



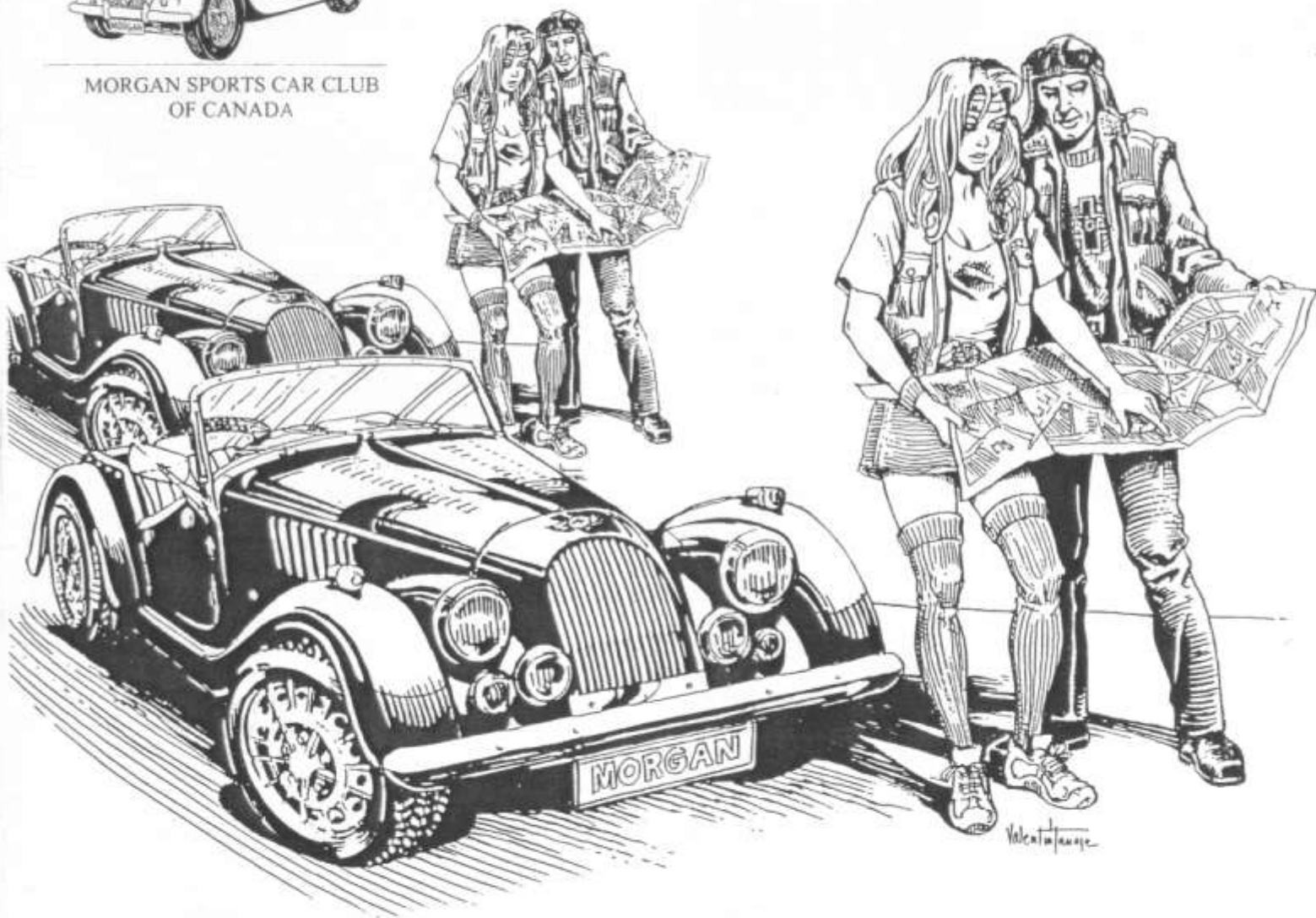
2002
Issue 3-2003, May

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



MORGAN SPORTS CAR CLUB
OF CANADA



Borrowed from the "Revue du Morgan" newsletter of the Belgium Morgan Owners Group. Fitting image as we prepare for our "twin" runs coming up June 2 and June 22. Reprinted courtesy of Jacques Gallien and Valentin Tanase.



Prez Sez:

Vern Dale-Johnson
(vern_dj.msn@attcanada.net)

As noted in the 2-2002 Blurb, Brian Rumohr who for many years, with his wife Linda, was an active participant in Toronto area Morgan events died in early March. In our rush to get the information out to the MSCCC membership we could not locate a suitable picture of Brian – this has been rectified by Audrey & Jenny who have provided the following very suitable and characteristic photo – note the classic "Morgan" pipe... Rest in peace, Brian.

The MSCCC bylaws distributed with the last Blurb rec'd one response with a couple of good suggestions.

1. There was a comment on **Article III. Membership. Section A – Eligibility** with the suggestion as youngsters may want to have their individual memberships to the MSCCC that there should be no age restriction. After discussion and additional thought we have concluded the original section will stand as written.
2. **Article III. Membership. Section B – Membership in Good Standing** received the comment that often both spouses are present at meetings and both spouses "vote" their interest independently. A bit of a conundrum as we have "memberships" comprising one individual, comprising a "couple", and comprising a "family". As most votes do require a show of support for events or other activities it has been decided we will not change the current process whereby at the discretion of the chair of the meeting, spouses can vote independently.

When items to do with our structure and incorporation need to be voted on (such as **Article III. Membership. Section D - Expulsion or Removal from Office**, and **Article VII. Adoption of Bylaws**, or decisions regarding the finances of the MSCCC this will be done by write-in ballot with one ballot sent to each "membership". Ballots will be tagged so they cannot be duplicated but votes will still be secret. This should solve the issue and ensure one-vote-one-membership.

3. The number of members that constitute a "quorum" was questioned, the suggestion it was set too high (20 members or about 20% of the memberships required to constitute a quorum of votes by proxy or in person). I've noted other clubs set the number at a % of membership – for example the MOG NW group has indicated, "At any special meeting a quorum shall be 20% of members and at an annual meeting a quorum shall be 10% of members".

Rod Wilkinson will review the above suggestions for incorporation into the bylaws of the MSCCC. An amended copy will be distributed later in the year and shall be filed with the appropriate authorities. Note comments on the bylaws closed effective April 30, 2002.

With regards to the suggestion the club subsidize events held by members the executive has discussed this idea and although we have a concern that any policy is open for some abuse **we have agreed that events**

will be subsidized up to C\$10 per car / couple attending an event, with a maximum per event of C\$100. The reimbursement will only be made after:

1. The organizers have discussed the proposed event with the President and/or Treasurer and have received written acknowledgement of the event structure and expected attendance (and thus approval of the expected cost to the MSCCC).
2. A roster of those attending along with appropriate receipts is forwarded to the Treasurer.
3. Food (including non-alcoholic drinks) and inexpensive prize items will be subsidized, more serious refreshments with snap tops, twist tops or corks must be supplied by attendees.
4. There are still funds in the account to allow for subsidization...

Maximum subsidization available per year for MSCCC supported events is C\$500. Please remember the MSCCC does have a tradition of supporting events that in turn support charities and it is suggested this tradition be continued.

April 7/02 PUB BRUNCH meeting at the Queen's Head in Burlington. Al & Marlies Sands, David Farmer, John & Sharon Roden, John Fitchie, Ray & Mary Shier, Nyal Wilson, Glen Nigh & Rene Roberts, Thomas Van Zuiden, Peter Toma, Steve, Jenny & Trevor Beer, Vern Dale-Johnson attending.

As this was the last meeting before the summer break discussion included the **June 2 MSCCC "Ale Trail" run: "Classics Against Cancer" on June 16 (Ray & Mary Shier have invited MSCCC attendees back to their place for a post-event BBQ), and June 22 MSCCC Luncheon run, MOG 32 July 4-7, and the Sept 27-29 MSCCC Fall Weekend.**

Meetings will begin again in the fall with the first meeting scheduled for October 6 – retaining the Queen's Head in Burlington as our venue. Details of subsequent Pub Brunches will be published in the Blurb but they will follow the tradition of the first Sunday of each month unless otherwise noted.

It has been some time since we've mentioned the **MSCCC "website"**. This is now on the "Hemmings" website – <http://clubs.hemmings.com/msccc/> If you've misplaced your Blurb and want to know about upcoming events you can find a current listing on the site (with opening comments from the latest Blurb). Also useful in helping others who have an interest in what we are doing get information on the club. Can't remember this site then remember **www.GoMoG.com** - you'll find the same info listed there (usually opening comments from the latest Blurb and events listings) courtesy of GoMoG webmaster, Lorne Goldman.

Upcoming events:

"Ale Trail" run is set for Sunday June 2, 2002. See last Blurb for a flyer. If you've lost your notes contact the organizers... The group will **meet in Guelph at the historic Albion Hotel at 10:00 AM** and drive to Neustadt near Hanover. Neustadt has a fantastic historic brewery and was the home of John Diefenbaker. We will spend 3 hours in Neustadt including lunch and return to the Woolwich Arms Pub in Guelph for a "Beer Lovers Banquet". This is a fixed menu where 6 different beers are paired with food (\$20-30/person). Oliver is going to try and get a brewery or two to sponsor so costs may be reduced. The event will end around 9:00 PM so be prepared to stay over at a local motel or drive home under cover of darkness.

The Albion Hotel is on the main street that comes up from the 401 (Brock Road; 1st exit to Guelph when driving from the east). Brock Rd becomes Gordon Street. When you go past the University and cross over the Speed River you will again change street names – Norfolk St. The Albion is located directly across from the cathedral.

For those coming from Toronto and points east, we will meet at the Shell Station, Trafalgar Road, North of Hwy 401 at 9:00 AM. Convoy will proceed via scenic roads to the Albion Hotel.

Please RSVP to Oliver Dawson at 905 850 9570 or email Oliver at oliver@beerloverstour.com or odawson@sympatico.ca. Numbers are needed to confirm the banquet reservation.



Classics against Cancer, Father's Day, June 16: This annual event, held in Georgetown, not only is an ideal event for the MSCCC to "gather" for a "moggin and noggin", but an excellent event to view some incredible machinery. Entrance is limited to classics (over 20 years old) but we do have two British classes – up to 1966 and 1966 to 1981. Mark the date, check their website for details and register early. www.classicsagainstcancer.on.ca Remember, **Ray & Mary Shier** have invited MSCCC attendees back to their place for a post-event BBQ, please RSVP to 905-877-1427, shier@bserv.com

MSCCC luncheon – run June 22: Tom & Linda van Zuiden are organizing and hosting this closed MSCCC event open to members and their guests.

The run starts at **Teresa and Andrew Flint's** in Oakville (arrive at 8:30 for a 9:00 departure, map enclosed with last Blurb). First stop is "**The Halton County Radial Railway**" at 13629 Guelph Line (just north of the 401) with an ETA of 9:45. The lunch stop at the home of Lida Alexanian (carpet fame) will feature a pre-arranged light lunch – i.e. sausages and salads. Children will be able to swim (indoors) at the lunch stop location; adults can walk the Bruce Trail to a waterfall or talk cars. .

Leave at 1:30 P.M. and go through Dundas out to Paris and meander along the Grand River until we turn northeast and make our way to "Ferris Lane" where Bryce Weylie will lead a garden tour. Bryce is featured in the January/February 2002 issue of "Gardening Life". The article is a beautiful 8-page spread of photographs and description of the gardens. Some light food goodies will be provided along with wine. Barrell samples of the 2001 vintage will be available. Expect to be finished by 6:00PM. Please confirm attendance with **Tom or Linda** at 905-627-3991 or email at tvanzuiden@sympatico.ca

MOG 32, MCC DC, July 4-7, Staunton Virginia: This event will be the "must do event" of the 2002 season! Interest is beginning to build within the Toronto area contingent with John & Sharon Fitchie committed to sharing "driving" duties on the DJ's Mogs, and John & Sharon Roden working feverishly to get their 4/4 back on the road... also interest from members in the Ottawa – Montreal area. (Lorne Goldman has been asked to speak at the awards ceremony).

MOG32 will again be at the Ingleside Resort in Staunton Virginia. Featured model will be the 4-seater. Rate for the Ingleside is US\$63/night (2-night minimum booking needed). **Phone the Ingleside Resort at 540-248-1201 to make your reservations.** MOG 32 welcome reception is on Wednesday July 3, concourse, gymkhana, and cruise of Staunton will be on Thursday July 4, road rally on Friday July 5, autocross on Saturday July 6. A "driving tour" will accommodate the serious seekers of sights and antiques. Evenings will include nightly noggins and a pig roast. Thoughts, suggestions, or questions should be directed to Ed Herman at 410-821-1166, email edherman@concentric.net

Brits in the Park, Lindsay on July 21st coincides with the final day of the Toronto Triumph Club "Canadian Driving Classic". This event is important to MSCCCers for 3 reasons

- 1) Our **Ottawa contingent (members of MSCCC and GoMoG) plan to attend** and make it a meeting with Toronto area MSCCC members. (Remember the "Under the Gate" gathering??)
- 2) The **Lindsay meet is important support for MSCCC members** who also belong to the VBCC.
- 3) Supporting the "Canadian Driving Classic" of the Toronto Triumph Club offers support to our members who are also active in the TTC both as Triumph owners and as event organizers.

Make it your weekend as well! Contact Helen Fowler of the VBCC at 705-652-3658, or our MSCCC members Mike & Arlene Browning 905-352-2282, David & Pat Halloway 705-887-9331 re Brits in the Park or for the Canadian Driving Classic Doug Hughes of the TTC at 416-444-5993 or MSCCC members Malcolm & Brenda Taylor 905-880-0079. Flyers are enclosed in this Blurb.

MSCCC "Fall Weekend"... Note this info has changed, read carefully! Weekend Sept 28-29 in the Niagara area. **Please fill out the enclosed registration form and order your regalia.**



Agenda starts with arrival at our hotel – the **Day's Inn 7280 Lundy's Lane, Niagara Falls** -- on the Friday evening, scheduled events from Saturday am through Sunday am, departure Sunday afternoon. If you can help organize the weekend please contact Sharon at jsroden@vaxxine.com or phone 905-892-6907.



Details are as follows:

- 25 rooms have been reserved at the **Days Inn**, 7280 Lundy's Lane, Niagara Falls, Ont. They will hold until August 27/02. **To reserve call 1-800-461-1251 and ask for the Morgan Car Club, Reference: Sharon Roden. Package deal of 2 nights at \$189.00 + tax.** This includes the 2 nights stay, plus Dinner for two at Montana's Steak & Seafood Restaurant (\$50.00 value), 2 Breakfasts for two at Denny's (attached to the Day's Inn) and free shuttle pass for two.
- **Friday afternoon & evening** - open. Indoor pool at the hotel, shop next door at the Outlet Mall, or take the free shuttle bus to the "Falls" for a walk around or visit to the casino. At 9 PM the Hospitality Room opens at the Day's Inn – pizza and beer will be available.
- **Saturday** - breakfast at Denny's 8 – 9:30 am. Leave Day's Inn at 10:00 am for a run to **Joseph Estate Winery** for a wine tasting and tour.
- Run down to **Niagara on the Lake** and along the **Niagara Parkway** with appropriate stops along the way to Kingsbridge park in Chippawa. Park car (Niagara Parks has confirmed Kingsbridge Park, in Chippawa for Saturday, Sept. 28th 11am to 3 pm) for our **fun concourse and lunch at "The Boat House"**. Additional time in the afternoon to continue the tour or, head for the Day's Inn to rest up for.
- **Saturday Evening** around 7 pm catch the free shuttle bus from the Days Inn to **Montana's Steak & Seafood Restaurant** for Dinner (and Morgan fun).
- **Sunday** - breakfast at Denny's 8 – 10 am. Catch shuttle bus to falls and go on the **Maid of the Mist** boat ride (you can buy your own tickets at the kiosk on Friday or immediately before boarding) and return to hotel by 12:30. **1:00 pm convey to the Roden's for a B-Q lunch. It's BYOB.**
- **Registration fee of \$10 will include the welcome reception**, regalia T-shirts must be preordered at \$15 each.

As numbers must be confirmed for organized meals, pre-registration is mandatory. Please see enclosed flyer and send completed form to Sharon Roden asap.

Vintage GP at Watkin's Glen dates for 2002 are Sept 6-8. Still warm enough to camp if you want to save your pennies to shop at the large vender area in the paddock however you must reserve your camping spot. If interested, and you don't want to camp, select and make your hotel reservations now... space won't be available once the summer is upon us. Check out the Glen website at www.theglen.com

As mentioned in previous newsletters there is an eastern event coming up that will be a "must see" (and hopefully for some Morganeers a "must do"). Details of the **Targa Newfoundland Rally** are now available on the rally organizers website www.targanewfoundland.com with a detailed brochure included later in this Blurb. Early entries closed the end of January; applications close May 31, 2002. If not planning to "drive" plan a mini-vacation to "watch" and rub shoulders with the participants. Armchair rallyists are welcome! If in need of assistance contact Robert Giannou at rgiannou@nfld.com or phone the organizers at 709-722-2413.

This years **British Car Week** will take place from **May 25 through June 2**, so be sure to mark your calendars. It's an opportunity for all British car owners to get their cars out on the roads in their part of the world at the same time, and show them off to the people who are not aware of them. It's also a great

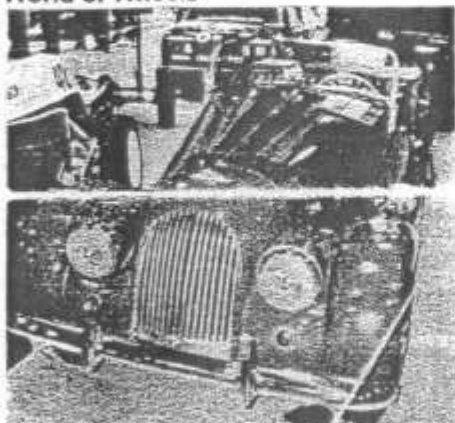


opportunity to get together with other British car owners in your community, regardless of marque, and display your cars to the general public. I guarantee you'll meet some great people.

Members correspondence over the past few weeks included a note from **Bill Sullivan**, Winnipeg Manitoba. Bill writes "Just a brief note to say thanks for the effort expended in getting the Blurb out. Your work is appreciated!! It is great to have some Morgan info as I am pretty well all alone here in Winnipeg. I do sometimes see Ken & Pat Miles and the Theroux's at B.C. events but around here – zilch. There are a couple of +8's around but not club type people. I do wave the flag – see enclosed from the Triumph Driver's of Manitoba April 2002 edition of "Triumph Herald".

Henry Tutton, MSCCC member from Epsom Downs (that's the UK please) Sent in a note and a copy of the British "Classic Car Weekly" – subscription is £1 / week. More info in one edition of his tabloid than we get in British Car! Included was a photo of the Tutton's 4/4 as a wine label... see below.

World of Wheels

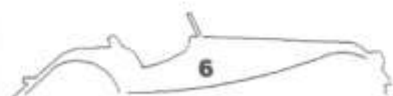


Bill Sullivan entered his Morgan at this year's World of Wheels and won best in his class. I must admit, Bill's car looked great and was quite different from the many entriess that surrounded his car. The Morgan does have a touch of elegance and class that a muscle car can never claim. Way to go Bill!



Central Canada Morgan Events:

- May 24-26 Spring Fling, hosted by MG Car Club of Toronto. Accdtn's at Bobby C's, Port Darlington Marina 905-623-4925 and the Bowmanville Howard Johnson Motel 905-623-3373.
- May 25 – Jun 2 **British Car Week – GET OUT AND DRIVE!**
- May 26 Classic European Car Show, Fiat 500 club of Canada 5th International Meet. Boyd Conservation area, Woodbridge (Islington Ave & Hwy 7). Starts 9 am, info call 905-856-7237, email fiat500@home.com
- June 2 **MSCCC Ale Trail run**, organized by David Farmer and Oliver Dawson. More info phone Oliver at 905-850-9570, email odawson@sympatico.ca
- June 7-9 Watkin's Glen Historic races
- June 9 EuroCar Day, Western New York. Williamsville, NY Info 716-662-1696
- June 16 **Classics Against Cancer**, Georgetown www.classicsagainstcancer.on.ca, BBQ follows at the Shier's – see flyer, confirm attendance at shier@bserv.com or 905-877-1427
- June 22 **MSCCC Luncheon – Run**, Tom & Linda van Zuiden, tvanzuiden@sympatico.ca or 905-627-3991
- June 23 British Car Summer Picnic, Waterloo West Park, Waterloo Ont. Sponsored by Sterling Motors, Kitchener. Info, Chris at 519-742-6861 or John Baillargeon johncb@sympatico.ca
- June 28-30 VARAC 23rd Annual International Vintage Racing Festival, Mosport Park.
- July 4-7 **MOG 32, MCC DC, Ingelside Resort, Staunton, Virginia**. Reservations 540-248-1201. more details are provided above. Book your hotel now!



- July 19-21 Toronto Triumph Club Canadian Driving Classic, Starts in Peterboro on Friday evening. Takes in **Brits in the Park** on Sunday. Contact Doug Hughes 416-444-5993 or cdnclassic@torontotriumph.com
- July 21 **Brits in the Park, Victoria British Car Club – Lindsay.** Helen Fowler of the VBCC at 705-652-3658 for details. This is a meeting place for GoMoG and MSCCC members – be there!
- July 26-28 Grand Island Sequicentennial Automotive Events (All European car show, Solo 2, Grand Island Grand Prix (1952) re-enactment. www.isledegrande.com/2002 Minutes from Niagara Falls New York. Holiday Inn, Grand Island is event hotel 716-773-1111.
- July 28 MGCCCT Annual Glendon Import Invitational Car & Motorcycle Show. Glendon College, 2275 Bayview Ave. Gates open at 9 am. More info will be available in the coming months.
- Aug 18 St George's British Car Show, London, Marian Bishop 519-268-2797, embee50@rogers.com
- Aug 25 **Boot 'n' Bonnet Club, Kingston, "13th Annual British Car Day",** Bill Gray 613-542-5371
- Sept 6-8 Watkin's Glen Vintage GP...
- Sept 14-15 **British Car Day, Bronte Park...** details to follow
- Sept 27-29 **MSCCC Fall Weekend, Niagara-on-the-Lake,** contact Sharon Roden at 905-892-6907 or jsroden@vaxxine.com
- Oct 6 **MSCCC Central Canada Pub Brunch, Queen's Head Inn, Burlington** noon – 3 pm.

West Coast Events for MSCCC and MOG NW:

- May 26 Vintage Car Races, Mission Race Way. Contact Al Allinson 604 985 5451
- June 15-16 **Victoria Father's Day Picnic.** Contact Woody Thomson 250 479 7743
- June 16-25 **MOG NW Barkerville or Bust.** Leaving from the Victoria Picnic... through Courtney, Port Hardy, to Prince Rupert and on to Barkerville... info, Mike Powley 604-542-0921
- June 22-24 **Devil's Punch Bowl VII,** Newport, Oregon, Heinz Stromquist 503-224-9576
- June 29 **Scottish Games** Contact Mike Powley mpowley@bcit.ca 604 542 0921
- July 5-7 **Rally in the Valley, Penticton...** Limited registration see www.obcc.com Ted Carew-Gibson 604 421 3939 has details.
- July 26-27 **14th Bellevue All-Brit Field Meet,** Arnie Taub 425-644-7874
- Aug 10 **Midland's Tour.** Details available from Dave Wellington 360 387 8770
- Aug 31 **26th Portland All-Brit Field Meet...** details to follow.
- Sept 8 **All British Car Picnic, Hougou Park.** Rod Lafond has details 604 850 7725
- Sept 21 **MOG NW Whistler Run,** meet at Park Royal at 9:00 am. Contact Ken Miles 604 576 8036
- Oct 26 **MOG NW Halloween Run.** Organized by Win Muehling 604 299 2425
- Nov 3 Ladner to Bellingham run, details to follow...

The Alaskan Highway Experience, August 2003

Ken & Pat Miles

We leave Vancouver in early August 2003 and drive to Prince Rupert through the BC interior. Catching a ferry from Prince Rupert for two days and one night of cruising through the interior waterways of southern Alaska arriving in Haines, Alaska. From Haines we head to Alaska driving first to Anchorage and then Fairbanks. Leaving Fairbanks we pick up the Alaskan Highway, driving through Whitehorse, Watson Lake, Fort Nelson, Fort St. John ending up in Dawson Creek. Here we turn southwest and proceed through Chetwynd and end up in Prince Rupert where we turn west to Jasper and Banff. From Banff we head south to pick up Hwy 3 where we turn west and proceed along the southern route back to Vancouver.

The trip as presently planned is 5000 miles of pure Morgan driving and spectacular scenery. The trip will take at least 21 days including the ferry ride. Estimate costs are in the range of C\$9-\$10,000 including the ferry, which is expensive.

If anyone is interested in joining us for this experience, please email Ken Miles at kengmiles@shaw.ca or alternatively write me at 15410 Kildare Dr., Surrey, B.C., Canada, V3S 6B9. (home phone 604 576-8036). If enough people are interested, we could turn this into a great event. There is reason to believe that three separate countries and two continents could be represented on this drive.



Eastern Canada Events for MSCCC and GoMoG:

- June 1-2 **Rendez-vous British Quebec.** Check out www.rendezvousbritishquebec.org or call Andre Labbe 418-660-7452 for details.
- June 23 **Richmond Car Show,** Sasafield, contact John Day at 613-723-9876.
- July 12-14 **PEI British Car Days across the Bridge.** Check out www.bmapei.com for details or contact Bob Bentley 902-964-3294, rbentle@isn.net
- July 20-21 **Pittsburgh Vintage Grand Prix** – OhMOG supported event. See info in this Blurb. Includes a car show. Contact Mark Phillips 412-561 5972 mphillips@adephia.net or OhMOG's Chas Wasser 513 779 0871 ohmog@fuse.net
- July 21 **Brits in the Park,** Lindsay... details in this Blurb... Contact Helen Fowler of the VBCC at 705-652-3658 for details.
- Aug 18 **Moggies at the Farm,** Contact Ed Burman or Greg Kaufman for details.
- Aug 25 **13th Annual British Car Day, Kingston.** Hosted by the Boot 'n' Bonnet Car Club. Contact Brian & Linda Thomas 613-385-1947 thomasl@post.queensu.ca or Bill Gray 613-542-5371
- Sept 13-22 **Targa Newfoundland.** Targa office 709 722 2413

Other Events of interest:

Indiana British Car Union "London to Brighton" run, July 13 – starts in London Indiana (near Indianapolis) and finishes near Jasper, Indiana. Details, Brett Johnson 317-841-7677.

MOA IV... the event is starting to take shape. Will be held in 2005. The team of Steve Roake, Jeremy Harrison and Elaine Fisher are at it again for your enjoyment. Tell your friends, mark your calendars, inform us of your level of interest, and save up your dollars/pounds for the GREATEST MORGANS OVER AMERICA yet. Start your preparations:



ANNOUNCING MORGANS OVER AMERICA IV SEPTEMBERISH 2005

Drive from New York to San Francisco
via

THE GREAT ROUTE

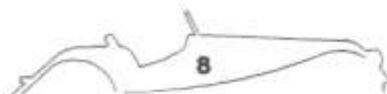
Drive the Great Lakes
Drive the Great River (Mississippi)
Drive the Great Prairies
Drive the Great Southwest
and
Drive the Mother Road, Route 66



The **Morgan 100th anniversary definitely will be in 2009.** Interested in shipping your Morgan to the UK for the "big event"... Planning is already underway, contact Vern DJ if interested.

Morgan Memorabilia:

MSCCC grill badge. Badges are available from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed – C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc...) from Melvyn. Our supplier in England (Colmet) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges will have this feature, any older badges that need repair can be returned to Colmet for the same treatment.



Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles. These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels). Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc... Styles are:



Race script



Classic script

"Morgan Canada" motif zippered nylon tote bags are C\$17/US\$12 in black or green - other colors on request, and zippered sports bags (with zippered side pocket) for C\$25/US\$17 - also in green or black (other colors on request) are available. Please include \$5 for shipping.



MSCCC pins and crests. Pins with either a "safety pin" or "tie-tac" closure are the highest quality 4-color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors - black, red, green, blue, white - at C\$10 each.



We can embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif - send items to Vern DJ. Cost is C\$10 / crest. Many of our members have had the MSCCC crest added to shirts with a second club already in place, allows you to advertise your support for two groups at once! Note the new Morgan motif (shown on the left) is not available as a stand-alone crest, must be embroidered on your clothing or other articles.

For Sale:

1953 +4 FlatRad Twin-Spare Roadster, TR3 engine, Serial # P2633, 15" wheels, "cream & chocolate" colour, brown leather interior, Total restoration by Bob Couch in 1997, Reliable, strong, and ready for any event. US\$29,000. Iris Knight 408-836-4912 New Jersey, USA iknight@eclipse.net

John Sheally II has notified the eMOG group that his new book "Peter Morgan the Rare One. Peter Morgan +4+" will be introduced at MOG 32. John and the publisher will both be on hand to sign copies of the new book.

HOG MOG MATTERS:

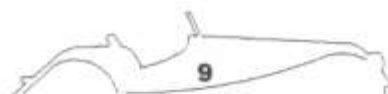
Club Truths The Tater Club

- Some people never seem motivated to participate, but are just content to watch while others do the work. They are called **Speck Taters**.
- Some people never do anything to help, but are gifted at finding fault with the way others do the work. They are called **Comment Taters**.
- Some people are very bossy and like to tell others what to do but don't want to soil their own hands. They are called **Dick Taters**.
- Some people are always looking to cause problems. It is too hot or too cold, too sour or too sweet. They are called **Agie Taters**.
- There are those who say they will help, but just never get around to actually doing the promised help. They are called **Hezzi Taters**.
- Some people can put up a front and pretend to be someone they are not. They are called **Emma Taters**.
- Then there are those who love others and are always prepared to stop, lend a helping hand. They bring real sunshine into the lives of others. They are called **Sweet Taters** - They make a great club or organization!

Cheers, Rick Feibusch Venice, CA



MORGAN SPORTS CAR CLUB
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Charles Morgan was the driver – the event, the “Gumball Rally”. Lots of eMOG discussion on the event with the best info coming from our Dallas based friends at TEX MOG – thanks to Bill Boyles for permission to reprint. With regards to the Aero 8, we understand Martin Beer has been summoned to Malvern to participate in a dealer's day... are we closer to getting our first taste of new Morgans in close to a decade?? Report, we hope, to follow in the July Blurb.

A must watch this June will be LeMans... Two Morgans will be running in the historic race while an Aero 8, sponsored by DeWalt Tools will be in the main race... Enjoy the excitement!

Stu Harvey put up a good fight to get Morgan's into the “Heritage Aircraft” day at the Downsview airbase on May 18-19. Unfortunately the organizers couldn't get their act together and the idea had to be scrapped. Great try, Stu... maybe next year.

We've a new emailer to correspond with. Jacques Gallien, editor of the Belgium MOG “Revue du Morgan” can be reached at Jacques.gallien@vici.fgov.be Long-time readers of the Blurb recognize Jacques as the source of the many Valentin Tanase sketches normally featuring Morgans and lovely ladies (and gents). In fact, the cover of this Blurb is a new Tanase used by Jacques as the cover graphic of his April newsletter. Fitting for our May issue as we've “twin” runs coming up in June. With the latest material from Jacques was a letter and some photos of **Jacky Ickx** – Morgan owner and friend of Jacques. I quote “For the next issue of the Blurb are photos of Jacky Ickx at his house in Waterloo, near Brussels. The Morgan in this photo is mine!



Some time ago I mentioned the **Morgan Club de Monaco** was preparing their 1st edition of the Morgan Drivers “WHO'S WHO”. A note was received recently indicating this limited edition book is now available. Price is 100 Euros – you can try to get a copy by emailing danicarew@compuserve.com or fax him at 377 93 30 35 32.

Interclub Events:

Ed Burman (elburman@cyberus.ca)

In early May your Prez and Editor had an opportunity to spend an evening with Ottawa Morganeers and MSCCC members Greg & Cathlyn Kaufman, Edward & Margaret Burman, and old MSCCC members (and friends) David & Carolyn Rees-Potter. Great dinner at the Swan, the GoMoG pub in Carp prior to a visit to Angus who I can report is looking very splendid in his new coat and will ride in comfort in his new enclosed home-away-from-home. Thanks for the hospitality... The following email was received from Edward after his recent R&R in Antigua:

Dear friends and supporters: We had a great time in Antigua and were able to bring some hot weather back with us for your delection and enjoyment. It got very hot (32C) one day when we were shopping in St Johns, but the sea was a bit rough which cut out a lot of the water sports and meant that swimming in the sea was for the strong and confident only (for which I did not qualify). Did manage a swim on the other side of the island one day after taking a catamaran cruise, and there was a pool at the resort.

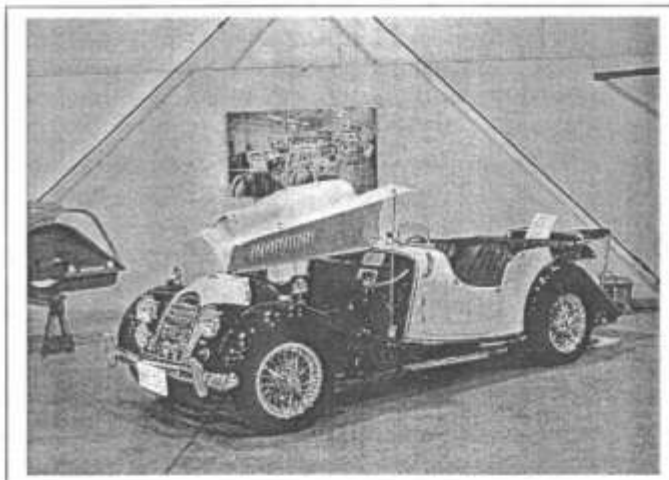
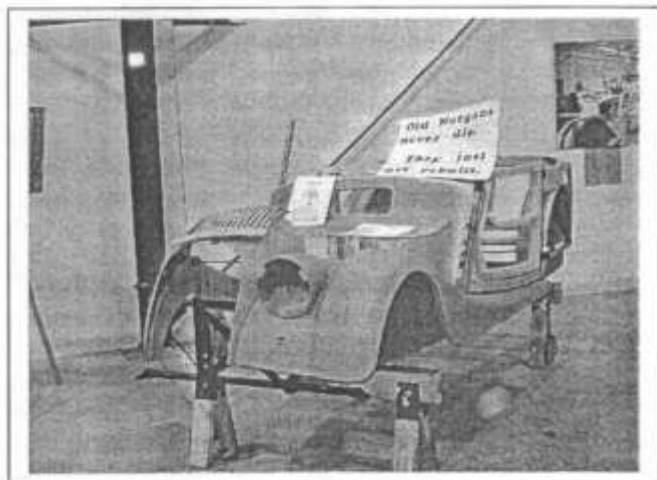
Saw the medical oncologist on Wednesday and she had good news! The liver, which is the major problem now, had definitely diminished in extent (my comment to the doctor "Honey, you shrunk my liver!") and continuing the current treatments will certainly be the route to follow since it is working so well. I am scheduled for six cycles of three sessions each plus one rest week, and have just started the third cycle. At this rate I should be finished in July. Whatever you support guys are doing, does seem to be working, so please keep doing it! Edward B.

Notes from the West:

Ken & Pat Miles (kengmiles@shaw.ca)

CLASSIC AND CUSTOM CAR SHOW APRIL 27TH AND 28TH 2002 Congratulations to the BC MSCCC (and MOG NW) group for their showing at the Tradex Classic and Custom Car Show April 27-28 in Abbotsford. Pat Miles 4/4 was selected best import in the show. Also on display were Ken Miles' +8 and the Miles family's +4 DHC (its first showing – new ash frames gleaming, etc...). The display received a FIRST place award in the vintage class as judged by the BC lower mainland media. Photos by Pat Miles.

The Northern Pod of MOGNW was well represented by the cars of Stu & Marilyn Rulka, Gil Stegens and Pat & Ken Miles. Unfortunately Les Burkholder's trike and Doug Robb's Flat Rad had to back out due to mechanical failures. Both of these cars would have been an additional and welcome benefit to an already excellent display. Thanks go to the above named people plus Stu & Marilyn's daughter, John Rennie, Walter Reynolds, David Stephen, Bill Button, and the Powleys for their help and support during the show. Time was spent talking to various people about the Morgan Club (A few took membership applications), the construction of Morgans with many people being amazed by the extensive use of wood in the construction of a Morgan and the fact that Morgans are still produced.



APRIL FOOL'S RUN APRIL 6TH Saturday April 6th dawned with clear blue skies giving everybody the belief that the day was to be kind for the first time this year when a Morgan run was scheduled. However, by the time we reached the meeting place in North Vancouver, the skies had clouded over with little drops of rain hinting at the downpour to follow. The Morgans of Al & Helen Allinson, Steve & Liz Blake, Les & June Burkholder, Ted & Judy Carew-Gibson, Hugh Dickson, Mike Geluch, Steve & Celia Hutchens, Ken & Pat Miles, Doug & Gill Seager, Larry Sharp accompanied by Bill Hayter were joined later at the pub by Stu Rulka. Also in attendance at the meeting place were Evan Carew-Gibson in his recently acquired Tiger, Ron & Yvonne Theroux, Mike & Rosemary Powley, David Stephen, and Walter Reynolds all in their daily drivers. It was great to see some of the new members out and a special welcome to both David Stephen and Walter Reynolds.

Shortly after 10 we all took off with Larry Sharp in the lead followed by the Morgans and then the also rans. We proceeded to drive through the roads in North Van heading eventually for the Lynn Canyon suspension bridge (DO NOT GET CONFUSED WITH THE CAPILANO SUSPENSION BRIDGE). Larry was a tough guy



to follow with his speed and all the stop streets so eventually the parade was broken into several streams of cars. Then to really throw confusion into the works Al & Helen decided to go home and change to their daily driver due to the rain. Unfortunately they had about half a dozen cars behind them who couldn't understand why they were going up streets with no exits. Eventually we all met up at the same place and proceeded to the bridge. What a treat to visit this bridge and not realize it was there. The view (once you got around the rain) was great and it allowed us all a chance to stretch our legs.

Leaving Lynn Canyon we proceed to the pub for lunch where we had sort of a private area to ourselves. A couple of hours were spent renewing old acquaintances, watching the pub owner taking pictures of Morgans with their tops down being pressure washed by the rain, talking about the cars and often enough the subject of future plans for Morgan runs were discussed along with hope of better weather to come..



Morgans of Les
Burkholder, Pat Miles and
Mike Geluch underneath
BC Trees on April Fools
Run

Photo by Pat Miles



Morgan Moose
(eMOG mascot...)

Notes from the Web:

May 01, 2002 **Rob Walker**

Motor racing enthusiast whose privately entered cars took the play away from the big boys at Ferrari in the 1960s Rob Walker was the last serious private entrant of cars in Formula One grand prix motor racing. He was an example of an heroic but generally extinct breed, the sporting gentleman. He was, if such a thing can be readily imagined, the race track's equivalent of the theatrical "angel", an individual who puts his personal wealth into a production without necessary hope of return. He liked to say in a conspiratorial manner that he had never had a job in his life, and that in his passport under his occupation was the word "Gentleman."

Yet he was no dilettante. He had raced cars himself and knew exactly what he was doing in financing them and obtaining the services of drivers of genius to race them. In the years between 1958 and 1968 he became the first private entrant to beat the works-entered teams, and he did so on nine occasions against the might of Ferrari and Maserati.

His run of F1 successes opened on a sensational note. In 1958 the Argentinians paid £3,000 to fly his Cooper to the national Grand Prix, and could scarcely contain their mirth when they saw the tiny rear-engined car, with its 1.9-litre engine as against the 2.5-litre units of the Ferraris. Yet, with Moss at the wheel, the Cooper

triumphed, confounding the assumptions of all who went to the race.

The feat was of a piece with Walker's devil-may-care attitude to motor racing - and indeed to life. A man born to wealth and privilege, he did not, nevertheless, waste his money or his opportunities, and he opened the door to many racing drivers who were hungry for success and honour on the track.

Five world champions drove for Walker and he gave the German driver Jochen Rindt and the Australian Alan Jones their first outings in a Formula One car. Both went on to become world champions. But as Grand Prix motor racing became the setting for an international entertainment business, with mammoth sponsorship and high technology involved, the days of even the wealthy, devoted private entrant were inevitably coming to an end. It was perhaps fortunate for Walker, constituted as he was, that he was able to make such a contribution in an era when still something of an amateur spirit remained.

In 1975, when Alan Jones drove a Hesketh entered by Rob Walker, it was his final fling. Walker retired to his rambling Queen Anne house in Somerset, surrounded by the memorabilia of his motoring life.

Robert Ramsay Campbell Walker was born at Scotsbridge House, Rickmansworth, Hertfordshire, in 1917, the second son of Cam and Mary Walker. His grandfather John Walker was joint chairman and managing director of the famous whisky distillers but, according to Rob, enjoyed the product too much and died in his late thirties. His father had no role in the family business, but regrettably retained a love of the product that led to his death at 32, when Rob Walker was only three. His wife's annual income as a widow was £50,000 (equivalent to almost a million today), provided she did not remarry, in which case the money went to the children at the age of 28.

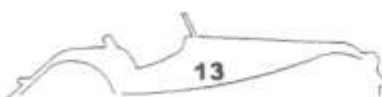
She did remarry: Sir Francis Eden Lacey, secretary of MCC, and they moved to Sutton Veny, Somerset. When the nanny took her annual leave Walker's mother whisked the family to Wimereux, on the French Channel coast. In 1924 she was persuaded to take him to the motor races at nearby Boulogne. The experience sparked an interest in motor racing that never left him.

Having failed the entrance examinations to Eton and Winchester, Walker was sent to Sherborne, and there he soon installed a Morgan three-wheeler at a local bicycle shop. The car had the unsavoury reputation of having killed its previous four owners, and it provided much nocturnal excitement on trips around Dorset, since it could only be driven in secret, in the dead of night. By the time he arrived at Magdalene College, Cambridge, Walker had owned more than a dozen cars and took up flying. To relieve the boredom in the lunch break at the local Cottenham National Hunt meeting he took his Tiger Moth over the jumps, to the considerable displeasure of the local constabulary, who reported him for low flying. The Civil Aviation Authority subsequently banned him for life.

Walker had raced at Brooklands and at other racetracks for some time, but he realised his ambition to drive at the Le Mans 24-hour race in 1939. On that occasion he and Ian Connell drove Walker's Delahaye into eighth place overall, despite a leaking exhaust which burnt Connell's foot. Walker drove the second 12 hours on his own. In December that year as Ordinary Seaman Walker, he joined the Fleet Air Arm at Gosport, arriving in his Delahaye. He politely inquired of a gnarled chief petty officer at the gate where he could park it. The CPO's reply, Walker always maintained, suggested something physically quite impractical. Walker spent six years in the Fleet Air Arm: in the Middle East; in Norway; in the cruiser Cleopatra when she was torpedoed and sunk; and in the aircraft carrier Victorious in the Far East. He always liked to say he was the most passed-over lieutenant in the Fleet Air Arm - but he conceded that rescuing BMW motor cycles from Tobruk on the torpedo racks of Swordfish probably did little to enhance his promotion prospects.

In 1940 he married Elizabeth (Betty) Duncan. They agreed that after his marriage he would not race, so on his demobilisation he became a team entrant and manager, starting with an old friend, Major Tony Rolt (himself to win a famous Le Mans 24-hour race with Duncan Hamilton in 1953), and gradually moving to Peter Collins, his first professional driver. Thereafter he provided winning cars for Collins, and for such top names as Jack Brabham, Tony Brooks, Maurice Trintignant (who in a Cooper Climax beat the Ferraris into second and third place at Monaco in 1958), Graham Hill, Jochen Rindt, John Surtees and Mike Hailwood.

Perhaps his most fruitful relationship was with Stirling Moss, who in 1961 won for him at Monaco and at the



old Nürburgring - both circuits at which driver skill was paramount. On both occasions Moss held the otherwise invincible Ferraris at bay in Walker's outdated and underpowered Lotus. But this great association was cut short in the Easter 1962 Goodwood meeting at which Moss (then driving for another team) had the 120mph crash which put him in a coma for 30 days and, after his recovery, persuaded him to end his career.

In those years after the war and extending into the 1960s, when Britain was attempting to find a niche in Formula One racing, Walker, through his unstinting devotion to what was still then a sport that could be financed by individuals, made as big a contribution as anyone. He never made a penny out of his motor racing, yet his Rob Walker Racing Team has its indelible place in the history of grand prix racing.

Rob Walker is survived by his wife Betty, and by a son and a daughter. Rob Walker, racing driver and Formula One team manager, was born on August 14, 1917. He died on April 29, 2002, aged 84.

I've been away from home and maybe I missed the thread that caused Lorne to write about **comments on the Aero 8**. For what it's worth here are my thoughts...

I've covered three thousand miles in car G0038 since delivery last November. At a notional average speed of 50 miles per hour that's some sixty hours in the car, so I think we are getting to know each other.

Let's put the looks to one side for the time being. What about the driving? This car is phenomenal to drive. I thought its handling on the road was pretty good, but recently I have spent two days on the race track with the car. The handling is brilliant. You can drive around Porsche 911RS on the outside of corners. Why? Because the car is so light compared to other "sports" cars and has so much tyre grip. I've given several Porsche and Ferrari drivers rides around the track recently and they cannot believe how fast the car can brake and corner. If it has a shortcoming it's that the chassis and brakes are so good you could do with more power. One day maybe!

Back to the real world. For day-to-day use on the road, the car is wonderful. You climb in and it hugs you. The deep sills and transmission tunnel rise up around you. All other Morgans I've driven you sit on the seat and slide over the transmission tunnel in fast corners. The Aero ride is fairly soft but very comfortable and if needed, enormous reserves of power and handling are available to you, if you want to blast away some guy following you..... So the Aero 8 as a driver's car rates 100%.

Now did you say it looked odd? Well yes you're right, but that's not what the general public think. They love it. I've never had a car that attracts such favourable interest. Next to the other Morgans at home it looks like part of the family and next to my 1996 Porsche it looks more modern.

So there you have my views. Don't criticize until you've tried it! In due course the market place will decide.

Best wishes, Keith Ahlers.

Mark Harrison wrote... I've just seen a note on the Bristol list to the effect that **Connolly**, manufacturer of leather products for, well, pretty much everyone, has called in the receivers.

Lorne Goldman responded.... This has been in the air for some time. As noted here last year, Morgan stopped using Connolly (wisely) after complaints and the new suppliers deliver a more consistent, higher quality product in days rather than weeks. On Connolly Hyde Food....well if you will forgive me for quoting myself. "Connolly Hyde Food is not good. It is too thick and actually blocks the leather's pores and inhibits its lubrication. The Connolly people now state that you should avoid using "too much" of their Hyde Food." Stick with other oils and creams. Leather technology has changed in the last 20 years and Connolly is only now changing from their traditional lacquer leather dyes to the much better water based dyes that do not close off the leather."

Leatherique is presently the toast of the leathpered sportscar crowd.. <http://www.leatherique.com> Good product..but there are many if you know what to look for.



Allez Morgan! DEWALT Morgan steals the limelight at Le Mans test, despite engine setback

A small piece of history was made this weekend at Le Mans when the DEWALT Morgan Aero 8 took to the track in the preliminary test sessions for the 2002 24 hour race. The moment marked the return of a Morgan to Le Mans 40 years after Christopher Lawrence scored a famous class win in a Plus 4.

Saturday was spent in detailed preparation and the rigorous scrutineering process required before the officials of the ACO finally approve the car for running. The minor adjustments requested were completed by the technical team lead by Christopher Lawrence and Dennis Leech, and the ACO signed the car off.

The Morgan GTN's first public appearance in France was greeted in celebrity fashion, mobbed by hundreds of cameras and well-wishers. Many Morgan fans had even made a special trip to France to see the car roll out for its test.

On Sunday, the first of two test sessions got under way at 0900, giving the car and the 3 drivers their first chance to familiarise with the world's most famous racing circuit. Things were progressing well until an engine failure stopped the car after about 90 minutes.

Despite the setback, Richard Stanton, team chief and lead driver, said he was satisfied with early results.

"A lot of development work has been done since the decision was taken to go to Le Mans in February, and this was our first real chance to shake down the car and the team in the environment in which they will be working in June. The Morgan car is really beginning to show what it is capable of."

"We were very keen for all three drivers – myself, Steve Hyde and Richard Hay - to get some laps in at Le Mans, and in the time we had today we showed that we can put in a competitive performance when it comes to qualifying and the race itself.

"Doing well at Le Mans is above all a team effort, and the team spirit is superb. By the time of the race, I think we will have the makings of a very credible effort."

But Richard was also keen to point out the DEWALT Morgan team is looking forward to a two-year campaign at Le Mans.

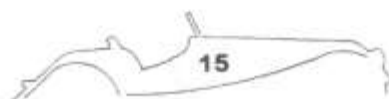
"We plan to run this year, learn, and come back next year for a really good try," he concluded.

Morganeers will always respond the challenges... the following is the final entry from the journal of Australians Laurette & Philip MacWhirter who prepared and ran their '69 Morgan +8 in the Historic Long Distance Rally Organizations "Trial of the Nile" rally held over 21 days during April – May. Final result... the MacWhirter's won their class! Congratulations! Other Morgan entrants were Alberto Hodari & Harold Blumenstein who ran a '56 +4 and David Spurling who with Stevie Paul ran a '53 +4. The rally started near Frankfurt Germany, ran through Czech Republic, Slovakia, Hungary, Romania, Turkey, Syria, Jordan, and into Egypt where, after a loop in the Western Desert it finished in front of the Pyramids outside Cairo.

"Arrived in Giza yesterday afternoon with an impressive drive to the finish line located right by the Sphinx.

This last leg had difficult driving conditions: huge speed humps not able to be seen until the Morgan was airborne, military & police checkpoints, hot desert & sand. Miles & miles of desert with not a living thing in sight. Some of the regularities were through unmapped tracks with controls to find by waypoints. A night section was cancelled because of shifting sand dunes, which now blocked the intended route. At one control 4 cars were bogged in the sand & had to be towed out. We bought a nifty little folding shovel in Luxor but didn't have to use it.

At the end of one of the competitive stages coming out of the desert to an oasis, we discovered an oil leak due to a chafed oil line. Oil spraying over the exhaust & chassis. Fixed it on the main road (with military & tourist police watching the mad foreigners) in 30 minutes with the help of David Spurling whose Morgan (Plus



4) we had assisted repairs on earlier. Fortunately it happened where it did & we were able to limp in trailing blue smoke & locate a fuel station (with full police escort) for extra oil. Thought we might have to miss the control but the lightning fix saw us off on time with no penalties.

Car is still going well although the front panels are so loose you can shake the whole front with one hand. Only a few hundred kilometers to drive tomorrow to Alexandria so not worth doing much here. We had another police escort as we left Luxor but this one moved at a decent speed so no overheating problems.

On the western loop into the desert we spent 2 nights in tents, very basic conditions. The first was in sand, no shade at all & a cold night. The second was near a Bedouin village but with a rough road in & sand, which trapped a few on the way out. No showers for 2 days so it was a relief to arrive at the hotel yesterday (hard to decide whether a cold beer or a shower was the number one priority). The hotel is right near the Pyramids which appear to loom over the garden.

Competitively we did much better this leg. On the last 2 days we came second and equal second outright. We finished 8th for this leg in the trial division, 21st overall (3 legs) and we think first overall in our class (which included the XK Jaguars, the Aston Martin & the Mustang).

One of the desert nights included an arrival & departure "desert drag". This was a test of acceleration, stop, acceleration & final stop. We beat most at this, except for the 911 Porsche. Another 911 broke a drive shaft on the same test but fixed it overnight. The Austin Atlantic broke a half shaft departing the final desert camp. The support vehicle welded it & it lasted until 20 minutes before Cairo when it broke again. They were towed through the finish line.

One of the older Volvos (driving 2nd in this leg) failed to notice a big ditch coming onto the road from the sand. They drove into it very fast & it bent the chassis, steering & suspension. They did however do some basic repairs & reached the time control on time. The car looks very lopsided & limped along to the finish.

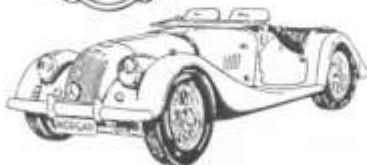
As we drove through a deserted stretch yesterday 2 men were standing in the middle of the road. They motioned for us to stop but with no sign of another vehicle or reason for them to be there we slowed but kept going. As we passed they lunged at us. Later many other competitors told of the same experience. Probably wanted to rob us. There were other Egyptian vehicles coming & going along the road so happy to have swerved past them.

Alberto's Plus 4 limped into Cairo. They missed most of the controls yesterday, as they didn't want to risk further damage on the sand. A substantial rebuild is probably in order. A huge pool of oil from the damaged sump, very little brakes, & a multitude of other problems.

In Luxor we had no choice but 80-octane fuel. Lots of pinking & shuddering from the engine. Had to drive with light throttle opening until we could obtain a shandy of better octane into the tank. Despite the fuel problems, the V8 engine has been wonderful in the desert, plenty of torque to get us through the sand. The whole car is full of sand as were we after the end of each day.

After 21 days, 8997 kilometers, time controls, passage controls, maps, GPS & waypoints, it is just nice to relax & play tourist for a change. ---From here we drive to Alexandria tomorrow, load the car into a container (which should be another Egyptian episode) & return to Cairo to fly to Paris on Thursday.---

Laurette & Philip MacWhirter & the dusty & oil covered Puce Goose



MORGAN SPORTS CAR CLUB
OF CANADA



mog32

UPDATE

It's time to start thinking about preparations for attending MOG 32. To reserve your room at the Ingleside Resort, Staunton VA call 540-248-1201. A block of rooms will be held until June 3; we have negotiated a very favorable rate of \$63 per night, with a two night booking. Other nearby accommodations are available, some at higher rates, some at budget rates.

Ed Herman, our MOG 32 Chair, has adjusted the schedule this year; the Gymkhana will be held on the grounds of the Ingleside headquarters so it will be more accessible and relaxing without competing with the autocross. Second, that same night, Ed is arranging a cruise through the historic areas of Staunton with a stop at a club-service drive-in, noted as a cruise-in hang out. Car and Bev Shriver have done some reconnaissance of the area and have found many interesting antique, pottery, art gallery and general stores in nearby Waynesboro, a 15 minutes drive.

Also, in addition to the Rockbridge winery we visited last year, Carl's nose smelled the aroma of barley, hops, and yeast which led him to a relatively new Coors Brewery between Staunton and Waynesboro. For those who remember, there was a time when Coors beer was not allowed to be distributed in the East because it would lose its flavor without refrigeration. I had lived next to a pilot who would take orders and fly to Colorado for the 'mystical' brew.

An additional side trip for your pleasure is a jaunt to Wintergreen resort, the mountain access road is a great hillclimb test. The facilities and views rank the resort among the top in the country. Also Natural Bridge SP is 30 minutes south of the Ingleside on the Blue Ridge Parkway. Further is Lexington, with its old homes, Washington and Lee University, VMI, and the burial place of Robert E Lee and almost all of Stonewall Jackson. For golfers an additional half hour road time, through the Goshen Pass, will put you on the links of the Homestead, Sam Snead's home grounds.

If you have had enough driving, chill out in the pool, spa and sports areas of the Ingleside, there is tennis, golf, basketball, volleyball, bowling, and arcade games. A meet and greet staff will be on hand to put you in the right spirit and answer your questions. If you have any thoughts or suggestions give Ed Herman a call: 410-821-1166; e-mail: edherman@concentric.net

Be a part of history -- the MOG 32 rally will retrace some of the 1918 vacation caravan route used by Henry Ford and his buddies.

There were plenty of adventures, as when Firestone commandeered a horse and wagon to fetch gasoline for a car that had run dry. The last obstacle turned out to be the turnpike between Staunton, Virginia, and Winchester along U.S. 11, where the travelers recorded no fewer than nineteen tolls. Today, there's no need to torture yourself with such an adventure, because you can simply drive the Blue Ridge Parkway, which extends from Cherokee, North Carolina, to Front Royal, Virginia, in 469 toll-free miles. At its northernmost point, the parkway enters Shenandoah National Park, and the road looks down on the rolling horse country to the west. It is a view of America just as Ford and his friends imagined it should be, a well-tended landscape kept by a class of gentlemen farmers, the kind of country that Thomas Jefferson had always imagined for the citizens of his brand-new nation.

The travelers finally said their farewells on September 1, 1918, near Hagerstown, Maryland, not far from the Cumberland Gap, which had been the gateway to the West nearly a hundred years before. They would make several more trips together, though none so long and arduous.

REGISTRATION

Staunton, Virginia

Wednesday July 3th Registration • Welcome Noggin • Bar B-Q • Party
Thursday July 4th Concourse • Gymkhana • Cruise Staunton • Party
Friday July 5th Clinic • Road Rally • Motor Tour • Cook Out
Saturday July 6th Auto cross • Parade • Awards Dinner • Party
Sunday July 7th Wine Tour • Travel Day

Participation in any competition or social event requires registration
To Qualify for a Concourse Trophy, Entries must be driven onto the field.

Please Print

Name _____

Others in your party _____

Mailing address _____

State _____ Zip _____ Country _____

Phone home _____ Phone other _____

Arrival Date _____ Departure Date _____ Club affiliation _____

I would like to help with _____ E-mail Address _____

4 Seaters		Year	Serial #	Plate #
Trike	4/4	+4		
Trike	Roadster	+4	Color	Body
4/4	Drophead	+8	Special Features	Wings
SSports	Comp/Racer		Other Morgans	Interior

PRIMARY REGISTRATION Includes all events for 2 people and one Morgan
Non Refundable
Four Seater Morgan Special Registration Discount

before 6/1/02 After 6/1/02
\$60 \$75
\$30 \$40

Additional Adult
Additional under 21 years old
Additional Morgan
Single day registration

Dinners per person: Wednesday Barb Q Adult

Child under 4 Free under 10 \$15

Friday Cook Out under 10 \$6

Child under 4 Free under 10 \$22

Saturday Awards Banquet under 10 \$10

Child under 4 Free under 10 \$26

Mog 32 Tee Shirts \$8 ea. S M L XL XXL

MAIL TO: Millie Adams

1701 N. Pocomoke St.

Arlington, VA 22205

For information Call:

Ed Herman

410-821-1166

All registrations must be post

marked by 6/19/02

Return check charoe \$15

Hotel Accommodations

Please make your own reservation space is limited

Ingleside Resort 540-248-1201

\$63 per room + tax minimum 2 nights

Shenandoah Valley KOA 540-248-2746

Holiday Inn Staunton 540-248-6020

SCHEDULE

TENTATIVE, subject to minor changes - 1 May '02
(registration wrist band required for * events)

WEDNESDAY - July 3

- 1:30 pm -- Car wash stations open, Ingelside Resort (IR)
- 2:00 pm -- REGISTRATION / REGALIA opens (IR victorian rm)
- 5:30 pm -- BarBQ (IR pool area)*
- 7:00 pm -- Bowling (IR bowling alley)
- 9:00 pm -- Volleyball, N v S (IR sand vb court)
- 8:30 pm -- MOG 32 Kick-off NOGGIN' (IR pool area)*

THURSDAY - July 4

- 9:15 am -- DAY REGISTRATION / REGALIA (IR victorian rm)
- 9:00 am -- Concours field opens (IR golf course)
- 10:00 am -- MOG 32 CONCOURS * Judging begins
- LUNCH / RECREATION
- 11:00 am -- Bocci Ball (IR golf course)
- 1:15 pm -- REGALIA (IR victorian rm)
- 2:30 pm -- GYMKHANA* (IR parking area)
- 7:00 pm -- Cruise In to Drive-In and into Staunton
- 9:00 pm -- Staunton Fireworks Display
- 10:00 pm -- NOGGIN' & NATTER * (IR pool area)

FRIDAY - July 5

- 9:00 am -- DAY REGISTRATION / REGALIA (IR victorian rm)
- 9:00 am -- sign in ISIS IMPORTS MOG 32 RALLY*
- 9:31 am -- first car off MOG 32 RALLY* (IR driveway area)
- 1:30 pm -- MOTOR TOUR Evers Classis Car Museum
- 2:45 pm -- CLINIC (IR driveway area)
- 4:00 pm -- Rockbridge Winery Tour (IR driveway area)
- 4:30 pm -- Wine Tasting (Rockbridge Winery)
- 5:30 pm -- Chicken Plucken Cook-Cut * (Rockbridge Winery)
- 6:30 pm -- Folk group concert (Rockbridge Winery)
- 10:00 pm -- NOGGIN' & NATTER * (IR pool area)

SATURDAY - July 6

- 9:30 am -- DAY REGISTRATION / REGALIA (IR victorian rm)
- 10:00 am -- AUTOCROSS SCHOOL (Augusta Cnty Gov Cen)
- 10:45 am -- AutoX WALK THROUGH (Augusta Cnty Gov Cen)
- 11:00 am -- MOG 32 AUTOCROSS * begins
- 4:00 pm -- REGALIA (IR victorian rm)
- 5:30 pm -- COCKTAIL PARTY (IR ballroom)
- 6:00 pm -- PARADE OF FOURSEATS (IR driveway area)
- 6:40 pm -- MOG 32 AWARDS BANQUET (IR ballroom)
- 10:15 pm -- MOG 32 FAIRWELL NOGGIN (IR pool area)
- 10:30 pm -- REGALIA SELL OUT (IR victorian rm)

SUNDAY - July 7

- 7:30 am -- FAREWELL BREAKFAST buffet (IR dining rm)
- 9:30 am -- Scenic Winery TOUR (IR driveway area)

mog32

UPDATE

WEDNESDAY POOLSIDE Bar B Q MENU

Adult - \$15, child - \$6

Tossed salad and potato salad
Bar B Q chicken - hamburgers - cheeseburgers - hot dogs
Baked beans - corn-on-the-cob
Iced tea - soda - beer on tap
Cookies

FRIDAY NIGHT AT THE ROCKBRIDGE WINERY MENU

Adult - \$22, child - \$10

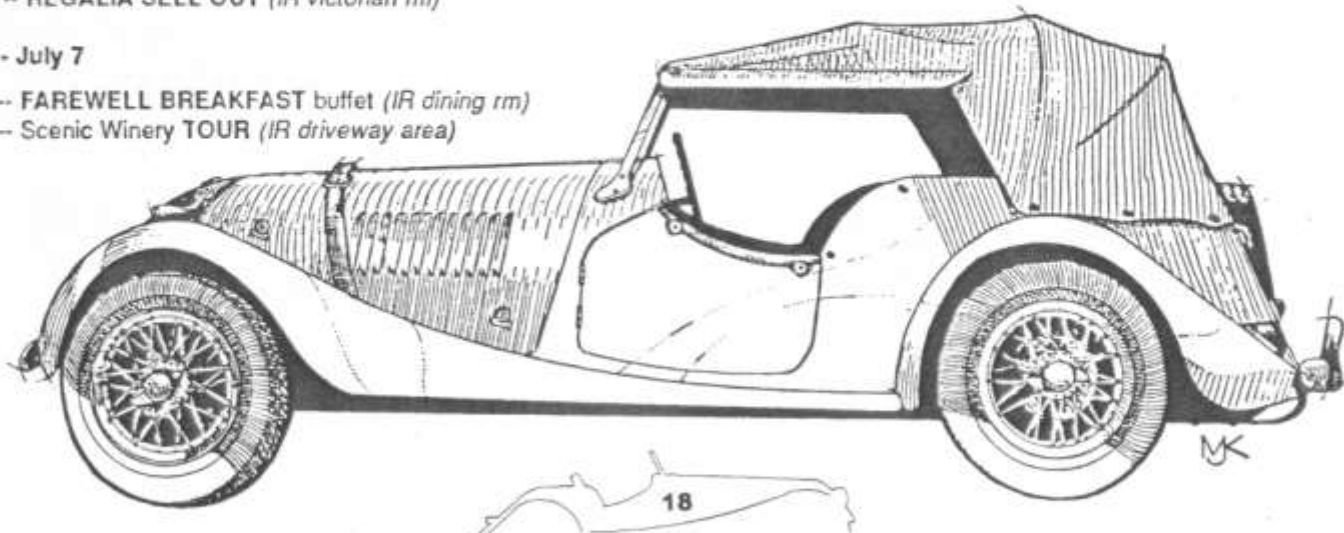
Irish folk group entertainment follows meal

Glass of wine or iced tea
Tossed green salad - country style cole slaw
Free range Bar B Q chicken
Corn-on-the-cob - baked beans
Corn bread - rolls
Cookies and mixed fruit

SATURDAY MOG 32 BANQUET BUFFET MENU

Adult - \$26, child - \$12

Fresh garden salad bar - mediterranean salad - fresh fruit salad
Seafood casserole
Carving station: Roast turkey - baked Virginia ham
roast tenderloin of pork - stuffing
Freshly baked dinner rolls
Red bliss mashed potatoes - fresh green beans almandine
Stir fry fresh vegetable medley
Fruit pies - coffee - hot tea - iced tea
Selection of wines will be available from the cash bar



There are those who say they watch F-1 racing because of its thrilling action. Then again, as PR flacks, they're paid to say that. The rest of us admit it's an empty addiction

A losing Formula



SCOTT FESCHUK
Couch Boy

missed an F-1 race. I'm stationed in front of the television every second Sunday morning, I said. Can't wait for the Grand Prix to start, I said.

"Why?" he asked.

Why? Why? Well, that's a simple question, isn't it? I mean, I watch hockey because it can offer moments of peerless sporting excitement. I watch basketball because of its thrilling conclusions and rousing clutch performances. I watch football because of a peculiar fetish involving corpulent men and tight trousers and frankly I'd prefer to speak no further of it.

Why do I watch F-1? "Well, I mean... it's obvious, isn't it? It's the... um... Well it's the... er... uh... Look! Over there! Is that Donna Dixon?!"

And with that, I fled into the night.

Face it: Being hooked on F-1 is

more puzzling when you come to realize that on the rare occasion when racing breaks out on an F-1 circuit, the odds are French-model slim that we will actually get to see it. Is there any sport on the planet, save perhaps the backyard bocce tournaments that I film on my camcorder while plastered on Rolling Rock, that suffers from more appalling coverage?

In Malaysia, for instance, viewers missed the first-corner coming together of Michael Schumacher and Juan Montoya — the seminal moment in the race. In Brazil, we never got to see the leaders go through turns two or three, which may not sound like a big deal, except that these days an F-1 race is pretty much decided in the first three corners.

Yesterday, there was precisely one (1) moment of exciting race action. It occurred in the pit

precise moment to cut to a shot of Eddie Irvine — the man who started at the very back of the pack, the man whose car had just quit on him — engaging in the very thrilling action of *walking back to his garage*.

(The Brazilian Grand Prix, by the way, will long be remembered for the image of soccer star Pelé standing slack-jawed and motionless instead of performing his assigned ceremonial duty of waving the checkered flag. A-ha, I remember thinking at the time. Pelé's incompetence, his confused gaze, his apparent unfamiliarity with the sport: *So that's who's been directing TV broadcasts of F-1!*)

Formula One taunts us this way. It gives us the crummy coverage. It approves "technical advances" like launch control, the system that ensures all drivers get a decent start, thus robbing the sport of its last captivating remnant — its wheel-spinning, engine-revving, thoroughly unpredictable start. And it gives us James Allen, who concluded his commentary yesterday by mocking those who had predicted that, what with Ferrari's dominance and all, it might be a dull afternoon.

The Spanish Grand Prix, he insisted, had been "highly eventful." In truth, it had been highly uneventful. It had been boring. It had been so boring that it was even boring for an F-1 race.

Personally, I've had enough. I hereby vow to not watch another F-1 race for two whole weeks.

National Post
couchboy@nationalpost.com

Being hooked on F-1 is like being addicted to nothing. No low. No high.

like being addicted to a drug that does absolutely nothing. No high. No low. No effect whatsoever. But for some reason you feel the need to show up every couple of weeks to get a fix. It's mystifying, really, baffling — kind of like trying to explain something like the origins of the universe or how Joanie and Chachi got their own spinoff.

The addiction becomes only

straight, when Jenson Button and Nick Heidfeld suddenly found themselves side-by-side as they headed toward the narrow laneway that would take them back to the circuit. It was a game of chicken! Someone would have to back down! It was going to be a very exciting moment! And it probably was, though I'll never know for sure, because the director chose that

We've had a drama-filled first 14 laps!" announcer James Allen enthused during yesterday's Spanish Grand Prix, the fifth race of the Formula One season. Drama of a sort, anyway: Two guys had driven off the track of their own incompetence; one had a piece of his car fall off; and another was *completely unable to get his Ferrari to go anywhere!* Number of passes: 0. Number of attempted passes: 0. The mind boggled at the prospect of how Allen, the Human Exclamation Mark, might describe a race in which something actually transpired.

"It's engaging! It's exciting!" Allen bellowed eight laps later. Someone had come in for a pit stop, you see. And then gone back out on the track. Altogether now: Woo. Hoo.

During a recent conversation with a new acquaintance, I happened to mention that it has been quite some time since I've

WRITTEN WELL BEFORE I THREW MY HANDS UP IN DISGUST AT THE END OF THE AUSTRALIAN GP!

V...



GUMBALL 3000™



The Morgan Aero 8 finally arrived in Dallas. Piloted by Charles Morgan, it was part of the Gumball 3000 Rally contingent of some 200 cars that showed up on Saturday, April 27th.

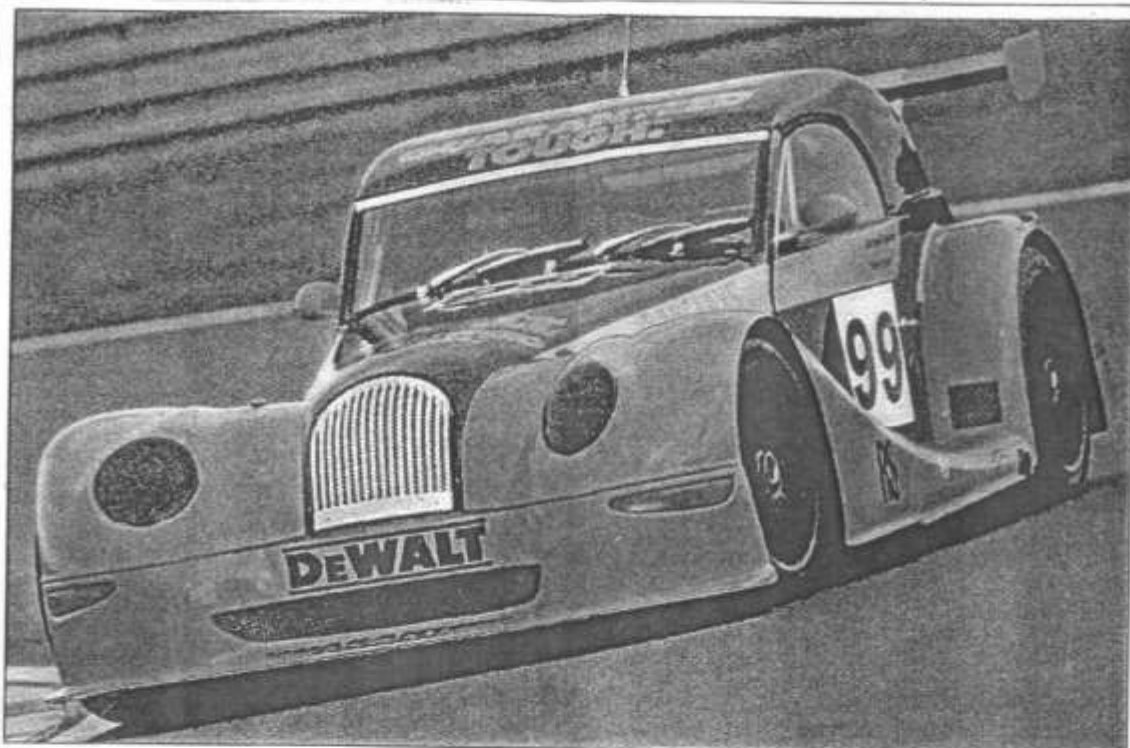
The Gumball 3000 Rally is an annual no-holds-barred run across vast distances. Last year it went from London to Moscow and back down through the Baltic States. The year before, it went across Spain and southern Europe. This year it was a five day journey; New York City to Nashville, Nashville to Dallas, then to Santa Fe, New Mexico, Las Vegas and finally Los Angeles. . . coast to coast in five days with elaborate parties every night. In fact, it was a black tie dinner on Saturday in Dallas.

Chris Lawrence had guided the Aero 8 in the 2001 event, but was involved in LeMans preparation this year, so Charles had to go it alone. An Aero 8 even participated in the 2000 event, the first year of the car's existence. This year it was joined by a wide variety of unbridled horsepower; from Ferraris, Lamborghinis, BMSs, Mercedes, Audis, Minis, etc., down to vintage US iron such as a '72 Ford Torino, a mammoth old Me4cury Monterrey and the Pontiac GTO of the notorious "Bikini Bandits" team.

Bill, Judi and Mike Boyles were joined by Morganeers Kathi Hoffman and Henry Marks, who drove up from Houston, to welcome Morgan in his Morgan upon arrival. Understandably, the rally route is kept under wraps, but Kathi had managed to uncover enough information for all to congregate at the arrival site in Dallas.

Although only two days had elapsed, the stories and experiences of the realists were enthralling. For example, a Lamborghini Diablo was being chased by patrol helicopter at 180 mph before he was hauled in by a roadblock. After a brief jail visit and a \$5000 fine he was on his way. This was only one of some 34 known tickets picked up in Arkansas alone. A BMW M3 coupe was intentionally broadsided off the road by an 18 wheeler, when the Bimmer tried to pass on the shoulder. A churned up door and broken wheel was the result, but they have continued on. One pair had left New York in the display Aston Martin that had been shipped over for the New York Auto Show. When some engine management system black box failed outside of Dallas, Aston Martin provided them with a complete new car . . . with only 100 miles on the odo.

Charles Morgan didn't confess to any similar personal experiences, indicating that he usually cruised in the 85-120 mph range. He felt a coast-to-coast trip in the Aero 8 should have a good testimonial upon its planned introduction into North America in 2003. As others have said, the car looks better in person. . . and smaller. This particular model sported a rudimentary wing on the rear deck in an effort to satisfy homologation requirements for the LeMans racer. In spite of our fervent offers to navigate for him the rest of the way, Charles left us in his wake Sunday morning on his mad dash to Santa Fe with the other jubilant Gumballers.



Morgan will return to LeMans this June with the Aero 8 GT.

Morgan back at Le Mans

The recently launched Morgan Aero 8 GT race car will compete at this year's Le Mans 24-hour race and the British GT Series as a private team entry by Race Sports Salisbury (RSS).

The team, headed by Richard Stanton and Denis Leach, has secured major sponsorship from DEWALT and Barclays. Morgan Motor Company will provide additional technical support.

Powered by a 4-litre, Mader-tuned BMW M62 engine, the aluminium-chassis Aero GT will line up alongside Porsche 911s and Ferrari 360s in the LM-GT category.

"I am absolutely delighted Richard and his team have chosen to run a Morgan after looking carefully at the advanced technology the Aero 8 offers," said Charles Morgan, Managing Director. "The RSS team is a young, committed and very enthusiastic one. If the car lives up to its impressive theoretical performance, they have a good chance of putting down

some markers this year, and I believe the outlook for the future is very promising indeed."

The 2002 GT racing development continues a process that began in 1962 with Chris Lawrence's Le Mans' Class win. His long association with Morgan continued through the following decades through his own business, Lawrence Tune.

In 1996 he joined the Morgan Motor Company full time to lead the engineering team developing the car that was to evolve, via the race track, into the revolutionary Aero 8 road car.

Richard Stanton said, "I was immediately struck by the Aero 8 GT, which is a superb piece of engineering. We think the combination of its advanced chassis and suspension technology with the fantastic BMW engine is a winning one. The chance to drive one of the world's most famous marques and to work with Chris Lawrence and the technical team at Morgan was simply too good to miss."

Brits in the Park

Sunday July 21



British Motor Festival

The Classic Motor Event of 2002!!

Come to the *City of the Kawartha Lakes (Lindsay)* on this carefree summer Sunday. The Victoria British Car Club presents "Brits in the Park", the most authentic, Exclusively British Motoring Event on this side of the pond. Last year boasted 162 Classic British cars set in picturesque downtown Victoria Park, it is sure to steal your breath away.....and perhaps your heart!

As well, many interesting shops & restaurants will be open for your enjoyment.

"Brits in the Park" Classic British Motor Show * People's Choice Awards * Prizes * Pub & Food Bar*Brits & Spanners Market Place * Queen Victoria (herself)

Sunday July 21: "Brits in the Park" Classic Motor Show, - in Victoria Park on Kent Street Lindsay. Field opens at 9:00am, no judged entries after 1:00pm, \$10.00 entry fee. Peoples choice judging begins at 11:00am and closes at 2:00pm. Awards at 3:00pm.

For more information, please call
Jim Nesbitt (anytime) at 705-324-5194
or call our club President (anytime) Helen Fowler at 705-652-3658

THE BOOT 'N BONNET CLUB'S 13TH ANNUAL



BRITISH CAR DAY

HELD IN KINGSTON CITY PARK
SUNDAY AUGUST 25, 2002
10:00 A.M. - 4:00 P. M.

PARTICIPANT'S CHOICE JUDGING
(Trophies sponsored by Silver Wheel Plan)

DASH PLAQUES
BBQ LUNCH

VENDORS

MANY, MANY VALUABLE DRAW PRIZES
ADMISSION: \$20.00 PER CAR
(includes BBQ lunch for 2)

For More Information Contact

Brian & Linda Thomas (613) 385 1947 - email thomasl@post.queensu.ca
Wes & Glenda Meyer (613) 386 3797 - email olden@kos.net
www.bootnbonnet.org



Morgan



HOOT MON! IT IS SCOTTISH GAMES TIME AGAIN
AND WE ARE STILL INVITED BACK!



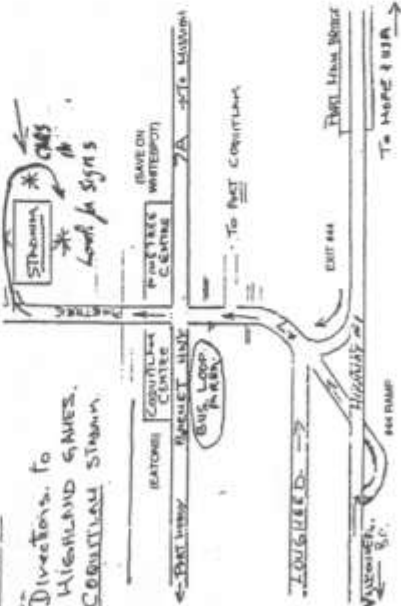
THE 2002 DATE IS SATURDAY JUNE 29th

Time to sign up again - you save an \$8.00 entrance fee for the privilege of displaying your Morgan, and get a great parking spot to boot! Some rules apply

1. Arrive around 9:30AM to 10:30AM and go to the south end of the field still (I think) NEAR THE WHISKY TENT!
2. Entrance same as before at this South END of the field
3. You should stay until the OPENING CEREMONY ends around 3:00PM
4. Need more information? Call or E-Mail Mike Powley @ (604) 542-0921 E-MAIL @ mpowley@bcit.ca

5. We need your information for your hassle free entry to the grounds and the sign up sheet will be at the next few meetings or e-Mail me or call me or fill this form out below tear off & give it to Mike now!

Map to Coquitlam Town Centre



Tear-off on this line & give to Mike

NAME	CAR MAKE	MODEL	YEAR	PHONE NUMBER



All British Field Meet
Run to the Gorge
Puget Sound British Automotive Society
Event Entry and Sign-up Forms
Sponsors
Home

About the All British Field Meet

About the All British Field Meet

The 14th Annual All British Field Meet is Western Washington's largest British car show and swap meet. Held on the scenic grounds of Bellevue Community College. In addition to our display of cars by Marque we will have a special salute to Land Rover. We expect a large turn out of Land Rover's from all over the west coast.

The show offers something for everyone, with over 500 entrants, from daily drivers to complete restorations. There are trophies given in 60 classes, plus Best of Show Awards. There is a very large Swap Meet and Car for Sale are

Tentative Event Schedule

July 26, 2002

7:30pm - 9:30 pm Cocktail party for Entrants, Park Place Motors

July 27, 2002 Car Show

8:00am - 11:00am Set-up and Registration, Bellevue Community College

11:00am - 4:00pm British Vehicle Display

2:00pm Ballotting Deadline

July 27, 2002 Swap Meet and Cars for Sale

8:00am - 9:30am Set-up

9:30am - 3:00pm Open for Business

Where is the Field Meet?

Bellevue Community College is located just South of 148th Ave. SE at Landerholm Circle in Bellevue, WA. From the South take I-405 to I-9 East exit at 148th Ave. SE. Go north on 148th to Landerholm Circle Turn Left into College. From the North take I-5 or I-405 to State Route 520 East exit at 148th Ave. NE going South. Take 148th South to Landerholm Circle, Turn Right into the College.

Where Should I Stay?

30 rooms have been reserved at the Bellevue Inn, 11211 Main Street, Bellevue, WA 98004, until June 27, 2002 at the special rate for 1-4 people. There will be parking set aside for the ABFM participants. Please mention the ABFM when making reservations. Toll Free at (800) 421-8193

The Pittsburgh Vintage Grand Prix -- Oh Mog's Summer Event: July 20 & 21, 2002

Background

If you've never been to the Pittsburgh Grand Prix, you've probably never seen a vintage car event quite like this. Imagine a vintage race held on the hilly streets of beautiful Schenley Park overlooking downtown Pittsburgh. The race course is complete with hairpin turns, stone retaining walls, and hay bales everywhere. This is what racing was like at Watkins Glen in the early 50's and is like no other place in America now. Impressive, huh? Now add more: how about one of the largest British car days held anywhere -- with the cutoff entry point at 500 cars -- and this cutoff is always reached!

Tired of looking at just British cars and vintage racers? How about simultaneous car shows on different show fields of pre war American and European classics, or post war European sports cars -- with fields for Italian, French, German and Swedish cars. Each year a featured marque is chosen -- for 2002 it's going to be Porsche. There's always a grand marshal from the marque's racing past. People like Phil Hill, Rene Dreyfus, John Fitch and Zora Duntov have been past grand marshals. The featured marque also displays famous cars from its own racing heritage in pavilion tents set up on the Schenley Golf Course.

Also on the golf course is the British car show. The Grand Prix is a Saturday -- Sunday event and all the car shows are on Saturday only. We've requested entry forms for publishing for our Oh Moggie spring issue. This may or may not happen. The Pittsburgh guys haven't really updated their web site from 2001 yet. So you may have to do some contact on your own to get an entry form for the British car show. It's worth the trouble. A tip here and this applies for all Grand Prix activities -- arrive early! Whatever time entry starts for the show -- come then. Not later. One good reason is the crowds.

We're talking major crowds here -- on a sunny race weekend probably over 50,000 people attend each day. Unlike MidOhio and other race tracks, it's absolutely free. As you might guess major hassles are caused by all the people. Parking is at the top of the list. Another reason for getting there early. But the organizers have been practicing for almost 20 years now. There are free shuttle buses taking you around the race course to the different activities. Entering the British car show gives you parking for all day Saturday or arrive early with your everyday car for access to on-street parking or the nearby lots and garages.

More logistics

Pittsburgh's a big city but the Grand Prix is easy to find. There's a map showing these driving directions: Enter greater Pittsburgh from the West on Interstate 279. As you continue east on 1279 you enter the Fort Pitt Tunnel and then immediately are on Fort Pitt Bridge. Be prepared for spectacular sights from the bridge of Pittsburgh's Golden Triangle but keep right and exit onto Interstate 376 heading east. From 1376 as you leave downtown look for the Forbes Avenue / Oakland exit. Take Forbes Ave heading NE towards Oakland and the University of Pittsburgh. Schenley Park and the race course lie just to the east of Forbes Avenue. When you reach Bigelow Blvd, turn right and you are entering the Schenley Park outskirts. There's some on street parking right here. And race day free shuttle buses stop just beyond these parking lots.

Hotels

You have two choices for this event. Stay close to Schenley Park and pay rather expensive hotel rates with extra charges for parking (The University Holiday Inn @ \$117 AAA rate + \$15 parking/night or the Wyndham Garden University Place @ \$101 AAA rate + \$16 parking/night). Staying at these places puts you within walking distance of Schenley Park. The Wyndham is an older hotel that's been refurbished and is also the designated host hotel for the Grand Prix. The Holiday Inn is newer and has an indoor swimming pool. If you want to stay further out for better rates, try the Courtyard by Marriott (\$65 / no parking \$). This is near the airport & Route 60 on Cherrington Parkway. Driving time via Rte 60 & 1279 to Schenley Park will be about 20-25 minutes at non-peak traffic times. If you stay near the airport there are many other hotels to choose from as well. But remember to leave early for the races or allow extra drive time.

Morgans at the Grand Prix

Oh Mog has a history of supporting the Grand Prix. This reached a peak in 1987 when Wayne Hall and I lobbied successfully for Morgan to be featured Marque. Networking turned out 34 Morgans on display for the featured marque parade. And these ranged from pre-war trikes to a new 4/4 roadster from Cantrab. Our Club was represented in the racing by Jim Beest and Ed Berre with their 4/4 and +4 respectively, as well as many other non-Oh Mog Morgan 4 wheelers and several trikes. Over a dozen cars altogether.

Most exciting of all, the very next year in 1988, was the duel between Richard Freshman driving the ex-Lew Spencer Baby Doll IV 1959 Morgan+4 and Andy Moore of Canada driving his 62 E-type Coupe. The post war under 2 liter and over 2 liter cars ran in the same race that year but had a staggered start. Richard drove with the under 2 liter cars which started 1 minute behind the larger cars. However, by the final laps of the race, Baby Doll led all the under 2 liter cars and had passed all the over 2 liter cars as well except for the Jaguar of Moore.

They dived close together for the final laps but Andy Moore prevailed and Richard was a close second. The crowd went wild. On the cool down lap, Andy and Richard shook hands from their cars just before driving across the finish line for the 2nd time. For the 1989 Race Program cover, a painting of this rolling handshake was featured. I've included the cover of that Race Program for Ken Long to reproduce for this Oh Moggie. If Ken has good luck with its reproduction you'll get a fine example of some Oh Mog history. For those of us that were there, that race counts as among the most exciting we've ever seen.

This Year's Racing

Don't expect racing excitement like that every year. But the racing will be good. There's a strong contingent of Morgan trike racers who make the event each year. These cars run in the pre-war class along with vintage Bugattis, Bentleys, Alfa Romeos and other exotic older cars. The race event is sanctioned by the VSCCA. It boasts some of the oldest pre-war racing cars around. Their cut off date is 1959 and as a generalization their cars don't run disc brakes. In addition, there a good half-dozen 4/4s & +4s racing each year. So you'll definitely see some Morgan racing. Complete race classes are: Prewar, MG T Series, Post war < 2 liter, Post war > 2 liter, Lotus 6 & 7, and Formula Junior.

Weekend schedule is race course setup on Friday (no racing -- Schenley Park is closed to traffic); Saturday racing practice begins at 9am, car shows begin about the same time and timed practice & race qualifying is Saturday afternoon. Sunday is race day with practice till 10:45am, featured marque parade at 11am and racing starting at 12:30pm. The racing usually continues until around 5 pm. Crowds usually start thinning out around 4pm.

I've got my contact information listed below in case anyone has questions that aren't answered in this blurb. If you've never been to the Pittsburgh Grand Prix, you should definitely attend -- it's unlike vintage racing anywhere else in America.

Contact Information

Pittsburgh Vintage Grand Prix Association web site: www.pvga.org (very complete website)

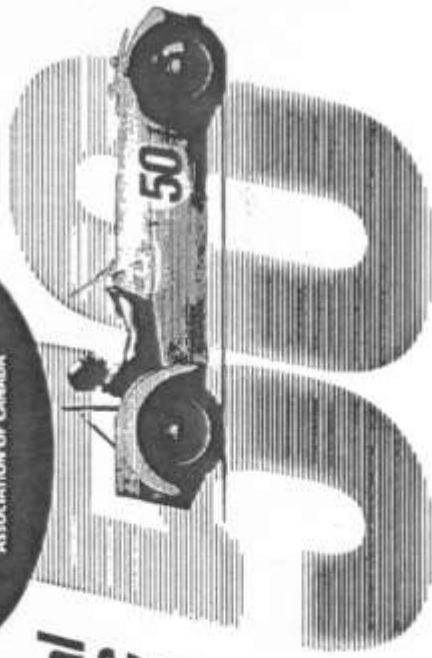
Wyndham Garden University Place. 3454 Forbes Ave. Grand Prix designated host hotel. Rooms go fast here. 412 683-2040. Walking distance from Schenley Park.

Holiday Inn University Center..100 Lyon Ave. 412 682-6200. Walking distance from Schenley Park. Courtyard by Marriott. 450 Cherrington Pkwy. 412 264-5000. Airport vicinity 25 minutes from Schenley.

British Car Day. Car show registration .Mark Phillips 412 561-5972 or email mphilips@adelphia.net (Mark was the contact person for the 2001 event -- latest info now available)
Chas Wassel. any other questions: 513 779-0871 or email ohmog@fuse.net



23rd Annual VARAC International Vintage Racing Festival



Mosport Park • June 28-30, 2002

**Celebrating 50 years of Lotus with
3 days of Vintage & Historic Racing
on Canada's most famous circuit.**

**MG, Triumph, Austin-Healey, Jaguar, Porsche, Mini,
Lotus, Alfa ... All Marque Clubs welcome - a great
place to meet your friends and see Canada's premier
Vintage Racing event, featuring:**

**The MG Vintage Racers competing for the Simm's Cup
3 days of racing for sportscars, sportscars, sedans and
formula cars • Activities for racing and non-racing Loti
The VARAC "Cheap & Just-for-Fun" Team Relay Race
2nd Annual Lawnchair Race**

British /European Car Show



Sponsored by

**FOREIGN
CAR PARTS**



Aug 18th/2002. 9.00am-4.00pm

St.George's Society of London

- General admission \$4, Under 12 free
- Flea Market.. Outside 20x30 Area \$25.00
- Car boot sale vehicles \$5

No Vehicle Registration Fee

Hot dogs, Pub grub, British & domestic beers on tap

For More Information Call 519-268-7841

or STU BROWNLOW 519-453-0068

DON COULBECK 519-451-0829

HARRY BISHOP 519-268-2797



VISITOR PARKING - FREE

@ London Sales Arena (Trail's End)



St Georges Society

London Sales
Arena

Trissa's
Restaurant

Airport Inn
T/F 18774641200

Airport Rd

Crumlin Side Rd.

Dundas St. East.Hwy #2

Free Parking

Road to
Dorchester

Hwy.401

St George's Society is not Responsible for any Liability, Damage, Losses,
or Personal Injury arising from attendance at this event.

Indiana British Car Union

January 10, 2002

Ohio Morgan Owners Group
PO Box 2626
Whitehouse OH 43571

Dear Ken:

The Indiana British Car Union is again planning to put on the "London to Brighton Run" for British cars on Saturday, July 13. This will be a fun (& long) driving event with no timed stages that starts near Indianapolis in London, IN and ends this year near Jasper, IN. There will be a banquet at the finish with awards and we will have event hotels at beginning and end with special rates. The following day, Sunday, July 14, we are planning additional Bastille Day activities.

This year Indy British Motor Days will be held September 20 - 22 and we have yet another exciting show site, on The Circle in Downtown Indianapolis. There is ample parking and unique show field.

There will again be an evening welcoming party Friday, September 20 at the Brickyard Crossing Inn adjacent to the Indianapolis Motor Speedway. Activities on Saturday will include tech sessions and a fun rally capped off by an awards banquet.

At Sunday's car show this year's featured marque will be Austin Healey to commemorate their 50th anniversary. Other cars will be assigned random classes as in the past, with special Master's Class for last year's trophy winners, a motorcycle class and Diamond in the Rough Class for less than perfect vehicles. We are also again planning to have a photo, art & craft competition. It is possible to attend just Sunday, but you'll definitely want to be here the entire weekend.

Additional details: Tom Beaver, 1580 E. 101st St., Indianapolis, IN 46280 or phone/e-mail Don Haynam, (317) 987-3867 / mgdr@quiknet.net

Please list these events on your calendar! We will be sending additional information in early April. If I have sent this to the wrong address, please advise or forward.

Yours sincerely,

Brett Johnson
PR Chairman



British Car Days Across the Bridge
July 12 - 14, 2002
Prince Edward Island, Canada



British Motoring Association of P.E.I.

April 3, 2002

Dear Friends and British Car Enthusiasts:

British Car Days Across the Bridge 2002 combines one of the most spectacular vacation settings in North America with the fastest growing vintage British car event on the north east coast. This three-day event is organized by the British Motoring Association of Prince Edward Island with title sponsorship from the Confederation Bridge in support of Cymra Lions Club charities. Last year 1,000 spectators and 145 vintage British vehicles from all over the eastern United States and Canada gathered for this event. Why not join the fun this summer?

Some of the reactions at the 2001 event were:

"We loved the relaxed atmosphere and good-natured island hospitality!" Jim Cleveland, Parsboro, Nova Scotia.

"Beautiful cars and great conversations." Michelle Hopkins, Moncton, New Brunswick.

"It was great to see the Lotus, Sunbeam, Morgan, and Hybrid cars... and many friendly folks." Stuart and Susan Brown, Kensington, PEI.

"Friendly people and great cars!" M.J. Royce, Vancouver, British Columbia.

"The site and view for the event are spectacular." Bob Parsons, Bethany Beach, Delaware, USA.

"The best part is that the show is on PEI... the people are so friendly." George Mueller, Ossipee, New Hampshire.

Set in and around the breathtaking scenery of South Rustico, Prince Edward Island, Canada, from July 12 through 14, activities will include the ever-popular Friday evening reception for all pre-registered participants, Saturday's concours show, valve cover races, vehicle judging, and new for this year - an awards banquet at the New Glasgow Lobster Suppers. Sunday breakfast British style and tour of the north shore of P.E.I. to the new Greenwich National Park. There will be more prizes, more trophies, much more regalia available, and we are expecting to have on display a new, 2002 Mini as we feature this year the cheeky little Brit-brat that everybody loves.

On behalf of the organizers we are pleased to arrange for a 2002 Tourism PEI information package (enclosed) to assist you and fellow British car enthusiasts with travel plans this summer. Remember - accommodations are best booked early for this popular vacation spot. We have also enclosed several copies of our event brochure with registration form attached.

For further information about this event, please visit our website at www.bmapel.com or contact:

Bob Bentley (BMAPEI President) Hunter River R.R. #3 PEI C0A 1N0 Canada email: rbentle@ian.net phone: 902-864-3294	Chris Spenceley (BMAPEI Vice-President) 239 North River Road Charlottetown, PEI C1A 3L5 Canada email: spenceley@pei.eastlink.ca phone: 902-569-5337
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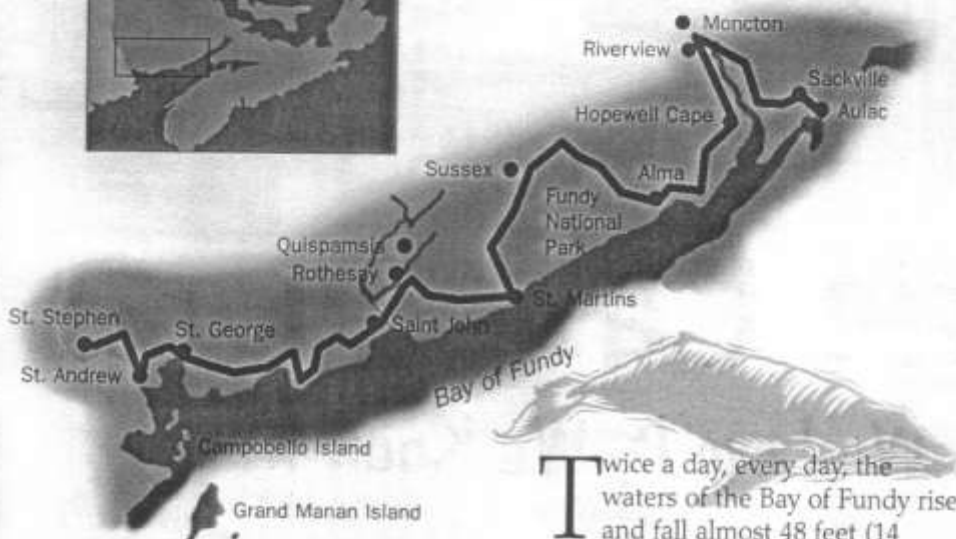


Atlantic Drives

A driving holiday in Atlantic Canada is a terrific way to see the sights. Enjoy the freedom of being able to stop wherever and whenever you want to experience the spectacular scenery and rich maritime traditions of the region.

New Brunswick:

FUNDY COASTAL ROUTE



The Fundy tides have carved the stunning rock formations at Hopewell Rocks, below.

Twice a day, every day, the waters of the Bay of Fundy rise and fall almost 48 feet (14 metres), making them the highest tides in the world. That's 100 billion tons of salt water (the height of a four-storey building) making its way in and out of the bay, carving spectacular rock formations and creating an ecological haven for marine life and birds.

Hike, bike or drive along The Fundy Trail to explore scenic lookouts and footpaths to beaches. Explore the ecosystems of the region at Fundy National Park, a 206-kilometre park that protects a wooded Acadian forest and offers panoramic ocean views, deep river valleys and beaches. Enjoy a guided walk, or hike, camp, swim, canoe or kayak in this special part of New Brunswick.

Whale-watching in the Bay of Fundy is an absolute pleasure. More than 15 different species of whales can be found, including humpbacks, minke, pilot whales and finbacks. As well, you can see dolphins, seals and harbour porpoise.

Other sights include: Magnetic Hill (drive your car to the bottom of the hill, put it in neutral, then sit back while you coast uphill); Reversing Falls, where the Fundy tides cause the St. John River to change its directional flow as they rise and fall; and the Fundy Isles including Grand Manan Island (wonderful for cycling) and Campobello Island, once the summer home of former U.S. president Franklin D. Roosevelt and now largely a protected park.



Photo: New Brunswick Tourism

Collector clause and effect

By DON KETSON

Insurance is not just for cars anymore. It is becoming increasingly common for people to spend \$25,000 and more on ground-up restorations of half-ton trucks and, consequently, more to insure them.

"We never used to insure pickups, never," says Allie Davis at CBL, Oxford Insurance. "People never used to restore them, but now they do. They're restoring them to show status and [are] investing a lot of money in them." CBL, Oxford, offers owners of antiques, classics, muscle cars and special-interest vehicles a break on their car insurance. Its Silver Wheel plan is

suited to people who do not use their vehicles on a regular basis. Even better, if things go wrong — a theft or serious accident — there is no haggling over money. The cars are insured under a clause known in most provinces as SEF-19A. (In Ontario, the clause is OPCF-19A.) Insured owners get the full guaranteed value, no questions asked.

But independent appraisers Ed Grievé and Nelson Bender say only a handful of insurance companies offer the OPCF-19A clause. The majority are probably insured under OPCF-19. Here, one gets the appraised value or current market value, whichever the insurance company deems to be less. Mr. Grievé and Mr. Bender have

heard horror stories from owners of collector vehicles who, when the unthinkable happened, did not get what they felt was coming to them. Take the following case: A while back, Mr. Grievé appraised a four-door, 1976 Oldsmobile in great shape for \$6,500. The owner was disappointed it was not worth more, but he insured it anyway. See *INSURANCE* on Page D78

Don't wait until it's too late

INSURANCE

(Continued from Page D71)

He habited the car, driving it only occasionally on weekends. "It was very well maintained and never winter driven," Mr. Grievé says.

A few months later, the man was ambled through a city mall when an announcement over the PA system instructed the owner of a '76 Olds to return to his car. He got there just in time to see his prized vehicle engulfed in flames and being doused by firefighters.

Although appraised at \$6,500, his insurance company offered only \$3,200. "He almost had a heart attack right there on the spot," says Mr. Grievé.

After he intervened on the man's behalf, the company increased the amount, although nowhere near the vehicle's appraised value.

"The insurance agents will tell you to go get an appraisal," says Mr. Grievé, owner of Sunburn Auto Appraisals, "but they won't tell you that you should be covered under a 19A."

His client obviously did not know the difference between an OPCF-19 and an OPCF-19A. Mr. Grievé says many brokers

either do not know or do not tell collector owners about specially packages where their cars would automatically fall under the 19A.

Mr. Bender, owner of Appreciated Automobile Appraisals, is also concerned by stories he has heard from the owners of collector vehicles. They were not aware until after an accident, he says, that their vehicles fall under an OPCF-19

The best advice: Keep appraisal updated

clause and the insurer is not obliged to pay the appraisal value.

He cites the case of a restored '82 Chevy pickup appraised for \$22,000. The show truck had a stereo, mag wheels, hydraulics and other extras.

Offered \$13,000 after an accident, the owner wanted to know how the adjuster came up with the figure. At that point, the offer was bumped up to \$18,000. "It's still not settled," says Mr.

Bender, adding the case is now in arbitration.

Louise Brenness, manager of regional services for the Insurance Bureau of Canada, says there is a process for vehicle owners who disagree with the amount offered after theft or accident. Of course, the best time to ask questions is always before, Ms. Brenness adds.

"We always advise the consumer: Don't be afraid to ask questions. What does this [policy] do for me? Can I buy different coverage? What else is available?"

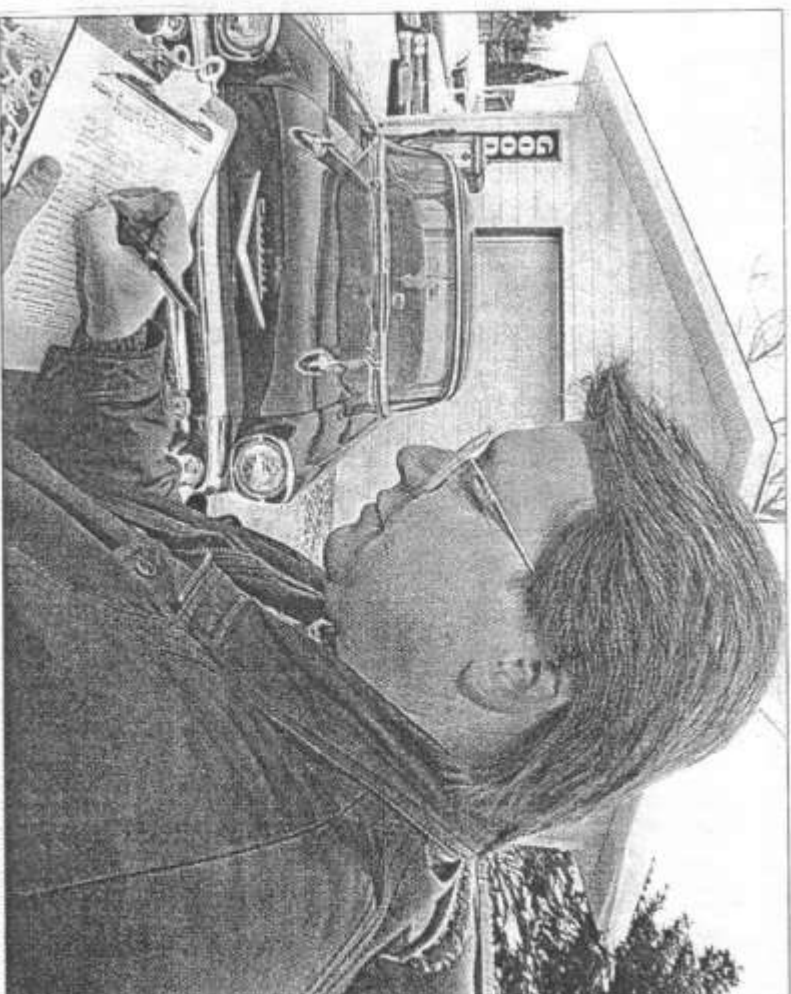
If the broker that you're dealing with does not offer you the protection you're looking for, go elsewhere.

Ms. Davis says appraisals are required in order for vehicles to be covered under CBL Oxford's Silver Wheel plan.

It need not be renewed, although Ms. Davis certainly recommends that. That applies double for collector vehicles insured by other companies and that fall under an OPCF-19.

"What I always say is, 'Keep your appraisal updated,'" Ms. Davis says. "That's the best thing anybody can do to protect their investment."

The Edmonton Journal



Takes of collectors being offered a fraction of what their vehicles are worth sudden appraiser Ed Grievé.

ALICE MACWILLIAM / THE EDMONTON JOURNAL



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**Directions to the MSCCC Niagara Fall Weekend,
September 27-29:**

Travelling from:

North: Follow QEW Niagara bound to Ft. Erie.
Take "Lundy's Lane" exit.
From the off-ramp turn **RIGHT**.
At 1st light turn **LEFT** onto Montrose Rd.
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South: Cross at Niagara Falls Rainbow Bridge
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West: Follow Hwy 403 towards Hamilton
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"Ale Trail" run for **Sunday June 2, 2002**. The group would meet* in Guelph at the historic Albion Hotel at **10:00 (49 Norfolk St – note from the 401, Brock Rd becomes Gordon St becomes Norfolk St – phone 519-821-7125)** and drive to Neustadt near Hanover. Neustadt has a fantastic historical brewery and is the home of John Diefenbaker. We would spend about 3 hours in Neustadt including lunch and return to Guelph to the **Woolwich Arms & Arrow Pub (176 Woolwich St – phone 519-836-2875)** for a **"Beer Lover's Banquet"**. This is a fixed menu where 6 different beers are paired with food (\$20 - \$30 / person). The event will end around **9:00 PM** so be prepared to stay over at a local motel, or drive home under cover of darkness.

Driving notes:

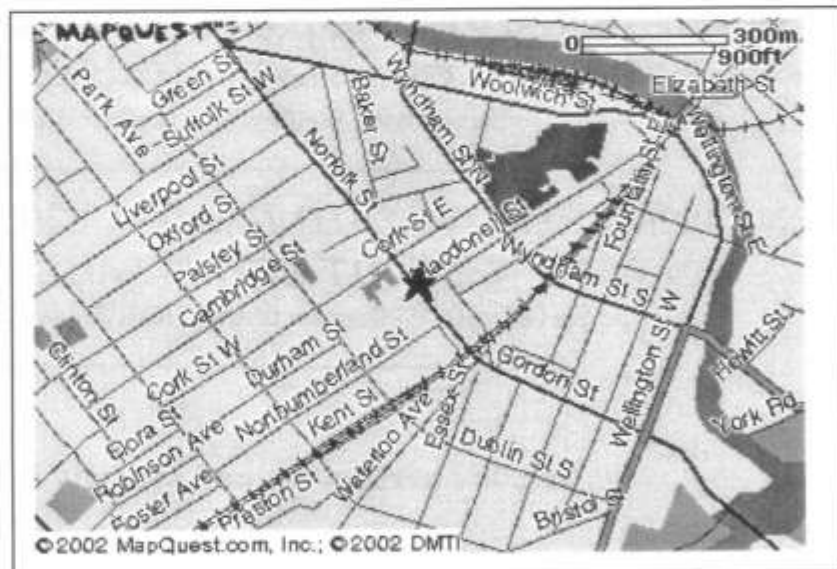
The Albion is on the main street that comes up from the 401 (Brock Road; 1st exit to Guelph when driving from the east on 401). Brock Rd becomes Gordon St. When you go past the University and cross over the Speed River you will see an impressive cathedral at the top 'o the hill (St. Somethings). You are now on Norfolk St. The Albion is conveniently located directly opposite the cathedral.

A special note about Neustadt is that on that same day a special Jubilee celebration will be happening highlighted by high tea at Dief's house in the afternoon. Lots of Brits, expats and Monarchists will be on hand to cheer us on. It will add to the lustre of the day. Special "reserved parking" will be arranged at the brewery.

Don't forget the Beer Lovers' Banquet, back at the Woolwich Arms in Guelph (6:00 pm-ish).

Please RSVP to Oliver Dawson at 905 850-9570 or email **"Oliver Dawson"** odawson@sympatico.ca
Once I have a fix on numbers I can negotiate pricing of the **"Beer Lover's Banquet"**.

Oliver Dawson (Visit The Beer Lover's Tour Co. site at: <http://www.beerloverstour.com/>)
& *David Farmer*



* For those coming from Toronto and points east, we will meet at the Shell Station, Trafalgar Road, North of Hwy 401 at 9:00 am. Convoy will proceed via scenic roads to the Albion Hotel, Guelph.



Classics Against Cancer

The Show: Dedicated to raising funds for the benefit of the Cancer Assistance Services of Halton Hills, it is a spectacular public exhibition, held on the scenic lawns of Cedarvale Park, in beautiful downtown Georgetown.

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Show Entry: \$25.00 per vehicle which includes judging, awards, photo, dash plaque, goodie bag, and food tickets! The first 100 entries received prior to the show qualify for a special draw! Entries also accepted on the day of the show.

Trophies, 1st, 2nd and 3rd place plaques, and draw prizes will be presented at 3:00 PM.

Selling of Goods is not permitted on the grounds or parking lots without the express permission of the Organizing Committee.

Exhibitor registration starts at 7:30 AM and closes at 11:00 AM. Judging begins at 9:00 AM.

Awards presentation at 3:00 PM - at the bridge. The gates are open to the public from 7:30 AM to 4:00 PM.

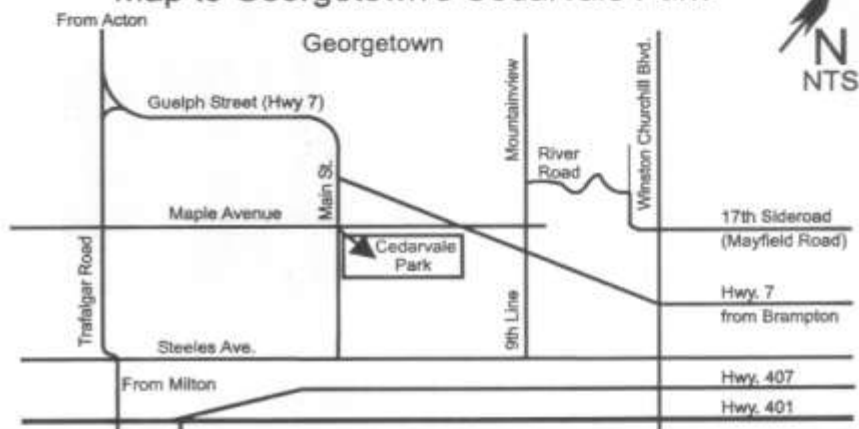
Judging and Awards

1st, 2nd, and 3rd place plaques for each class. Due to space limitations, registration will be refused to vehicles newer than 1980. Vehicles not meeting our standards will be refused admittance.

Classes with Name, Years From To

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2	Pre-War Production	1931	1945
3	Production Vehicles	1946	1954
4	Production Vehicles	1955	1956
5	Production Vehicles	1957	1959
6	Production Vehicles	1960	1963
7	Production Vehicles	1964	1964
8	Production Vehicles	1965	1968
9	Production Vehicles	1969	1970
10	Production Vehicles	1971	1980
11	British Vehicles	1890	1966
12	British Vehicles	1967	1980
13	Imported Vehicles	1890	1980
14	Mustangs	1964	1980
15	Factory High Performance	1957	1970
16	Factory High Performance	1971	1980
17	Corvettes	1953	1980
18	Commercial Vehicles & Trucks	1890	1980
19	Rods and Fat Fenders	1890	1949
20	Street Machines	1950	1980
21	Kit & Hand Crafted Vehicles	All years	

Map to Georgetown's Cedarvale Park



Entry fee of \$_____ (\$25.00 per vehicle entered) plus an additional voluntary contribution of \$_____ is enclosed. A charitable donation receipt will be issued in the amount of \$15.00 per vehicle entered plus voluntary contribution.

Payment is by _____ cheque (made payable to the **Classics Against Cancer**), _____ VISA, or _____ MasterCard
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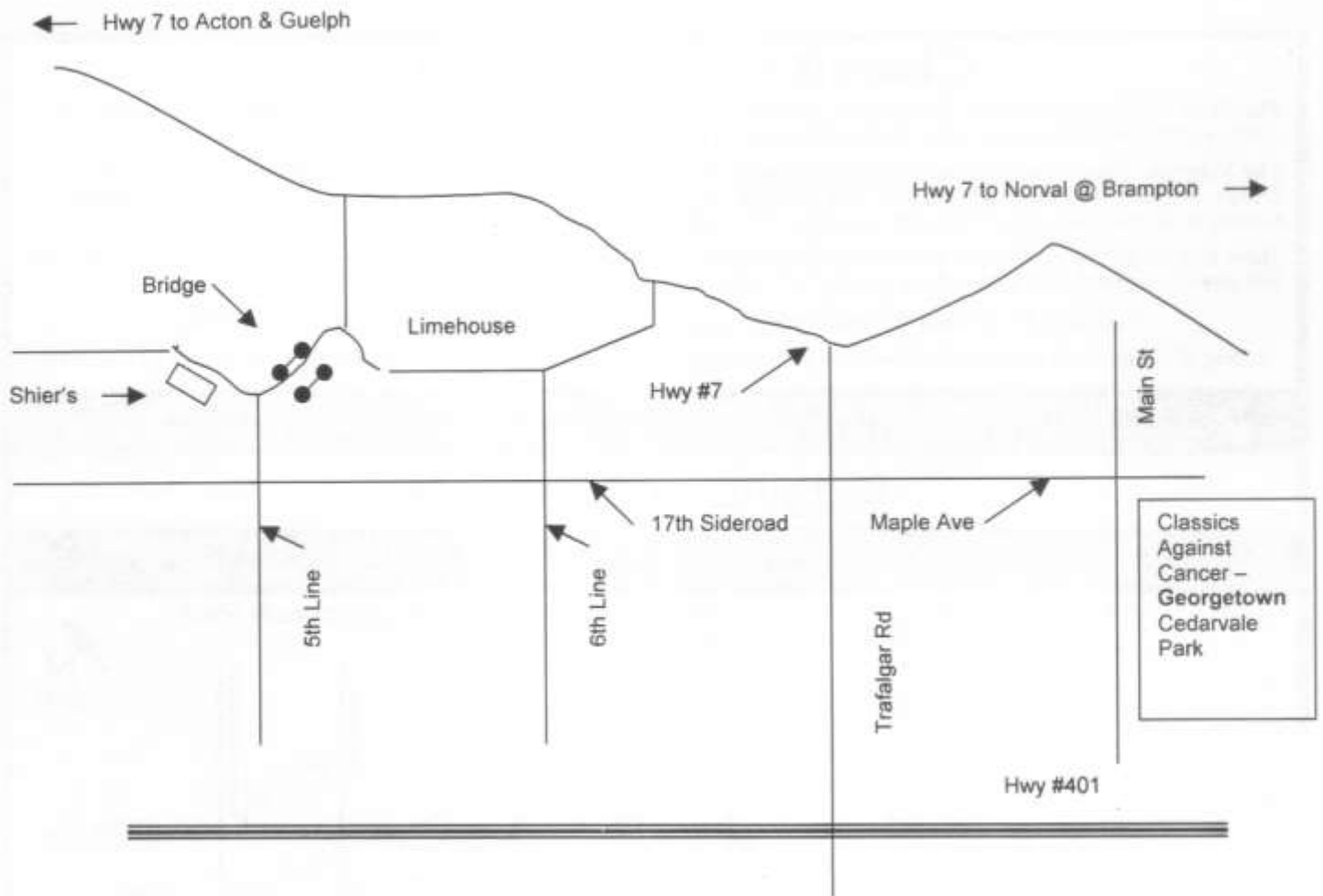
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Year Make Model Judge

				Yes/No
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Send your entry form to: Classics Against Cancer, 10 Oak Ridge Drive, Georgetown, ON L7G 5G6. Phone 905-877-8664 for more information. Advance entries must be received by June 10th.

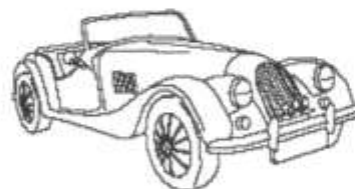


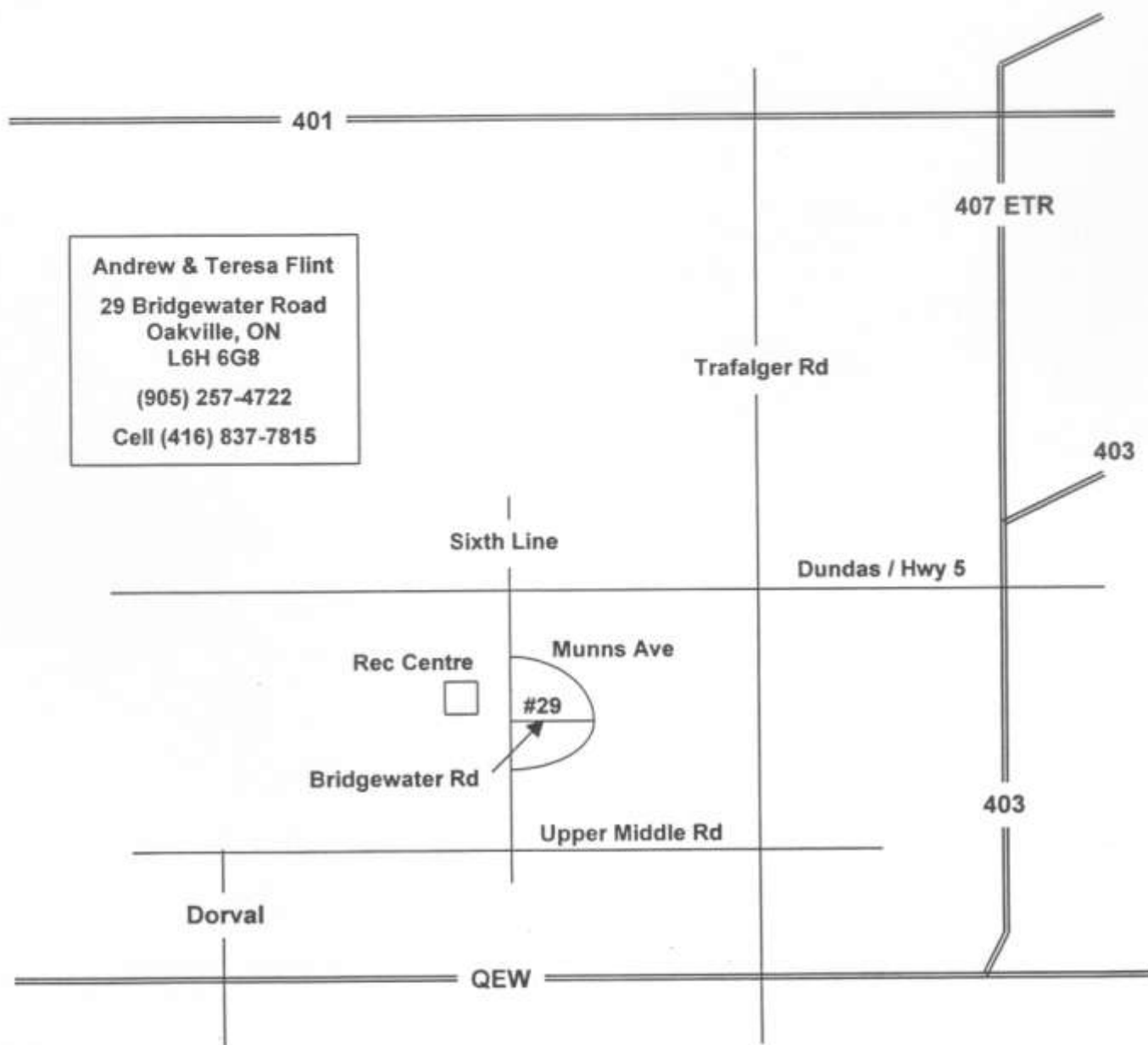
Classics Against Cancer, June 16th
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Cold beer & Wine will be supplied

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June 22, 2002

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