



The Blurb



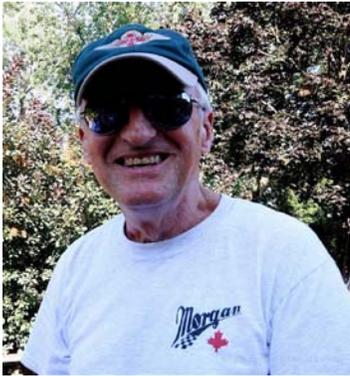
Photo by Rob Fournie

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PREZ SEZ

By John Roden



Rainy morning--good time to type a column, and to lament the end of summer. Seems to me summers are getting shorter. When I was a kid, summers seemed endless, and the CNE and school and September were never going to arrive. Now, there seems to be too few days to enjoy top down driving. Fact--or perception? Probably just my perception.

One memorable drive this summer was the August run to Mono Centre for lunch, then the drive to the Sands' for refreshments and a BBQ. Warm, sunny day, lots of cars including that huge Pontiac convertible that has joined us on some of our other outings. Thanks to Colin and Barb, Ray and Mary, and Al and Marlies for a wonderful day.

Sharon and I took advantage of Malcolm and Brenda Taylor's offer to spend Saturday night at their place, and were joined by Gil and Ann Caratin. Gil led us out of Ancaster, using roads that this ex-Hamiltonian had never been on, and then we took the lead from Campbellville, staying north of Milton on Campbellville Road to Winston Churchill Boulevard [very rough road] then onto #9 Sideroad [King Road] to Airport Road, then north to Patterson Sideroad which is a super sports car road. The sideroad ends at Highway 50, which is too bad. It gives you just enough time to get the adrenaline flowing, to get your feet dancing on the pedals--and the road ends. Rats!

We stayed over Sunday night at the Taylors, waved goodbye to the Caratins Monday morning as they were returning home, then piled into the Taylors' Sonata for a trip to Collingwood to scout locations for a Morgan week-end for next summer. We checked out 6 motels, and had decided that the Holiday Inn in Collingwood was probably going to be our headquarters when, after lunch in Thornbury, Malcolm decided that he wanted to see the marina. He was driving, so we decided to see the marina, too. Once there, Sharon spotted the resort across the street. Didn't take us long to realize that we had found our new Collingwood location. Rooms are on hold.

Go to www.royalharbourresort.com to view the resort. Accommodations are suites--2 bedrooms, 2 baths, large living room and a large, complete kitchen. The smaller suites have a bedroom and the sitting area converts into the second bedroom. Those suites also have a full kitchen. Can't book until April 1st, but the resort has rooms on hold for us. You will need to find a couple to share your suite, but I think the size of the suites will make the accommodations easy to live with. Price is right, too.

We have picked out restaurants in the area, including Thornbury's Dam Pub for Saturday's dinner. Graham Wallace, president of the Georgian Bay Sports Car Club, has agreed to help with drives on Saturday and Sunday, and we will invite him and his friends to join us at the resort for a noggin and natter--or two. So mark your calendars--Collingwood on September 7-8-9, 2012.

You may be wondering why we are not staying at the Blue Mountain Lodge in Craigeleith. We stopped there to check it out. It appeared deserted, and when we drove around the back, there were signs that a few of the rooms were being used by long term tenants, but the back of the building looked as deserted as the front. A sign in a front window indicated that the owners had applied for rezoning of the property, apparently so that a different type of building could be erected--perhaps a resort complex which is so popular in the area..

Did you get to Bronte? Ho-hum. Another sunny day, another 1,000 or more cars on display. Doesn't it ever rain on the Toronto Triumph Club? I'm kidding. Wonderful day. There were 25 Morgan's on the field, and we ran out of room. Stu and Ria Harvey were parked perilously close to the roadway, while Tom Van Zuiden had to park across the aisle with a bunch of DeLoreans. The Morgan did add class to that display--a whole bunch of gray cars. Al Sands drove the Allard. While we were willing to let him park in with the Morgans, he elected to park in the designated area. Good thing, too. The Allard came 3rd in class.

Tim Chisholm was there with a sparkling Plus 8 that he inherited from his late father. Beautiful car, and a nice story. But there is more to the story, see story in this issue.

Hope you still have your 2012 calendars handy. Mark in the week-end of July 20 and 21. Those are the dates when Charles Miller and friends will be in the Niagara Peninsula as part of their pub crawl, an event that Mr. Miller puts on from time to time. This is the first time that they have come our way, and I think it will be a good reason for us to stage a Niagara week-end in conjunction with the pub crawlers. Charles [don't call me Charley] has 15 cars committed, and a waiting list. He limits the event to 15 cars. His group are staying at the Sheraton Suites in Thorold, and you might want to book rooms there. If you find that too expensive, we can find other accommodations for you. Events will include an evening at a local pub [now there's a surprise] a wine tour [another surprise] and a farewell banquet.

That leaves May, June and August open, and we may have an event in the Rochester area in August that could turn into a Morgan weekend. We'll keep you posted on that. If you have a bright idea for a run, please bring it up at any pub or at the AGM which will be here before long.



Prez Sez (Continued)

By John Roden

Thinking about running for office? AGM is coming.

Closer to home, the TR3 is still on hold, but I expect to be driving it next spring. The Morgan has developed the "dreaded Morgan wobble", and I have a new set of dampener blades and shims to install this fall. Did you know that a kit which includes a VW shock absorber will also eliminate the "wobble"? Brent Walker had one installed on his 4/4, and is delighted with the results. Steve Bridges and I may try this solution to the "wobble" Watch this space for future developments.

Dave Farmer has been busy adding to our web-site, and will have information on the latest additions. Don't

ask me--I am definitely not au courant.

Heard from Rod Wilkinson recently--seems he has relocated to Calgary. Probably means he has sold his Morgan.

Don't forget the one-shot.



Editor's Message

By Rob Fournie



I am sure everyone has been wondering what happened to the BLURB over the summer.

No, you did not miss any issues!

This has been a very busy summer with my move from London to New Hamburg, then over seeing the building of our new house in Woodstock and then finally moving in.

The new place is fabulous, especially the 1200 sq ft garage. I also had concrete footings installed prior to the garage floor being poured. They will prove to be perfect for the vehicle hoist I plan to install.

I managed to attend the Bronte British Car show on September 18. As you will see inside this issue we had 25 Morgans in the corral. Unfortunately my Morgan decided it would rather stay in it's new cozy new garage, so I drove my MGA.

The following Sunday, Sept 25, I drove my Morgan to the Woodstock Big brothers and Big Sisters fund raiser car show. There were over 200 cars that participated.

When I arrived, I quickly headed off to see the other cars. As expected the event was one of American steel. The only other British car was a London Taxi, so the Morgan was considered very unique. Most people did not know

anything about Morgans but loved the car.

After a walk-about, I decided that I should register, so I returned to my Mog for the requisite forms. From the end of the row, I immediately observed several people around my Mog and thought the unique Morgan was of significant interest. However, as I got closer I could see the reason for their interest, antifreeze was flowing under my Mog.

With the left foot well filled with anti-freeze it was obvious that the Smiths heater core finally failed! After a quick inspection the entire heater unit was a solid piece rust. This was not a surprise since the heater was the original 42 year old unit. It had served well lasting longer than expected.

Fortunately, the event was held on the Canadian Tire lot, so a quick trip into the store, a trip to the plumbing department, and I was able to bypass the heater and drive home.

Research was underway, where could I find a new Smith's heater. Several alternatives have been identified in addition to an original replacement, use a TR3 heater is slightly larger but fits, or a former MSCCC member stated in a blog that he found that an early Volvo station wagon heater would fit, or attempt to rebuild the existing unit. Since a new unit is \$400—\$500, I may attempt the rebuild it.

I must make my regular plea to the BLURB readers, we require articles. I can not attend every event, so I request that you write and submit articles and photos.

Mystery Question

By Rob Fournie



May Mystery Question Answer

The May mystery question is a bridge we would encounter in China, known as the Pearl River Necklace bridge. It is difficult to interchange vehicles between two countries which drive on the left and right (or vice-versa).

Dutch NL Architects of the Netherlands proposed this unique bridge design between Hong Kong and China which drive on the left and right respectively. The new bridge design seamlessly swaps vehicles to opposite lanes.

The bridge is named "Pearl River Necklace". It has also been called The Flipper.



September Mystery Question

While we are looking at bridges, where would you find this bridge?

Central Canada Morgan Events

July 9	Lytles Morgan Picnic, Contact Alan Lytle for details at alanlytle@sympatico.ca
July 24	Neustadt Springs Brewery Run, details to follow
August ?	Sands Run, see Alan Sands - details to follow
Sept 10	Jagged Edge and MSCCC Rattlesnake Rally—Rally Master Steve Sherriff
Sept 18	British Car Day, Bronte Provincial Park, Oakville, Ont
Sept 25	Final MSCCC run for 2011, John Roden for details

Western Canada Morgan Events

July 17	Drive Contact Bob McDiarmid 604 539 4636
Aug 20	Drive Contact Larry Sharp 604 986 6621



Gary Bell (aka Cuthbert J. Twillie) – Author and Morgan Guru Author

By Morganeer—May/June 2011



Most of us know the venerable Cuthbert from his 'From The Morgan Garage' articles, which he graciously allows to be published in the worldwide Morgan club newsletters, and for his book 'A Yank At Malvern'. His articles cover a wide range of subjects from simple advise on how to krinkle finish a dash to the best way to tackle the more difficult and potentially dangerous business of disassembling the Morgan front suspension. As many have discovered, his ideas are not only innovative and simple, but they are also always a little bit genius, a little bit fanciful and a little bit Rube Goldberg.

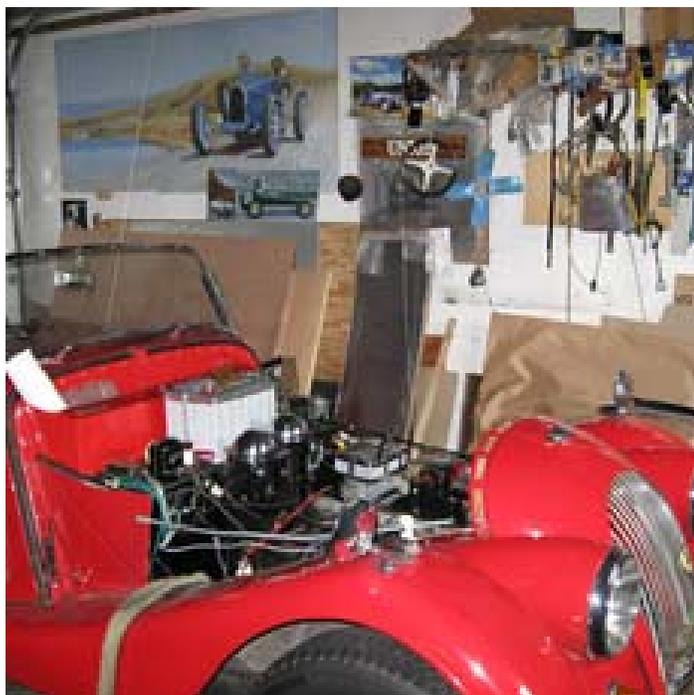
I was privileged to meet this fine gentleman and 'listen and learn' when he had been summoned by David Crandall to begin his 4/4 rebuild by attaching the front crossframe to the new chassis. His methodology explained much, and consisted of, in short – level chassis on saw horses, tell a story, clamp crossframe to

chassis, mark center lines, vertically level crossframe, tell another story, recheck level of chassis, recheck level of crossframe, tell another story, take cross measurements, make adjustments, tell another story, re-level chassis and crossframe, take another set of cross measurements, make adjustments, tell another story . . . well, you get the picture. It was only later (when my own first rebuild was completed) that I came to understand Cuthbert's important lesson - that 'offering up the crossframe to the chassis', as he described it, was the CRITICAL first step in doing a Morgan rebuild, and quite possibly the difference between the rebuilt car and driver cruising happily along the road or same car and driver fighting each other to stay on the road, the misaligned chassis and front suspension slowly sowing the seeds of its impending destruction. Only then did I begin to appreciate Cuthbert's true genius. Ever sine then I have wanted to learn more about this Morgan man – maybe discover a bit more about what



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laying love on me. Was I that cute? No - it was the car! From that time on I HAD to have a Morgan.

How many Morgans have you owned over the years, and which is your favorite?

I've only actually owned one Morgan. A '61 Plus 4, 4 seater #4447. Bought it as a pile and rebuilt it over a period of 18 years. During this time 5 other Mogs were rebuilt in my shop to pay for our 4 seater. Before I found the real Mog I built a wooden body frame on a '68 VW chassis that resembles a Morgan DHC, and we call that a Plus Faux. I still have that car and drive it now and then.

How long has the 'Morgan Oasis Garage' been located in Hoodspport, Washington? How many rebuilds can you take credit for? Of which are you the proudest?

In '93 a Morgan 4/4 was given to me to rebuild. The chassis had rotted away as had the back half of the front wings. At the time I was working for the collector with the white fetish. I also had a pile of parts in my garage, which had once been a '61 Plus 4 and I hadn't a clue as to how it ought to be rebuilt. So I quit the collector and started in on the 4/4. This took about a year. No engine or transmission work, essentially just taking the pieces off the rotted Mog and putting them on a new Simpkins chassis. A panel beater pal of mine cut off the rotten metal of the front wings and added new stuff. Another pal made up new doorframes

makes him tick. Just as I was privileged to meet him years ago, I was again privileged to renew our acquaintance and ask a few questions of the sage.

MORGANEER: I must begin by asking you how your 'Cuthbert J Twillie' moniker came about. Was it blatantly 'borrowed' from a W.C. Fields character, or is there another source or story?

I was working for a guy in Seattle who had a car collection. He wanted me to wear white coveralls so when he brought his pals by his "museum" the help would be presentable. The overalls were rented and cleaned by a laundry and they asked me what name I wanted sewn on the coveralls. Is there anything more vanilla than Gary? The best mechanic I ever knew offered "Tell 'em Cuthbert", as we had just been talking about the too funny WC Fields.

When was it in your life that you discovered Morgans, and what were the circumstances?

In 1956 in San Diego I first drove a flat rad that was in a used car lot. At the time I was driving an XK 120 Jaguar FHC and I thought the Mog wasn't as thrilling as the Jag. Fast forward to 1976 San Francisco. A friend sent me out in her Morgan '66 Plus 4 to find a job. For three weeks I drove that Mog to every dealer, parts house, or garage in 'Frisco. During those three weeks EVERYBODY smiled at me. This did it for me. I felt like a movie star. People





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and the panel beater skinned them. My wife Pamela (some call her the lovely Flowerbelle) sewed up new vinyl upholstery that really, REALLY, looked good. I painted it in Jaguar British Racing Green with biscuit upholstery. Building this car was an education for me, and led to the procedures I developed for the next five Mogs to decorate our shop. On finishing the 4/4 we moved from Seattle to Hoodspport, Washington and I came up with "Morgan Oasis Garage" - this was in 1994. The Morgan of my San Francisco friends was my next rebuild. Then there was a '62 Plus 4 roadster, a '64 4/4, and a '64 DHC with a brand new chassis and skinned body frame from the works at Malvern. That pretty much covers all the Mogs with serious work done in my shop. I now have Lee Spencer's '53 roadster in my shop—my first flat rad, and in wonderful condition for it's 58 tender years. Of all those cars the '66 4 seater owned by a friend of 48 years - the car loaned to me in San Francisco -is the sweetest of those cars that came back to life in our shop. And I must also say that sharing a shop with Pamela is a dream come true. She has built tops, tonneaus, side curtains, seats, and interiors for every Morgan that came through the shop, and many, many more that came here ONLY for her attention. She did the interiors for 4 Morgan trikes. The first won best in class at Pebble Beach Concours d'Elegance in '09.

[Have you ever encountered a problem during a rebuild that so exasperated you that you had to walk away and sleep on it? And did the answer come to you on its own or did you need to seek help from another Morgan guru?](#)

On encountering a twisty problem, my first inclination is to call for help. From time to time I have consulted John Sheally, Bill Fink, Greg Solow, Penny Bates, Gerry Willburn, Jim Perman, Bob Noguiera, Eric Schneider, and an old pal of mine who is definitely the best mechanic in Seattle - Tom Sumner. All have saved my behind at one time or another. On rebuilding a whole car there are always plenty of other tasks to perform while you consider ways to solve a problem where no solution is now apparent.

[What is your least favorite task during a Morgan rebuild/restoration?](#)

Definitely the final painting, I have painted 2 cars and then had 4 cars painted by someone who knew what he was doing.

[When did the idea come to you to put together your book – 'A Yank At Malvern'?](#)

It all began with an article about a brake reaction bar I

built for Sylvia's Mog which I was rebuilding at the time. I sent in the article to our local club's newsletter (NWMOG Mogazine) and got some pleasant feedback. So there was another article for the next issue. When there were 60 some pages I had the idea to do what Fred Sisson did with his "Notes From a Morgan Garage" : I went to a printer and had 50 copies printed. Meanwhile I kept writing articles, and 3 more editions were published. There are still articles being written. This week there appeared a flat rad roadster in my shop and I suppose there will be more articles. This may be an indication of how desperate newsletter editors can get to fill the relentless pages.

[Yes, a point well taken. And did you get a chance to visit Malvern and 'the works' in the course of writing the book or thereafter? Did you have the opportunity to meet Peter Morgan? And what did he think of your 'improvement' ideas for HIS cars?](#)

I have not been to the works at Malvern. I sent a copy of "A Yank at Malvern" to Peter Morgan and he wrote a wonderful letter in return - in longhand! I will treasure that a good long time. When sending him the book I was a little afraid he might take offence at some things I said. However, he was the perfect gentleman, as anyone will say. And so say all of us.

[What do you think is the endearing quality or qualities of Morgans that makes otherwise sane people so crazy about them?](#)

Here are two best things about a Morgan. First is the people I have met in the Morgan world. These are not perfect human beings like, say, Corvette or Porsche owners. They are mostly just sweet, quirky folks that you are proud to consider friends. And second is the many pleasant hours I have spent in the company of these great friends.

[In your opinion, what is the all time classic Morgan model and year, and why?](#)

My new Morgan trike. Larsen will be a Morgan trike dealer and will continue to build his good looking sidecars as liberty Motors. I believe there were 14 trikes built here as ACE trikes and they were VERY impressive - strong and really handsome machines. I like the look of the original Morgan trikes, and I like the new trikes coming from Malvern. The lovely Flowerbelle built tops and interiors for 4 restored trikes in the last couple years, so I



Gary Bell (aka Cuthbert J. Twillie) – Author and Morgan Guru Author

By Morganeer—May/June 2011

have had a good look at nicely restored old Morgan trikes. I prefer the look of the old Morgan trikes, but I believe the new ones would be a thrilling experience. It's gotta be like flying low, wind in the face, classic motoring.

Last question - what advise would you give to someone contemplating taking on the task of rebuilding his precious Morgan?

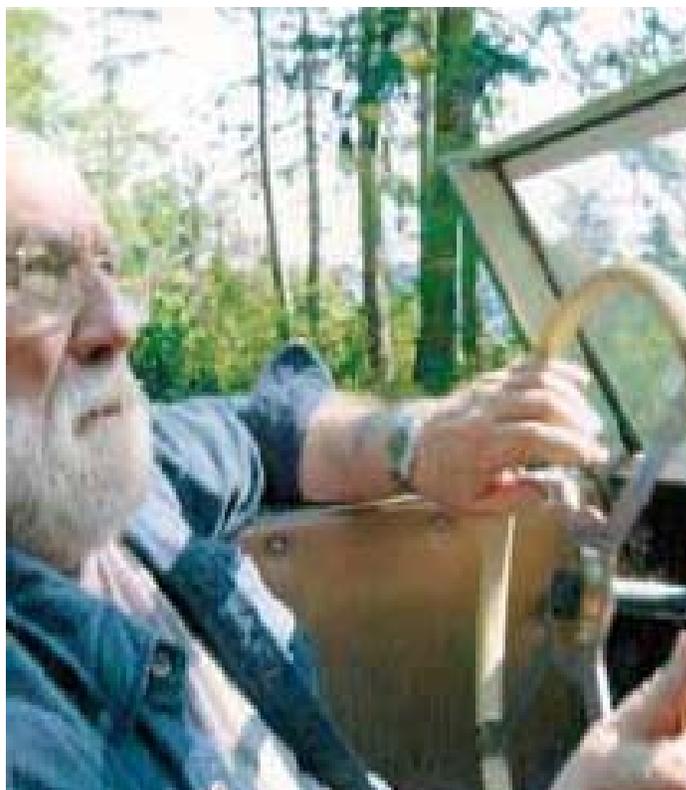
First let me tell you how the esteemed journalist and literary critic Ambrose Bierce defined advice - "the smallest coin in the realm."

Having said that, if an amateur was hankering to rebuild his Mog it would take me a week to advise him. I'd start with something encouraging like "you may be as smart as those guys who built those rust magnets the first time around." Then I'd tell him to buy a nice big strong bench vice, a couple of big hammers, and a welding rig for some heat, 'cuz most of the Morgan brackets are steel flat bars. Then get a camera and a large economy size box of zip lock bags. As the car is assembled stop every 15 minutes or so and take more photos than you think a complete idiot would need. Put everything in the bags - especially the fasteners—and mark them with ink that will not disappear over the years. Next, make friends with the smartest mechanic in the state, and take him donuts every time you stop in with dumb questions.

Actually mechanics love dumb questions as they can answer those kind. By the way, I am also able to give

reasonable sound advice but it's a lot more boring to read.

Thanks, Cuthbert. It has bee a pleasure, as always -and VERY entertaining.



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NOTES FROM THE WEST JUNE 2011

By Ken Miles

NOTES FROM THE WEST JUNE 2011

During the month of June, the Morgans of the west were quite active with having two events. The first of these was the attendance of seven members at the Historic Races at the Mission Speedway on June 12th. Mike Powley, Ric MacDonald, Terry Sadler, Win Muehling and Ken Miles met at the McD's in Abbotsford on the morning and drove to Mission Speedway to meet up with Larry Emrick. During the morning we were to watch some practice runs along with two races. Mike Powley was the only paying attention to time as he returned to the parking lot in time to get his Morgan into the parade for a few laps around the race track. In the afternoon we watched four more races before heading home. Although no Morgans were running, it was interesting watching an Escort beat a Porsche and a Mini continually challenging the Porsche. At the end we all decided that this run was truly a man's event.

The second event was a three day drive ending at Beacon Hill Park in Victoria for the annual Father's day picnic on June 19th. The Morgans of Bob and Joyce Algar, Terry Sadler and Val Nelson, Win and Christine Mueh-

ling, Malcolm Sparrow, Ken and Pat Miles and Ken and Butler met at Horseshoe Bay Ferry terminal on June 16th where we caught the ferry to Langdale. From Langdale we drove to Gibson's for lunch at Molly's Reach of Beachcomber fame. After lunch we drove to Saltry Bay where we caught the ferry to Earls Cove and on to Lund the most northern point of HWY 101 where we over nighted. The next morning we caught the ferry from Powell River to Comox and drove down to Nanaimo for the night and a good Greek dinner. On Saturday we drove down to Cobble Hill where we met up with twelve members of the Island Pod and had lunch before continual ling on to Victoria for a dinner at Kit and Joanne's where we had a pig roast for dinner. The next day we all showed up at the Father's Day Picnic where 27 Morgans where on to display. A great thank you to the Island Pod for putting on an exciting event.



Morgans overlooking the Harbour at Gibsons



Morgans in the corral at Mission Speedway



Morgan owners in front of boat from Beachcombers



Pig being roasted before we ate it.



Bronte 2011

By Rob Fournie and Tom Van Zuden

Bronte British Car Show was held Sunday September 18 at Bronte Provincial Park Oakville Ontario.

This year we had a fabulous Morgan turnout with 27 Morgans attending. The day was perfect and attendance this year appeared to exceed previous years. I planed on bringing my Morgan but it decided that it did not want to attend and refused to start (dead battery). I was forced to plan B and drove my 1958 MGA. When I arrived, I found the MGA row full and it was a challenge to squeeze in. When I walked over to the Morgan row, it was not much better, the row was filled forcing Tom Van Zuden to park with the Deloreans.

Show cars gain access to the park via the north maintenance/service entrance, at the bend where Burloak Drive becomes Upper Middle Road, from 8:00am onwards. The spectator gates open at 10:00am and Participant's Choice judging begins in earnest. The judging wraps up 1:00pm and the awards ceremony begins about 2:00pm.

Last year, there were well over 1000 vehicles, in 52 classes of cars, commercial vehicles, and motorcycles, running the whole range from Mini to Rolls-Royce, from Austin to Zephyr and everything in between. Many people bring their daily drivers, or projects-in-progress, just to line up with the many concours-class cars in their class. This is the opportunity everyone looks forward to, to chat, to scrutinize, and plan for next year. It's a car show and it's also a big end of season social event.



About British Car Day (from Toronto Triumph Club website)

British Car Day is hosted annually by the Toronto Triumph Club, on the third Sunday of September. Since its inaugural event in 1984, it has grown in leaps and bounds, and now draws over 1000 British cars and 8,000 spectators, with room to grow even bigger. The event is the largest, one-day, all-British car event in North America, with visitors from throughout the northeast United States, the Maritime provinces, Quebec, and Manitoba. We have even had visitors from Alberta, Texas, the UK, and New Zealand.

The venue for British Car Day is Bronte Creek Provincial Park, about 20 miles west of downtown Toronto.

Every year one of the most popular destinations of the park is the Vendors' area. Over 60 British-related vendors offer their new and used goods for sale, including car parts, complete cars, t-shirts, hats, tools, books, supplies, and so on. Many vendors offer end-of-season specials, so there are lots of bargains to be had and great food is available from the many food vendors on site.





Bronte 2011

By Rob Fournie and Tom Van Zuden





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Bronte 2011

By Rob Fournie and Tom Van Zuden



Steve Beer searches for the elusive squeak



Don Allen enjoys a fine cigar

Reg Beer Coachbuilders Corp.
Providing quality service & Restoration
To Vintage Automobiles
Steve and Martin Beer

12944 Albion Vaughan Rd.
Bolton, Ontario, L7E 4C6

Tel/Fax (905) 857-3210
Email: cmcmog@idirect.ca

Neustadt Springs Brewery

By Ken Whiteman



Sunday my wife and I took our Morgan north to Durham, Ontario where we linked up with about a half dozen other Morgan owners to tour a llama ranch and later tour a small, craft brewery in Neustadt.

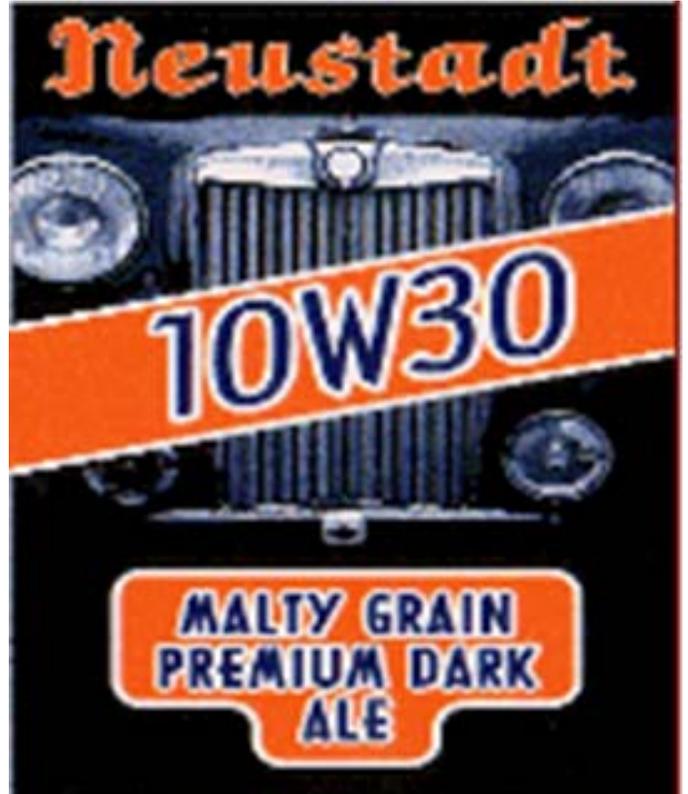
There are quite a number of llama ranches in Ontario and from the spiel given by the owners of the ranch visited Sunday raising llamas is good business.

The owners have three farms devoted to llamas. Mostly they sell the wool sheared from the South American beasts but sometimes they sell the odd one to another farmer to use as a guard animal.

Llamas will protect a herd of sheep from coyote predation, for instance. The docile looking animals can be quite feisty when pushed and they don't take any pushing from coyotes

Neustadt Springs Brewery is a small craft industry. Family owned and operated. Craft brewer located at the former Crystal Springs Brewery site in Neustadt, Ontario.

First established in 1859 being built over one of the finest sources of spring water in Canada. Also reputed to being the oldest operating original brewery building in Ontario. They are dedicated to brewing only natural premium ales and beers using the finest Canadian malts, New Zealand hops and European yeasts.





I Couldn't Renew My Plates!!!

By Alan Lytle

In April I went to Service Ontario to renew my sticker on my 1990 Morgan. I had just received a new pink form from the insurance company because there was a typo in my VIN on their previous form. I had received a letter from the Ontario MOT advising of this and had followed the procedures to get it changed.

Imagine my surprise when I was told I could not get the new sticker because "... your insurance company needs to put your car on the exception table." Quickly phoned my insurance agent who did not know what I was talking about but promised to get back to me soon. Several calls and ten days went by but no progress, other than the agent telling me "... there was a lot of paperwork involved and she would get back to me." So I decided to find out for myself.

I called the Ontario Ministry of Transport and after 25 minute wait got a helpful customer service person who after a lot of effort found out that it is the Insurance Bureau of Canada I needed to talk to. The agent there was very helpful also and eventually gave me the name of the person at my insurance company headquarters that was the liaison for this problem.

Back to my insurance agent with the names and things started popping.

I am still not sure what it is all about. If you have the same problem, call the Insurance Bureau of Canada,

Consumer information: Tel: 416-362-9528 Toll-free: 1-800-387-2880 (Ontario only) Hours: M-F 8:00 a.m. – 5:00 p.m.

http://www.ibc.ca/en/contact_Us.asp

and after saying the problem is with the VIN Exception Table ask for the liaison person at your insurance company. Then pass this on to your agent and that should solve the problem.

It seems that there is a new regulation related to uninsured vehicles and cars manufactured after 1983 with an unusual VIN will get caught up in this.

Tips on how your agent adds your VIN to the exception table are at:

http://www.ibc.ca/en/DQ_Management/documents/TIPS/TIPS%20on%20adding%20VINS%20to%20the%20Exception%20file.pdf

Details of the program can be found at:

http://www.ibc.ca/en/UV_Project/documents/IBC%20UV%20FAQ.pdf

Happy Morganeering ... Alan

Editor's Note: This applies to 1983 or newer

DAD'S LAST DRIVE, TOP DOWN

By Tim Chisholm,
Toronto Star - Wheels Sept 27, 2011

"My Favourite Drive" was inevitably inspired by the worst circumstance. In the spring of 2001, I lost my father at age 63.

His wish was to be cremated, and his ashes spread on his favourite golf course in Jasper, Alta. He said if there was a heaven, then that place was it.

My brother and I discussed how we would get his ashes from Toronto to Jasper and we both felt it was only appropriate to take Dad for the last ride in his car. His car is a 1990 Morgan +8. For 3.5 days in August of 2001 we drove the nearly 4,000 km ... top down all the way!!!

The opportunity of seeing the better part of this glorious country from the vantage point of a hand-built 900 kilo-gram roadster that sits just inches off the ground can only be described as breathtaking. On top of the driving experience, the Morgan always seems to draw endless smiles and raised thumbs and there was no shortage on

this drive.

So my favorite drive was taking my Dad on his last ride, .. we made it a good one and we made a whole bunch of people smile along the way.



Tim Chisholm, making it matter in his dad's Morgan,

Sage Lady Badges

By Vern Dale-Johnson



This is a photo recently taken of the Sage Lady with my updated badge bar. Three MSCCC badges displayed... the first Toronto Morgan Owners Group badge (one of these was recently sold by Cliff Baker for BP365 to an Aussie friend of ours), the latest MSCCC badge, and to 2000 edition of the MSCCC badge we created in 1994.

John was going to see if he could research and put together a story on the Canadian badges. These from the Toronto Group and MSCCC feature prominently but there are others... at least one similar to the brass HOG MOG badge (plastic coated, black background... I've one of these as well), three versions MSCCC 1994 badge - original with white Morgan outline, 5 (if I recall correctly) printed in 1994 with a dark blue Morgan outline (I have one, one went to Peter Morgan, Audrey

Beer had one in her collection, the others ??), and the 2000 badge on the car printed with a yellow Morgan outline and engraved with "2000" on the stem along with a number.

There is also the GoMoG badge created, I think, by Greg Kaufman (gold colour, no contrasting colour lettering), at least 2 MOG NW badges that include the BC and Alberta Morganeers, and we should not forget the eMOG badge created by Lorne Goldman (although not technically a "Canadian" badge).

Others ???



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After a huge amount of work by Speedster-IT (www.speedster-it.com) and myself, that started well before Christmas, we have now gone live with our totally new interactive Rutter web site.



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