the afternoon wore on Virginianne arrived with Barbara Green, without either Virginianne's DHC or Barbara's Midget – but Virginianne did make up for the lack of a Mog by giving us all the details of her 31 year ownership of the DHC. But this lack of turnout did not deter us – we ate all the sausages (imported, I might add, from BC), drank most of the beer, and had a most enjoyable afternoon! Thanks again to David & Carolyn for hosting the event and for their hospitality over the weekend. (photo by V. Dale-Johnson).



Notes from the West:

Ron Theroux (ronsmog@home.com)

Just got back from Cambria where the Northern and Southern Ca. Morgan Clubs hold their annual meet. We had something over 65 cars and well over 130 attendees. There were 6 cars, I believe, that drove over 1200 miles from British Columbia! The event was especially successful this year with a great rally put on by rallymaster John Wilburn. The concours was pleasant and the slalom was a greater success with excellent participation both in the competition and in the setup and teardown. Brian Howlet got top time day in his '66 +4 with a time of 2:02. His also did a demo run in a new 966 Porsche and was only able to turn 2:04 with it! And the Porsche only costs around 90 grand!

After a long delay, The Engine Room finally has "Morgan Racing" T-shirts available again. They have a 4 color picture of my Kingfisher Blue +4 cornering hard on the front and the Morgan "wings" on the back in silver and black with the words " Racing since 1910" in red underneath the wings. If you are interested, give us a call at 831 429 1800. Regards, Greg Solow

The Great Rally-in-the-valley Caper – 1999 episode:

Mike Powley (pwlm6079@bcit.bc.ca)

This being the sixth year for this event – and only our second – we should have known not to push our luck. The MOG NW group was represented by several from the lower mainland. The Powley's went up on Thursday with Ted Carew-Gibson, son Evan, & buddy David, along with Ron & Yvonne Theroux, and Dave Collis & Lady Ruth teaming up for an assault in the rain on the Kelowna Connector Friday July 2nd.

The Powley's run up the Fraser Canyon did get us out of the rain but just out of Lytton our longstanding muffler (installed in 1986 if you can believe, so fye on ye Stainless Steel mavens!) decided to detach itself just a little bit not all at once from the MOG. Smoke coming from the rear wheel as the muffler hit the tire wall was a good sign something was not right back there – waiting the required 15 minutes for cool down and under we go and off it comes and into the ditch – we were ever so lucky to be a short distance from a pull out. I rather doubt the OASIS GARAGE has a quick fix remedy for that!

We then with the dulcet tones of the motor being ever so thrust upon us pushed on through our "scenic run" from Spence's Bridge to Merritt and then semi-truck like we did the Kelowna connection on up to Siler Star, our mountain destination outside Vernon – for some real summer fun? Great reception and great help from the desk – we get put on to Andy at MINUTE MUFFLER in Vernon and get ready to do that on the Friday to come. On Friday, we get up in the beautiful Okanagan to just slight snow flurries and take a lovely picture of the Morgan covered in a soft blanket of snow – see pic if "ye" ED has room to publish.

By the time the rest arrive on the Friday evening we have the snow scraped off; a new muffler and new friends with the Wylde's former members of the Royal City Sports Car Club and now with the lovely MGTC – Barrie and Wendy volunteer to pick us up at MINUTE MUFFLER on the Friday AM and they take us to a new pub on the lake for lunch while we wait – great Okanagan British Car Club hospitality for sure. We were awfully spoiled this day, as after returning to pick up the MOG we were met by the Baileys and the Russells – all anxious to try out the Powley's new muffler on a little run planned by up the back roads to Armstrong – the consensus was the "note" was definitely gone and it now sounds like a Russell car – one could hardly hear it coming your way on a quiet day – but now we can hear all the other noises – whatever they are!!! A great run in the sun.

Comes finally the big day, Saturday, THE SHOW and THE SLALOM and THE FOG. In the AM we look for our cars on the lot in the fog and get the water wiped off for Participants Choice Judging. Joined by local Morgan Owner, race driver, and soon to be again a MOG NW member Bob Walker for the show – we are now 5. The Morgan classes are simple – 4/4's, +4's, and +8's. Given that idle hands are the Devil's play things and that coupled with the need to keep moving and alert we focus on Bob's 4/4 and start to come up with 3 new more appropriate classes as the hypothermia sets in. Saturday afternoon turned to the slalom event and we found the cones kept jumping out at us all too often – but TEAM CAREW-GIBSON kept Ted's +8 on the course for all three drivers – Ted, son Evan, and friend David.

Later that afternoon for some reason the Lakeside swim at one of the OBCC members had no takers – so we all had a long time to take hot showers and primp for the banquet and awards night – topped off with the tradition EGOKNOWSNOBOUNDS photo. In all, the Okanagan British Car Club is to be congratulated for their courage under fire in keeping us all warm and occupied for the great three day event and we look forward to a "SUNNY PENTICTON" for the year 2000!
(photos by Mike Powley)



Notes from the Web:

Greetings Gang. I have through my years of driving experienced many wonderful driving machines. My first car was a Fiat 850 Spyder. Then I got a Triumph Spitfire Mk 4. Things were improving. I wanted more. Not necessarily faster or flashier but more of the thing that I will call character. I restored an MGA since I did not have the bucks for a nice car. Then I started going to Morgan meets at Luray Virginia with a friend of mine. I towed his '33 Beetle Back Supersports to and from national meets until he and I went to Lawrence Mass and picked up my first Morgan, a 1935 F-2 which made its first appearance at Dulles.

Since that time I have had many life changes, kids, divorce, getting my head screwed back on, and now remarriage. My wife and I are now restoring my 4th Morgan. Why do I keep coming back? The cars are wonderful works of art, put together by a skillful shop of smiths and wrights, that are so dead simple I can take them apart and put them together again with good results. But the real reason is what they do to people. Real people. In the time I have been going to national and club events, I a poor country boy from the hills of Virginia, have been able to share a common joy with people from all walks of life. Some are rich enough to buy the town I live in and some are like me. Most are somewhere in between. The Morgan is the common thread that binds us all together. It is an appreciation for something beautiful and yet simple. Something to be enjoyed. I don't know what the end result of the Morgan moving toward the high end market will be, and I am not sure I care. Somebody has to buy the cars and get tired of them so I can afford them later. Best Wishes to All, Elton & Jane Wrigh, Salem, VA, email: delicate@rev.net

Road Trip: It is the computer design and drag coefficients that seem to dictate styling today more than other elements. That is why so many cars look the same. When it didn't matter how aerodynamic the car was, but how different it looked, then cars looked "different" However, it seems hard to tell many early to mid '30s cars apart from a distance. A 32 Model A Ford is not all that different from a Chevy of that same era until you get up close. But the 50-60s ear cars had styling. Harley Earl at GM knew what to do with a car design and other companies followed suit. Morgans may be an anachronism, but they have style. Remember when we used wait for the new model year cars to be introduced, so we could see the changes? How often can we say that today? And it's true, how often do kids today look forward to seeing what next year's car will look like? Prowlers look different but they're aimed at an older, richer nostalgic generation, not GenXers. What does a Miata look like? Can you say Lotus? Low-tus..... Bang on fellow Morgan drivers! Stuart J. Ross

Pittsburgh Vintage GP: A high woe rate for the Pittsburgh Morgans, but only pride was injured, thank goodness. Pete Olson's trike hit a water barrier on the left front when his steering failed (not sure why yet). Bill Lightfoot's '59 Plus 4 was damaged when another driver drove into his left front, and I took out a hay bale in a chicane when my brakes faded ('57 Plus 4. Drum brakes.) Bent my new reinforced subframe. Mike Virr's hydraulic clutch (59 4/4) went away, but came back with fresh fluid, and Curt _____ (I never was much good with names) had a radiator hose disintegrate.

Meanwhile, Fred Sisson's ground-hugging trike (Ford engined, I'm not much good with Morgan nomenclature, either..) drove like a dream, and Carl Shriver's late 30's 4/4 did the same. I think I got pictures of both. We had a great Morgan driver's dinner with 14 people, including a number of guys who knew a lot about the cars but hadn't met before. A great dinner, lots of good conversation, much of it about anything but Morgan cars, but there was plenty of that as well. Keep in mind the states represented here, in a minor miracle of internet communion, included Georgia, Delaware, Connecticut, and Maryland. All the best to all of you -- Chip Brown

Great time for me at Pittsburgh- Not so good for the rest of the team. Not sure why Pete's steering locked- luckily it was on the pace lap and his speed was not high. Trikes bend a lot. The good news is that he was not hurt- nor the engine or radiator. All fixable. Also his trailer had a bent axel and went through 7 tyres in the trip. We spent more time looking for trailer tyres that highway driving on the way home.... At the awards dinner Sunday they gave around six awards. I was blown away to receive the "Best drive in class" award. Guess drifting looks good. My clutch was so far gone that I could choose an RPM at any speed. Got some great video footage though. Had the camera mounted on the side of the car. Pretty shaky but good way to relive the race. The curb-clip, Pylon clip, and almost Crosley T-bone are all there. Didn't have the camera mounted in practice when the Bugatti spun right in front of me though. A classic moment. Fred Sisson

For Sale / Morgans Wanted:

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I'm very interested in purchasing a Morgan. I had the pleasure of an owner guided tour through the works a number of years ago, and fell in love with them. Unfortunately I never could find one, and settled for an MGB. If you know of any available in Southern Ontario I would appreciate you letting know at your convenience. Thank you Jim Tomkins. email jtboatwork@aol.com

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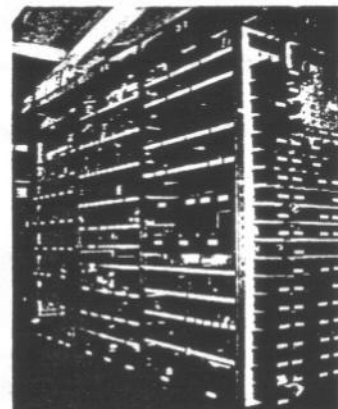
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A COUPLE OF REMINDERS . . .

**1. PUB BRUNCHES START SUNDAY, NOVEMBER 7TH
(AROUND NOON) AND CONTINUE THROUGH:**

- * **Sunday, December 5, 1999**
- * **Sunday January 2 or (9), 2000**
- * **Sunday, February 6, 2000**
- * **Sunday, March 5, 2000**
- * **Sunday, April 2, 2000**
- * **Sunday, May 7, 2000**

**LOCATION: THE QUEEN'S HEAD PUB ON BRANT ST. IN
BURLINGTON.**

- 2. The Christmas party for this year will be held at the Balfours' place on Saturday, December 11, 1999. And this time, it will start about 4:00 PM in the afternoon - to afford people some 'daylight' driving. More news next issue.**

LOCATION: 39 NEWMAN DRIVE, CAMBRIDGE, ONTARIO