

September 2008

MORGAN

SPORTS CAR CLUB
OF CANADA

THE BLURB



BRITISH INVASION AT STOWE VERMONT

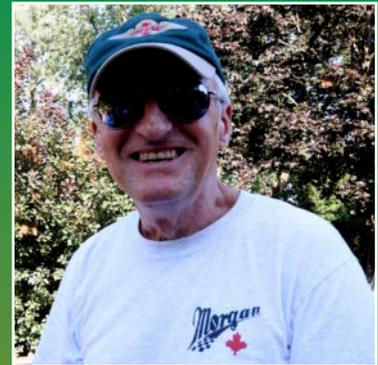


Don Allen
enjoying the
view from the
Trapp Family
Lodge at Stowe
Vermont

Summer, such as it was, is gone. The leaves are turning red and gold and sweaters are re-appearing and the Blue Jays are repeating the Brooklyn Dodger's old motto "wait 'till next year". After this past wet summer, with record rainfall, that old motto will serve us as well. However, all was not clouds and rain. To wit: Bronte and British Car Day. The Toronto Triumph Club have always had exceptionally good luck with the weather for the last decade. There was no rain falling on Sunday and rarely on the Saturday set-up. This year was no exception, sunny on Saturday, and cloudy on Sunday, just enough to keep the temperature comfortable. Saturday started out cool, especially at 7.A.M when I left home to drive up the Q.E.W. to Bronte. That drive

is not much fun, even at that hour, but it is the quickest route. Ray and Liz Stevens were the other volunteers from our club to help with set-up, along with many familiar folks from the T.T.C. There is a fair amount of work to set up the field. Hang signs, stuff the goody bags [mind-numbing, but someone has to do it-but not me this year], and generally prepare for North America's largest one day British car show. Work finished about noon. It is surprising what can be done with enough help and a lot of experience. Once lunch was over [pizza-supplied by the T.T.C.], it was time for the traditional drive on some area roads, which would take about 2 hours and end at the Royal Coachman in Waterdown, a pub familiar to many of us. Joining us for the run were some folks who

PREZ SEZ



1952 4 seater plus 4 owned by non member Tony Nussbaumer of Toronto



Al Sands and his incredible Allard J2X parked as honorary Morgan for the day

At left Barbara Bray in her Cornish Rugby shirt - Cornwall, England that is!

Thanks to Colin and Barbara Bray for the British Car Day photos

came out especially for the drive. One car ,which I did not recognize, was a green Morgan. Didn't recognize the occupants, either,so I went over and introduced myself to the Patterson's of Haileybury,Ont.

They bought the car recently in Chicago, and were on their first outing with it. I initially thought they had driven it from Haileybury, which would have been one heck of an introduction to Morganeering, but later discovered that they were camping in the park and had towed the car from home.

Off we went on the drive, using the maps provided. Some of the roads were familiar, some I had never been on, and some I had not driven in decades, since I had moved from Hamilton. I kept the maps and you know that the Morgan Club will follow that route soon. I drove the MGB, and followed the Patterson's. Norm drove, and his wife [whose name I've forgotten, and who will no doubt make me pay for that] screamed audibly at the corners. I'm sure it was in fun-she couldn't possibly have been scared! Could she? Dinner at the Coachman, and then home, using 20 Highway to avoid the QEW.

Sunday dawned dark--well it is at 5 in the morning- it was dark all the way to Bronte, although at that early hour there was very little traffic on the QEW. After parking the 4/4, and greeting the Stevens, I went to register both the car, and myself as a volunteer. This year, I was assigned to the entrance as a money collector, a job I am getting used to as I do the same thing at the Ancaster Flea Market. It's a wonderful way to wish "good morning" to a lot of fellow enthusiasts. My stint finished at 10, so I returned to Section I I where the Morgans were assigned. Surprise ! I had parked the 4/4 next to the I I sign. now the sign had shifted eastward to accommodate the growing numbers of Morgans on the field--and it continued to migrate !as the cars continued to arrive. There were 25 or 26 Morgans on the field--an excellent turn out. Amongst those who were there: Steve, Martin and Reg Beer, John Collins, the Morgan clan, Shiers, Brays, Fitchies, Nighs, Pattersons who were not put off by having bolts fall off their car and have joined the club, Wightmans, Batemans, the Stevens of course and others whose names I have forgotten or don't know. Some familiar cars also showed up, including the ex Martin Fisher car now owned by his brother Rob, Audrey Beer's car whose new owner is enjoying , and the ex Ghislanzoni flat rad -spotless- which was being polished even as the awards were announced, the 2 Plus 8's from New York, but no trikes. I almost forgot to mention Dave Farmer, who added to my wardrobe and John Martin from Welland with his +4 whom I have not been able to recruit. Rob Fournie [new member] was also there,but drove his other car. Also in attendance were the Martins and Sands. Sometimes the best-laid plans---you know the rest. Halfway through the award presentations, Wayne McGill had to announce a computer glitch. Seems some of the awards already made were for 2008, while others were for 2007, courtesy of the TTC computer. Oh boy! It appears that the glitch could not be corrected at the park, so the TTC will post the winners on their web-site and mail the plaques. I estimate over 1000 cars were on the field, enough to bring smiles to the faces of Johan AAltink and his volunteers.

See you at the Queen's Head--and register for Auburn.



The 1962 Plus 4 at left is owned by Ian Smith of Oakville. it had the Cornish Flag on each side of the bonnet- turns out he is originally from Cornwall, England. Barbara, being a keen member of the Toronto Cornish Association (and ex President) was very happy to meet him and tried to recruit him for both clubs!



Glenn and Rene Nigh's recently finished 1974 4/4 with Toyota engine and automatic transmission

BLURB EDITOR



It is hard to believe that the driving season is drawing to a close. Both my children are now at university so Lynda and I are getting used to being empty nesters and I must say that the cleaning and tidying has decreased exponentially. I now have more time to worry about the stock market and how I am going to pay for my new house! Still lots of wine in the cellar to blur the sharp reality and round out my figure.

Our most recent Pub Lunches have seen us fill the room to the brim with the regular crowd and occasionally a few new faces. Great to see Brian and Collette Hawkins, Nick Murphy and Peter Kennette with his wife at the Wilkinson picnic.

Ken and Pat Miles are off to Australia with one of his Morgan cars to visit Vern and Amanda Dale-Johnson and do some touring so Mike Powley has kindly sent me some notes from the west!

2009 is going to be a very busy year for Morgan owners with events

popping up all over the place. I just wonder if we should be looking to hook up with our Western members in Winnipeg??? Several our members including the Shiers, Wilkinsons, Stevens, Martins and Miles are making plans to attend the 2009 Morgan Centenary events in and around Malvern beginning on July 24th and going through August 2nd, 2009. Those not going to the UK will have their pick of US events including the 3/4 Club, MOG 39, Watkins Glen Vintage Gran Prix Festival and OHMOG in Auburn, Indiana. Colin Bray has suggested that we should also celebrate our own Canadian style Centenary with an event on our own soil!

If you have anything of interest to our readers please send it along for publication. We are doing a 2009 Centenary calendar and I would like all members to send me their best Morgan photographs (highest resolution only that we might use in the calendar. People with Morgans, Morgans on the landscape and character shots are encouraged.



New Members

Welcome to Ian and Suzanne Muffet from Oakville, Ontario. They just bought a 1963 Morgan 4 4 seater project car. Their TR6 might have to go to make way for the Morgan. We are both semi retired, have just finished building a house which took most of our time and have yet to decide what to do next. Ian and Suzanne were married on October 4, 2008.



WILKINSON PICNIC



Rod and Lorie Wilkinson were the hosts for Brian and Jean Lee of the MSCC

It was a sunny day in Burlington and many of our membership attended to welcome Brian and Jean Lee. Brian is the Vice Chairman of our mothership, The Morgan Sports Car Club. Brian brought us up to date on the 2009 Morgan Centenary events. Lorie and Rod have a great backyard for crowds so this event was terrific. Some of the better moments included Bill Benet with his Kazoo, Al

Sands eating from the dog dish and Peter McCowan slopping vin rouge all over Heather's pants. We got to meet new members Ian and Suzanne Muffet. Al Sands arrived on his Harley. Peter Kennette had his over stoked "Beast MOG". Everyone including the dogs were on form. THANKS to ROD and LORIE and to Brian and Jean Lee for taking the time to stop in for a wee visit.



STOWE



On the field in Stowe

Top photo of one of Michael Kittredge's 4 Morgans.

Middle photo of classic Morris Woody Wagon.

MSCCC Member Luc Charrette's 4 Seater in the Concours circle

At right is Jim Perman's Morgan trike but you should see his trailer.

The British Invasion at Stowe, Vermont

We finally got a break from the rain! Don Allen and I took off a wee bit late but got through Albany at noon and into Vermont on schedule. Vermont always feels like home to me! We pulled into Woodstock mid afternoon and had a walking tour of this Vermont gem. Lynda and I spent a couple of nights at the Woodstock Inn 26 years ago on our way to Cape Cod! Just married and we liked the town just fine. Not much has changed.

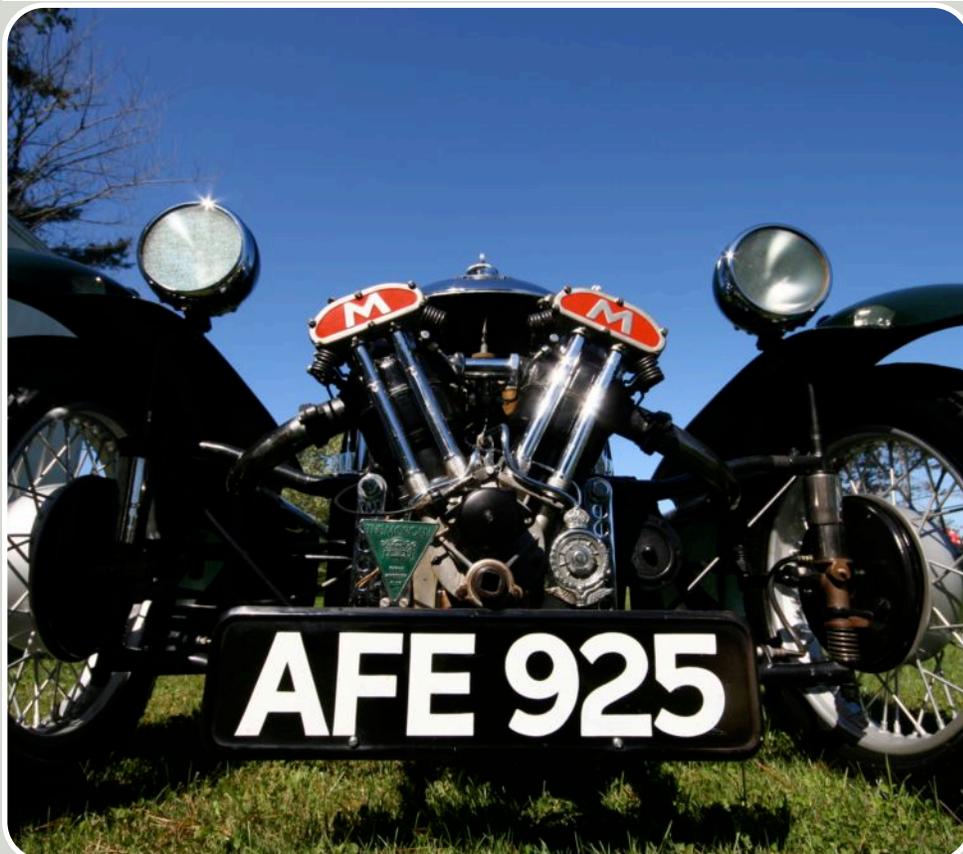
A chilly but quick 18 holes and up rural and Morgan friendly Route 100 to Stowe. Route 100 through Rochester, Granville Gulf and Warren has not changed much in 26 years. Stowe is looking at the largest development in its history with a \$500 million dollar Whistler Style village going up at the foot of Spruce Peak. The bill for this being paid by AIG or

should I say the American tax payer. The residents of Stowe are all looking for free drinks and lift tickets this coming ski season.

There were more than 700 cars and Michael Kittredge who founded the Yankee Candle Company brought 16 of his favorite Brits including 4 Morgans. My favorite car was the Morris at left. Thanks to Linda Baker who hosted a great barbecue at her home in the Bolton Valley near Stowe.

My favorite moment was Don Allen's 60' of rubber laid down in front of a State Trooper and 40 rowdy car hounds who suggested he "light it up" while leaving the street festival. My least favorite moment was the shake down I got from border guards while crossing back into Canada at Prescott. I was detained for one hour while they searched my car.

A good weekend for sure!



FOR SALE

1938 MORGAN SERIES I 4/4. Original Coventry Climax 1122cc engine with original 4-speed manual transmission. Super blue with two tone gray vinyl interior. Older restoration. Less than 500 miles on recent engine and clutch rebuild. No rust. Always garaged. Car located near St. Catharines, ON. ! \$28,000. !!Contact Brad Morgan at 905-562-7028.



Also for SALE is the original 1950 Morgan Plus Four if any of your members could be interested the car can be viewed: www.morganplusfour.blogspot.com
Regards, St.John Wakefield.

Morgan racing in 1961 and 1962

! 1961 and 1962 were the two years in which we had success with the two famous Plus Fours - TOK 258 and XRX 1. Now there's a DVD available of these years including the great event at the 24 Hours of Le Mans in June 1962.

1. With my commentary and including a booklet with Personal Memories of these years (foreword by Charles Morgan), the DVD is available from www.morgancars-dvd.com

Best wishes
Richard Shepherd-Barron

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NOTES FROM THE WEST

BY MIKE POWLEY



The 16th Annual Vancouver to Whistler (All British) run took place, as traditionally scheduled in September, the weekend of Sept. 20th & 21st. This event has always been one of our Morgan Clubs highlights ...beautiful fall weather ...a great run up the Sea to Sky Highway to the Blackcomb Square in Whistler for a low key show and shine.

Well not this year!

For starters ...**morning rain** was coming down and definitely not providing a Morgan friendly fall day ...the Powley's decided the Jaguar needed the quality time more than the Morgan.

Of we go then for the morning rendezvous at the Northshore Auto Mall in North Vancouver. Always an incentive to get there a bit early for the great rounds of Tim Horton's coffee and donuts of all sizes and description ...what a sugar fix, then fueled by the caffeine WOW! So the deal here is we gather **in the rain** and take off with a bunch of Morgans ...some time between 9:00AM and 11:00AM, with our bumper plaque firmly secured and a fist full of things to look for, euphemistically called THE ROUTE QUESTIONNAIRE - hey what it is a "TEST" damn-it.

However, not a requirement, really. Other things going on to keep the drivers amused is the "mystery-secret" time award; a run time set by the organizers with a great bit of automotive art for the car getting in closest to this "mystery-secret" time. Good stuff to keep all amused for the **rainy drive** up. There were actually about **6 Morgans** showing up, **Dave Collis, Ric MacDonald** (with the top down no less) the **Seagers, Blakes**, (in their new Mini who usually win every thing but didn't this year—ha!). Thanks for the only surviving picture, however. **Chris & Pam** in their Jaguar also, what a bunch of whoosies we all seem to be turning into. The **McDiarmid's**, and **Steve & Celia** up from Washington **in the rain** with son Mike driving the Hutchins Morgan. Steve and Celia??? Driving their old-old Volvo Sedan. Is this not TEAM WHOOSY ...or what!



Our traditional approach to the run up is Lunch! This again at our "traditional" place the Shady Tree Pub just north of Squamish off the Sea to Sky Highway and from the deck a splendid view of the rest of the "flock" driving by ('er this time we think floating by)no outside deck action for TEAM

WHOOSY, even the top down Morgan guys were not going out there **in the rain**.

So once all assembled inside to reminisce on the nice sunny runs of the past and to recount their "tails of terror" on the road so very heavily under construction for the 2010 Olympics ...will it ever end we all wonder. Great lunch as always we reluctantly "push-off" for the last leg to the Square ...**in the rain**. (did I say it was really raining now??).

So after a long and treacherous drive slaloming through the various construction legs and trying not hit the flag folks or stray rocks we arrive to the Blackcomb Square **in the rain**. Please see “proof of concept” picture—hint see the umbrella’s up **in the rain** ...and wow! see Ric’s car with the top down—in the rain.



We all stick it out for the awards, none of which we won ...(we really don’t care anyway). It is time to depart **in the rain**the Seagers going up to Pemberton for Saturday night **in the rain**. The Powley’s and the Hutchinson entourage “really push on!” up the Duffy Lake road in the rain to Lillooet for their Saturday night sleep over **in the rain**. The rest have the good sense to go home ...but of course ...**in the rain**.

We all hope for a better “next year” ...and for a post script: About a week after the event get a very nice letter from organizer Colin Fitzgerald ...praising our bravery and offering new bumper plaques if our driving one got soaked **in the rain**.

NOTICE OF THE ANNUAL GENERAL MEETING OF THE MORGAN SPORTS CAR CLUB OF CANADA (the "CLUB")

NOTICE IS HEREBY given that the Annual General Meeting of the Club will be held on Sunday, December 7 2008, at the hour of 2.00 o'clock in the afternoon, at the home of Don and Cathy Allen, 201 Penn Drive, Burlington, Ontario, for the following purposes:

1. Report of the Directors: To receive a report of Club activities in the preceding year
2. Doug Price Award: To present the award for the “Most Enthusiastic Member”, as proposed by the membership.
3. Election of Directors and Officers: To elect the members of the Board of Directors of the Club for the next ensuing year. (Note: Members should be prepared to nominate members for the Board of Directors and for the positions of President, Secretary and Treasurer at the meeting).
4. Forthcoming Events: To discuss upcoming and proposed Club activities for the ensuing year.
5. Other Business: To consider such other business as may properly come before the Meeting .

Dated at Burlington, Ontario this 5th day of October, 2007. Rod Wilkinson, Secretary

Central Canada Morgan Events

"	Nov 2nd	"	Pub Lunch, Queens Head Pub, Burlington, Ontario
"	Dec 7th	"	Christmas Party, Cathy Allen, 2PM, 201 Penn Drive, Burlington
"	Jan 4th	"	Pub Lunch, Queens Head Pub, Burlington, Ontario
"	Feb 1st	"	Pub Lunch, Queens Head Pub, Burlington, Ontario"

Western Canada Morgan Events

"	Nov 2nd	"	Ladner to Bellingham All British Run - www.oecc.ca/vcb - Ken Miles
"	Nov 2nd	"	London to Brighton Commorative Run, Contact Steve Hutchens
"	Dec 6th	"	Northern Pod Christmas Party
"	Dec 26th	"	Boxing Day Run, Mike Powley

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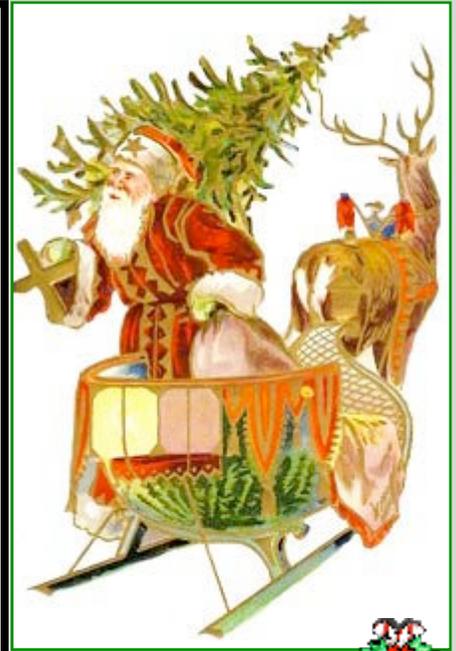

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- Wooden parts ●

CHRISTMAS PARTY

The Christmas Party will be held on Sunday December 7, 2007 from 2 PM to 5 PM at the home of Cathy and Don Allen in Burlington, Ontario. They live at 201 Penn Drive. Take the QEW and exit at Walker's Line. Go south on Walkers towards Lakeshore Road. Turn right on Walmer Road (just before Lakeshore) and left on Penn Drive. The format is BYOB and pot luck appetizers and desserts. The club will hold the annual meeting at the Christmas Party. Call Cathy or Don at 905-634-4704 and let them know what you are going to bring.

It is that time of year for elections for officers for our club for 2008. I understand that Don Allen will be dressing up like Santa and handing out free Morgan parts!



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TRAVELS WITH MY

MORGAN BY JOHN COLLINS

Third time lucky! I went to the May 17 North Carolina MG Car Club event at Wake Forest, just north of Raleigh, again this year. Mine was the only Morgan in attendance, so in addition to the Long Distance Award, it also won First in Class. When your car was last repainted in 1978, you have to pick your meets! About 130 cars were there, the weather was sunny and warm, a jazz band provided entertainment, and a good time was, I believe, had by all. It certainly was by me.

In addition to the meet, I also took in the Auburn, Cord, Duesenberg Museum in Auburn, Indiana, the Swope's Cars of Yesteryear Museum in Elizabethtown, Kentucky and the Antique Automobile Club of America Museum at Hershey, Pennsylvania. I spent a few hours in the historic part of Williamsburg, Virginia, and went on a tour of the Nissan plant in Smyrna, Tennessee, the largest car plant under one roof in the US. It can turn out a vehicle every 28.5 seconds at peak capacity, but not Morgans.

Perhaps the most unusual place I visited was the Joe Harmon graduate student project in Durham, North Carolina. The project is the construction of a high-performance, mid-engined, 2,500 pound, 600 horsepower super car using laminated wood composites wherever possible, including chassis, body, and high percentages of the suspension and wheels. And you thought Morgans were the

only cars using wood as a key structural component these days. The car is known as "The Splinter".

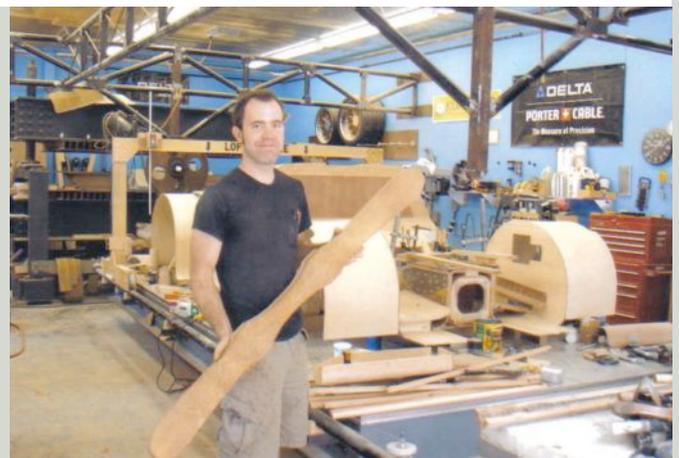
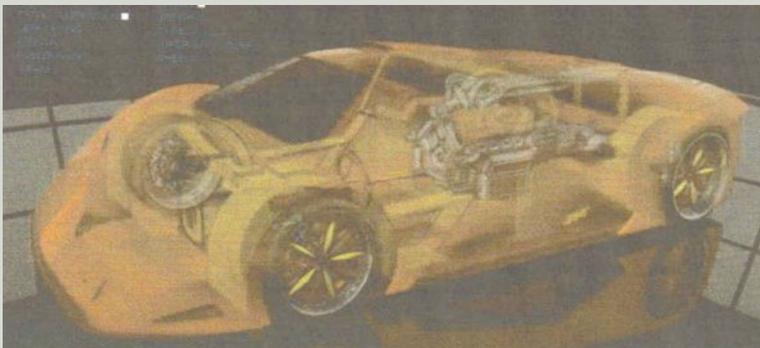
They decided that springs were essentially similar to longbows, and did some research into that classic example of early English technology (developed shortly after the sliding pillar suspension). They found that the strongest wood in North America is Osage Orange, then located and obtained some. Because of the knotty nature of this wood, they turned it into veneer that could be laminated into a spring having a more consistent structural integrity than the original wood. A photo shows Joe holding the spring in front of the "work in progress" as of May 16, 2008. A concept of the finished product is shown at www.joeharmondesign.com, as are daily and intra day updates on construction progress.

The power plant will be the Cadillac Northstar 32-valve engine, reengineered so that the exhaust will be at the top, and heat can be conducted away from the laminated wood components.

The target is to get the car, without the engine, ready for a woodworking show in August where it can be put on display. Given that much of what is being done is of a pioneering and groundbreaking nature, this may be quite a challenge, requiring slightly more than eight-hour days from time to time.

Those who have "restored Morgans" will no doubt understand, and join me in wishing Joe and his team all the luck they may need in meeting the target!

Joe Harmon and "THE SPLINTER"



IN MEMORUM PHIL HILL.

Racing driver | 1927 - 2008

American champion of Formula One who boosted the sport's popularity at home

Phil Hill, who died on 28 August, 2008, was the American racing driver who helped popularise Formula One in the States with his World Championship success in 1961.

The United States Grand Prix had a troubled history up until 1961, but Mr Hill's performance and a move to Cameron Argetsinger's Watkins Glen circuit made the American leg of the F1 calendar one of the best attended events of the season for many years.

In seven years in Formula One, Mr Hill raced 48 times, was on the podium in 16 of these races and won three. He remains the sole American-born F1 champion (Mario Andretti, the 1978 World Champion, although a naturalised American citizen, was born in Italy).

He was also a three-time winner of the Le Mans 24-hour race.

Philip Toll Hill Jr was born on 20 April, 1927 in Miami, Florida. He was originally a student of business, but developed an interest in racing and so abandoned his studies to work as a pit mechanic. At 22 he won at Carrell Speedway, California, in his first race, impressing England's Jaguar team enough to earn a traineeship.

Despite this precocious start, his career saw slow progress over the next few years, owing to ill health, the death of both his parents and a natural reticence not

in keeping with the braggadocio of most racing drivers. Nevertheless, he continued to get good results on the US and European racing circuits.

In 1955 Ferrari signed him to drive their Le Mans car. He competed in the gruelling test of skill and nerve 14 times, first winning with team-mate Olivier Gendebien from Germany in 1958. In the same year he made his Formula One debut at Reims in France, driving a Maserati. Despite joining the season midway through, he ended with back-to-back third places to reach an impressive 10th in the championship.

At the time Formula One was dominated by Brits like Mike Hawthorn and Stirling Moss, Australian Jack Brabham, New Zealand's Bruce McLaren, and several Americans. However, none of the latter had been able to win the World Championship until, with two seasons of consistent driving under his belt, Mr Hill took the title by a single point over his Ferrari team-mate Wolfgang von Trips after winning in Italy.

However, the victory was spoiled because von Trips had earlier died in a horrific accident that also killed 15 people in the crowd. Hill was so distraught that he was unable to drive at the final event of the season at Watkins Glen, leaving the thousands of American spectators who wanted to see their new champion disappointed. Mr Hill never



really recovered from the tragedy and though he stayed in F1 for a further three seasons, his form suffered. He was part of the 'great walkout' at Ferrari in 1962 and founded the ATS team with Giancarlo Baghetti, but scored only a single point during his remaining two years in the sport.

He went on to race sports cars for Ford and ended his career in 1967 with a victory in a six-hour race at Brands Hatch, driving a Chaparral-Chevrolet. After retiring he became an authority on classic cars, with a restoration business, television commentary and magazine work. He was a frequent judge at Concours d'Elegance meetings and also a popular motor sport raconteur.

He died in hospital in Monterey, California, aged 81, due to complications from Parkinson's disease and was survived by his wife Alma, son Derek (also a racing driver), daughters Vanessa and Jennifer, and four grandchildren.

Article:<http://www.lastingtribute.co.uk/tribute/hill/2892642>

David Cronenberg Wishes to Direct Ferrari Movie

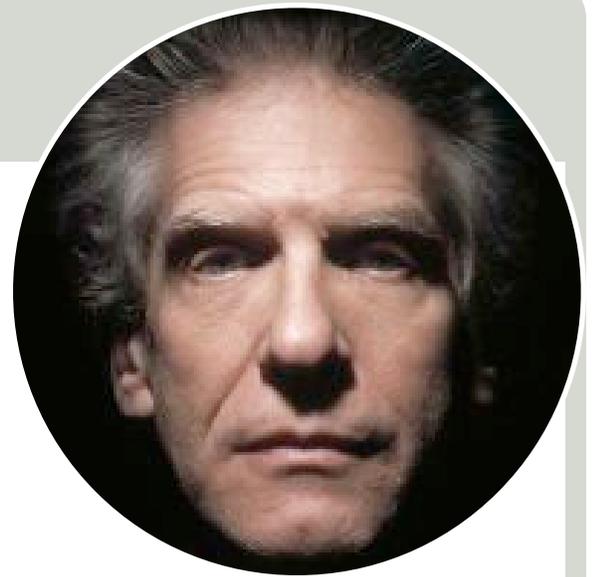
I couldn't help but write this article as a follow up to the Phil Hill news on the last page. Our club has a curious connection with the history of Phil Hill. Canadian sci-fi and horror guy director David Cronenberg was the original owner of Martin Beer's 1986 Morgan Plus 8. David bought the car new from Chris Charles. The Morgan passed through several hands before Martin purchased and renovated it. David has also owned a 1961 Formula One car and driven a Ferrari into the wall at Mossport but doesn't have time for racing anymore.

David has directed such morbid flicks as "Dead Ringer's", "The Fly", G.J Ballard's "Naked Lunch" and "Crash". His latest and most successful movie "Eastern Promises" was recently released on DVD. A project that Cronenberg feels most attracted to is an old dream: a movie about the glorious days of the early F1 circuits, involving two antagonists, a German and an American, both working for Enzo Ferrari.

(<http://news.softpedia.com/news/David-Cronenberg-Wishes-to-Direct-Ferrari-Movie-20603.shtml> By Cristi Marculescu, Entertainment Editor 30th of March 2006.)

Cronenberg on the project "Red Cars" says, I wrote a script about eight years ago called Red Cars, which I would still do. It's a possibility! It's about the American driver Phil Hill winning the Formula One championship for Ferrari in 1961. It's nostalgia tech: The Formula One cars of today are rockets compared to those of 1961. That's an era I still have a lot of affection for. When I reread my script, I still like it". (By Lewis Wallace, <http://blog.wired.com/underwire/2007/12/body-language-a.html>)

David Cronenberg had written the screenplay of Red Cars immediately after having filmed Crash, with the intent of turning it into a film, that was never realized. The project comes back to life in 2005 in the shape of "art-book object" that would depict the adventures of the American driver Phil Hill and that would represent the "body" of a car: the Ferrari 156 F1 "sharknose". Red Cars contains rare photographs taken from the Ferrari archive and from private collectors, and new



photographs processed under the direction of the author. The volume contains 189 pages. Printed in 1.000 copies. English text with Italian summary. Aluminum cover. Included a Ferrari model by Brumm.

Red Cars has been presented by the author at the 62nd Venice Film Festival. There are still 312 copies available. Price: 200 euro. For information: www.redcars.it

This book is number one on my Christmas list so Lynda! I hope you pick this up while proof reading the newsletter.

photos from www.redcars.it



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