



The Blurb



Donna Beer Displaying Part of the Beer Family Tree



Prez Sez



OK I'm out of the pool now. Holidays are over, Spring rush is a thing of the past! The fall weather has arrived, the leaves have already started their transformation. Where did the Season go? Our Pub Lunches will start the first Sunday of October, be sure to include on your calendar. Welcome to our new member, Kevin Benjamin. Kevin has a 1986 +8 that made its way north of the border.

Fred & Outi Hendricksen have graciously offered to host the Christmas bash. Elections will be held at the party. Anyone interested in an elected position should come forward & let it be known. Details for the party to follow. The Washington DC club has changed their annual meet from the 4th of July to Memorial Day in May. All the Beers are planning to attend. Congratulations to the Bronte Creek winners of people's choice. John & Sharon Roden's 4/4 1st place, Pierre Noel +8 Lakeview NY 2nd place, Trevor Davies & Kathy Jackson 3rd place. Well done! We had a record setting 26 Morgans at the event, great to see. Trevor & Kathy are making up for lost time in the Morgan after its restoration. I may be biased but I think it's a wonderful looking Mog.

The Watkins Glen weekend I understand went very well. Tom VZ decided to play alarm clock for town's people with a +8 melody tearing up the roads in the

Martin Beer(mpbeer@sympatico.ca)

wee hours. Don't ask about fuel mileage again Tom! It's proportional to the right pedal position. It's not the first time Canadians have made their presence known in an unusual fashion, so I've heard. Just remember Tom!, keep one pace in front of the troopers. They can be nasty, and they love Canadian dollars being donated to their cause.

Club representation at the annual Haugens customer appreciation cruise night was by Trevor Davies & friend John driving my +8, Steve Beer & Frank Morea in Steve's super sports and yours truly with Shawn Borg in the F Type. Shawn & Frank are our ever reliable, dedicated staff members. Rain called an early end to the evening with a very wet ride home. Steve obviously looked at too many American cars, hot rods, rat rods & customs. He went out & bought a 1957 Pontiac project car. I think the Morgans in the garage may start rebelling.



It is with regret that I tell fellow club members **Gary Macfarlane** a long time member of our club passed away suddenly of a heart attach on the 25 August. Our Condolences to his Wife Sherry & their Daughter. Gary's busy schedule didn't always permit time for Morgan events. He & Sherry were always fun to chat with when attending Niagara meets & various others. He will be missed.

Hope to See You at the Christmas Party

Martin Beer

**Blurb Editor****Thomas Van Zuiden (tvanzuiden@sympatico.ca)**

I would like to welcome two new members to the club!

Don Allen of Burlington, Ontario bought my Plus 4 - 4 Seater and I must say he really looks good in that car! Don kindly stored my car for several months and then graciously handed me a cheque so I reluctantly changed the ownership!

Nigel Herbert was nabbed at “British Car Day” where his gorgeous 1966 Sunbeam sat beside my Morgan. Nigel told me that he also owns a black 1989 Morgan Plus 8 which he once sold and then bought back several years later. Nigel and his wife Jane come from King City. I want to get Nigel together with Alan Sands to swap motor cycle stories and compare who gets more value at the hair salon!



The Watkins Glen weekend was a great success with tremendous participation from our club members. I took 495 photographs at this event. Desi and Bill Benet did a great job organizing this one! Thanks to David Farmer for leading a run in August. It is great to see that Trevor Davies does actually have a Morgan and what a fine job he has done on the restoration. I previewed the car at British Car Day and I was very partial to the colour selection and the trim is superb. Glenn and Rene Night had their Toyota Morgan out for British Car Day. There were 26 Morgans on the field last Sunday which was a real sight to see! Watch for details on the Christmas Party in this issue! The club needs to make some decisions on Regalia starting with a new club badge. Badges and other Regalia suggestions will be a topic for the Christmas Party. You will also find a form for the British Long Distance awards from the BCCI so fill it in and mail before December 1, 2006. Keep the shiny side up if it ever stops raining!





Central Canada Morgan Events

- Sept 22-24 Canadian British Classic Charity Run, www.cbccr.org
- Oct 1 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- Oct 7 Llindsay to Brighton Classic Car Run, www.littlebritainmotorcompany.com
- Nov 5 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- Dec 9 CHRISTMAS PARTY, Fred & Outi Hendriksen, RVSP before December 2nd : 416-385-0689 or hendriksen@rogers.com,
- Jan 7 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- Feb 4 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- March 4 Pub Lunch, Queen's Head Pub, Burlington, Ontario
- July 6/07 Collingwood, John & Sharon Roden. See details below!

Eastern Canada Events for MSCCC

West Coast Events for MSCCC and MOG NW

- Oct 8th Sun Concrete Run Dave Collis, 604-465-9403
- Oct 14 Sat Bob Nelson Memorial Run Kay Jones
- Oct 17 Tue Southern Pod Social @ Portland Brewing's Tap Room Heinz Stromquist
- Oct 21 Sat Midlands Pod Social @ Claim Jumper, Redmond Mike Amos
- Oct 22 Sun Northern Pod Halloween, Win Muehling, 604-299-2425
- Nov 5 Sun Ladner-Bellingham All British Run Steve Hutchens www.oecc.ca/vcb
- Nov 18 Sat Midlands Pod Social @ Claim Jumper, Redmond Mike Amos
- Nov 21 Tue Southern Pod Social @ Portland Brewing's Tap Room Heinz Stromquist
- Dec 2 or 9 Sat Midlands Pod Holiday Party (location TBA) Mike Amos
- Dec 2 or 9 Sat Northern Pod Holiday Party (location TBA) Win Muehling
- Dec 2 or 9 Sat Southern Pod Holiday Party (location TBA) Heinz Stromquist
- Dec 26 Mon Northern Pod Boxing Day Run, Surrey, BC Mike Powley

COLLINGWOOD - July 6, 7 and 8th, 2007 Blue Mountain Motel Hwy. 26

Toll Free: 1-800-294-55715 rooms on Hold till May 31st, 2007
 Cost: 2 nights for \$100.00 plus tax (can't get much cheaper than that!)
BOOK AS SOON AS POSSIBLE, YOU CAN ALWAYS CANCEL

Agenda:

- Friday, July 6th - check in motel
 supper in Collingwood
 Fire, marshmallows and Wine
- Saturday, July 7th - Breakfast at the General Store
 Run thru Beaver Valley and the Blue Mountains
 Social Hour
 Dinner at "Marys Restaurant"
- Sunday, July 8th Breakfast at the General Store
 Drive home





August 13 Ale Trail
by Dave Farmer



It was a cloudless hot summer day, without the humidity, ideal Morgan touring weather. As the organizer I was up and ready to leave at 6:30am. Did the fluids check, started it up and backed out of the garage and headed into the sunrise.

My ETA at the marshalling point of Taunton Road and Trulls Road was pessimistic by almost half an hour. The Country Perks coffee shop was not even open yet, so I cooled my heels for a while until along came a rolling piece of art work, Shirley Zinman's Pistol. Soon after the Shiers and the Benets arrived and the coffee shop opened. We grabbed a drink and waited for the fifth car that had confirmed attendance but after half an hour we left.

Using the concession roads we worked our way to Newcastle and the Old Lakeshore Road. Working in Toronto it is nice to see Lake Ontario without any condo towers in the view. We turned off at Morgans Road, took some pictures of Morgans on Morgans Road and continued up to Newtonville and a stop at the B/A station. British American Oil sold out to Gulf Oil back in 1967 but Stapleton Auctions has restored this station and filled the office with memorabilia and use the work bays for their auctions. Next back to the lake and over to Port Hope and north to visit MSCCC members Barb and Richard at Fern Hill Farm. Barb's +4 is in need of an engine rebuild so they were not in the rolling part of the tour. They raise Scot-



tish Deer Hounds, very friendly animals that cannot get enough attention, and Highland cattle, that walked off in a huff at the sight of strangers.

After lunch in nearby Millbrook we drove over to Liberty Street for a wine tasting at Archibald Estates, makers of apple wines. It was getting too late to do the Canadian Automotive museum so we voted to wrap up the day and head home.

Thanks to Dave Farmer





Watkins Glen Weekend



Don Allen and I met in our respective Morgans for the sunny Thursday afternoon run down Route 20 and 14 into Watkins Glen where a group of well lubricated Porsche owners bowed and declared us Morgan worthy as we passed through town.

We arrived at the Chalet Leon on the east side of Seneca Lake where many fellow club members were already sampling some Finger Lakes Riesling courtesy of our organizer, Desi Benet. The hotel provided a party deck next to spectacular Hector Falls.

The participants included the Rodens, Stevens, Morgans, Shiers,



Martins, Ted Zurbrig and sidekick Fred, Malcolm and Brenda Taylor. We were joined later by **newlyweds Rod and Lori Wilkinson. CONGRATULATIONS to both of you!** We also had the pleasure of having Gary and Anne Lemon of Niagara Falls join our group with their lovely MGA.

Dinner was organized by Desi at the Stone Cats Cafe where we sat outside and got our first taste of autumn temperatures.

Don and I went to the bar at the Seneca Lodge to make sure that they still know how to serve beer properly.

Friday morning had us up really early! Some of us earlier than others! My roommate and his nocturnal rumblings created an opportunity for me to discover Watkins Glen and surrounds at 5:00AM. Sorry to the folks in the campground who heard me daintily running the old track in the wee hours! I had to stay over 70mph to stay awake at that hour.

Most of our group headed over to Glenora Winery for the Glenora Run. All was great until 250 environment chokers fired up and those confined to the middle couldn't breathe for 10 minutes while the group vacated the parking lot.

We had a lovely run through some spectacular countryside around the "Glen" with a stop in Montour Falls before a sit down lunch at Watkins Glen State. The mood of the crowd and variety of cars



was outstanding. Lots of American muscle along side British and other foreign makes.

The lunch break was followed by a pace car leading our group out on to the old vintage race route for two laps with thousands of spectators lining the streets of Watkins Glen. I was traveling with Don Allen in the 1969 Plus 4. The 1975 Alpha Romeo ahead of us was spewing black briquettes prompting Don to suggest that we buy a case of oil and discreetly leave it on his hood during the downtown festivities. The vintage race reenactment was a real treat as these old racers roared through town, cheered on by thousands of spectators.

The fun really starts when the street is shut off completely and all the





Newlyweds Cruising the Main Drag at Watkins Glen

cars are parked through town! Beer and wine vendors sell their poison on the sidewalk and spectators roam the streets looking over some of the greatest automobiles ever built! Kudos to the town of Watkins Glen, Chemung Canal Trust Company, the local police force and the organizers for making this a very special event.

Our day was finished following a short run north of our hotel to Dano's Heuriger on Seneca. What a perfect way to end a perfect day. Don Allen and I joined Ted & Fred and along with the Martin's, we participated in an Austrian heuriger. We ordered "The Chefs Table" where a selection of everything the chef makes is served family style at the table. We drank a lovely Chardonnay from Finger Lakes veteran Hermann Weimer and some Austrian Gruner Veltliner to accompany the wonder-

ful meal. Dano's mention in the Wine Spectator is well deserved. This eating establishment has it all together and then some! When dinner was finished, chef/owner Dano Hutnik was convinced to jump in my Plus 8 and go for ride. I kept it to a dull roar as the night sky was black and Dano made it clear that he wanted to live to cook another meal! Don and I returned to the Bar at the Seneca Lodge to ensure that other



club members were properly representing Canada and of course to make sure that the staff were serving beer in a satisfactory manner.

On Saturday morning, our group drove over to Hammondsport on the southern end of Keuka Lake for a tour of the Glenn H. Curtis Museum. Glenn Curtis was an aviation pioneer and the museum is dedicated to preserving the memory of his many accomplishments including bicycle, motorcycle and engine production. He was "the fastest man on earth" when he went 136.4 MPH on his V8 motorcycle in 1907. His accomplishment include many aviation firsts! I highly recommend this stop for anyone spending time in the Watkins Glen area.

We had lunch at the Village Tavern on the square in quaint downtown Hammondsport followed by a little tour of the town. The group left Hammondsport for the east side of Seneca Lake for some winery tours. John Roden mentioned a weather front on the way and several of us were too late to prevent the dousing we got. If it keeps raining, I am going to get a sump-pump for the Plus 8.

The group had dinner at the Red Newt Cellars Winery and Bistro.

Don and I went to the Bar at the Seneca Lodge because somebody told us they weren't serving beer properly but I can unequivocally say that this is not the case.

We journeyed up to Desi and Bill Benet's cabin where they were

hosting the Western New York MG folks. It was great to talk cars with many like minded people including a young female MGA owner who introduced her husband as "her car bitch".

Sunday was travel day and we said



our good byes to new and old friends and headed back to Canada. Ted and Fred joined Don Allen and I on a scenic tour back on secondary roads. We crossed at Fort Erie and drove the Niagara Parkway under blue sky.

I led Ted and Fred to Bryce and Jennifer Weylie's Celtic Dream Garden for a little barrel sampling just to confirm that Niagara Reds have it over the Fingerstuff that I sampled.

I decided to take a route to Dundas through downtown Hamilton to avoid Canadian Open traffic and was stopped by one of



Hamilton's finest for speeding. He was gracious and kind but it is still a lousy way to end a great weekend.

I will be returning to Watkins Glen next year with Lynda. Liz at the Chalet Leon has booked a block of rooms for the Morgan Sports Car Club of Canada! Maybe some our club members who belong to other clubs might wish to encourage their fellow members to join us and make it an even bigger party in 2007.

**Story by Thomas Van Zuiden
Photos from Malcolm Taylor
and Thomas Van Zuiden**





British Car Day at Bronte Park

The Toronto Triumph Club had another gorgeous weather day for their big event of the year. Morgan owners were out in force with 26 cars on the field.

It was nice to see Jim Snyder in his 1991 Plus 8 and Pierre Noel with his 1972 Plus 8 up from Buffalo area.

Our club members that turned up included Jim Haw with Sam and Harry accompanied by Linda Osborne. Don Allen, John Roden, John Collins, the Stevens. The Morgans with Brad and his 57 +4 with friends. I saw the Shiers, the Nighs, Brian Hawkins, Alan Lytle with friend Tom Rye, Hendric Rens, Rick Andrews, David Farmer, Trevor Davies in his car complete with body and trim. Steve and Jenny Beer came in the 1967 Super Sport while Martin drove his Plus 8. Both Chris and Gail Taylor and Malcolm and Brenda Taylor were in attendance.

The Wilkinsons were there with family and dogs! Anthony Steward brought his 4 seater and Desi was Billess! Lynda and I brought our Wheaton Terrier named Caymus. Caymus mixed it up with Buster Taylor and several other British canines.

Other non-members included Paul Beaudoin, Brian Cranfield and Peter Vickery with his wife.

I was able to sign up new members Nigel Herbert and his wife Jane.

Thanks to Brian Hawkins for his photos!





Notes From the East

I am pleased to report that a loan voice other than Lorne Goldman has called in from the land east of Tronna and supplied us with an article. We may just have our Eastern Scribe in MSCCC member **Luc Charette from the Gattineau!**

Luc was in the UK for his "yearly pilgrimage" and provided the article and photos for this article.

A trip to England is always a "Morgan" trip; at the factory in Malvern, you can have a sneek peek at the AeroMax Coupe; at the many Morgan dealers talk shop with enthusiasts (and come back with your suitcase packed with parts for this +4 that needs tidying up). Last May was the occasion to go to Rolvenden, Kent (where the hell is Rolvenden?) It is worth a search because it has a neat little Morgan museum filled with 3-wheelers.

About an hour and half drive from Heathrow (when the M25 is not at a standstill!) you leave the M20 towards Folkestone at Ashford, head towards Tenderden then follow the signs to Rolvenden and the "Motor Museum". There is only one Main (sorry High) street in town the sign bringing you to a small antique shop. That day an MGB-GT was parked in front, but don't count that this is a permanent fixture. Walk in the front door, short stop at the cash for your ticket and out the back door into the garden. Nice flowers but where are all the Morgans? A short path leads to a red door in a small building, enter and there they are, all lined up, close together from the early Run-about using the main frame as the exhaust pipes (to save weight? money?) to the sleek (sexy was the initial word used in this text but that got censored by the missus) Aero Super Sport with the Morgan stork on the rad. All seem in working condition with shining 2-cylinder engine in front and ready to go (though one had a sign: "no water !!!"), except how do you get one out of this building?

The place is also filled with signs, bicycles, model cars, various bits and pieces related to the early automobile. A bare chassis hangs from the ceiling and you can appreciate the

simplicity and strength of the structure. With over a dozen cars there is one "Family", one "Model F" and a "Grand Prix", but the emphasis is clearly on the "Aero" in both the 2-piece and V-shaped windscreen type. A grey Super Sport with Matchless air-cooled engine looked very smart but it was hard to decide the favorite between the dark blue JAP-engined with stork or the red with water-cooled Matchless. One can dream!

Thanks to Luc Charette for this contribution to "The BLURB"





Update from the Factory

For those who have not been to the factory recently, or even – perish the thought – at all, there are a couple of changes.

Those who were used to enjoying a casual stroll around the Dispatch Bay where finishing touches are applied to the cars prior to delivery will find the area is now roped off. Apparently some damage was done to some of the cars, so the privileged access enjoyed by so many for so long has had to be withdrawn.



The office used by Peter Morgan is a working office no more. It is preserved as a memorial to the man whose hand was at the helm from June, 1959 to the 21st century, and has not been used regularly since his passing in November, 2003. The glass in the door was engraved with his name about a year later.

John Collins



MSCCC Badge Entries



This badge entry was done by Shawn who works with the Beers. The maple leaf and writing would be cleaned up and the Morgan profile made a little stronger.



Hendrik Rens sent us the beavers badge where Morgan wings a little Canadiana could be worked into the design.

If you have any ideas for a new club badge please email the details to your editor at tvanzuiden@sympatico.ca.

Badges are an important part of a Club's identity to the world Morgan community! We want to move ahead with this and have badges for 2007 so any ideas are appreciated.



FOR SALE

Total Restoration 1996 to 1999

86 GNP was used in the UK for racing and trials and I have pictures of its early history!

**Rebuilt TR4 Engine with overdrive
Custom interior. Alternator conversion
Dual master cylinder. Electric cooling fan
Parts rebuilt or new Morgan parts used
Underbody clean. Body is excellent!
New Chrome wires + tires-5000 miles
White body, burgundy rugs, tan leather
Full tonneau, half tonneau, rear cover
Full top and side screens**



Asking \$39,000 \$CADS

Glenn Nigh - 905-309-0850

4 new (ex-Morgan factory) shock absorbers

Never used because I had the ex-factory shock absorbers on my 1998 Morgan 4/4 changed for Koni's by the Dutch Morgan dealer. CAD \$90,- each.

Contact: Fred Hendriksen at (W) 416-290-6055, (H) 416-385-0689, email: hendriksen@rogers.com

2006 Doug Price Award

MORGAN SPORTS CAR CLUB OF CANADA "DOUG PRICE AWARD" Nomination

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

Nominator: _____, member of MSCCC in good standing

Date: _____

All Club member are asked to nominate who they feel is worthy of our "Doug Price Award". Please put in the mail or FAX or bring your nomination to the Christmas Party at the Hendriksens and give your nomination to Martin Beer or Thomas Van Zuiden. Please Note: We are also looking for nominations from our Western or Eastern Members. Please note our addresses on the last page of this issue!



Notes From The West

It has been several months since we have put pen to paper to report Morgan activities here in the west but we have been so busy in our Morgans that time has become a premium. For one four week period we only came home to change models, do laundry and take off for another adventure in a Morgan and to share experiences with comrades in arms whether they drive a Morgan or some other type of British car.

Since we last wrote, your western cousins have had two ABFM's and one major car show in Penticton, BC. Van Dusen as usual was a great event being dampened by the usual cloudy, drizzly cold morning followed by a great sunny afternoon. Over 30 Morgans showed up for the event, providing a very attractive and colourful display. Win and Christine Muehling hosted over 50 members that night for celebration party at their house. The Bellvue ABFM had 14 Morgans on display and Ron Wisekind hosted a great party afterwards. Father's day weekend saw 26 Morgans from the US, BC mainland and Vancouver Island attend a fabulous party at Hal and Garnet Irwin's. Members of the Island Pod barbecued a pig to be served with salads and desserts. Many of us stayed on into the night around a campfire reminiscing over old times and planning some future events. The next day was the annual Father's Day picnic at Beacon Hill Park where the Morgans outshone every other British

Ken Miles(kengmiles@shaw.ca)



Marque having 26 cars lined up in colour coordination as the centre of the row alternated yellow and red. Like the night before Island members provided the picnic. Four Morgan drivers from BC along with nine US Morgans met in Kelso, Washington for a pleasant drive through the countryside of Oregon ending up driving the coastal highway to Devil's Punchbowl for a relaxing weekend of good friends, good food and good wine.

Two Morgans joined the annual Brits around BC drive which this year toured the Kooteneys ending up in Penticton for the annual Rally in the Valley on July 1st weekend. Four Morgans were on display during the show varying in age from a 1958 +4 4 str. to a 2005 Roadster. Did we attract attention as people tried to tell the old from the new. During the same weekend there was a British car show in Ganges on Salt Spring Island, which was attended by members from the Vancouver Island and the BC mainland. By all accounts this was a good event and the show was organized by Marv Coulthard a member on Salt Spring Island.

Your faithful scribes ventured down to Cambia, California in July to attend Mogwest. As usual this was a great event attended by Morgan owners both from Canada and the east coast of the US. This is an event we have attended on a regular basis and one that we enjoy. Your faithful scribes were able to do some damage in that we received two beautiful mantle clocks as trophies for the furthest in a Morgan and the Best in the Drop Head Coupe Class.

The next few months will see some great events such as a wine tour in Oregon and the Phoenix Run in Vancouver on August 19th, Portland ABFM, the Steamworks Coucours d'Elegance in Vancouver on Sept. 1, and the annual Vancouver to Whistler Run on Sept. 23rd.

Ken and Pat Miles





LENO'S LOVE A VAST AUTO PLAYGROUND

There's a little of everything you can imagine by Nigel Matthews,

Special to The Province Published: Friday, September 08, 2006

When your name is **Jay Leno**, you don't have to go looking for cars, they usually find you.

The host of NBC's Tonight Show receives between 700 and 800 letters a month from people trying to sell him something!

Some time ago, knowing Leno has a passion for what many consider the ultimate car of all time, I decided to let him know about a very special Duesenberg in the Lower Mainland. I baited the hook during the Pebble Beach Concours d'Elegance in August 2005.

It didn't take long. I almost fell out of my chair one afternoon when the phone rang and the voice at the other end said, "Hello Nigel, this is Jay Leno. So tell me about this Duesenberg! What body does it have? And what's the body number?"

Three weeks later, his private jet touched down at the south terminal in Richmond and out stepped Leno with Randy Ema, the world's leading authority on Duesenbergs and the man who prepares Leno's cars for Pebble Beach.

I was wearing a Morgan rugby shirt and the first thing Leno said was, "Do you have one?"

"No," I replied.

"I do!" he said, to which I retorted, "I know and it only has three wheels."

He laughed, "You must come and see it if you're ever in Los Angeles."

During the preceding 11 months, I would call him and he would call me, and we exchanged e-mails. We are not bosom buddies but we are members of the same fraternity, Gearheads Anonymous, and have oil running through our veins!

During my recent jaunt to Pebble Beach, I accepted his kind offer of a tour of his secret sanctum located on the outskirts of Los Angeles in a warehouse complex.

My wife Yoki and I arrived to find Leno on a creeper, lying under a steam car that he had just driven from his home. After handing over a few gifts, Leno excused himself and told us that his assistant, Bob Sales, would give us a tour of the 80,000-square-foot facility. Leno had taken a week off -- it was his playtime, and he was focused on solving a problem with his steam car.

We began with the building we were in, the main workshop. Passing a row of Stanley steamers, in the left-hand corner was the most incredible kitchen--my wife loved it. Apparently, Martha Stewart had filmed a cooking show there.

Moving on, there was a bank of machinery, including a Calypso Water-Jet cutter, a very high-tech machine that can cut through any material like a hot knife through butter.

On the adjoining wall was a bank of hoists, a Fadal CNC machine, a chassis dyno, sheet metal tools and a spray booth. Everything is done in-house. The four skilled staff can handle any kind of job, right down to making a new head gasket for

a 1937 Fiat Topolino, because you can't just nip down to the local auto parts store for the kind of parts Leno's cars require.

Adjoining the workshop, we entered the warehouse of The Good Stuff. Wow! Seven Duesenbergs and six Bugattis. The most recent Duesenberg purchase is a 1931 formal town car with coachworks by F.R. Woods and Sons, a small New York-based company that built a limited number of car bodies, specializing in commercial vehicles for large companies and stores.

This made perfect sense because a man named Jesse Isidor Straus, the owner of the world's biggest store, Macy's, commissioned the Duesenberg's body.

This Duesenberg was built in 1931, used for a very brief time--evident by the 7,085 original miles on the odometer--then it was left on the fourth floor of a leaky parking garage in Manhattan in 1933, where it remained for 68 years. Straus didn't like parting with his money and refused to pay the parking bill.

Leno found the car covered in dust, but was told it was not for sale.

To keep others away, he told a story that the parking garage elevator had been replaced and was 1 1/2 feet shorter than the car -- if anyone wanted it, they would have to dismantle it. Well, the story worked, and after paying the hefty parking bill, he owned the world's only surviving unrestored original-owner Duesenberg.



Moving into the next building, it was obvious from the row of Lamborghinis greeting us that the theme was sports cars.

The next building housed a varied selection -- a single-seat Hispano-Suiza racer, the bizarre Cyclops-looking Tatra 87, and a fire engine given to Leno by the Burbank fire department.

We moved into the building that housed some of my favourites--naturally, they were British cars. Bentleys, Lagondas, Jaguars, Morgans, MGs, Triumphs, and some others that were way ahead of their time, such as the Citroen SM, Mazda Cosmo and a '37 Fiat Topolino.

Parked next to the Mazda Cosmo was a new Maxda RX-8. "Oh that," Sales replied, as he spotted the vacant look on my face. "That's Leno's night-time car, the only one that's allowed out after dark and can go to the airport."

Moving on, we arrived in the American car section, starting with Hudson, the 1955 Buick that Leno purchased for \$350 when he first arrived in Hollywood, Hemi-Chrysler, Shelby Mustang, Ford GT, Viper, Corvette and Cobra.

Following the newer cars was a great collection of early American cars such as Doble, Baker Electric, Stutz, Mercer, Crane-Simplex, Franklin and Packard.

It was time to see some motorcycles, lined up row upon row -- 85 bikes to be exact. There was every imaginable

type, from rotary power to a gas turbine-powered bike known as the Y2K. When Leno heard about the prototype with its 350-h.p., 465 ft.-lb. of torque, capable of burning up the 7.5-gallon fuel tank supply in just 15 miles, he knew he had to have one.

The tour was over, and we walked back to where Leno was adjusting the rear-wheel bearing of his steam car. I took one last tour of the workshop area.

I was curious and wanted a second look at a custom-bodied 1934 Rolls-Royce fitted with a 1,000-h.p. Merlin V12 engine, the same engine that was fitted to the Second World War Spitfire fighter.

As an insurance specialist, I would hate to have the responsibility of this 90 car and 85 motorcycle collection with a value in excess of \$20 million on my shoulders.

Approaching the area where Leno was working, I was pondering the strange outline on the floor with lines of masking tape. Leno said, "Come and see what I have out here," then he was gone in a flash and I had to run after him. Outside was the largest stationary steam engine I have ever seen, the huge flywheel weighing 6.5 tonnes.

Leno excitedly told me, as he played with bits and pieces and had things moving back and forth, "This is going in there where the masking tape is laid out. The entire building is going to vibrate, but I suppose that will give this steam junkie a buzz!"

He explained that this was the oldest steam engine in the U.S. -- it was in operation when Abraham Lincoln was president.

Leno is at his garage every day. If I had a toy box that big I would be there day and night, after all there is a kitchen and bathroom. What more does a guy need?

Nigel Matthews is the manager of specialty vehicles (vintage and collector cars) for the Insurance Corp. of B.C.

Word has it that Reg Beer Coachbuilder restored this trike originally for Mike Beale!





HogMog News



This from MSCCC member and auto journalist Mr. Bob English

Thought you might like this pic of my wife Helen and our 1968 4/4 1600 Sport on our way back from the Boot 'n Bonnet British Car Day in Kingston, ON in August. Morgan's were the featured marque and three of us turned up. The annual show had a great turnout, including a large number of Rolls-Royces. It was a bit rainy in the afternoon, but on our way home through Kingston (to Foxboro north of Belleville) the skys finally opened up big time. The Mog was, of course, running about topless, wearing only its aero screens and there was nowhere to pull over until we spotted an IGA. We wheeled into the parking lot and tucked the Mog into a covered shopping cart storage thingy where we drank coffee and waited until the worst of the rain let up a bit. On the way home the rain stopped and the sun came out which "blow dried" both the car and ourselves. A typically Moggy day - wet, but good fun. Cheers, bob

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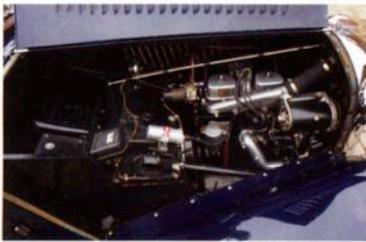
FOUR EVER

Four-cylinder Morgans aren't just cheaper than Plus 8s, for many they are a more thrilling drive. **James Elliott** agrees

PHOTOGRAPHY TONY BAKER & JAMES MANN

This article was reprinted with the permission of James Eliot
This article originally appeared in the April 2006 issue of Classic & Sports Car magazine:
back issues 0044 (0) 8456 777800, subscriptions 001 732 424 7811).
Special Thanks to Richard and Helen Thorne for contacting James Eliot





Sucking eggs for grandmothers, part one: there are a few guiding formulae in life that are essentially incorruptible. Take rock music: Lou Reed said that you can't beat two guitars, drums and bass and, however people try to innovate, he's still right. And so it is with sports cars: for me, front-engine, rear-drive is sacrosanct in any proper roadster without a mid-engined hunchback. It's all about balance, and the best balance in a light car is afforded by a light engine. Upset that balance, nudge the weight distribution too far forwards with a big, heavy lump and, while you add the peripheral thrill of neck-snapping straight-line speed, more often than not you sacrifice the syncopation that is the car's *raison d'être*.

Sound rather patronising? Perhaps, but necessary, because all too often people seem to forget that the fundamental joy of a sports car is its ability to usurp outright muscle through stealth and agility, to upset the odds in getting from point A to point B when the two are separated by more than an arrow-straight runway.

And few companies have as much experience of this as Morgan. It is not just the Morgan family's perceived credo of belligerence that has kept it churning out four-pots since the 1930s and creating the model with the world's longest continuous(ish) production, it is the demand from its customers. The launch of the revelatory Plus 8 – better balanced than

most larger-engined sportsters thanks to the light-weight all-alloy Rover/Buick lump – did little to dent its traditional market, but merely added a different breed of buyer to the roster.

Main dealer Richard Thorne reckons the four-pots' appeal is easy to pinpoint: "They are very strong, they have a very long wheelbase, and they are very well balanced which makes them great sports cars. They are easy to drive, safe, strong cars. And they are cheaper than the Plus 8.

"The four-cylinder cars are always portrayed as 'entry-level' Morgans, but, despite being pretty

'A few modern traits have crept in, but otherwise they are still barely out of the primordial sludge. And that's how people like it'

affordable, they are far more than that. They barely depreciate, they are reliable, economical, they have their own character and parts are readily available. Plus, it is all about delicacy of handling and nimbleness. In a four-cylinder car you can slide it at 50mph rather than 90mph and really enjoy your driving. And that is what swings it for a lot of people. It's not about 0-60mph times, it's about fun and feeling, accurate responses and the purity of the original concept."

There are two essential rules of thumb: 4/4s tend to be 1800cc or less and on a narrower chassis, Plus 4s 2 litres and on a wider version of essentially the same chassis. All have excellent weight distribution offering tail-happy opportunities while a few modern traits, such as brake servoes and telescopic dampers, have crept in over the generations, but otherwise they are still barely out of the primordial sludge in terms of motoring evolution. And that's just how people like it.



It started in the mid-1930s with the then 4-4 (the hyphen became a slash post-WW2). A small 1582lb sports car costing under £200, neither sophisticated nor spellbindingly quick, but charming in spades. The snug cockpit has more room than contemporary MGs, the taut sliding pillar front suspension limits travel so the ride is hard, the Meadows crash 'box far from the demon it is made out to be with four gears in a reverse pattern, and the 1122cc Coventry Climax a willing performer, coaxing it along easily at 60mph-plus. Enough to scare the cable brakes at least.

The upgrade to the 2-litre Standard engine, however, takes it into a different league, the all-iron unit amazingly tractable despite being fed by a single Solex. There's synchro too on the conventional-layout Moss 'box, but you don't need it because you barely have to use the gears once you are rolling. As with the first-series car, the live rear axle contributes to engagingly skittish cornering.

It gets better still with the first of the TR-engined Plus 4s, offering more than double the horses at 90bhp from the 1991cc engine, fed by twin SUs. This 1953 model started life as a flat-racer but, with the announcement of the facelift, the royal ivory example was unwanted and a new front end was grafted on to help shift it. It was eventually bought by Rootes rally driver Tiny Lewis who competed widely in it, including the 1955 RAC.

Its competition history – which has been pretty much continuous since then – and a hefty restoration a couple of years back show in its set-up and it is a phenomenally well-sorted car, pulling strongly in all gears, the back end sliding easily, but far more difficult to dislodge entirely. There are telescopic dampers at the rear and front discs, and you notice. Big time. Of all the four-pot Morgans we tested, it was the obvious must-have model, the perfect combination of ancient and modern in a usable, enjoyable car. According to the *cognoscenti*, this heavy tractor lump is the engine that transformed Morgan in the

Royal Ivory 1953 Plus 4, an early TR-engined car, started off as a flat racer but had a makeover to help it sell. Lovely cream and black dials, speedo on passenger side. It has been campaigned for the past 50-odd years, since being bought in 1955 by 'Tiny' Lewis, whose nickname it now shares



FOUR STAR



Like father, like daughter
RICHARD AND HELEN THORNE

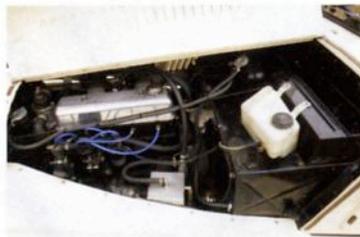
Morgan four-pots have a fantastic competition history and remain a favourite with clubman's racers, rallyists, sprinters and hillclimbers. Triumph-engined cars in particular punched above their weight when perceived to be past their sell-by date and the crowning glory was a Lawrencestone Plus 4's class win at Le Mans in 1962.



"The beauty of Morgans is that they are competitive and eligible for so many events at an affordable price," says main dealer Richard Thorne. "The traditional clubman's element really appeals – most people still drive to events in their cars, take part, have a lot of fun, and then drive home again."

Thorne himself has been competing since 1969, starting with a Hillman Imp, through a mass of Lancias to a '70s Roadsports Plus 8. As close to his heart as any is the Plus 4 he calls "Tiny" after its original owner, Rootes driver Tiny Lewis. Thorne bought it in 2001 as a modified 2.4-litre hillclimber, returned it to spec, tackled the Rally of the Tests and raced with the HSCC.

And 26-year-old daughter Helen is keeping it in the family, on the verge of her first season in another special Plus 4 (below). First owned by Peter Askew, "Pearl" has the lighter Cortina GT engine, giving a real performance advantage. Pearl's particular appeal is that it competed in the first all-Morgan Bentley Drivers Club challenge race in 1966, and Helen hopes to enter the same event this year. Before that, dad will give it a shakedown test: the Classic Rally Association's 3000-mile Winter Challenge.



April 2006 Classic & Sports Car 105



1950s and it is hard to disagree. The motor made it into not just a competitive car, but one capable of cleaning up in its class.

The start of the modern era is marked with the 1991 Connaught green Plus 4 on the optional wire wheels. Sounds like a big gap, but in Morgan terms all that has been skipped are a few developments and engine options before the real revolution – again a comparative term when it comes to Morgan – started in 1993.

There is still sliding pillar front suspension (as there is today) and a live rear axle with lever-arm dampers. The chassis is still the same basic design as both cars have used (only slightly revised) since the mid-1950s. Packing a 1994cc Rover M16 fuel-injected 16-valve engine and offering a heedy 138bhp, it's only about 100lb heftier than its predecessor. The interior is glitzier but only because it doesn't yet wear a patina, give it another 40 years for the ivory Smiths instruments to fade and it will be indistinguishable.

Our two brand new cars look the part: the shape is classic, but the comfort and appointment in the cockpit – the surety of the buttons and features, the furnace blast of the heater – while simplicity itself, is bang-up-to-date. Importantly, all these cars are now built on a Morgan Roadster

chassis offering more width to the cockpit and more space in the footwells. Even so, all around there are ancient characteristics – such as the flat screen – and thankfully this is true in the driving too. The hard ride, the way a new Zetec-engined Plus 4 Plus chirrup its wheels even changing up to third with the right inputs and its throttle steer is a touching reminder of how much character has been siphoned from most modern cars.

Similarly, prod the accelerator only slightly mid-corner in last-year's Duratec-equipped Plus 4 and it slews engagingly before taking hold and rocketing forward. Of the two, the Duratec is by far the most satisfying – it buzzes with a high-revving verve that the Zetec can't match and begs to be driven with brio – and presents a shockingly good amount of motor for its mid-20k pricetag.

Either can happily be used as an everyday modern car with not just the comfort, but the peace of mind that millions spent on crash-test-

This is the modern world: well, as modern as Mogs get. Above: '91 Plus 4 with 138bhp Rover unit, next to 2005 Duratec-powered model, which Elliott reckons is the best of the modern-era cars, with brilliant response from free-revving motor, still sliding pillars and live axle underneath though

ON ALL FOURS...

1936 Launch of the 4-4 (below, with Peter Morgan), the company's first four-wheeler, with four-cylinder Coventry Climax power. Sliding-pillar independent front suspension, cross-braced steel chassis, leaf-sprung and friction-damped rear, wooden floor, ash frame, steel bodywork, Girling cable-operated drums, fly-off handbrake, direct steering (later cam and peg), four-speed Meadows gearbox



1939 Standard ohv engine announced before production suspended for WW2

1946 Moss 'box replaces Meadows

1950 4/4 (renamed post-WW2) replaced with Plus 4 (63bhp from 2088cc Vanguard engine)

1954 Flat rad replaced by familiar curved grille, Triumph TR2 engine introduced. TR-derived engines would be in use until 1969

1955 4/4 returned with Ford sidevalve power and three-speed Ford 'box (Ford engines, from 100E to Kent GT, would power 4/4 until 1982, then again through CVH and Zetec to present day). Rear restyle brings trademark tail; cam-and-peg steering and hydraulic brakes added

1956 TR3 engine standardised in Plus 4 (Chris Lawrence-tuned Super Sport arrived 1960)

1961 4/4 gets front disc brakes standardised on Plus 4 the previous year

1962 S5 4/4 gets Ford 1.5-litre ohv unit

1963 Plus 4 Plus launched (right)

1968 Plus 8 (with Rover V8 power) supplants Plus 4

1981 Fiat 1.6 twin-cam usurps Ford Kent in 4/4. First five-speed 'box (Fiat's own)

1985 Plus 4 reintroduced with 2-litre Fiat twin-cam and five-speed 'box

1987 2-litre Rover M16 twin-cam for Plus 4

1991 Rover T16 and Knight rack and pinion for Plus 4 (replacing Gemmer recirculating ball).

Fuel-injected Ford 1600 for 4/4, which wouldn't get rack and pinion for a decade

1993 Plus 4 adopts variation of Plus 8's chassis for more internal space. Telescopic rear dampers and lower front spring rates introduced. 4/4 gets 120bhp Ford 1.8-litre Zetec. Since then, engine changes have been variations on the Ford theme right up to the 1.8 Duratec (chain-

rather than belt-driven) in the 4/4

2001 For the first time, all cars are built on a modified Roadster (formerly Plus 8) chassis.

Wider cockpit and more room in the footwells

2006 4/4 turns 70. To mark the occasion the company is turning out 142 special editions (below) – two for each year of production – at a few pence shy of £28k. The new model may boast the latest must-have modernisms, but each pair is equipped with the accoutrements of its era: fold-flat 'screen, steel wheels and hubcaps (or optional wires) or sheepskin bonnet strap. Perhaps, rather than trying to recreate past glories, the world's major manufacturers could learn a lesson from the masters of keeping the flame alive.





ing and development bring with them. According to the dealers, most people assume that the cars haven't undergone the same rigorous testing – including side impact – as their modern hatch, but they are wrong. The truth is that the Morgan family had a stark choice: fork out a fortune for the research or watch the perception of its cherished brand slide towards the specialist and kit car market. And the latter simply wouldn't do.

But then the dealers also say that most people who turn up still envisage the company just as it was projected in *that* 25-year-old television programme with generation-long waiting lists (it's actually a year) and a bunch of Fred Dibnah's dipping Rich Tea biscuits into mugs of tea (from a pot, no new-fangled bags thanks). It is probably only fair that a company that trades so heavily off tradition also has to carry the occasional historical albatross. And John Harvey-Jones is still Morgan's.

That said, there is something about the modern Morgan that makes it pertain only to a higher motoring faction. While they may pass muster as a modern driving machine, you wonder how much trouble anyone who learned how to drive on computer games and anodyne front-wheel androgyny could get into on the road.

On the other hand, there can be something heartless, almost contemptuous about the rapidity with which ringing in the new sounds the death knell for the old – whither PlayStation one? – so it is all the more satisfying and gratifying when the old endures. Not just survives, but thrives. Somehow, the very existence of a Morgan four-pot is as life-affirming and reassuring as Marmite or *The Sky at Night*. Long may it last. ■

Thanks to everyone at Reading-based Morgan and Lancia specialist Richard Thorne Classic Cars, which owns or is selling all of the cars featured. Call 0118 983 1200 for further details or see www.rttc.co.uk

FOUR
STAR

BUYING A FOUR-CYLINDER MORGAN

WHAT TO PAY

Values of most cars fall between £10-25,000 depending on condition, which neatly brings them up to the prices of entry-level new cars.

The big exceptions at the top end are the 101 Plus 4 Super Sports, competitive racers that are eligible for most events. Evidence that people are latching on to this long-undervalued model was presented with the recent sale of a car for £63,000. Best buys according to Richard Thorne are the cheaper Fiat-engined cars that can be had for £10-12,000 and are the rarest of the more recent four-pots.

He explains: "They are generally not as sought after as CVH-engined cars because the Italian twin-cam puts people off even though it is a complete jewel, one of the most successful engines of all time and nothing to be scared of. They are the real secret best buys because nobody really seems to be aware of them."

Also cheap are the underpowered sub-1-litre Ford-engined cars (starting with the 100E).

WHAT TO LOOK FOR

Morgans are simple machines using plenty of readily available proprietary parts making spares easy to find and restorations easy to carry out.

There are few major areas of concern, but the ash frame is the most important, especially around A-posts and sill boards. Open the doors and stand back: if they droop it might be hinge pins, but A-posts might need specialist attention.

There are no water traps in the Z-pattern chassis, which can be patched, and even a rotten one can be replaced for under £4000.

On cars with mild-steel bulkheads and inner wings, water can get trapped between them, causing corrosion. This is not structural, but is a difficult repair and can be pricey.

WHAT TO READ

Morgan Cars 1936-'60 and 1960-'70, Morgan 1968-2001 (Brooklands); *Illustrated Morgan Buyer's Guide*, Ken Hill; *Morgans to 1997*, Roger Bell; *The Four-Wheeler Morgan*, Ken Hill; *Completely Morgan Four-wheelers 1936-'68 and from 1968*, Ken Hill; *Original Morgan 4/4, Plus 4 and Plus 8*, John Worrall and Liz Turner

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'Dealers say that most people still envisage the company just as it was projected in *that* 25-year-old tv programme'



**British Car Council Inc
Bayview Village, P.O. Box 91135
Willowdale, Ontario
Canada M2K 2Y6**

Long Distance Award, 2006

The purpose of this “award” is to encourage British Automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride, and for the general public. By driving our Classic Cars* as much as possible we are consistently bringing to mind the love of the British Classic Car.

*** Classics do not include British Cars considered “daily drivers” – however, club executives should use discretion, final judgment is up to the BCCI executive.**

To help and encourage all participants, the British Car Council Incorporated offers a “Long Distance Award”. The award, a specially struck plaque with the participant’s name and vehicle particulars, is presented to those who have traveled the pre-requisite mileage (kilometerage) during the season of April 1 through October 31.

The logistics, rules and regulations are as follows:

1. Vehicles participating will not be “daily drivers” (that is, only classic cars used for appropriate events and pleasure during the season are eligible).
2. Timing will be April 1 through October 31. Recording of mileage will not begin prior to April 1 or end after October 31. Anyone in violation of these dates will be disqualified.
3. The award is available to all members of BCCI participating clubs regardless of residence.
4. Each participating automobile will have the odometer read by a respected member of their club’s executive at the start and end of the time period.
5. The club’s executive will be responsible for recording the starting odometer reading and the ending odometer reading on the attached form (need not be the same executive member for both readings).
6. Any and all defective mileage/kilometerage instruments are the responsibility of the car’s driver/owner to repair (no verbal estimates of distance traveled will be accepted).
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers during the period being measured.
8. Dash plaques will be given to each club’s BCCI representative and distributed to the appropriate club members by that representative.

Let’s get out and drive those cars! Good luck and remember... have fun and drive safely.

**Contest runs from April 1 through October 31****Please copy and distribute this form to your club members.****CONTEST COMMENCEMENT**

Club Name (Please Print)	Car Make, Model, and Year (please print)
Principle Driver's Name (please print)	Mileage / Kilos reading as at April 1st 2006
Odometer gauges in working order?	Name & Signature of Club Executive Member Date

CONTEST CONCLUSION

Name (s) to appear on award (please print)	Mileage / Kilos reading as at October 31, 2006
Distance Travelled	Name & Signature of Club Executive Member Date

Submit this completed form to British Car Council Inc no later than December 1. Awards will be presented to your BCCI representative as soon as possible. All enquiries should be directed to the BCCI at the above address. Illegible or incomplete forms may be rejected.



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December 9 at 5 pm

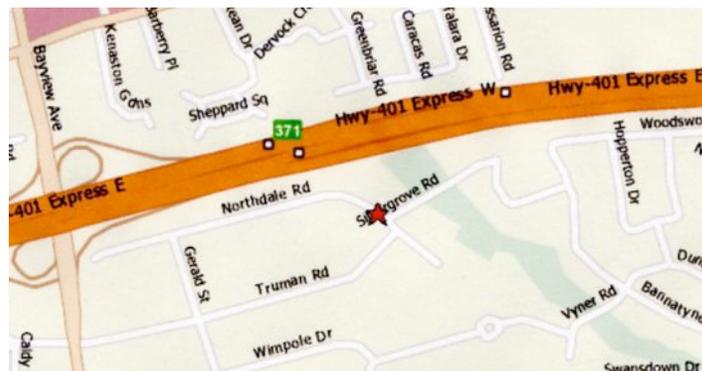
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RSVP before December 2nd: 416-385-0689 or hendriksen@rogers.com. We will be travelling overseas from November 29th to December 7th.

Looking forward to sharing this evening with you!
Fred and Outi!





More Notes From the West

Ken Miles(kengmiles@shaw.ca)

Morgans at Hougan Park by Pat Miles

On September 10th four members of the All British Picnic attended the Hougan Park picnic. They were with their beautiful green car with the yellow cowl, Bob and Liz with their brand new (old) Morgan roadster, Steve and Liz with their new (old) M16. We all had a wonderful time catching up on many of the interesting things that were going on in a variety of groups. There were interesting picnics set up for that caught my eye and it made me wonder why and Bert were not in attendance. Many people were amazed at the similarities between the 1969 and 2006 Morgans as they were parked side by side. It was certainly a very interesting conversation. This was a very relaxed event and it was well worth attending especially when the weather was as nice as it was.



10th four mem-
 Morgan Club
 Hougan Park,
 nic. They were
 with his beauti-
 with the yellow
 Barbera Stinson
 new 2006 Mor-
 Ken and Pat
 1969 Plus 8 and
 Blake with their
 type MG.
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