



# The Blurb



A Committed Morgannut

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## Prez Sez



Alan Lytle

Prez Sez

As Dave has mentioned a couple of times in this Blurb we have had a busy year with a couple of events still to go. The most traumatic car event was, of course, Arthur Beatty's Armageddon incident with the tree. I understand that work is already under way and there is hope for a Phoenix Like restoration. We hope things all work out for him and the car.

The weather mostly held up in Southern Ontario, but we did experience a couple of damp episodes, notably on our tremendous trip to the Ontario Steam Heritage Museum and the opening afternoon of our Prince Edward County weekend. But given the Morgan's heritage it was probably in its native envi-

ronment. Fortunately the sun shone on the picnic this year and we had the year's hottest day (so far) to enjoy.

Now planning starts for next year and most importantly for 2017 and our 50<sup>th</sup> anniversary of the Club. One thing is booked already and the rest is still being developed.

We have booked the main hangar at the Canadian Warplane Heritage Museum in Hamilton for the evening of Saturday August 26<sup>th</sup> 2017 for our 50<sup>th</sup> anniversary dinner ... so mark your calendars now!

We will develop a plan for the whole weekend with runs, noggins and perhaps theatre to celebrate this anniversary in fine style and have ordered up some fine weather too.

So, I leave you with the hope that you will enjoy many more days of fine driving yet this year and we all look forward to seeing the fall colours as the days grow shorter. ... Cheers ... Alan

## Central Canada Morgan Events

	<b>Sep. 20</b>	<b>British Car Day @ Bronte Park</b>
	<b>Oct. 4</b>	<b>Toy Run in Milton</b>
<b>NOTE</b>	<b>Oct. 11</b>	<b><u>Pub Lunch at the Queen's Head, Burlington</u></b>

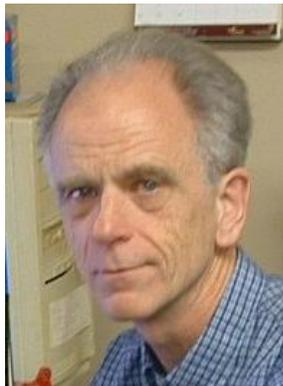
**Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2**

**Check for updates and other events of interest and maps to the events on our web site at: <http://morgansportscarclubofcanada.com/events.php>**

**Start thinking about things for us to do next year!**



### Editor's Message



Dave Farmer

A cool wet Spring morphed into a hot humid Summer that brought the Morgans out in droves. I got so many pictures from club events and other events our members attended that the other events will have to wait for room in a later Blurb.

A sad note on the season came with the passing of Reg Beer. From the attendance at his memorial service he was obviously well known and well liked. His one wish for

the service was to feed everyone lunch at the Wishbone Restaurant, his favourite eatery near Bolton. It was filled to capacity, Thanks Reg.

A new feature in this issue is a Morgan themed cartoon. The artist, Jim Foley, is a long time Morgan owner and member of the Morgan +4 Club in Los Angeles. And I've seen his cartoons in "The Format" and "The Rough

Rider". Enjoy.

With the club's 50th coming soon, one project is to make a new car badge for the anniversary. That reminded me that I need to complete a history of the club's badges. I had an incomplete set of photos that I lost with my computer problems last winter. Anyone with old badges please let me know so I can get photos. From what I can learn in the archived news-letters T-MOG made three badges, in: '68, '79, and '82. All were rectangular with a wings logo and variations on "Morgan Owners Group Toronto" printed on them. In '94 the round badge was designed with a white Morgan on a red maple leaf. In '99 a millennium badge was issued using the same design but changing the car colour to golden yellow.

John Roden is heading the committee to produce the new badge, so if you get some artistic inspiration pass on your ideas to John.

I've made some baby steps on the +4+ model. The black walnut has been cut for the body. Next step is to shape the bonnet and boot lid...

D.F.

## Letters to the Editor

I found this video of an amazing new trailer design. Expensive but probably the best car trailer out there at \$12,500 USF.

<http://www.legendaryspeed.com/these-airbagged-trailers-are-simply-genius/>

Rob Fournie



### Battery Brain

Hi All: After our last pub lunch some of us visited Mike McGraw (non-member who is restoring a '61 Plus 4, four-seater). A friend of his was at his place with his beautiful Lotus Elan. He told me of a time when his car

was nearly burned to the ground because the points in the voltage regulator froze closed when the engine was shut off. What this does is send current back to the generator which makes it try to rotate or 'motor'. Since the generator cannot turn, it draws a lot of current and melts the wiring attached to the generator and starts a fire. Luckily he managed to disconnect the battery in time and the damage was minimal.

So, to prevent this from occurring again he purchased a "Battery Brain". This is a heavy duty switch which attaches to your battery. There is a model available that allows you to turn your battery on and off remotely. It also monitors battery voltage and will automatically disconnect the battery if the voltage drops (below 10.8V) because you've left your lights on.

See it here: <http://www.summitracing.com/int/search/product-line/battery-brain-gold-battery-brains>

I'm going to get one!

Cheers,  
John



Sorry I did not make it to the picnic yesterday I was going to stop in with Emma on our way back from the Pan Am games where Emma and I were working as a Therapy dog team with the Athletes out at McMaster University but it was so hot we had to go home to cool down.

Here are some pictures from Yesterday

1 Emma checking out the Spanish Interpreter (Buster) for the dogs that did not speak Spanish



2 Emma making sure none of the other dogs got her water - she heard there might be a shortage and it was a very hot day!



3 Emma and the Canadian Football (Soccer) team doing what she does best lying down and being petted.

Even the security guards and Police insisted of frisking Emma on the way in and out!



Take care

Brian

Greetings friends and fellow Paleoautomaniacs •

My Medical Doctor friend and proud Morgan owner, who probably still remembers enough Latin to be dangerous, just came up with this.

He is also an avid car collector, professional car NUT-CASE if there ever was one. Some of his cars are over 100 years old. He is also smart even if similarly afflicted.

He thinks the mental illness suffered by ALL obsessive compulsive old car collectors and obsessive car nuts is Paleoautomania. • So we are ALL probably paleoautomaniacs!! Or Paleomotormaniacs •

JJJ Wear the badge proudly!!

David wells



Hi Alan,

I am signed up to go and planned returning Friday in time to go on Sunday. However, I just got emailed these pictures of my car. I don't think I will get it there this year-maybe next?

Wow, a worst nightmare. When you can, please let us



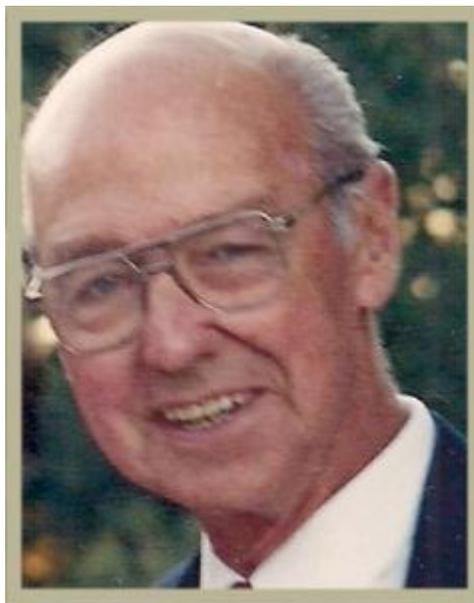
Hard to tell if the patient can be saved, but am hopeful. No power either and maybe not till tomorrow.

know what is happening. Perhaps someone in the Club can be of assistance somehow.

Thanks,  
Arthur

alan

## Farewell Reg



Peacefully at Headwaters Health urday, July 25, 2015, Reginald year, beloved husband of the late phen and Jenny; Martin and Don-father of Trevor and Jeremy. A the Egan Funeral Home, 203 (905-857-2213) on Friday, July Following the memorial service at life will be held at the Wishbone Restaurant Steakhouse and Tavern, 15100 Hwy. 50, Caledon. If desired, memorial donations may be made to the Headwaters Health Care Foundation, 100 Rolling Hills Drive, Orangeville L9W 4X9. Condolences for the family may be offered at [www.EganFuneralHome.com](http://www.EganFuneralHome.com)

Care Centre, Orangeville, on Sat-Alfred Beer, Bolton, in his 93rd Audrey Beer. Dear father of Ste-na, all of Caledon. Loving grand-memorial service will be held at Queen Street S. (Hwy. 50), Bolton 31 at 2 o'clock.

the funeral home, a celebration of



### Beaulieu Auto Jumble

Since our 1970 tour around the perimeter of Britain, we have returned to revisit many areas but never Devon and Cornwall. This spring we were going to do just that. Our journey took up through the New Forest to Beaulieu on May 16 and 17 just in time for the Spring Auto Jumble. What a coincidence! The event is a two day affair half the size of the Barrie Flea Market but with English stuff. The vendors said the autumn event was four times as large. Morris Minors were the featured car on Saturday and Land Rovers on Sunday.



There was a sales area featuring cars from 1925 to 1995 with prices from £2500 for a Land Rover to £56000 for an early Austin Healy. Mary was interested in either of the two Morris Minors..... off white convertibles with

red leather interiors. However both were sold before lunch for 8 and £13000.....no time for financing. We arrived at the gates early since our B&B was only a mile away. Hundreds of others arrived early as well of-



ten looking quite eccentric with their garb and wagons and buggies for carrying parts. Sunday featured "Trunk Traders" as well as the Land Rovers having their own jumble sales. I overheard a trunk trader saying his best sales that day were to other traders stocking up for the autumn event. I left a few pounds with vendors as I stocked up with items that would fit into a suitcase and are impossible to find here. On Sunday we found time to visit the Beaulieu Abbey and Palace House as well as the National Auto Museum to complete our weekend stay. Lord Montague has found an excellent way to fund his extensive holdings as there are automotive related events throughout the year on the grounds.

Ray Shier



Looks like the weather was fair with isolated patches of frost. (ed)



REFLECTIONS ..... by Alan Sands

In the late 50's and early 60's the British Empire Motor Club organized many races on an ex air force training field near Goderich, Ontario, known as Harewood Acres.

One of the races on the program was the 'Century Class' race. This was for cars capable of doing 100 MPH or more. Cars such as the XK Jag, Austin Healy, MG A's, Triumph TR's and of course the lowly Morgan +4. It would not include MG T's, Sprites, Singers or even Morgan 4/4's. There was a 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall award and if there were three of a particular marque there would be an additional trophy.

I entered my 55 Morgan along with another Morgan owner, Ken Brown. We needed a third entrant and we cajoled another Morgan owner into entering, who at the best of times was very meek and non-threatening. Ken and I had trouble getting his car through technical inspection and I was able to convince the inspector that Steve's car (the # 3 of the group) would not be stressed at all and would only be cruising around the course. Because of this they overlooked many marginal faults with his car but were not impressed with a set of vice grips holding his down pipe to the exhaust manifold. All three studs were broken. The did however let it through inspection but Steve had to wire the vice grips to the chassis !

The flag dropped, Ken and I battled it out leaving Steve way behind being passed by everyone. Ken and I were neck and neck coming into corner # 2, a very fast right hander. Ken was going to overtake me on the inside when he blew a tire. He managed to side swipe my car before he spun off into the boonies and retired. Two laps later I was given the black flag for a dragging tail pipe! Guess who took home the trophy !

(reprinted from British Driven)





## New Recruit



Julie and Bryan Tripp are happy to announce the arrival of their daughter Ella Florence Tripp, born April 19 at Guelph general. Judging by her grip on the Morgan steering wheel she will be a very talented Morgan pilot.

(I like the way she keeps her eye on the corner while she whips the steering wheel around to opposite lock! Ed)



## Our Summer Events

### London British Sports Car Club Show

Thank you, Dave Hornby for representing the club in London.



And thank you to Mike McGraw for the pictures.

D.F.



## Ontario Steam Heritage Museum

A wonderful afternoon at the Ontario Steam Heritage Museum on June 14th. There seems to be nothing better for Morganeers than being with something even more magical ... Steam Traction Engines. Ray and Liz organized the visit with the owner Wayne Fischer. I lost count of the number of traction engines, was it an even dozen? Also a steam launch in the parking lot, it was raining, and stationary engines and much more. One building is being outfitted as a factory with both pre and post WWI equipment installed. The pre 1914 area will be powered by a stationary steam engine with overhead lines, pulleys and leather belts to the machines. The post WWI area will be powered by a triple expansion steam engine driving an electric generator



of the period with the energy distributed to the machines over wires. I would not be surprised if Wayne put in a



water wheel at some point to demonstrate an even earlier technology!

The afternoon finished with a ride around the property pulled by one of the engines at the ploughing speed of 2 1/4 mph. The photos do not do the place justice, and you may like to see this site which captures a little of the magic of this unique place.

[http://woodgears.ca/steam\\_museum/](http://woodgears.ca/steam_museum/)

... alan



It was a cool, wet day for a Morgan drive. But the fire was lit and the steam pressure building when we entered the central shed.

I should have recorded Wayne's talk, he says his wife is usually there to rein him in, but we got the full course. In fact this is the one place in Canada where you can take a course and get certified to operate steam engines, both the traction engines and steam locomotives.

One history lesson was on how the common farm tractor got its name. After WWI gasoline engines were much more reliable than before the war so they got used in a new 'gasoline traction engine'. But its performance compared rather unfavourably to that of the steam traction engines. The biggest steam traction engines could pull an array of plows that would turn over a fifty foot wide strip and plow 150 acres of virgin soil in a day. The most any gasoline traction engine of the time could pull was two plow blades. Thus a new name



was coined and the tractor was marketed to those who's soil had already been broken up and so did not need the brute power of the steam traction engine.



Isn't there a saying, "He who has the most toys, wins."? I think we have a winner. Wayne has collected the contents of three large sheds on his own. The central shed has four or five traction engines in running



order. He then led us into an attached shed that housed several project engines and some heavy duty machine tools.



Not all of the steam engines are traction engines. Here is one that would be pulled by horses to the work site to power a thresher or saw or shingle cutter or ...

The big metal boxes at the back hold water and wood.. These would be refilled on the go from a horse drawn cart running along side the traction engine. There is a gizmo hidden in all that piping that uses steam to inject water into the boiler to replace what has boiled away.





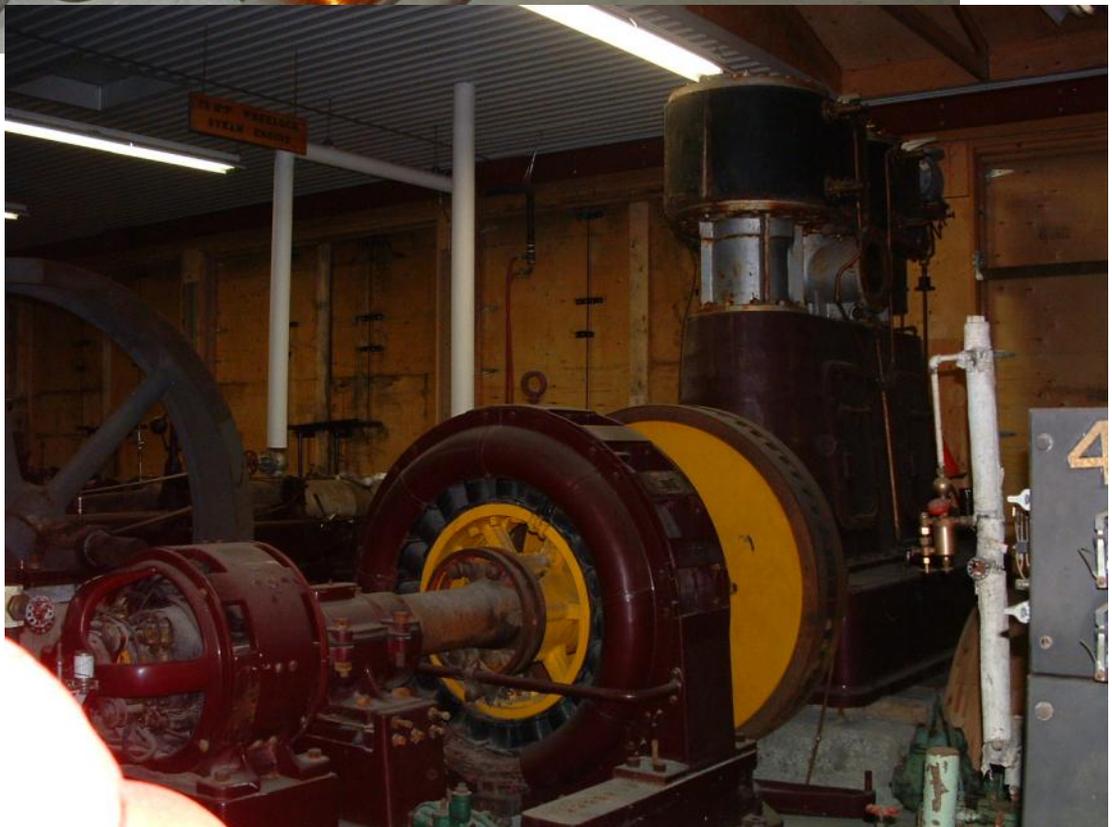
After touring the projects shed the rain let up so we got a ride on the people mover. Zero to 2 1/4 mph instantly! But after that initial jerk to get moving you don't notice any vibration from the engine at all. On the way to the people mover were two other steam powered units.





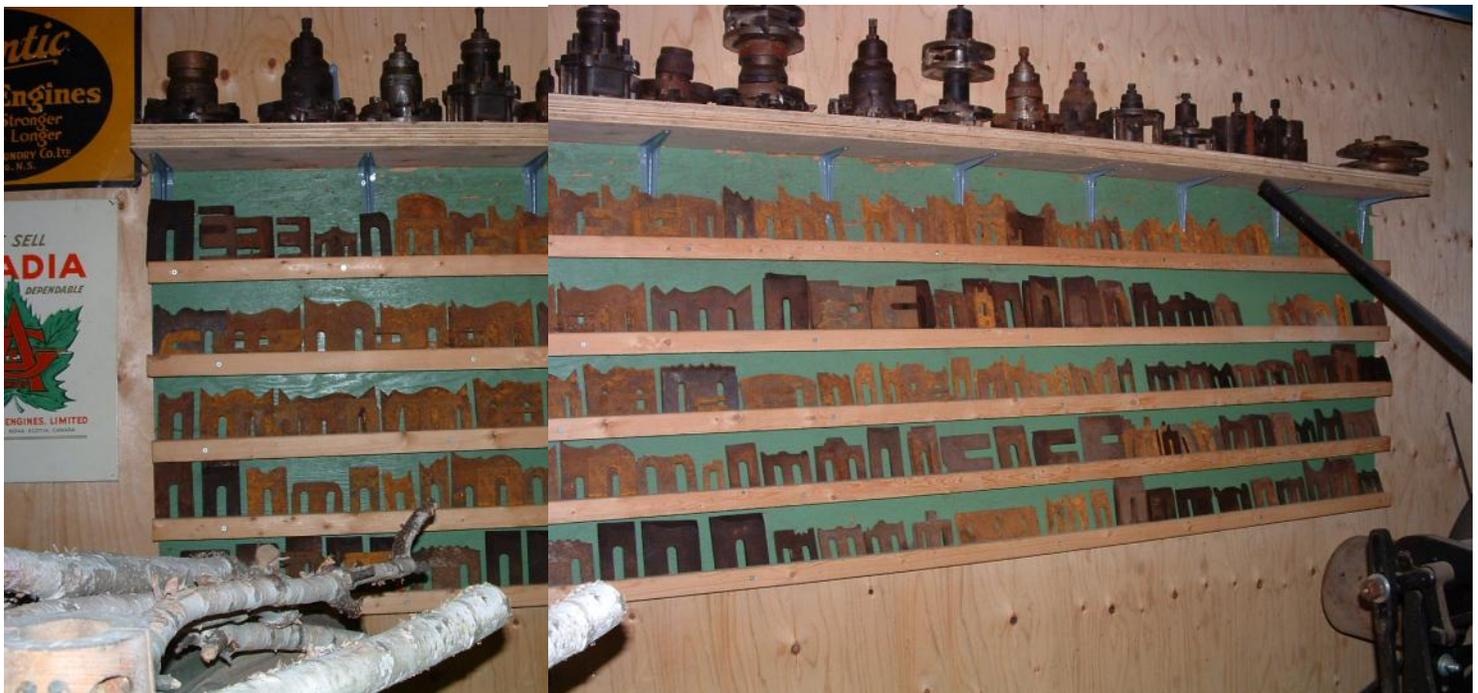
After the tour we returned to the third shed to see the industrial machinery. Some of these steam engines were still in use in the 1980's in furniture factories that produced their own fire wood from scraps.

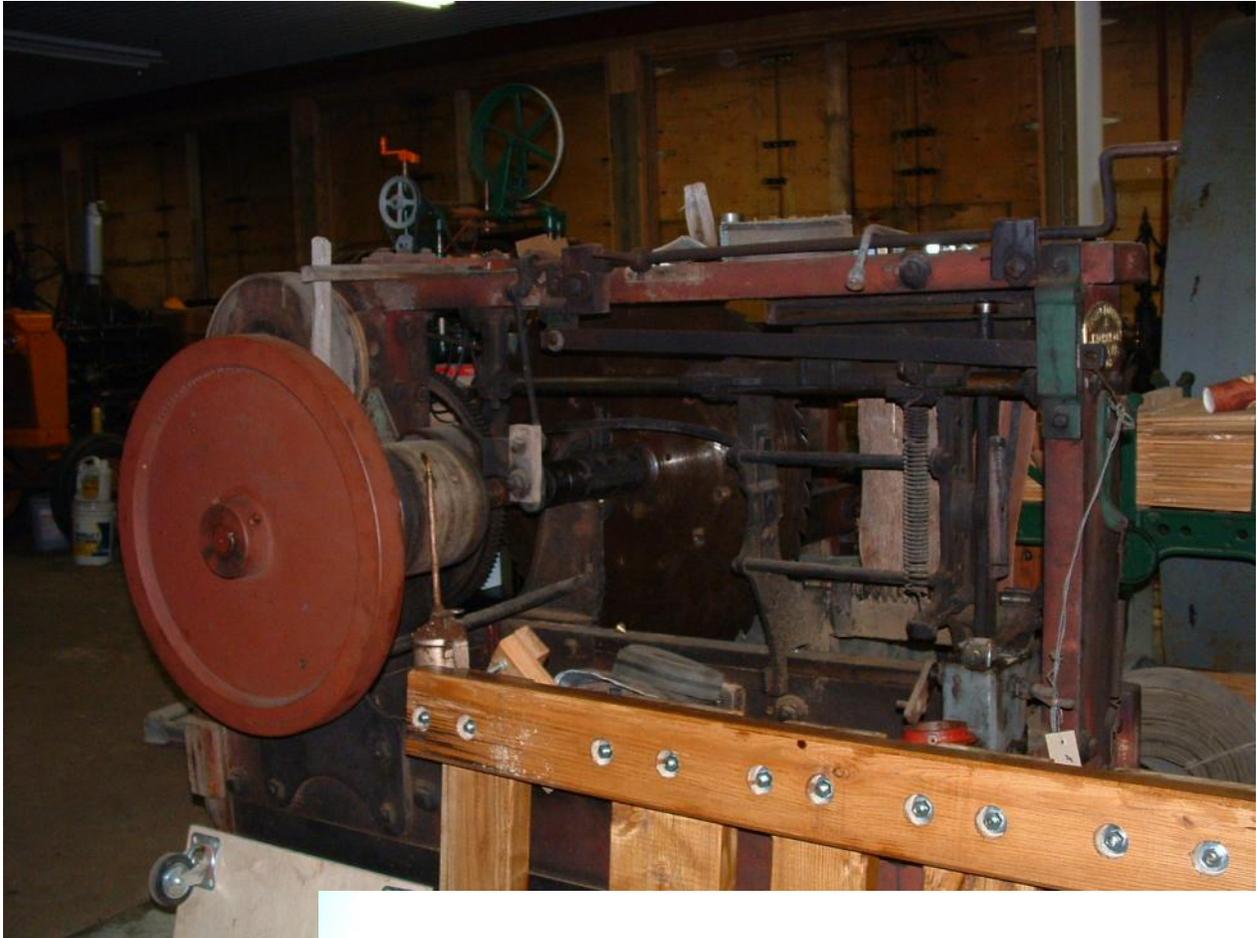
The older engines would supply mechanical power through belts spinning a shaft hung under the ceiling and more belts from the shaft would power the tools. Later ones ran electrical generators so each factory supplied it's own electricity.





Wayne has plenty of the machines that were powered by the steam engines in this shop and he demonstrates their use at shows. One that caught my eye did not look like much by itself, but the five long shelves full of its blades is impressive. It is for making moulding and shapes all four sides at once.

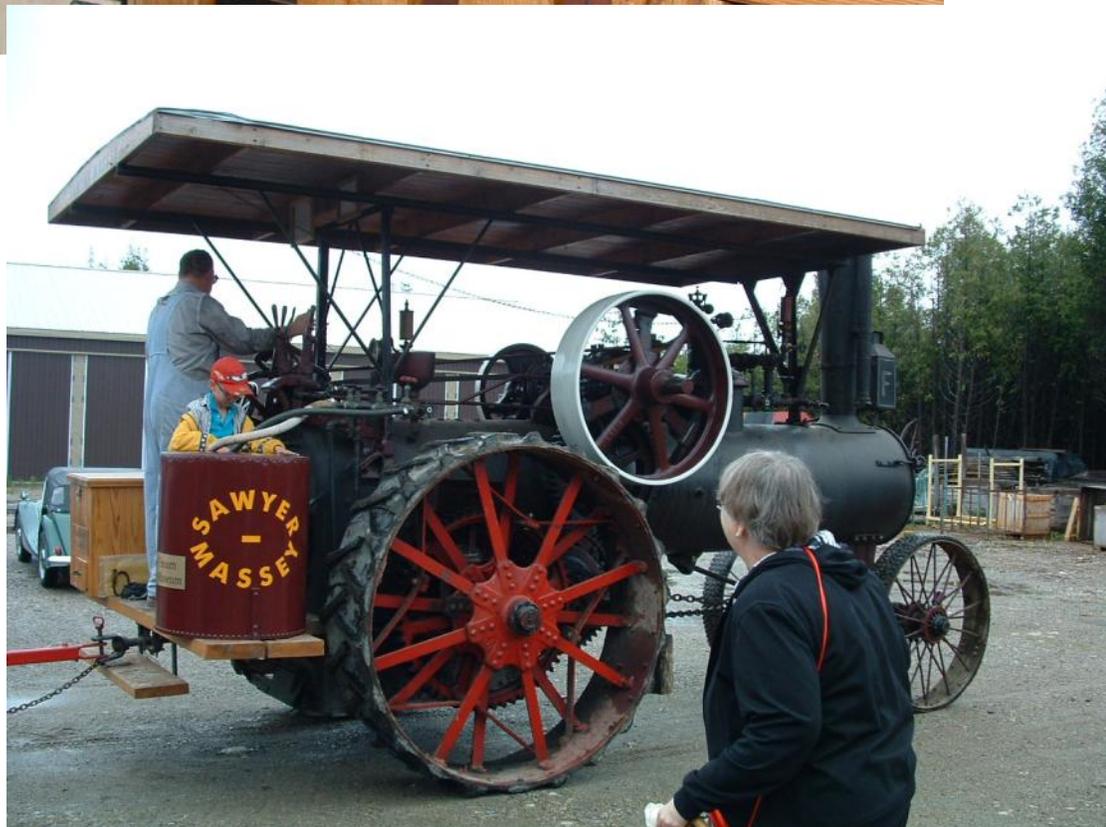




This machine cuts cedar shingles. After each cut the rack that holds the block of wood alternately tilts forward more at the top then, next cut at the bottom to keep the wood feeding in evenly.

As we were saying good-bye the next generation was starting his training.

D.F.



## Picnic

I had just arrived at the Lytle's and was about to open the bottle of Rhubarb wine I had bought at the Ocala Winery during our Durham County Run last May when someone commented that its colour was a perfect match to the table cloth so I should take a picture. I hope those of you who do not have a touch of colour blindness like me appreciate it.

I count eleven Morgans in the pictures but we also had some Mog less attendees. The hot humid weather might have been too much for some.





**MORGAN SPORTS CAR CLUB OF CANADA**





The M.S.C.C.C. Syncro team has been practising.

The pool was a welcome relief from the heat.

Alan's local butcher has retired but he found another supplier and cooked up a delicious BBQ. Was it the heat or the added St-Germain I added to the Wild Black Raspberry ice cream? It went so fast our hostess didn't get a taste.

D.F.





## The MSCCC run to Prince Edward County August 14-16<sup>th</sup> 2015

The weather on the departure day, Friday, had its ominous side. Like most your correspondent departed home in the rain with the top down hoping for better things. Fortunately for us, the weather cleared in about 30 minutes and we had no rain for the rest of the weekend. Others were not so lucky as the thunderstorms were frequent and localized. One car was even delayed until the next day.

At the rendezvous in Brooklin we assembled 10 or so cars for the four hour leisurely ride to the



Waring House Hotel. A car problem (successfully resolved) delayed the start a little and some unexpected route confusion separated the group. The main group had a break in Coburg to sample the wares and an ice cream stop in Brighton and managed to stay on the planned route. We all arrived safely at the hotel in time for a social hour and a pub dinner in a private room. As we had booked all but one room in a separate

building, the party continued after dinner. Good planning on the part of the hotel.

After Saturday breakfast a 915am start to our trip (12 cars now) around part of the County. First stop was the Picton Airport just 10 minutes from the hotel which was a WWII air training base. The old barracks etc. are still in place in this unusual relic which is now a business park.





From there up north past the Glenora ferry, Lake on the Mountain to the County Cidery. Here we found the largest apple grower in the county and the first boyfriend of one of our members from a few years ago. A fun reunion and a good view across the waters of Lake Ontario. Down the hill, around the corner and we were at the Waapous Winery for another good lake view. Surprisingly, the County has a lack of good lake views. Since we lived there thirty years ago almost all the waterfront has been sold as private lots. Trees have been planted, a good thing, but the old vistas of water views for miles on end are gone.

Continuing south we visited the Black River Cheese factory and then made a stop at the Mariners Park Maritime Museum. This turned out to be a hidden jewel, entry by donation, with much to offer in local history and maritime



lore. For anyone with an interest in antique outboard motors, for example, it is a “go-to” location. As we were ready to leave a pack of Jaguars descended on us. They were on a similar run, and seeing the Morgans parked outside the Museum reckoned it must be worth the visit. Also they wanted to check where we planned lunch so they could beat us there if necessary as they did not have reservations anywhere. Turned out they were going the opposite way so no conflict ensued.

Across the island to Sandbanks and then north to arrive on time at 1:15pm at Huff’s Winery for a preplanned buffet lunch. Here we met another member, unable to



join the drive but a welcome addition to the lunch crowd. A jazz band was playing as it was the jazz festival weekend. The music was enjoyed by most of us.

The afternoon was “at leisure” as they say on the holiday brochures, and with lots to see no one was at a loss for things to do. Some of the drivers did find time for a social break. In the evening we dined at the Picton Golf and Country Club and once again the party continued back at the hotel with the inaugural Hen Party taking command of the social area in our hotel enclave, and the other gender talking cars and other things outside in the night air.

Sunday saw an early breakfast for an 8:30 am departure to catch the 9:00am Glenora Ferry for our trip to Kingston and the Boot ‘N Bonnet British Car Day. We were the first cars in line for the ferry and the trip went smoothly,



along the Lake shore for the most part and right into Kingston City Park where the show was held.

This is an annual event which some members had previously attended, but for many of us a first. After an enjoyable day, we went our separate ways. Some left for Toronto and a few of us returned to Picton to enjoy a last night at the Hotel. In spite of best intentions, after a busy weekend a case of lassitude seemed to prevail. A meal at the hotel and a final noggin suited all and we departed for an uneventful trip home on the Monday morning.





## Membership Moments September 2015

Hope everyone had a great summer with many good drives in their Morgans and other special cars and with any luck we shall still get a few good days before the dreaded white stuff arrives in December or January. I wanted to acknowledge some of our long standing members and congratulate them on the number of years that they have been members of the Morgan Sports Car Club of Canada or our previous name the Morgan Owners Group.

With 48 years of membership we have Ken & Pat Miles, Dave & Pauline Smith and Alan Sands with Marlies along for a great number of years. And of course 1967 was when Canada celebrated its centennial and I walked on the moon at Expo '67 – the rest of that tale will cost you a pint at a Pub Lunch.

44 years ago Colin & Barbara Watson joined the group and 1971 was also the year of the “Fuddle Duddle” incident – ahh Pierre Elliot Trudeau now he was a politician.

43 years of club life sees Stu & Maria Harvey and also David Farmer joined the club for the first time in 1972 – David thinks he may have lapsed a few years when the +4 was resting. This was also the year that Anik 1 was launched as the world's first non-military communications satellite.

39 years ago Ray & Mary Shier joined the group and have been active even when the Morgan has been having a renovation or two and 1976 was also the Montreal Olympics – is the stadium finished yet?

38 years is how long John & Joy Collins have been with the Club and joined when Queen Elizabeth celebrated her Silver Jubilee in 1977.

34 years ago John & Sharon Roden were smitten with Morgans and they too joined the Club, 1981 was also when we started to buy our gas and diesel by the litre in Canada – call me old but I still think mpg.

32 years ago Peter & Dorothy Pfahl joined the fun and also that same year Nick Murphy & Teresa David signed on and Air Canada flight 143 was christened the “Gimli Glider” with the emergency landing in Gimli Manitoba.

19 years ago Arno & Moira Schmidt joined as did Malcolm & Brenda Taylor, although it seems as though the TR3A has been in Morgan photos for longer than that. Mr. Dress-Up, Ernie Combs filmed his last show on February 14<sup>th</sup> 1996.

17 years is how long Stuart Clare and Ruth Delaney have been members of the club and 1998 was when the members of the Royal Newfoundland constabulary were permitted to carry side arms for the first time.

10 years ago we welcomed Win Muehling and Christine Limmer into the group and in September 2005 I took Gabby to a movie on her birthday in beautiful Burlington – a sign of great things to come.

As the Club approaches it's big 50 in 2017 I hope to be able to record when each member joined the club so we can congratulate them on 5, 10, 15 etc year anniversaries. You can help the cause, so to speak, by casting your mind back to when you joined the club and sending me a note or making mention of the date that you joined at membership renewal time.

OK top down and away we go.....

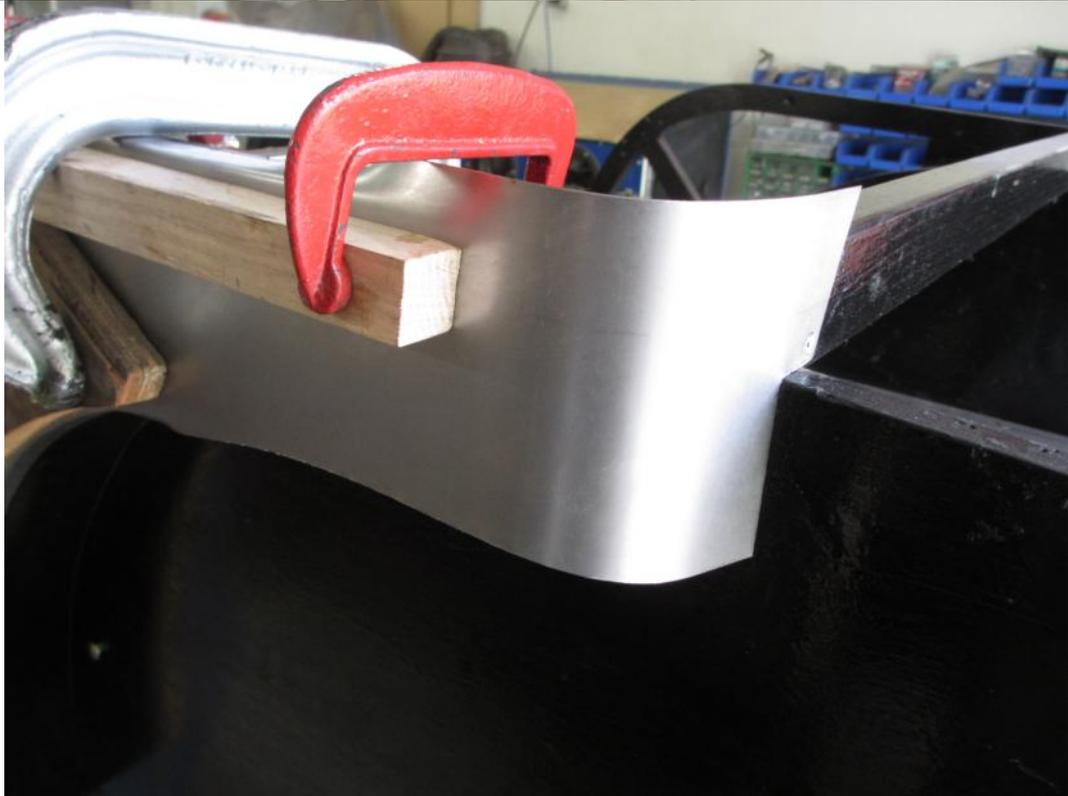
Glen

Colin's '37 4/4



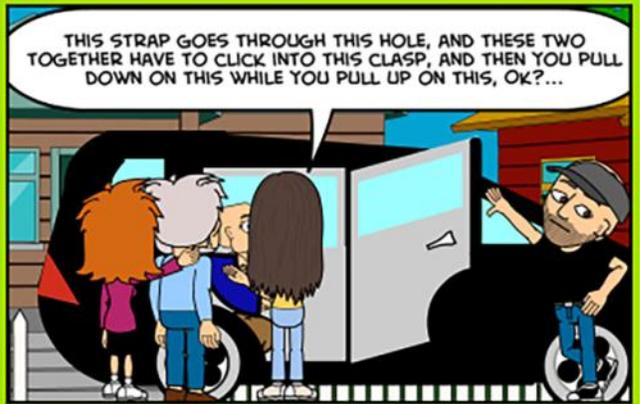
The metal work on the body is moving along nicely.





BABY SEATS

BY JAS





# **British Car Council of Canada**

## **4th Annual Toy Drive**

**We would like to invite British car owners and members of British car clubs to join us.**

**When.** Sunday, October 4th, (rain or shine)

**Where.** The event will take place at the Country Heritage Park in Milton, Ontario, starting at 9:00am. ( enter at the South entrance off Tremaine Road)

**What you get.**

Everyone in a British car, will get free admittance to the park. (normally, \$10). Each person will be given a ticket for a number of draw prizes, to be held in the afternoon.

The first 75 people to register, will be given tea/coffee and a doughnut in the morning. Also a ticket for a lunch after the optional run returns.

**Cost.** We ask that you bring a new, unwrapped gift for a child or a teenager, which will be collected as part of the Georgetown Salvation Army Toy Drive, or if you prefer you can make a cash or cheque donation on the day.

The Country Heritage Park is a lovely spot, with lots of interesting buildings to explore. You may want to get a photo of your car at the pumps of the old Ford Garage.

Tour Master Paul Dullaert has organised a brand new run for the event. This run is an optional, but highly recommended, scenic drive through the Fall colours of the Niagara Escarpment, for a duration of an hour, to leave at approximately 11:30am.

When the tour returns, we'll have lunch, draw the prizes, and be entertained by the Oakville/Georgetown Celtic Fiddle Orchestra, and the Orange Peel Morris Dancers. If we're good, Santa may turn up and give out sweets to all.

**Please plan to attend and help give some less fortunate children here in Ontario a great Christmas!**



## For Sale

Hi Dave, a few members mentioned that they might be interested in my Subaru that is for sale. I have posted on Kijiji not sure if you can forward this or not, but it would be much appreciated Smile

<http://www.kijiji.ca/v-cars-trucks/oakville-halton-region/2011-subaru-forester-touring-package-suv-crossover/1098766745?enableSearchNavigationFlag=true>

Cathy

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Here is Arthur's Morgan before the storm dropped a tree on it. (from Google Street View)



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Parallel Parking Was A Lot Easier In The '50s <http://wimp.com/fifth-wheel-car-parking/>



The spare tire is pushed down, lifting the rear of the car, then an electric motor turns the wheel to move the back of the car to the side. This should be an easy upgrade for a bustle back Morgan.



Regalia



Car Badge \$80.00 CAD taxes included.

**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](mailto:cmcmog@idirect.ca)



**Membership Application / Renewal**

Name: \_\_\_\_\_  
 Spouse: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City/Province: \_\_\_\_\_  
 Postal Code: \_\_\_\_\_  
 Email Address: \_\_\_\_\_  
 Tel. Home: \_\_\_\_\_ Business: \_\_\_\_\_  
 Morgan(s) owned:  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_



Membership fee \$25.00\* for the year. Payable January 1st of each year.  
\*Canadian \$ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:  
Glen Donaldson,  
145 Breckondale Court  
Burlington, Ontario  
L7N 1X6,  
(905)-635-2532

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