



6-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Merry Christmas to all Morganeers. May Santa be good to you!

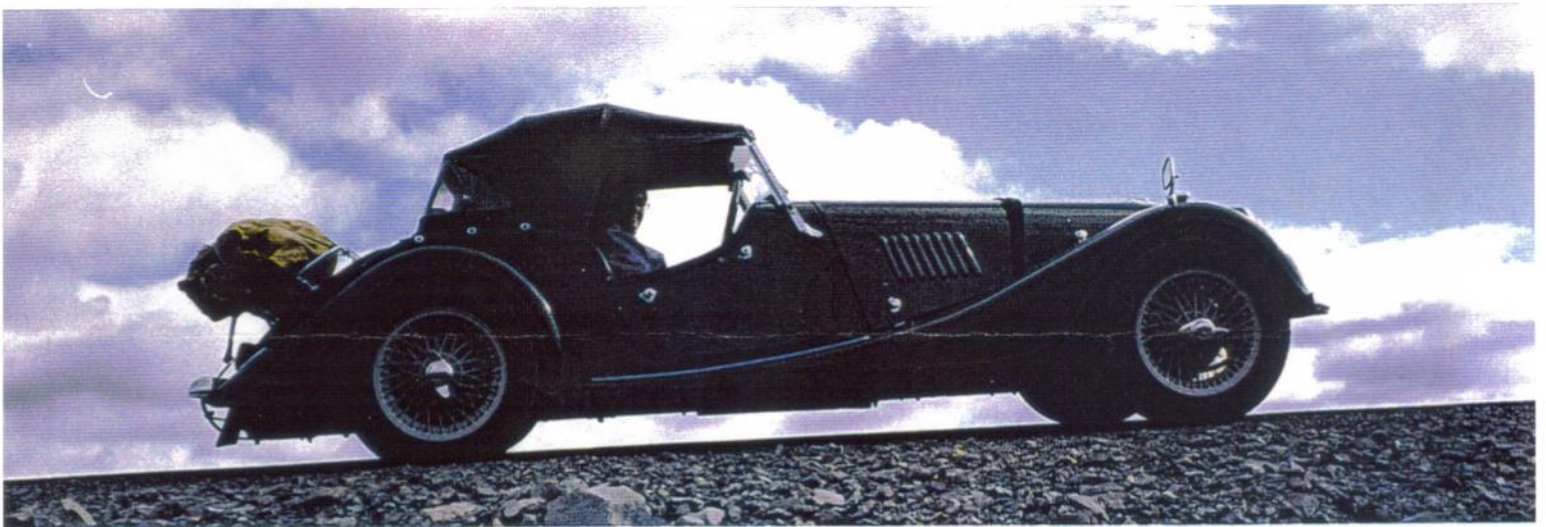
Courtesy of Jacques Gallien and Valentin Tanase



6-98

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



Morgan on Tundra

...between Eddies Cove and St. Anthony, Newfoundland.
The car and occupant are fully clothed for the journey
across the northern tip of Newfoundland to
L'Anse Aux Meadows....

photo by Ray Shier



THE CO-PREZ SEZ:

An early "Merry Christmas" to everyone! We'd like to welcome new members **Chris Walker & Gertha Griffiths** (ON, Spitfire owners), and **Jonathan & Dale Russell** (BC, Mog 4/4).

EXECUTIVE DECISION: As of the end of October, several Executive positions still remain vacant for 1999. These being: **Vice-President, Regalia, Fall Weekend Co-ordinator, & Events**. Now we didn't expect a stampede, a long queue of candidates - but Vern & Jenny could use more personnel to "run the store". Other than serving as Webmasters, the "Past Prez" will be low key. **Sylvia Balfour** has expressed interest in trying her hand as **BLURB Editor**. That's the spirit!

A "5TH BRITISH CAR TOY RUN" IN 1999? Discussions have been on-going with people representing other clubs, regarding the future of this event. Some are still talking amongst their own people. A challenge was offered to the club representing this year's "Featured Marque" (the Toronto Area Rovers Club), but our contacts declined to host the 1999 sequel, as their resources may even be less plentiful than ours. One group felt that the MSCCC is what made this event & thus the event should remain co-ordinated by our own people. They are willing to poll their membership for helpers, however. Realistically though, no one from within our fold has come forward in that capacity as yet, nor is that likely in all probability! Given this reality, I am pleased that **Bill & Angela Davies** of the **British Saloon Club Of Canada**, have expressed committed interest in staging the event next year under the "Saloon Club" banner. An information meeting is scheduled for early November. Their team appears to be growing & includes **Phil Miller & Ken Baker** ("Empire Day" organizers), among others. Lynn & I will help them in an advisory role & we trust that their enthusiasm will guarantee a successful day for the hobby. "Yes Virginia, there still is a Santa Claus!"

A Report on this year's Toy Run. The article is also posted on the MSCCC website. MSCCC members fared very well in the awards! I'd like to thank Vern Dale-Johnson for the framed collector posters presented to **Hendrik Rens** & ourselves. We also are grateful to members **John & Sharon Fitchie** for the long day they put in with their van, **Tim Shier** for parking duties, and thanks once again to **Doug Turner & family!**

It's one of life's great mysteries (right up there with the "Cadbury secret"), that more Morgans will always show up for British Car Day, than for anything that the MSCCC does! Likewise, it seems easier for local cars to travel a great distance (such as the 3 trikes at the Pittsburgh Grand Prix) than for anything done locally. Why we'd be fortunate to have one 3-wheeler at any given local event! Well after 4 years, we feel grateful to have **Dave Smith's** trike in attendance at this final Toy Run of ours, and we thank him for the rides provided for charity!

IN PRINT: **Glen Cavers & Dave Smith** recently appeared in a photo & article in a Burlington newspaper, with regards to the Toy Run! Dave was about to give Glen

Fred & Lynn Kuzyk (msccc@sympatico.ca)

a ride in his trike. As well, **Russ & Sylvia Balfour's** car appeared in a photo in the Milton newspaper, at the same event. These clippings are posted on the website. We received a card from Heather Wilson of the Toronto Triumph Club (& winner of this year's "Santa's Favourite Triumph" Award), with regards to the Toy Run. Heather participated each year & appeared in a cable TV interview at the 1997 Run. She says: "Just a quick note to say thanks for Favourite Triumph. I feel very honoured that I received this vote. I'm very pleased about this award. I also wanted to thank you both for the hard work that you both have done for the Santa Claus Toy Run. It started small.... but it is now a very big event each year. Thanks for your hard work!"

An article on **Peter Morgan & the Company** appears in the October-November issue of "British Car" magazine. Peter celebrated 50 years of service with the Morgan Motor Company in 1997. As the author states: "No matter what the economic climate outside, and no matter what the latest rumour of other firms' takeovers and bankruptcies, Morgan's pace never varies." The article is worth a read.

Speaking of economic difficulties in the British car biz these days, an article from the London Sunday Times suggests that **BMW will slash thousands of jobs at Rover**. The strong pound & losses at Rover have forced this action. Rover is cutting 1500 jobs this year, with many more to follow.

Received a letter from a fellow who is intent on Morgan 3-wheeler ownership. Availability, pitfalls, etc, are of interest. If anyone more learned in this info would like to advise him, on this experience, please write to: Andy Knight, PO Box 483, 3015 E. Verbena Ave., Coolidge, GA 31738, USA.

Fred Kuzyk will have an article published in a forthcoming book dealing with automotive short stories from across North America. Entitled "Taking the Long Way Home" (Second Edition), Fred's article deals with his reflections on aircraft, sports cars, & golden ages in Canada. Finally, he's published in something other than "the BLURB" & "Smoke" magazine! Details about the book can be found at the publisher's website: www.pww.on.ca/carinfo.htm

SPINNING THE WEB: Did you know that the first Allard WAS a Morgan? John Allard of the Allard World Wide Web Pages advises me of this fact! "Allard's first special was a three wheeler that he raced for quite a while. Becoming dissatisfied with the handling (which HAS to be an OXYMORON, Allards and handling) he converted it to a 4 wheel configuration!. Later on he went back, proof that if Morgans were meant to have 4 wheels they would have been built that way!" If you are interested in Allards, this & other info can be found at his website: <http://www.ptinet.net/~jallard/allard.html>

John (no relation to Sidney Allard) also has the following message for Al Sands: "I too was at Watkins Glen. Tell



Alan I was the guy on crutches with the Allard toys and models with him. That might ring a bell. Don't know Alan, but someday I am sure we shall meet. I may own the fastest Allard in the world. It is a Palm Beach Mk I with a 400 plus hp small block Chevrolet. 0-60 has been clocked (with fifth wheel) at 3.5 sec. and quarter mile in 11.5 at 115 plus. Picture is at the web site. I will add a link to your MSCCC website soon. In fact I am forecasting a separate page listing -American sports bastards, and as such Morgan with the ex Buick aluminum block V-8s qualify! Love Moggies have been offered one in direct trade for my car. But of course, I thought that it was not a fair trade!"

Our website has a plethora of links, but if your looking for even more, try www.autoguide.net. As of mid-October, this site boasts in excess of 4500 Automotive related links!

The MSCCC website will also be moving to a new address in the near future, as the Webmaster joins the "Wave" & goes to a cable modem. Keep posted for details.

Photos of 3-wheelers can be found on the Morgan Three Wheeler Page. You will see shots of **Bob Wright's** & **Martin Beer's** cars:
<http://www.users.bigpond.com/johncoom/mtw/>.

-New Morgan website from England:
<http://websites.ntl.com/~wnoble/index.html>
-Need a "No fuss top" for your Mog? Check:
www.starterpack.co.uk/sjsimmonds/products.html
-Another 3-Wheeler site:
www.IAEhv.nl/users/hgt/morgan/index.htm
-Official Morgan 3/4 Club site:
www.morgan-spares.com/three_fourgroup.html

RECENT EVENTS: A busy time surrounding the **Toy Run**. The week after the **Fall Getaway Weekend**, was the annual **British Car Day**. Many Morganeers in attendance & about 20 cars. These included the debut of Glen Nigh's car, as well as Dave Smith's trike. Sept 29-Oct 1, saw the **CAARGB North American Tour** roll through this area. Although I could not meet up with the group, a few enthusiasts did at Niagara. One was Barney Gaylord, a MG enthusiast from Illinois, who when supplied the details by yours truly, he decided to drive the 600 miles or so to meet the Europeans for the day! Not only that, he took photos of the cars present & published them on a website! You can access this site at:
<http://www.ntsourc.com/~barneymg/guest/caargb/caar.htm>

Oct 3, was the **Niagara Food Festival** event at **Glen & Evelyn Nigh's**. Lynn & I joined **Chris & Gayle Taylor** there for great food, wine & fun. Unfortunately, Ev was in the hospital but Glen was the consummate host! Not only did he drive us to & from the event, but he also made repairs to the Taylor's Spitfire. The car developed a water pump failure. Glen provided a spare & had it installed by the time we returned from the festival! Chris is grateful, as am I. For I got the chance of taking Glen's Mog for a test drive - the first time in a right-hand drive car! We all would

like to thank Glen & would recommend the hospitality at his "Inn & Repair Garage"!

The **Oct 4 Pub Brunch** had 9 people in attendance. Besides gazing at photos from recent events, we also got to admire **Peter Toma's** new BMW acquisition!

The **British Car Autojumble** took place on Oct 25. Vern D-J and a few other members attended. The event had new attractions this year & was part of the collector car auction, so lots to do besides hunt for those elusive parts.

UPCOMING LOCAL EVENTS: Just a reminder of the **Nov 8 & Dec 6 Pub Brunch Meetings**. These are the last that Lynn & I will be hosting. Hope to see you there. Don't forget the **Balfour's Christmas in Cambridge III** on Dec 12, & please RSVP to Sylvia! A side dish & BYOB would be great. We will have some "aged" beer there, remaining from the Fall Weekend, though.

A decision on the recipient of the **Doug Price Award for 1998** has been made. We hope to make a presentation at the Christmas Party.

FINAL WORDS: As this is our last "Prez Sez", we would like to thank everyone for the great times over the last number of years. We thank Vern for relieving us at this time & know that he will do an outstanding job as the President. We look forward to assuming the mantle of Past Presidents, and feel that we are on a high point. We're proud at how this small club has improved since the early 1990's. The coffers are in good shape. Membership is way up compared to earlier in this decade. Attendance at club events has improved, especially this year! (We remember Pub Meetings a few years ago that had only 3 folks there, including Lynn & I.). We have an excellent newsletter (really! Many people say that, even outside of our own group). It's good to leave things in better shape than you found them. The present state of affairs will continue, if people feel it is worthwhile & choose to preserve & improve upon it!

"See you down the road"

Fred Kuzyk



3 *The Co-Prez Sez*
 5 *Events Calendar; Editor's Notes & News*
 7 *Interclub Activities*
 8 *4th MSCCC British Car Toy Run -- Art Sharpennessel*
 13 *Notes from the East*
 14 *Notes from the West*
 15 *Thanksgiving Run -- Vern Dale-Johnson*
 16 *To Newfoundland and Back -- Ray & Mary Shier*
 18 *Maurice Owen -- Win Sharples*

20 *Scuttlebutt Corner*
 23 *+4 on the Isle of Man -- Alan Marsh (from The Rough Rider)*
 24 *One of a Kind -- Michael Pistol (from the Toronto Star)*
 26 *The 15th Annual British Car Day (from Old Autos)*
 27 *Classic autos meant for driving (CAAR-GB rally, Toronto Star)*
 29 *Boot 'n Bonnet British Car Day (Old Autos)*
 Classified
 Membership renewal / Executive

SCHEDULED EVENTS FOR 98 & 99 (CANADIAN MORGAN CLUB EVENTS IN ITALICS, TORONTO EVENTS):

Dec 6 *MSCCC Pub Brunch*, Queens Head Pub, Burlington, noon til 3:00 (info 905-336-0251)
 Dec 12 *MSCCC Christmas Party*, Balfour's in Cambridge, RSVP to 519-621-1772
 Jan 9 *MSCCC Pub Brunch*, Queens Head Pub, Burlington, noon til 3:00 (info 416-530-4599)
 Feb 6 *MSCCC Pub Brunch*, Queens Head Pub, Burlington, noon til 3:00 (info 416-530-4599)
 July 16-19/99 **MOG 99**, Stirling Scotland, check out <http://www.dundee.ad.uk/~sdwscott/>
 April 18/99 **Ancaster British Sportscar Flea Market & Car Show**, Ancaster Ontario, 905-957-2429
 April 25/99 **British Wheels & Wings, The Santa Monica Museum: 310-392-6605 or, rfeibusch@loop.com**



Editors Notes:

Vern Dale-Johnson (vern_dj@msn.com)

Dilemma, dilemma.... what to do when Mary Shier sends in a cover shot "Morgan on Tundra" and we've already selected an appropriate graphic??? Why, of course, have two covers! Hope you enjoy, if you don't like the one I've selected (at random), just turn it over! The "Morgan-on-Tundra" cover was a must after Mary requested: "I'd like this photo on the cover of "the Blurb" to counter complaints regarding the "subject matter" in the Sept/Oct issue". I think Mary's referring to the cheeky Tanase cover -- Jacques Gallien told me there would be days like this! Well, ladies, you now get your chance as Sylvia Balfour will be taking over the editor's position at the Blurb. Not to be outdone, I have saved a rather naughty group of Tanase's that will be the subject of a special edition available only on request (well, maybe not). Watch your mailbox!

Mary & Ray put 7500 miles on their 66 Morgan 4/4 this summer, most on a trip from Toronto through to L'Anse Aux Meadows on the northern arm of Newfoundland. That is a trip to make even a Mousquitaire proud! Mary wrote-up her thoughts on the trip using one of those Apple units donated to the Ontario school system -- with Claris Works as the program. Try as we might, without some herculean effort this was not going to be read by any IBM compatible! Had to finally give it back to Mary and ask for "hard copy" -- sorry if this issue seems a bit late -- blame the above tale.

Executive Nominations: All Executive Positions are still open for nominations -- we are, in fact, totally underwhelmed by the interest and response the membership is showing. Anyone out there read this stuff?? Has chattering along in your MOG all summer left you brain numbed?? Nominations are for **President, Vice President, Treasurer, Regalia, Events Coordinator, Blurb Editor & Publisher, and**

Interclub Events Coordinator. Current incumbents may stand for re-election. Although nice-to-have not all executive members have to be from the Greater Toronto area. **Again, we should all realize if we don't get members to "serve" we may have no option but to essentially fold the club or moth-ball it until others pick up the standard.** So..... if you can, please get involved!

Note your new Prez has scheduled the first two Pub Brunch's for the MSCCC Toronto area at our "old watering hole", the Queens Head Pub in Burlington. Input is sought regarding appropriateness of this site or others..... **You can see that the early 99 event schedule needs to be filled in. Your new Prez will not be the events coordinator! Please discuss your event suggestions and dates with the Prez, Past Prezes, Treasurer, or Blurb Editor. We will continue to list open-marque events organized by other clubs.**

Despite suggestions from other British Car Groups that the **Toy Run** remain a "Morgan event", no Toronto area Morgan SCC organizers have ventured forth and no other Canadian Morgan Groups have picked up the standard..... I agree the Toy Run is a fitting event for Morganeers to host but without a club effort this is not going to happen. Fortunately we have another Brit Car group, the Saloon Club, who have offered to organize the 1999 5th Annual British Car "**Toy Run**". They can use help and let's hope there are some Morganeers who will pitch in for the cause come next summer.

"Pay Your Dues! Please". Enclosed you will find a membership renewal form. The message is quite clear, if your mailing label says "98" this is the last Blurb you're entitled to. If it says "99", or "99, 00" you're already paid up



Interclub Activities:

Ed Burman (elburman@cyberus.ca)

We live in one world, we are not alone! For some this is a comforting thought. Scattered throughout our hemisphere are an incredible number of people who have a fixation on Old British Cars (should we call the Geriautophiles?) In any event, many belong to a club, group, or registry. Many of these have a newsletter, magazine, or web-page. Editors of newsletters trade and thus, we get an opportunity to taste a small bit of what is going on in our hobby. These newsletters are circuited through to me, and I in turn extract what I think is of note. The following are those groups who share their publications with the MSCCC....

MISCELLANY -- Morgan Sports Car Club
The MORGAZETTE -- Northern California MSCC
MORGANOTES -- MOG of Western New York
FORMAT -- Morgan Plus Four Club
MOGAZINE -- Morgans on the Gulf MOG
The ROUGH RIDER -- MCC of Washington, DC
MOG BELGIUM -- Belgium MOG
NW MOGAZINE -- MOG Northwest
OhMOGGIE -- Ohio MOG
MOPS MANIA -- Morgan Owners of Philadelphia
The MORGANIZER -- Greater Ottawa MOG (GoMoG)
The MORGAN EAR -- Morgan Owners Club of Australia
The MORGANEER -- Journal of the 3/4 Morgan Group
The FLEXIBLE FLYER -- MOG Great Lakes
RAGTOP -- Toronto Triumph Club
OCTAGON -- MG Car Club of Toronto
The OILY RAG -- British Saloon Car Club of Canada
The SPANNER -- Boot 'n Bonnet Club (Kingston, Ont)
The TRIBUTE -- British Sportscar Club
BRITISH MARQUE NEWS
OLD AUTOS

Interested in more information on any of these groups?
Contact Ed Burman 613-839-3041 or by email as above.

Indy British Motor Day, Sept 25-27

There were only 7 prewar cars at the **Children's Grand Prix** in Indianapolis so they put a few vintage Indy cars on the track with us during practice sessions. Being passed by an Offy powered Champ car is one of life's great orgasmic experiences. What a great sound, especially for a native Hoosier. We had two trikes, two '36 4/4s, a beautiful Riley Imp, and two "prewar" MGTDs:

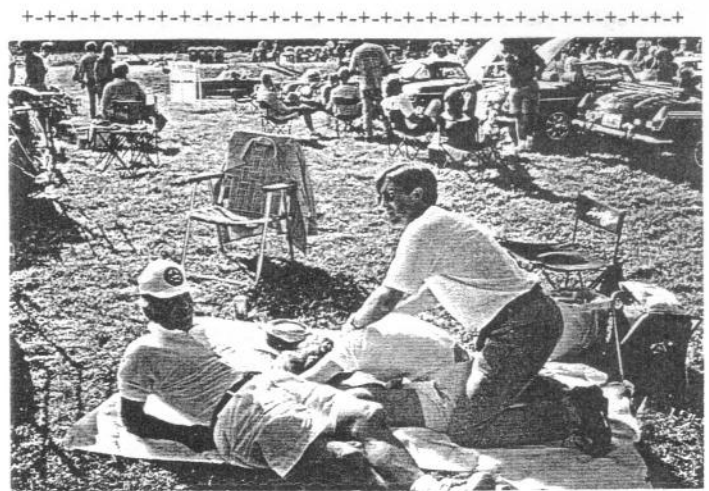
Kevin Clemens	52 MGTD
Fred Sisson	38 Morgan Trike
Bob Wilson	37 Morgan 4/4
Marv Primack	37 Morgan 4/4
Pete Olson	32 Morgan Trike
Bill Alexander	35 Riley Imp
Dick Rupp	53 MGTD

During practice, we each found our own race partner. Pete Olson's 32 Trike was a close match with the Imp, the two 4/4s were a bit faster and lapped together. Kevin was out in front somewhere and I was alone behind him.

The trike has a disadvantage of only one rear wheel and an advantage of being able to easily change the final drive ratio with a simple sprocket change. Frazer-Nash must be the best

of both worlds.. I changed "up two teeth" for the race and it helped a lot as the course is pretty fast (for us) with only about one or two gear changes per lap. This allowed me to pull a really good lead on Kevin in the two straights- then he would come close to passing me in the turns- then another straight. We were going to "play" during the race, but I don't like to pass or be passed at those speeds so I decided that the best tack was to get farther in front & that's how the race went. On the last lap I came up behind the two 4/4's and we drove the three Morgans down the straight three abreast for the checkered flag. We got a standing ovation from the corner workers.

--Fred Sisson



Ed Burman's resting -- what is Claude Jacques doing??

Cathy Kaufman photo

Repairs to Rally Instruments

Hi folks, I think it was Vern D-J. that found a rally computer. At Hershey I came across a fellow that sells and repairs Halda, Curta, etc vintage rally stuff. He is:

Len Picton
9534 Longview Drive
Ellicott City, MD 21042
410-461-6927

Regards, Tony Souza

1998 British Car Day winners

Although not possible to give winners for all categories, the Toronto Triumph Club's 1998 event at Bronte Creek Park in Oakville, Morgan class, was hotly contested including the presence of several new, and some old Morgans. Winner was Jim Snyder who comes up from New York each year in his +8, 2nd was Glenn & Evelyn Nigh and their freshly restored +4, and 3rd went to Rick & Wendy Andrews for their 4/4. Others seen at the event were the Kuzyk's, J&S Beer, Rens', Bob Tescione (from the Western New York club), Toma's, Shier's, Paul Whittaker, Dave Smith, B&B Morgan, etc.... a record turnout of Morgans and Morganeers. See Old Autos article in this issue.

4th British Car Toy Run Report:

By F. Art Sharpenwessell

Will there be a "5th British Car Toy Run" in 1999? We can't say for sure at this point but a few individuals & clubs are thinking about the prospect. All we can say for certain is that the "4th British Car Toy Run" was the final one for founders Fred & Lynn Kuzyk of the Morgan Sports Car Club of Canada. Despite some stormy weather in the morning, the 1998 version of this event was a success. Over 100 cars came to participate and raised over \$1000 dollars & many fine toys & other donations for the "Operation Santa Claus" Christmas charity. No rain occurred during the Run & it was warm & windy at the show! Some of the rarer cars included an Aston Martin DB4, a 1930's Morgan Trike, an original 427 AC Cobra, and a one-off Bugatti replica.

Once again, participants gathered at the picturesque Halton Region Museum at Kelso Conservation Area in Milton, Ontario. Vehicles received free entry onto the grounds. The only entry requirement was a donation to the charity. Thanks to the Museum's volunteers & firms such as Miller's Bakery of Georgetown, donated food & beverages were offered at a nominal cost - with all proceeds going to the Museum & the charity. Participants received a free dash plaque, as well as an ample goody bag (which this year included such goodies as donated computer CDs on bed & breakfast establishments in Canada, courtesy of Ottawa MG enthusiast Trevor Boicey). Land Rover was the Featured Marque this year, as 1998 marked the 50th anniversary of this marque. With the assistance of Trevor Easton & the Toronto Area Rovers Club, Land Rover Canada sponsored the "Chili Bash Awards Party", as well as donating a number of fine door prize items. Commemorative posters were created by MSCCC member Hendrik Rens, which were posted at area Land Rover dealers & local businesses. In addition, a Land Rover "artillery tractor" was provided by the Land Rover Club, as Santa's ride for the driving tour. Santa & his "Christmas Seal commandos" appreciated a vehicle that was unstoppable!

The posters were also offered for sale at \$2 with all proceeds also going to the charity. The Morgan Club once again picked-up the tab for the dash plaques, awards, DJ, & other incidentals.

The Halton Regional Police once again arrived to escort the convoy. With Land Rovers & Morgans in the lead, the procession slowly made it's way to the Maplevue Mall in Burlington, following a route used the previous year. One Morgan refused to start & sadly was left behind. The media were out again. Apparently, a crew from ONTV television arrived to video the procession - but arrived too late!

At the mall, Jimmy & Susan Lomax & their helpers & elves received the donations. Many cars were decorated in the festive spirit, so the "Most Christmassy Car" choice was a difficult one! Nonetheless, the judges did their best in each category. A real treat occurred for some folk when MSCCC member Dave Smith offered to give rides around the mall in his 1930s vintage Morgan Trike for a \$10 donation to Operation Santa Claus! Unfortunately, the Trike developed some bearing noises & the rides discontinued. However, MSCCC member Paul Whittaker carried on said rides in his one-off Bugatti replica. Thanks to these gentlemen for the novel idea of raising additional donations!

After the show at the mall, participants relocated to the third stop, nearby King's Court Hall, for the Land Rover awards party. Jimmy Lomax presented plaques to the Halton Region Museum, Maplevue Centre, Fred & Lynn Kuzyk, & to Hamilton Firefighter Larry Rees - who has played the role of Santa each of the four years. A club donation was made to Jimmy for \$300 by the Toronto Triumph Club (which has made such donations each year of the Toy Run). In addition, a large amount of toys were collected this year at the Toronto Triumph's "British Car Day" event, the week before. Isobell & Harold Greenfield of the Toronto MG Club volunteered to conduct the 50/50 draw ticket sales. They presented \$227 to an unidentified lady, the other \$227 was presented to Jimmy for his charity. A bevy of door prizes were also offered up. Incoming Prez, Vern Dale-Johnson presented a framed 4th Annual MSCCC British Car "Toy Run" poster to Fred & Lynn as a fitting reminder of their efforts in spearheading, coordinating, and organizing the past 4 "runs".

AWARD WINNERS:

Jimmy Lomax's Favourite: Derek Job (Austin-Healey)

Jimmy Lomax's Favourite: Margot Heyerhoff (Morgan)

Santa's Favourite Land Rover: Len Perdic

Santa's Favourite Jaguar: Bruce & Bess Davis

Santa's Favourite Triumph: Heather Wilson

Santa's Favourite Morgan: Glen & Evelyn Nigh

Santa's Choice: Tom Tollefson (Land Rover Artillery Tractor)

Furthest From The North Pole (Long Distance): Bill Leacock
(Land Rover from New York)

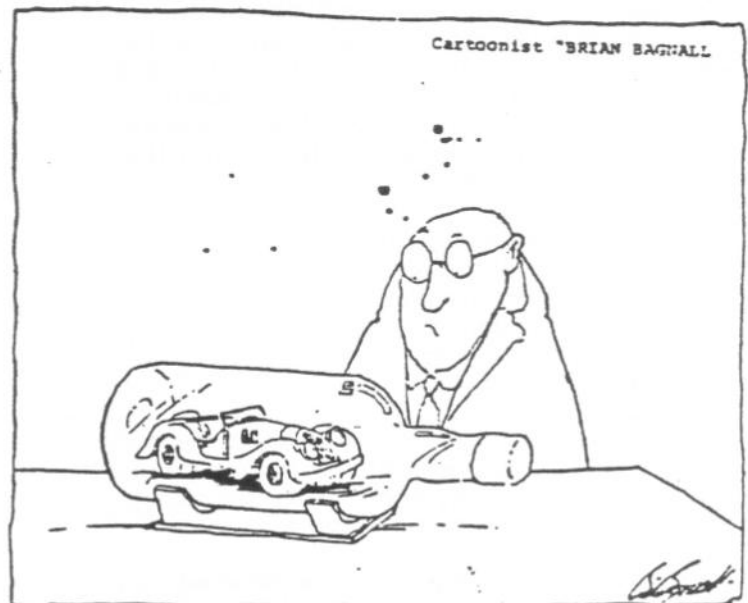
Frosty The Snowman Award (coolest car): Dave Smith (1933
Morgan Supersports 3-wheeler)

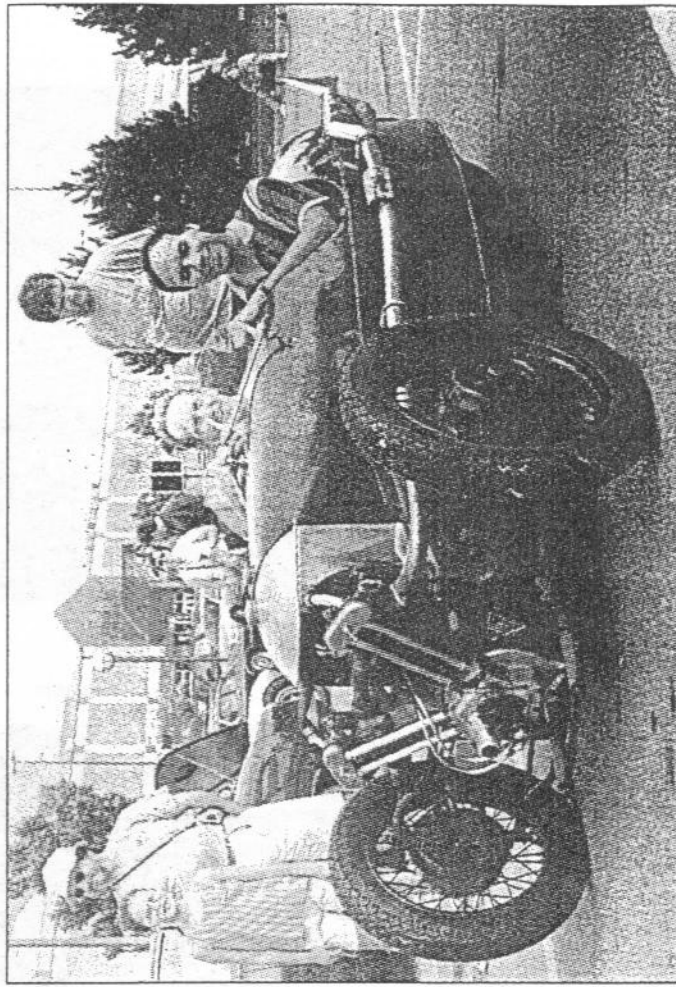
Most Xmas Folk: Trevor Easton (Land Rover Club)

Most Xmas Folk: Russ & Sylvia Balfour (Morgan Club)

We thank all those who came, the contributors, judges, parking lads, & volunteers, media, as well as those clubs who promoted the event over the years. Special thanks to John & Sharon Fitchie for the logistical support with their van, & to Doug Turner & family for pitching-in where needed.

-- Art





Glen Cavers of Campbellville, who was also showing his 1968 Jaguar 420, is squired around the Mapleview Centre parking lot by David Smith in his 1933 Morgan Supersports during the British Car Toy Run for Operation Santa Claus.

Wheels may come off Toy Run

The threat of stormy weather reduced the numbers a little, but organizers still consider the fourth annual British Car Toy Run a success.

While this year's Toy Run is considered a success, it may well be the last. Fred Kuzyk, who with his wife Lynn has organized the Run for the Morgan Sports Car Club since its inception, said he and his wife will not be doing another, after four years of organizing it and more than eight years involvement in running the club.

Finding an individual or group to take over the Toy Run may not be too difficult — there are some 26 clubs in the British Car Council, with about 3,000 members total.

Among the marques participating this year were Morgan, Triumph, MG, Jaguar, Austin Healy, Lotus, and the featured marque, Land Rover.

About 125 cars gathered at the Halton Region Museum in Milton's Kelso Conservation Area and took the police-escorted tour to Mapleview Mall in Burlington. Cash donations of about \$1,000 and the toys collected will go to Operation Santa Claus.

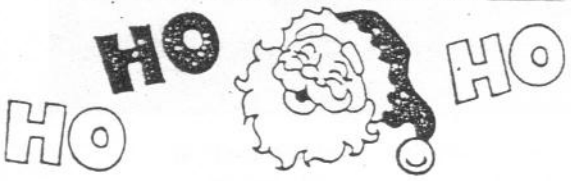
The oldest car in the group this year was a 1933 three-wheeled Morgan Supersport owned by David and Pauline Smith of Beamsville. They brought the car with them when they emigrated from England.



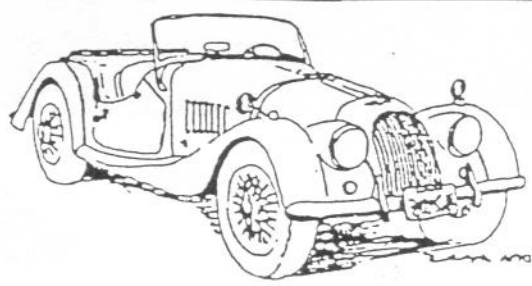
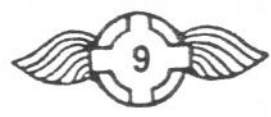
Photo by GRAHAM PAINE

Toying with Santa

Four-year-old Laura Matthews couldn't resist checking out this Santa doll at the annual British Car Toy Run for Operation Santa Claus Sunday at Kelso. The toys collected will be given to underprivileged children over the holidays, which are coming soon.



British Car Toy Run





Lining up for the Toy Run, Sept 27.
VD-J photo



Morgan paddock at the Toy Run, Margot Heyerhoff and her award winning 4/4.
VD-J photo



Andy Stewart's 39 MG VA.
VD-J photo



125 British cars in the 4th Annual Morgan Sports Car Club of Canada "Toy Run"
VD-J photo



Rovers at Maplevue Centre
VD-J photo

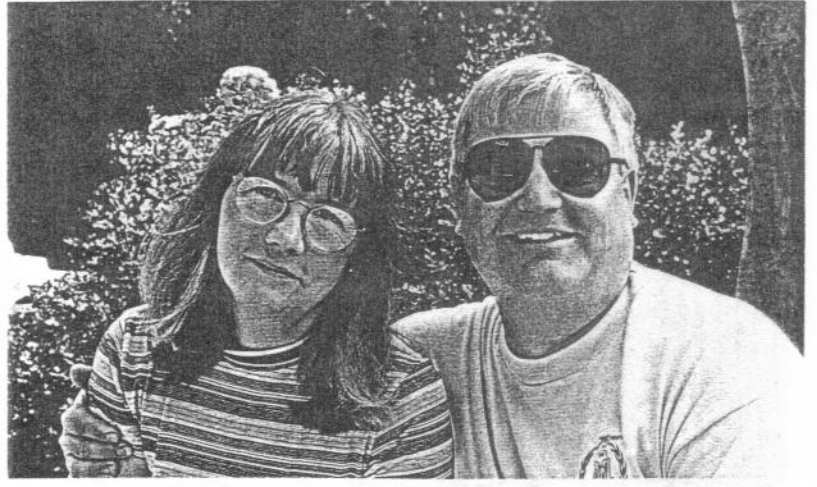


Land Rovers at the Toy Run, "Santa's sled" at the end of the line.
VD-J photo



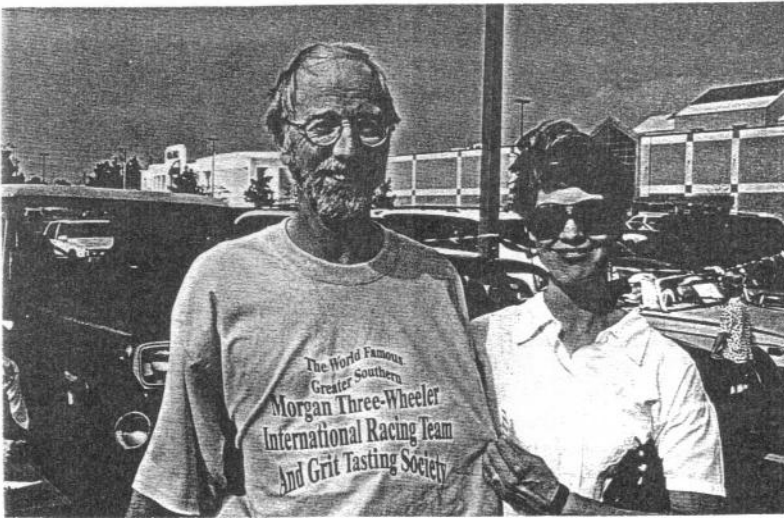
Of course Christmas is for kids...
Santa (Larry Rees) collecting &
giving out.

VD-J photo



New members Chris Walker & Gertha Griffiths,
Burlington, Ontario

VD-J photo



Steve & Jenny Beer -- the shirt came from the
Pittsburgh Vintage GP, see notes from
Fred Sissons.

VD-J photo



Jimmy & Susan Lomax

VD-J photo



The Draper's with their TR4A, just can't
stay away from those Morgan events!

VD-J photo



New Members Phil & Pat Whitehouse,
Flamborough Ontario
(they've a Morgan "in restoration")

VD-J photo





Fred Kuzyk & Jimmy Lomax presenting "Santa's favourite Morgan" award (recently restored +4) to Glenn & Evelyn Nigh. VD-J photo



Jimmy Lomax presenting "Jimmy's favourite Morgan" award to Margot Heyerhoff. VD-J photo

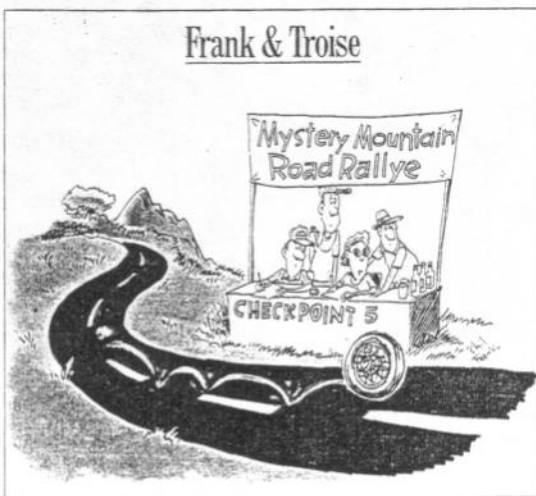


Lynn Kuzyk, manager of Fortinos Holy Smokes in Burlington, in an ensemble with gold accessories.

Hamilton Spectator



Most Christmassy folk award went to Trevor Easton of the Land Rover Club VD-J photo



Road & Track, Dec 97



Although this could be from the Toy Run it's from the Fall Weekend -- Chris & Gayle Taylor in their award winning Spitfire Chris Taylor photo

Notes from the East:

Greg Kaufman (toad@storm.ca)

Evening Vern:

I do remember promising you an update on the rebuild/restoration of Angus my '33 Super Sport. Unfortunately that promise was made a few months ago and I apologize for my tardiness. Enough said. Progress can be summarized with 4 words, "Things are coming together." During the summer I did divide my time between cleaning and repairing the chassis and finishing major sections of the wooden tub. As you will recall two new metal panels (front hood or scuttle and body skirt) were made and the rear deck refurbished last winter. Since September all efforts have been focused on the fitting metal panels to the wooden tub and the subsequent joining of body and chassis. The efforts to ensure mating dimensions between wood and metal have resulted in a body line that is most pleasing and that was a joy to put together.

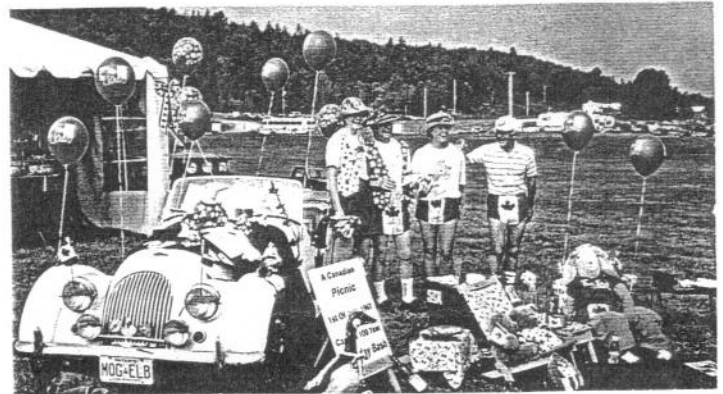
Next, the body was set on the chassis. The fit was perfect. There are still many little details that must be finalized with the wooden tub such as building a tool box and a battery platform,

installing the seat rails and naturally sealing the wood. The metal body is still in primer. After the electrical and mechanical, the painting will follow. Somewhere in here I will install the steering mechanism and the stainless steel double tank (oil and gas) will be final assembled and welded. I have all the necessary pieces for the tank. Friday I even located a new dynamo bracket.

The brakes must be rebuilt, and one can't overlook the front suspension and then we have the ceremony of installing the St Christopher medal. Undoubtedly some steps could be out of order and even some detail that is required may not have been even mentioned. But the time has passed from the act of taking apart to the art of putting together.

Come to "Moggies on the Grass" next year and I will hoot you around the block, "You, me and Angus."

Regards Greg



GoMoG at Stowe, winners of the Most Outrageous Award again! Team of Kaufman, Juris & Burman, with help from Mandrake the Musician, Runy Rabbit, singing sensation Cliffie and the All-Canadian Chicks, and the culture twins Frank and Francois.

Cathy Kaufman photos

I am pleased to inform you that Rudolph's role will not be disturbed. Tradition still counts for something at the North Pole. Management denies, in the strongest possible language, the earlier leak that Rudolph's nose got that way, not from the cold, but from substance abuse. Calling Rudolph "a lush who was into the sauce and never did pull his share of the load" was an unfortunate comment, made by one of Santa's helpers and taken out of context.

As a further restructuring, today's global challenges require the North Pole to continue to look for better, more competitive steps. Effective immediately, the following economic measures are to take place in the "Twelve Days of Christmas" subsidiary:

- > The Partridge will be retained, but the Pear Tree never turned out to be the cash crop forecasted. It will be replaced by a plastic hanging plant, providing considerable savings in maintenance.
- > The Two Turtle Doves represent a redundancy that is simply not cost effective. In addition, their romance during working hours could not be condoned. The positions are therefore eliminated.

Dear Morganeers:

The recent announcement that Donner and Blitzen have elected to take the early reindeer retirement package has triggered a good deal of concern about whether they will be replaced, and about other restructuring decisions at the North Pole.

The streamlining is due to the North Pole's loss of dominance of the season's gift distribution business. Home Shopping Channel and mail order catalogues have diminished Santa's market share. He could not sit idly by and permit further erosion of the profit picture.

The reindeer downsizing was made possible through the purchase of a light but more powerful +6 reindeer Japanese sled for the CEO's annual trip (although the MMC had suggested a +10 reindeer model to replace the aging +8). Improved productivity from Dasher and Dancer, who summered at the Harvard Business School, is anticipated. Reduction in reindeer will also lessen airborne environmental emissions for which the North Pole has received unfavorable press.



- The Three French Hens will remain intact. After all, everyone loves the French.
- The Four Calling Birds will be replaced by an automated voice mail system, with call waiting option. An analysis is underway to determine who the birds have been calling, how often, and how long they talked.
- The Five Golden Rings have been put on hold by the Board of Directors. Maintaining a portfolio based on one commodity could have negative implications for institutional investors. Diversification into other precious metals as well as a mix of T-bills and high technology stocks appears to be in order.
- The Six Geese-a-Laying constitutes a luxury which can no longer be afforded. It has long been felt that the production rate of one egg/goose/day is an example of the decline in productivity. Three geese will be let go, and an upgrading in the selection process will assure that from now on every goose management gets will be a good one.
- The Seven Swans-a-Swimming is obviously a number chosen in better times. The function is primarily decorative. Mechanical swans are on order. The current swans will be retained to learn some new strokes and therefore enhance their outplacement.
- As you know, the Eight Maids-a-Milking concept has been under heavy scrutiny by the EEOC. A male/female balance in the workforce is being sought. The more militant maids consider this a dead-end job with no upward mobility. Automation of the process may permit the maids to try a-mending, a-mentoring, or a-mulching.

- Nine Ladies Dancing has always been an odd number. This function will be phased out as these individuals grow older and can no longer do the steps.
- Ten Lords-a-leaping is overkill. The high cost of Lords plus the expense of international air travel prompted the Compensation Committee to suggest replacing this group with ten under-employed Senators. While leaping ability may be somewhat sacrificed, the savings are significant as Senators want to appear busy and thus will work for off season travel to our health spa.
- Eleven Pipers Piping and Twelve Drummers Drumming is a simple case of the band getting to big. Substitution with a string quartet, a cutback on new music, and no uniforms will produce saving which will drop right to the bottom line.

We can expect substantial reduction in assorted people, fowl, animals, and other such overhead. Though incomplete, studies indicate that stretching deliveries over 12 days is inefficient -- if we can drop-ship in one day service levels will be improved. Regarding the lawsuit filed by the attorney's association seeking expansion to include the legal profession ("Thirteen Lawyers-a-Suing"), action is pending. Lastly, it is not beyond consideration that deeper cuts may be necessary in the future to stay competitive. Should that happen, the Board will request management to scrutinize the Snow White Division to see if seven dwarfs is the right number.

Happy Holidays!



Notes from the West:

Mike Powley and Ron Theroux, contributors (pwlm6079@bcit.bc.ca)

Fred & Vern - great BLURB - taking a chance again with the wrath of the MORGAN ladies on the cover - but hey the guys are happy - a couple of things:

First Vern - the Burkholder Morgan and **Portland All Brits** winning photo - hopefully ready to migrate into the next BLURB - but I think you will have to add the rest of the caption "**MY WIFE, or MY DOG, MAYBE ... But keep your paws off my MORGAN**".

Too you both - I detect a bit of pessimism if not "pure depression" on the participation level in the great MSCCC - and I'm sure I don't have to tell you that 2 members out to an event is a full house and that you are NEVER to worry about stepping down etc. , cause staying and ossifying is even worse for the health of a car club or any other club - if it seems to be going down in numbers consider the quality is going up - like I say to only 2 - I know your club has had its down times but "let go" it will come back or.... well maybe it just 2 members ... right? cheers Mike P.

Thanksgiving Day Run, Oct 11

Report from Vern Dale-Johnson:

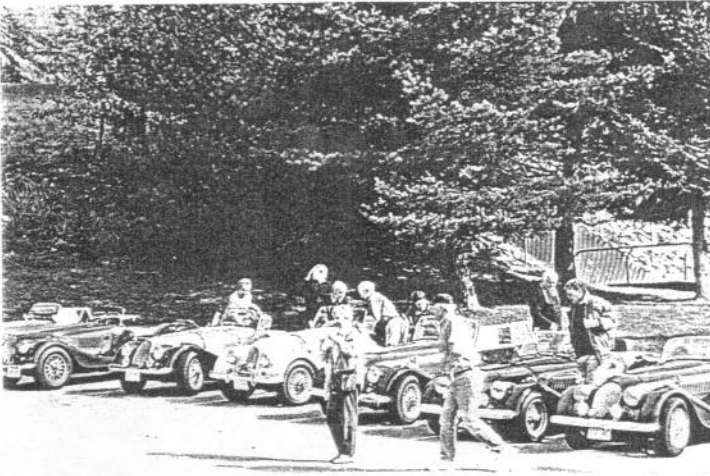
An invitation from brother Rod was enough -- we were invited (Amanda, Marissa, Tanya, Kim and I) along with brother Glen and family to Thanksgiving on the West Coast. As I was already traveling the West during the week prior, and Air Canada had points seats available, there was no excuse -- we were off to Vancouver. Now, knowing the Wet Coast MSCCC / MOG NW group were having their Thanksgiving Day Run on

Oct 11, I just had to attend but... with family in tow or??? After much discussion (and a decision we brothers did not really want to go Beanie hunting), Rod, Glen, Tanya and I were off to join the MOG group at the muster point in Ridge Meadows (up the Fraser Valley for you easterners).

A few were gathered and on introductions we learned more had been but were now off hunting up a fuel line for the McDiamant's +4. By and by 8 Morgans assembled -- Burkholders, Powley's, Miles, McDiamant's, Russell's, Allison's, & Theroux's to follow run master Dave Collis. The DJ boy's with Tanya were to tag along in the "mother ship", Rod's Ford Expedition (we had much discussion prior to leaving on what would be the most inappropriate vehicle to take -- hot Camry, 4Runner, Mystique, or Expedition -- the Expedition won based on sheer bulk compared to diminutive Morgans). Once repairs to the fuel line were made, we were off. Collis led a blistering pace through the back roads between Pitt Meadows and Mission with only the occasional stranger getting inside the "rumble".

What's that -- looks like the Russell's 90's 4/4 has pulled off? Yes, and what's that Jonathan's holding in his hand as he peers into the bonnet? Why a spark plug lead -- with plug attached! Very interesting, these new engines have push and twist plugs?? No.... what is ascertained is the last mechanic hadn't set the plugs -- they were all finger tight. As brother Glen subbed for the mechanic, and a plug wrench magically appeared from within said 4/4, the group was again on their way finishing after 2 hours in the country (many spots very familiar still to the author from a misspent youth) at the Billy Miner Pub in Haney. There we were met by Morgan #9, the

**MOG NW & MSCCC
THANKSGIVING RUN, OCT 11
VANCOUVER – MISSION**



The Rumble of Morgans on the Thanksgiving Run. The Mother Ship (Hannibal has nothing to fear!) .
VD-J photos

Mike Powley supervises as Glen Dale-Johnson works his magic on new MSCCC member Jonathan Russell's Mog. Jonathan, meanwhile, is uses his trusty wrench to ward off evil spirits -- only works before problems occur, Jonathan!
VD-J photo

Mike Powley inducted into the Royal Order of the Washer
VD-J photo

Tanya Dale-Johnson in disbelief that all those badges (Powley's 4 seater) really do constitute a "spoiler".
VD-J photo

familiar 4/4 sold by Jeremy Hinchcliffe to Larry Sharpe (it was looking very nice Jeremy). A few good local beers, some of the usual and expected ribbing re Jonathan's errant plug (and Bob McDiamant's overused turn signal), and a special award for Mr Powley -- the Royal Order of the Washer -- bestowed on him by Les Burkholder the new Northern Pod Rep of the MOG NW. This esteemed award earned on the Vancouver Whistler run in September for most ingenious approach to repair of an errant shift lever. Well earned, Mike!

We did enjoy our run with the Western group, and enjoyed the camaraderie (When asked to comment on the MSCCC I did but then forgot to mention my membership in MOG NW so, you see, I did come with full credentials). Too bad we can't ship Morgan's across the country on Air Canada points! Still must make it out for a Van Dusen. Thanks for the hospitality, and a great day.

Vern Dale-Johnson



My wife, or my dog,
Maybe.....

but keep your paws off my MORGAN



"Excuse Me.....But Is That a '36 Jag?" To Newfoundland and Back

By Mary and Ray Shier in their '66 4/4

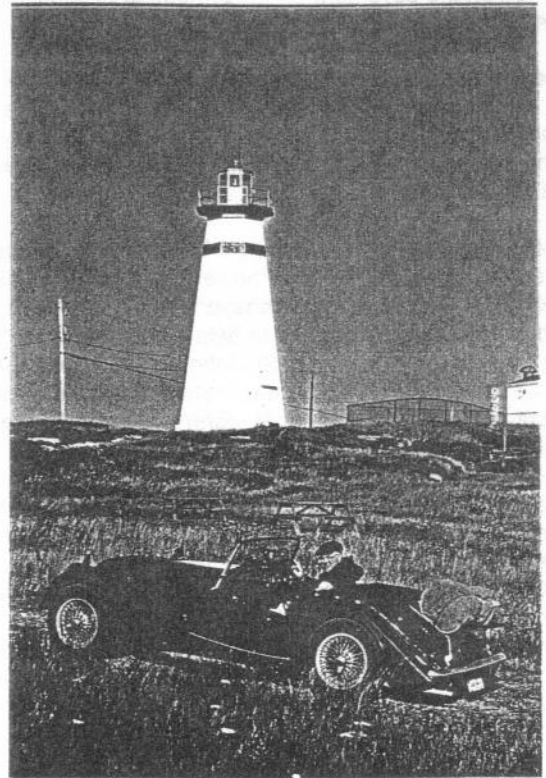
**Weather --- exceptional. Marital -- Mechanical Breakdowns --- None.
Top down most days. Length of trip - 4 weeks - Aug. 4 - Sept. 1, 1998.**

Our trip to the Maritimes 3 years ago served to whet our appetite for a journey to Newfoundland. It was quickly brought to our attention at that time driving a Morgan adds another dimension to one's holiday that cannot be matched while travelling in a more traditional automobile. The Morgan acts as a facilitator for enhancing relationships along the way ---- relationships that will always remain with us.

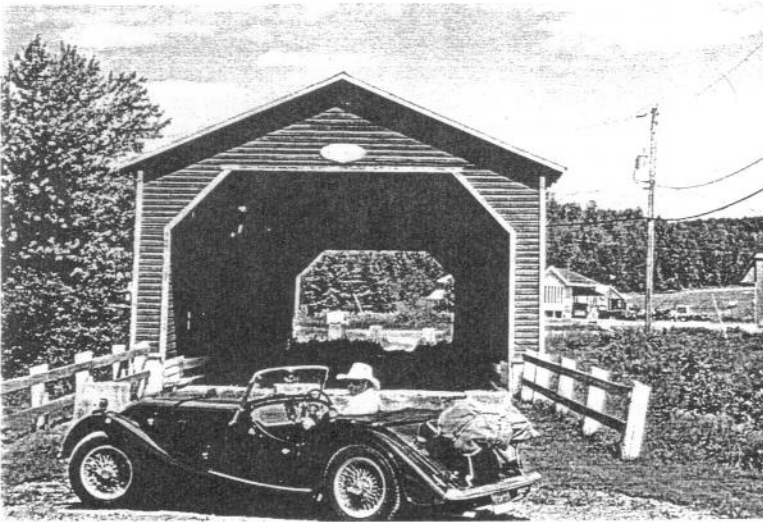
It started at the ferrydocks in North Sydney, Cape Breton Island when the ship's crew and officials came over to chat

with us about our funny little car prior to boarding the "Joseph and Clara Smallwood". The sailing was a smooth one despite the 14 hours on water. The hard part was trying to get some sleep on board with other individuals who had closed down the bar and refused to go to sleep. After disembarking at dawn in the fog and rain we followed the coast south and stopped at a convenience store. Within minutes the local gentry had arrived from nowhere to examine the car "all the way from Ontario". This stop was our first lesson in learning to listen more carefully to what was being said to us. Ray was

Morgan on Tundra



No APEC problem here. Posing with RCMP in Charlottetown, P.E.I. "To Serve and Protect".
photo by Mary Shier

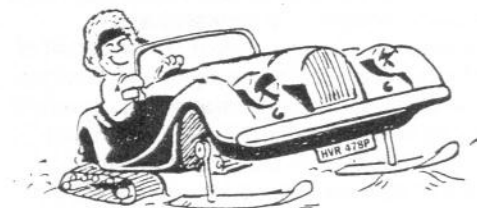


One of many covered bridges along the St. John River in New Brunswick. Kiss'n'Ride, Make a wish.
photo by Mary Shier

Lighthouse at Cape Ray, Newfoundland
photo by Mary Shier



Destination Achieved, L'Anse Aux Meadows. Yes, we need new springs!
photo by Bus Driver



immediately impressed with the rules of the road on "The Rock". On the TCH {Trans Canada Highway} you are encouraged to drive on the right. When the divided highway merges into one, the left lane disappears with a yield sign printed on the pavement ----- something to consider in this part of the woods.

The caribou did not appear to be a threat to us or the car but we were warned by everyone to beware of the moose on the road at dusk and dawn. People everywhere were very concerned about our welfare while driving in that little car all the way from Ontario.

Upon our arrival in St. John's, we became a bit confused when searching for our B&B however a chap in a pick-up truck (THE vehicle for the transportation of fish, logs, moose and always 3 guys) stopped to help us find our way. "That's the 1st Morgan I've seen in St. John's -- just follow me!". And so we were escorted to our destination. An aside -- ask Ray about the wine & women of St. John's. George St. closes nightly to traffic for party time.

The roads in Newfoundland were much better than what we had anticipated. Every province has its good roads and other roads. The TCH is long and straight (9 hours from St. John's to Cornerbrook). We arrived in Deer Lake, the gateway to the northern arm and received a complimentary carwash from an admirer's boyfriend. The western coast is very different with its own unique and rugged beauty. The drive north along the coast could have been a drive along the Pacific coast -- clear, cool, sunny, and breezy -- the ocean like a pond!

Our visit to L'Anse Aux Meadows (Viking Settlement of 1,000 years ago) was done in similar weather conditions. We were very lucky! The lads at the gas station in St. Anthony had to take a break from work when we arrived and peppered us with questions and comments. Ray refused to stop for a photo-op of 3 moose by the side of the road. They tend to be rather

stupid and unpredictable. They also weigh a lot. Grose Morne National Park also keeps a running tally of moose/caribou motor vehicle accident stats posted on a large sign for motorists to think about and consider: Moose - 26; Caribou - 7.

Cape Ray, near Port Aux Basques, triggered our curiosity so we decided to go there. It was another beautiful day -- a lazy ocean -- a summer breeze -- bright sunshine -- a lighthouse and a recent archeological discovery of an early habitation of a nomadic people dating back 3,000 years. The road was barely a road but it was the only road. On our way back to the TCH, we were beckoned by a group of friendly people to "stop your car and come on in!" whereupon we were offered a cold beer and friendly conversation. They had been celebrating all weekend and were pretty well partied out. We were invited for the evening meal but declined as we had to finalize our plans for departure the next morning to "the other side" a.k.a. Cape Breton.

Our last image was an incredible fishing village east of the ferrydocks by the name of Rose Blanche. All houses, garages, and utility sheds were perched on massive rocks just like the puffins and gannets overlooking the cove. The road on either side was paved and barely one car in width. The news spread quickly about the arrival of a strange little car. Two young chaps escorted us on their motorbikes down a road that we would not have found on our own to the partially restored stone lighthouse (a unique and unusual design but very quaint). This village is a must when you go to Newfoundland.

Once again the Morgan created an opportunity for us to meet and engage in conversation with the local people. The weather also allowed us to drive with the top down on most occasions throughout the month we were away. The people of Newfoundland were very friendly and helpful but most of all they are not pretentious ----- they are sincere and real.

Maurice Owen:

Maurice Owen, for many years a director of the Morgan Motor Company, has been taken from us, on the 2nd of September, 1998, felled by a stroke. Auto racing bred, as have been so many of his MMC colleagues, he was known to us all as "the father of the +8". Until his retirement he had served as Morgan's director of engineering. As full as his life had been it seemed far too soon to have lost him. As honoured as he has been, it seems far too cruel for us to have been deprived of a chance to have told Maurice what he had meant to us. One wondered if he had really known what he had accomplished -- and what we thought of him.

Years ago, when I worked in the business of film, I was taken by film composer friends to meet the widow of Max Steiner. Max, to us something of a god of the craft of film music, had invented the form, as had my own father, Warner Bros.' Stalling, and MGM's Bradley hewn out the peripheral craft of music for the animated cartoon. The meeting had great resonance for me.

After chatting, Mrs. Steiner asked me if there was something special I might like to see from among the hundred red leather-bound scores lovingly preserved. I asked if I might

Win Sharples, Purcellville Virginia, Sept 6/98

see the score to JEZEBEL, to see in Max's hand the achingly beautiful "Waltz". I traced through every note. I well remember turning to her and asking, "Do you think he had any idea how much he had meant to so many, many people?" I recall her sadly shaking her head. "Poor little Max. No, he never had any idea. It was just a job. He wrote down notes, and they paid him for it. No, he never really knew what he had accomplished". Nor, had my dad.

Did Maurice know, really know, what he had done, what he meant to all in the world-wide Morgan family? Had I told him what he meant to me?

Maurice Owen's place in our history books is secure. All know how he came to PHG Morgan, asking if he might purchase a chassis, into which he might be able to fit that little aluminum block V8 from the Buick Skylark. PM pondered and suggested Maurice might like to take on that job on behalf of Morgan, in need of a replacement for the aging +4. Maurice did precisely that; and just as a new generation was reaching the age of auto-buying affluence, searching for a lean and powerful wolf garbed in the sheep's clothing of tradition, Morgan had just what they were looking for. So the Morgan

Motor Company hitched its wagon to Maurice's star, calling it the +8, in their prosaic way; and indeed it was an Eight, and by God it was a Plus.

For many years Maurice and beloved Jean led a second life as well. In Upton-on-Severn they owned a wondrous place called "The Star" -- the sort of Inn where guys in tweeds and Barbour jackets came in their muddy Wellies and downed their bitters while their retrievers slept at their feet. "The Star" was an uncommonly fine restaurant in which they took great pride. A few years back, when the effort became too much for Jean, Maurice had to give it up. But he confided in me with great seriousness and hope that he had stashed away his chef at another establishment from whence he could recall him when he was able to open up another "Star". Now he never will.

On the wall of our shop, amidst so many treasured photos, are two of Maurice in the prototype Eight at the USA's wonderful Mid-Ohio Morgan Meet, where he, Chris Lawrence, and Bill Fink had been honoured. In one photo he sits beside Jean; in the other, which his great friend Bill Fink, who has for many years owned and raced that initial Eight. If memory serves, Bill's Eight had been driven the 3000 mile round trip to Mid-Ohio, to take its place admirably on the racing track. Such a photo also graces our shop wall, a shot of forty racing Morgans and one man -- Maurice -- standing proudly next to that lovely Eight.

As we know, Maurice was to stay on with Morgan as development engineer, in his marvelously, magically cluttered shop down next to the store of seasoned ash, not far from the crash-tested body of the Morgan Eight that had passed with flying colours the toughest tests Britain's Dept of Transport could devise, enabling Maurice to prove the Morgan safe as well as joyful to drive on Europe's roads. You see, his work had evolved into something quite different, but just as vital to Morgan's future.

Those days, when one visited the works, Maurice was just as likely to be away -- to London, or to Rover, or to the test facility at MIRA -- as to be in his shop. His work now had become tinkering and testing, his gospel drawn from the SMMT's gray-bound multi-volumed bible of motor vehicle safety standards. Without meeting those standards our Morgan could not be sold, that that bible's commandments -- 33 different ones for the USA -- ruled the day.

We had come along by then, Homer Deakins, I, and our young engineer (staying the night at "The Star" for luck) the time we were granted the cherished agency that was to become Cantab. Although MMC policy was to require the various foreign distributors to handle their own required modifications -- on the principle they would know these best -- Maurice was always there to talk things over and offer advice. He and I shared a conviction that one day the US agents would work more closely with each other and with the engineers at Morgan. And sure enough, the arrival of the air bag requirement, a requirement we had to meet or stop selling cars, brought just that cooperation about.

When I realized Maurice was nearing retirement in the midst of the project I went to him. "Will you stay involved?" I asked. He nodded, "Well, I got you and Bill into this; I'll do my best to see you through."



Of course he hadn't "got me into it". My own audacity and lack of understanding of the task, together with Homer's calm wisdom and patient enthusiasm had been enough. But he certainly gave me hope and the courage to stubbornly persist, believing we might one day lick the enormous challenge of the air bags.

In time Maurice did step down, to be replaced in the active role by the steady and capable Bill Beck. In time the Brilliant Chris Lawrence joined the crew, working in his own shop within the works on special projects vital to the future. At Beck's side is young Mark Reeves who works directly with us on the development of a universal US Morgan. But Maurice kept his promise and always maintained his interest and his encouragement of those whom he had "got into it".

There is a huge irony in this sad moment. When the call came from the works I was sitting amidst the final build forms for Cantab's prototype 1998-spec Morgan, with full air bag system and a fully certified 4.0 Rover V8, with countless new changes, built from many new stronger and longer-lasting materials, enough stainless steel and aluminum to gladden the heart of Maurice Owen, yet in every way a Morgan -- the best and safest ever built. We begin build on the 7th of September; I write this tribute on the 6th.

Many have and many will contribute to today's Morgan, the culmination of PHG Morgan's vision and the beginning of Charles's; but none with more heart than Maurice Owen who "got us into it" and kept his promise to see us through. I truly hope he knew how much he meant to the project, to Morgan, and to us all.

On our wall of honour is another photo which I enclose. I had traveled to Malvern for the day of retirement of Maurice's colleague and co-director, Derek Day, stepping down after 50 years at Morgan. I took this photo of the old friends together. Ruth and I sat with Maurice and Jean, and Chris Lawrence at Derek's send-off. It was the last chance I had to talk to him.

With all my heart, thanks for a job well done, Maurice. you will be missed. "Old father, old artificer. Stand us ever in good stead."

WSS, Purcellville, Virginia, Sept 6/98.



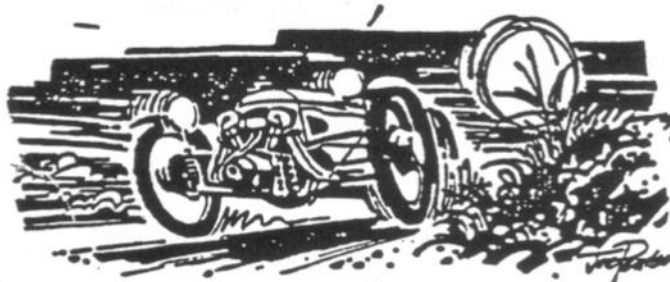
Maurice Owen and Derek Day at Derek's retirement
Win Sharples, photo

TOYOTA Too Often Yankees Overprice This Auto
 VOLVO Very Odd Looking Vehicular Object
 VW Virtually Worthless
 and for your biking enthusiasts.....
 BSA - "B*st*rd's Stopped Again!"

--Richard Cooperman '67 Morgan 4/4 RHD

"See you down the road"

Hairy & Hellen.



+++++

One day, a Mechanical Engineer, Electrical Engineer, Chemical Engineer and Computer Engineer were driving down the street in the same car. The car broke down.

The Mechanical Engineer said "I think a rod broke."

The Chemical Engineer said "The way it sputtered at the end, I think it's not getting gas."

The Electrical Engineer said "I think there was a spark and something is wrong with the electrical system."

All three turned to the computer engineer and said, "What do you think?"

The Computer Engineer said, "I think we should all get out and get back in."

+++++

Subject: Auto Acronyms:

Thought the following might amuse the list, apologies for its lack of Morgan content.

- AUDI Accelerates Under Demonic Influence
Always Unsafe Designs Implemented
- BMW Beautiful Mechanical Wonder
Big Money Works
Bought My Wife
Brutal Money Waster
- BUICK Big Ugly Indestructible Car Killer
- CHEVROLET
Can Hear Every Valve Rap On Long Extended Trips
Cheap, Hardly Efficient, Virtually Runs On Luck
Every Time
- DODGE Damn Old Dirty Gas Eater
Drips Oil, Drops Grease Everywhere
- FIAT Failure in Italian Automotive Technology
Fix It All the Time
Fix it again, Tony!
- FORD backwards -- Driver Returns On Foot
First On Recall Day
First On Rust and Deterioration
Fix Or Repair Daily
Found On Road, Dead
Fault Of R&D
Fast Only Rolling Downhill
Features O.J. and Ron's DNA
- GM General Maintenance
- GMC Garage Man's Companion
Got A Mechanic Coming?
- HONDA Had One Never Did Again
- HYUNDAI Hope You Understand Nothing's Driveable And
Inexpensive...
- MAZDA Most Always Zipping Dangerously Along
- OLDSMOBILE
Old Ladies Driving Slowly Make Others Behind
Infuriatingly Late Every day.
Overpriced, Leisurely Driven Sedan Made Of Buick's
Irregular Leftover Equipment
- SAAB Send Another Automobile Back
Swedish Automobiles Always Breakdown.



A +4 on the Isle of Man

by Alan Marsh

part two... The ferry sails at 1415, arriving at Douglas at 1800. The ferry terminal in the town of Heysham is an easy-in-easy-out drive, and 20 minutes from the M6 should do nicely. While in Heysham we stopped for fuel and did some calculations to compare UK and US prices. We paid £23.90 for 35.73 litres. With Washington DC mathematics we converted that as 9.2 US gallons, £2.60 per gallon, \$4.29 per gallon. By comparison, just before leaving DC, we filled the old Volvo with \$1.20 gasoline. Incidentally, we calculated that the Plus 4 returned 31.3 miles per gallon, with a variety of relaxed touring and high speed driving.

About 1630 we arrived in Windermere in the Lake District, and stopped at the Tourist Information Center in Bowness Bay to seek their help in obtaining interesting and reasonably priced accommodations. We were struck by a suggestion of the Sawrey House Country Hotel, which is across Lake Windermere via an eight-car ferry. It's a pleasant bed and breakfast, located virtually next door to Beatrix Potter's Hill Top estate. The proprietor has a new BMW 3 Series and Land Rover, and enjoyed the Morgan and car talk in general. We arranged to wash the Plus 4 the next morning for a proper arrival on the Isle of Man. The Sawrey House has a beautiful location and view; we would recommend it as an interesting alternative to staying in Windermere. In the evening we walked 50 yards to the local pub for our supper. Just across the road was the staging area for the weekly ritual of a hound dog overland run. Approximately 30 dogs took part, and were off like a flash when the organizer dropped the sash. The first dog was back in about 16 minutes, having run about a 5-mile scent-dragged course. The organizer said that stag hunters in this area use dogs instead of horses because of the terrain and vegetation. Back at the Sawrey House a mini-crisis occurred when the proprietor's six-year-old son skinned his knee, but all was made well when we left MCCDC stickers for him and his playmate.

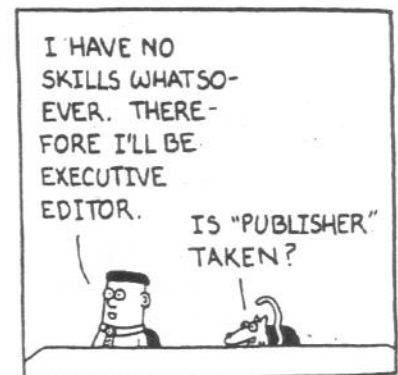
Thursday morning we washed the Plus 4 at Sawrey House and toured the delightful countryside via Hawkshead, Newby Bridge, and A590 to the M6 and south to Heysham. Seeing some Morgans in the car park of a pub on the outskirts of Heysham, we met up with fellow CranMoggers Richard and Anita Jordan, John Donovan, Philip Bell, and numerous others having lunch prior to sailing. Sixty-eight Morgans came on this afternoon sailing of the "MV King Orry". We sat with three ManxMog organizers in the forward lounge and helped serve orange juice sangria to wash down a good buffet of Scotch eggs, egg and cress sandwiches, pasta, etc. They even offered an in-cruise film, "As Good As It Gets", but we took a pass to catch up on trip notes.

The "King Orry" arrived as scheduled in Douglas, and we set out along the seaside Queen's Promenade to find the Edelweiss Hotel, on Switzerland Road, just twenty feet off the promenade. Upon arrival, we met Liz-Ellis and Kshama Milton unloading Liz's 4/4 four seater, and soon became pals for the weekend. Promenade Shirts and Embroidery, who are the sole source of the ManxMog logo embroidered on your shirt of choice, is literally just around the corner, and became our first stop to arrange for various wearable souvenirs. We placed our order early the next morning, and the owner promised at least partial completion by that evening. All throughout the week, at any time of day or night, we were able to park the Plus 4 along the promenade, opposite the Edelweiss, with no concerns about parking damage or security. If only we could have that feeling in Washington!

Friday morning provided the first of our Edelweiss breakfasts with other ManxMog folks, including Paul & Brenda Bryan of Colchester, Essex who had brought their handsome 1987 wide-bodied 4/4. Since the bulk of the Morgans would be coming on the 1800 ferry, we spent the day touring various portions of the Isle of Man. One of the places we went was to the southwest end of the island, which overlooks a small islet called the Calf of Man. A beautiful setting, with a very narrow passage between the IoM and the Calf. Nearby was a shipwreck monument, noting a great loss of life due to an explosion. While there we met up with John Donovan and three additional CranMog Plus 8 owners, including one boy racer type. They mentioned they were stopping for lunch at 'The Gluepot', a waterside pub in Castletown, and invited us to join. At first we had other plans, but soon realized it was too good an offer to miss, and caught up with the quick Plus 8s only because the road was temporarily blocked for repairs, then followed them to the pub. We had a nice outside lunch, and watched as a large cabin cruiser was lowered from the quay into the water via a gigantic crane. We also observed the ultimate of high tech/low tech lifestyles as a young lady on an old, extremely weathered and rusty bicycle chatted on her 1998 cellular phone. Everybody got a kick out of that. *continued*



Alan Marsh, MSCCC member
reprinted from
The Rough Rider, 98.6
newsletter of the MCC DC



A touch of humour to welcome Sylvia Balfour to the editor's position of the Blurb.....

One of a kind

'I'm an auto engineer who went ... totally nuts'



BY BILL TAYLOR
STAFF REPORTER

WILLOW BEACH — Who, where, what, when, why?

The five basic questions in a journalist's vocabulary. Michael Pistol has no trouble answering four of them but the last one leaves him silent.

"There is no why," he says at last.

As for the others:

■ Pistol is 37 and moved to Canada from his native Romania in 1990.

"As a profession I'm an auto engineer who went ... oh, boy ... totally nuts."

■ He lives in the Beaches but works at his cottage in Willow Beach, about an hour's drive from Toronto, "because I need quiet and if an idea comes to me in the middle of the night, I need to be able to get out of bed and do it."

■ To say he creates hand-built cars would be unconscionable understatement. Rather, they're functional pieces of art deco-themed rolling sculpture. "Art deco. That's the thing," he says.

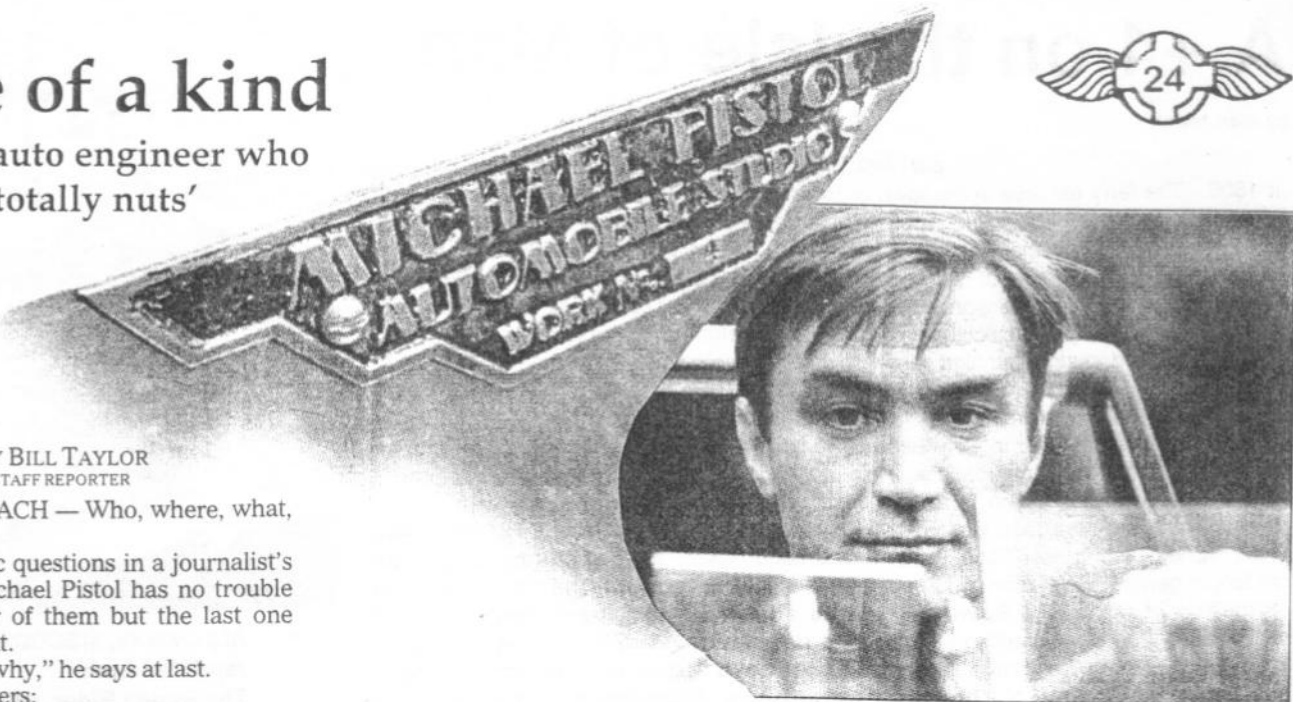
■ He's working on his fifth creation, based on Triumph TR6 running gear with a lengthened chassis, but has been involved with antique cars for as long as he can remember. There's a photo on the wall of his studio/workshop of an award-winning 1940 DKW F8 that he owned in Romania.

"That car is in Italy now," he says.

SAL SACCO
FOR THE TORONTO STAR

MACHINE-AGE

MANIA: Michael Pistol, above left, shows off his Work No. 4. He took the chassis of a Fiat 124 Spider and added a handmade body bristling with art deco design details, above.



"It was the old Communist system, you see. They tested you in elementary school and you knew by high school what you were going to do.

"I trained as a mechanic. I was a truck driver, a mechanic, then an engineer, a restorer, you name it. Even a car salesman."

And, through it all, an artist.

His work almost begs description.

His cars are challenging rather than beautiful. You can stare at one for an hour or more without seeing all its aspects.

Car No. 4, for instance, is sitting in his front yard.

It's low-slung and suggests raciness without being really racy.

The vestigial, complex little door on the driver's side, sculpted from mahogany and drilled steel, opens up and over — a wry echo of Lamborghini excess.

The car is based on a Fiat 124 Spider.

"Everything internal and mechanical except the front axle," Pistol says.

"That's my design. I built it for a lady. She's nuts about it. I measured her to build the cockpit. It's really hers."

He lifts the ornate hood.

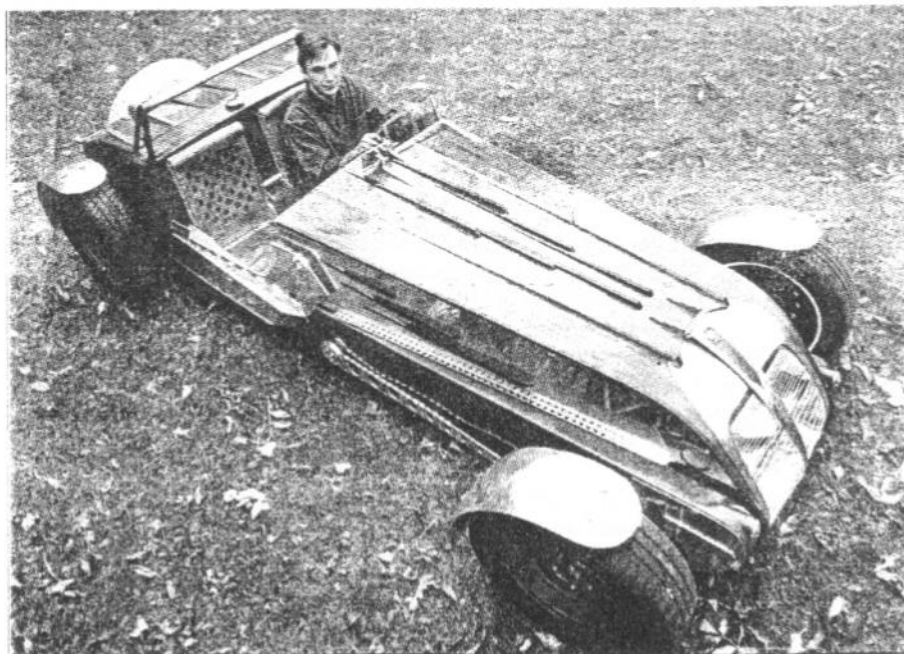
Behind the 2 L engine sits a tooled leather bag holding spare parts.

"She brought me the bag and she said, 'I want you to build the car around it.'"

The body is made from aluminum and padauk wood, very hard.

"You have to thread it. You can't just put a woodscrew in it.

"All my cars are green," he says.



'All my cars are green,' Pistol says

"There's no compromise. You want a car that's not green, you can't have it. All my cars, only the door on the driver's side opens.

"And all my cars have a string grille at the front. It's my thing. I'm very much into natural materials.

"The customer doesn't decide anything. The car in the shop now, he doesn't have a clue what he's getting.

"I know. It's like in the old days — you'd go to a painter and say, 'I want a painting of this,' whatever it was, and that was all you could say. After that, it was up to him."

The car has a four-piece layered dashboard in hand-textured stainless steel and the wooden seats are hand formed.

There's leather incorporated into the mounting for the Fiat badge on the nose. The hand-brake is painstakingly detailed, drilled, delicately shaped. Even the mirror is a tiny sculpture.

"My biggest problem is to stop before it's too much," he says.

For all its air of unreality, the car, he says, is uncompromisingly safe.

It sits on Michelin rubber with four-wheel disc brakes, independent front suspension and "cantilever springs in the back like a Rolls-Royce or a Bentley or a Jaguar. It's the best-riding car I've built."

The steering column has three impact breaking-points built in and the engine is mounted so that in a collision it'll be pushed under the vehicle.

Each creation takes, Pistol says, between three and four months to build and sells for around \$30,000.

To anyone who insists they can't be practical, he replies by pulling out a photo album of the trip he took in his first car.

"That one's based on nothing," he says.

"I did the frame, body, everything. It has a Fiat engine and a Mitsubishi rear axle. The body and hood are mahogany and leather.

"I drove it to Toronto and then to New York and then Los Angeles.

"It was in the Peterson automotive museum there for a

while and then I drove it back through Death Valley and Colorado, the Grand Canyon.

"It went fine. I was a bit scared in Death Valley. It was 32 degrees, and that was in November, and for 2½ hours there was . . . nothing.

"You see, my cars have to got to run," he says. "That's the main thing. They can be shiny and bright, but they've got to run.

"My son Gregory is 4. That first car will be his when he's 16 or 17. That's my legacy. My father was a metal artist, a sculptor. He died when I was 8 years old."

PREPARED 1942 JEEP

If you're wondering where you might have heard Pistol's name before, he made the 1942 Willys Jeep run that took sixth place in rookie class, 17th overall, in the 1996 Corel Great Race for pre-1943 vehicles from Tacoma, Wash., to Toronto, a rally covering 6,500 km.

Pistol not only prepared the vehicle for driver Gilles Paradis, he navigated, too.

His track record in Canada includes a couple of years working at the Guild of Automotive Restorers in Sharon, near Newmarket, including on the guild's fabulous \$1 million Type 59 Bugatti.

"I still do some restoration work, but," his voice drops to a whisper, "it doesn't really pay.

"With these cars here, I start with wrecks. I don't like to take apart a good car. See, this section of the TR6 chassis is gone, totally rotten. I'll replace it. What I'm doing is salvaging the spirit.

"People react very strongly. Some say, 'This is totally crazy, it's bulls---.' Others literally stop you as you're driving. They want to see it, to stare at it. I've had cops pull me over and get out of their car with a camera."

Pistol can't explain why he does what he does.

Can he say what inspires him?

"Oh . . . we'll have to sit down for that. You know about the Luddites? They smashed machines because they were taking away the people's work. That's some of my inspiration.

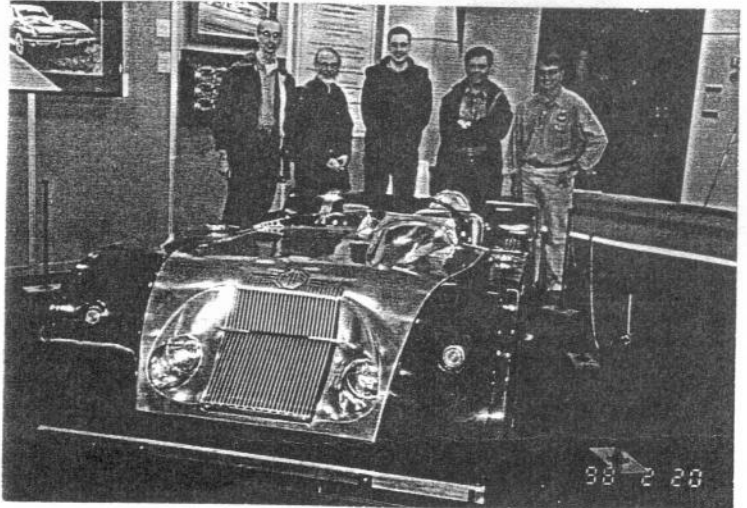
"I have nothing against machines but you can't, you mustn't, replace the human element.

"Even a custom car . . . you have so much fibreglass, so much paint, so much design. It takes away the man.

"When you put a car on paper, you block yourself. I do design the frame. That has to be right. But I don't design the body. I just let myself go. It's inspiration, like painting a painting.

"This unbelievably nice new Chrysler — is it the Intrepid? — is 100 per cent designed by computer. That's great but I'd rather bring the act of creation back. You have to have things made by people for people. Made, not just run through a machine.

"Probably I'm a lunatic in my own way, but someone said to me, 'Michael, don't explain. Just shut up and build them.'"



Pistol's #3, Wynn's Classic, Feb 98. Vern Dale-Johnson, Neil Young, & friends

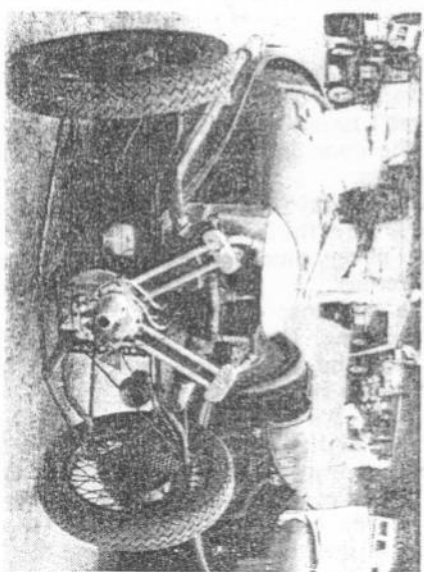
VD-J photo

Michael Pistol's first car. An emulation of a Morgan? (should we be flattered?)

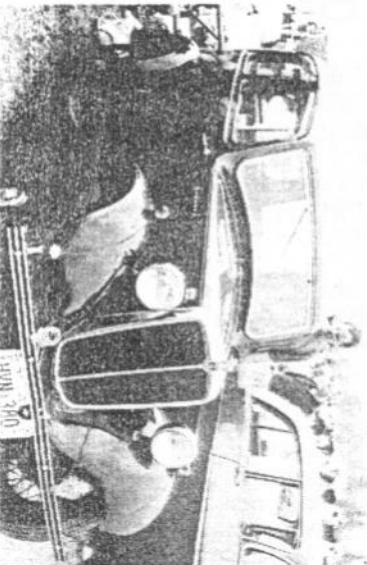
VD-J photo at British Car Day 95



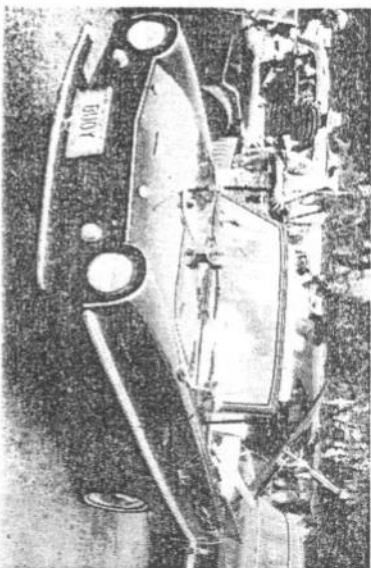
British car day . . .



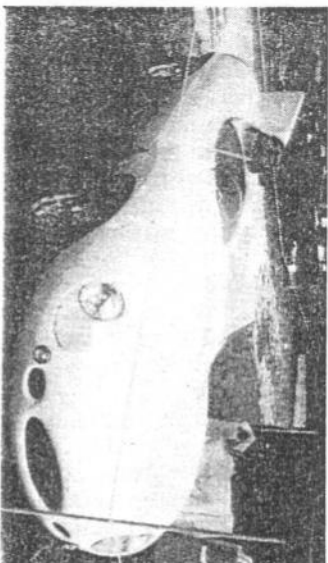
1933 Morgan Trike Super Sports of David Smith, Beamsville, Ont.



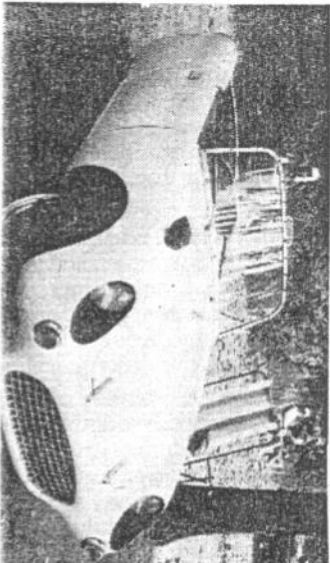
1936 Morris 1.9 Series 8, 2 door of Terry Carter, Waterloo, Ont.



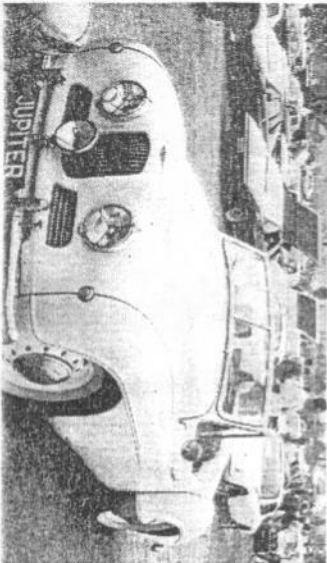
1962 Amphicar Convertible of Fred Perkins, Pt. Credit, Ont.
1934 Morris 6 Special Tourer of Al West, Wainfleet, Ont.



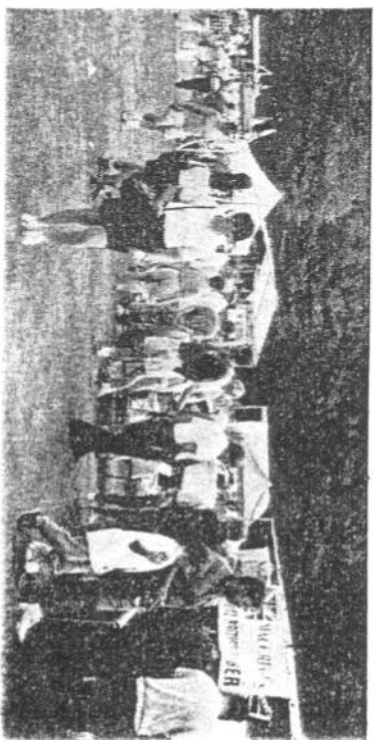
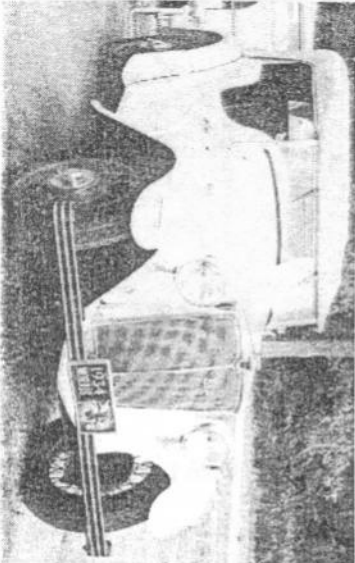
1954-56 Jaguar D Type of Brown's Lane Jaguar Parts Display.



1960 Berkeley T 60 3 wheel Sports of John Hothart, Mono Mills.



1950 Jowett Jupiter Sports of Terry and Judy Philipot, Bridgenorth, Ont.



The 15th annual British car day . . .

by Lloyd Brown
 OAKVILLE, ON - This year's meet was held on Sept. 20th at Bronte Creek Provincial Park just west of Oakville, Ont. The day dawned in a thick fog, giving way to a hot, oppressive day.

This meet topped their all time record of cars on display. An estimated 960 on the field, displacing the flea market vendors, who were moved to a new, practically hidden location behind a row of trees. Its to be hoped that the sponsors will try to locate the vendors close to the cars as they have done in the

past, when planning for the year.

When I arrived at the show was surprised to see such a large turnout of British cars row upon row, of about every make, at all looking gorgeous, with only a few exceptions. There were hundreds of the most well known makes, which I am sure most readers will have seen many times. So to show our readers something different, the accompanying photos, are a sample group of the most obscure makes that one seldom sees at car shows.



1951 Morgan +4 Flat Front Sports of Barb Caughery, Caledon, Ont.



Classic autos meant for driving, British club demonstrates

Members brought cars over for tour

BY JIL MCINTOSH
SPECIAL TO THE STAR

Some people think older cars are good only for Sunday drives.

That idea won't get you far in the CAAR-GB, the Club of Ancient Automobiles and Rallies Great Britain.

On Sept. 29, 28 members in 13 cars spent the night in Oshawa and then drove through Toronto as part of their Canada/U.S.A. 1998 tour.

Their cars had been driven onto a ship in Southampton, England and brought across the Atlantic to Halifax.

The tour went through the Maritimes, Québec and Ontario before crossing the border at Niagara Falls, and then travelled down the eastern seaboard.

5 SETS OF TIRES

After a visit to Orlando, the drivers put their cars back onto a U.K.-bound ship in Jacksonville, Fla.

The tour took 30 days, covering 3,255 miles.

The newest cars were from 1972; three are from the 1930s, while the oldest is a 1927 Morris Oxford driven by Marilyn and John Rushworth from West Yorkshire, England.

Rushworth has logged 100,000 miles and used up five sets of tires in the 14 years he's owned the car.

The Morris drove the tour at around 40 mph — and had run perfectly up to the Ontario leg of the trek.

Two of the vehicles were American-built, a 1960 Edsel convertible from England and a 1938 Buick from the Netherlands, which the owners bought several years ago in the U.S. and shipped overseas.

Other vehicles taking part included a Triumph Stag, three Jaguars, two Bentleys, a Rolls-Royce, a Mercedes-Benz and an MGTA.

A rare 1932 Essex Terraplane had its engine and chassis built in Canada and exported new to England, where it was fitted with a custom-made body.

It is one of six made and is believed to be the last remaining.

The club's motto is "Don't just polish them, drive them," and indeed they do.

A CAAR charter club puts together a rally every year. Members have driven such routes as Paris to Moscow, Montréal to New Orleans, a tour of Norway and U.S. Route 66.

Rather than travel in an unbroken line, the drivers are given directions to

the evening's lodgings and they travel at their own pace.

There are no support vehicles or trailers. If a car has problems, the driver does the repairs and all of the participants help each other.

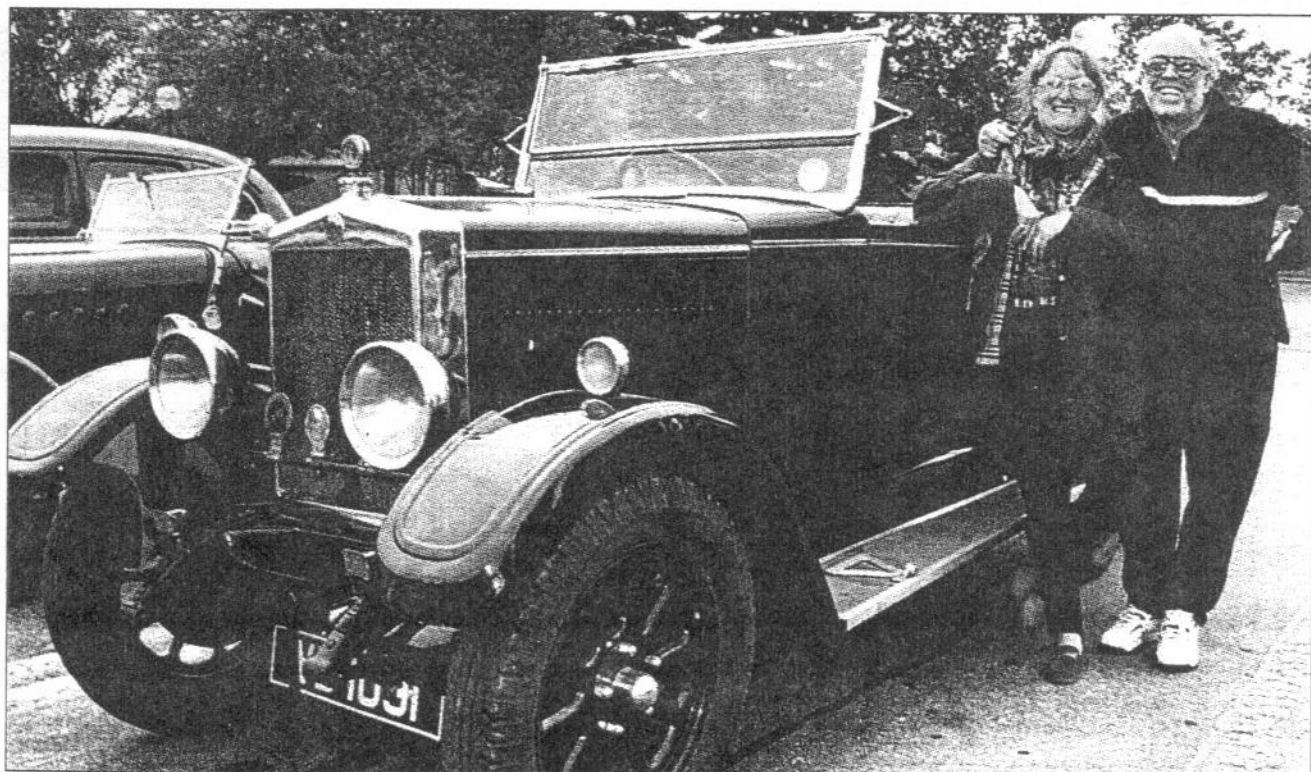
Each couple paid about CDN\$12,500 per car for shipping, insurance, hotels and airfare.

Club organizers made most of the reservations via the Internet. Two members flew over and drove the entire route in a rented car last April to make the maps and check the quality of the lodgings.

Their biggest problem up to the point of arrival in Oshawa had been police officers who were unfamiliar with the U.K. and Dutch licence plates.

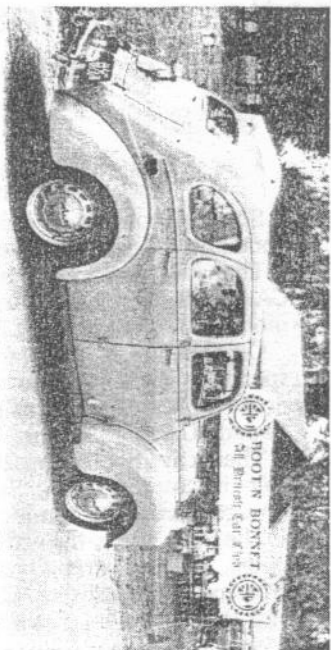
In Oshawa, they were met by members of the Antique & Classic Car Club of Canada (Durham Region), who brought out 30 of their own antique cars to a welcoming party at the Canadian Automotive Museum.

THE TORONTO STAR Saturday, October 31, 1998



JIL MCINTOSH FOR THE TORONTO STAR

CO-PILOTS: Marilyn and John Rushworth from West Yorkshire, England, toured the eastern seaboard in their 1927 Morris Oxford. The car has logged 100,000 miles in the last 14 years.



A real jewel was J. Ross Calvert's fully restored beige with red 1950 Ford Prefect down from Kanata.

B and B British car day east

by Norm Mort

KINGSTON, ON — The All-British Boot'n Bonnet Car Club held their 9th annual British Car Day East on Sunday August 23rd in Kingston City Park, Ontario. Members and non-members Brit car enthusiasts came from as far away as Ottawa, Toronto, and New York State. The day was unfortunately quite wet, yet the continuous mist and drizzle didn't dampen any of the over one hundred participant's spirits.

Triumphs in particular were out in full force including the one-two, father-son punch (Mom - Cheryl, was there too!) of Grant and Kevin Buss. Mom and Dad drove down from Oshawa, in their stylish, fully rebuilt Vermilion red 1978 Triumph Spitfire, while son Kevin - sans wife Heidi, arrived from Malloy Town, Ontario in their freshly restored 1938 Triumph

Spitfire MK III.

Grant and Cheryl's 1500 cc, four cylinder has just 121,556 original kms on its clock. The Triumph was re-painted in its original Vermilion factory colour back in 1992, after it had been sandblasted back to bare metal. The Buss enjoy driving their refurbished Spitfire and so Grant fitted updated twin SU carbs, a new older model fan and constructed out of aluminum a custom heat shield fitted for the carbs. Inside an oil pressure gauge was added and a Roadster factory upholstery kit of black vinyl and houndstooth cloth. Grant recovered black vinyl door panels and rear panels himself, along with a new Roadster factory black carpet kit. The senior Buss's tour an average of 3,4,000 kms per year.

Kevin Buss and Grant restored the 4-cylinder 1296 cc, Mk III Spitfire over the last three

years. It was painted in a non-original, but later factory Magenta colour. Before applying the acrylic enamel paint the Triumph was completely stripped down. The rolling body/chassis painted back in 1995, by the same enthusiast who painted Grant's Spitfire. I'll have to get the name of this Hudson collector, part-time painter as he does a great job! (I'd also love to see his Hudsons).

The body had to first be completely rebuilt. That included new three piece rockers, floors, a rear valance, and rear fenders. The chrome bumpers, door handles, bezels, hinges, etc. were in good condition and didn't have to be replaced - except for new twin pricing mirrors.

Mechanically the Buss' completely rebuilt the 1296 cc engine. That included the new rings, and bearings, and the 1 1/4" SU carbs. The rust-free chassis was in good original condition and required only new bushings, and shocks - original springs. Kevin's Mk. III has the luxury of an over-drive transmission - something Mom and Dad will fit on their '78 this Fall.

Inside, Kevin's Spit was also fitted with an oil pressure gauge, a black vinyl with white piping Roadster factory upholstery kit, and Dad did the new black vinyl door and interior panels. A new English black carpet kit was fitted and Grant noted it wasn't as good a kit as his American one. The older style Mk. I through III Spitfires are less common than the later Kamm-tailed models. Having once owned a Mk. II in my youth I prefer the earlier versions - although that didn't stop me from buying a 1975 1500 a few years ago. It should be noted that Kevin won a "People's Choice" award for his Spitfire this year.

Another nice Triumph - this time the popular larger TR6, was the one owned by Stuart and Beth Beatty of Belleville. Stuart purchased his TR back in 1985 and over the past 13 years he has restored/refurbished any areas requiring attention to the point it is one very reliable, eye-catching Triumph. Stuart Beatty was a founding member of the Boot 'n' Bonnet Club and a

CANTAB MOTORS

540 338-2211
 Fax: 540 338-2944
 Valley Industrial Park
 12 E. Richardson Lane
 Pucheville, Virginia 20132 USA
 E-Mail: Wagners@cantab-motors.com
 Web Site: <http://morgansparts.com/cantab>

USA IMPORTERS OF
 MORGAN MOTOR CARS
 Sales, Service
 Restoration Spares

We have it all:
 Complete body assemblies,
 sheet metal, wood, interiors,
 weather equip, accessories.



We have it all:
 Mechanical, electrical,
 Stainless Steel, race and
 performance items.

Car Sales and Sales
 Consulting Service

Morgan Parts
 225 Simmons Rd
 Achenheim, NY 13502

USA Factory Authorized
 Parts Distributor
 and Service Agent

The Best Reasons To Buy From Morgan Spares Ltd.

- 1- The largest inventory of Morgan parts in USA.
- 2- 21 years of Morgan restoration, service, and sales equals professional, fast and courteous service, no part is too small or too big.
- 3- We sell genuine Morgan factory parts.
- 4- Lucas - Girling Distributor.
- 5- Obsolete, used, and hard to find parts.
- 6- We offer one of the finest component rebuilding services anywhere. No job is too small or too big.
- 7- Plus our own illustrated parts manual.
- 8- Toll Free order hotline.

And best of all we guarantee the lowest prices of any Morgan parts supplier in the USA!

Serving the Morgan owners of America and around the World

Call our new toll free order line @ (888) 345-MOQS (6647)

Tech (518) 329-3877 or Fax 329-3892

E-Mail: morgansparts@ticond.net Web: www.morgan-spares.com



Olde World Restorations

2727 Phillmont Avenue Suite 350
 Huntingdon Valley, PA 19006

PENNY BATES

(215) 947-8720
 FAX (215) 947-8722

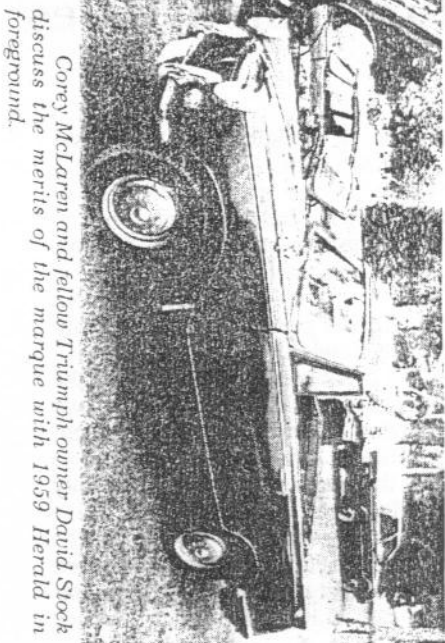
former President of the Toronto Triumph Club who used to help organize the larger, longer running British Car Day in Bronte Park outside Toronto in September.

Representing Triumph in a four-seater mode was the refurbished, maroon Triumph Herald convertible of Corey and Steph McLaren of Kingston.

Other marques well represented included rival MG, and up-market Austin-Healeys and Jaguar.

It was a Jaguar that was voted as the "People's Choice" overall "Most Coveted Car". The honours went to Ron and Sally Wantless' pristine 1962 Jaguar XKE. Their British Racing Green 3.8 Coupe was dipped, stripped to bare metal, primed and painted professionally in Toronto back in 1995. It still shines like a new penny - or

Monday, October 19, 1998 — Old Autos —



Cory McLaren and fellow Triumph owner David Stock discuss the merits of the marque with 1959 Herald in foreground.

Amanda & Vern

1532 KING STREET WEST • TORONTO, ONTARIO M6K 1J6

November 3/98

Lant & Co Insurance Brokers
156 Duncan Mill Road
Suite 6,
Don Mills, Ontario
M3B 3N2

Dear Tony:

Re: Silver Wheels Plan, Policy A01067605SWA

As you are well aware, a mini van unsuccessfully tested the laws of physics by deciding to occupy the spot I was supposed to occupy about 1 second later resulting in considerable damage to my Morgan. Although initial inspection suggested only damage to some of the body work, further inspection revealed we were dealing with a bent chassis, bent frame members, and other damage.

With a quick call to Lant I was told to deliver the car to the shop of my choice, Reg Beer Coachbuilders. As Reg, Steve, and Martin had done the rebuild on the car only a few years previous, they knew both what they had when the car left the shop and what they were dealing with. I was again very impressed by the prompt agreement from Lant and the Elite Insurance Company appraiser in dealing with the damage.

Despite the rather lengthy time in intensive care I am happy to report the Morgan is back safely in our garage, under appropriate cover, and winterized to be ready for a full season of Morganeering starting next spring. **As requested I will be having an appraiser come by to update my appraisal and confirm current value. I will be sending this on to you shortly.**

I would like to thank your staff and the staff at Elite for the swift and satisfactory attention to the damage. I am impressed and, as you may have noticed, have ensured a good plug has been made regarding the Silver Wheels program in our newsletter, **The Blurb**. This does go to over 100 club members and over 30 other British Car clubs. I must note that many of the questions I received after the accident were regarding the value of a SWA policy -- my comments were always supportive and hopefully will attract others to this type of policy and to Lant Insurance. Again, thanks.

Vern Dale-Johnson

LA 4/4 FONCTIONNAIT DEJA PAS MAL
A L'EPOQUE, LAS +8 EST ENCORE
PLUS CONVAINCANTE....

*The 4/4 was already working pretty good,
the +8 is even more convincing.*



LE PASSE N'A JAMAIS EU UN SI BEL AVENIR.

The past never had such a nice future.



Membership Renewal:

Name: _____

Spouse: _____

Address: _____

Home: _____ / _____ Business: _____ / _____

Fax: _____ / _____



Morgan(s) owned:

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Model: _____ Year: _____ SN: _____ Colour(s): _____

Membership fee \$25.00* for the year: _____ Payable January 1 of each year.

(* Canadian \$'s for members in Canada, US\$'s for all other members to cover postage)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:

Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

CO-PRESIDENTS, REGALIA &

EVENTS:

Lynn & Fred Kuzyk
1305 Ester Drive
Burlington, Ont L7P 1L2
905-336-0251
msccc@sympatico.ca
<http://www3.sympatico.ca/msccc>

VICE PRESIDENT & EDITOR "THE BLURB":

Vern Dale-Johnson
1532 King St West
Toronto, Ont M6K 1J6
416-530-4599
Fax: 416-536-3621
vern_dj@msn.com

TREASURER:

Jenny Beer
30 Parsons Ave
Caledon East, Ont L0N 1E0
905-584-0619
Fax: 416-744-7696
sj.beer@sympatico.ca
drbbooks@istar.ca
(c/o DRB Motors Inc.)

CLUB LIASON:

Audrey Beer
RR#3, Bolton, Ontario
L7E 5R9
905-857-7320
905-857-3210 (fax)

INTERCLUB EVENTS COORDINATOR:

Ed Burman
156 Robertlee Dr
P.O. Box 268
Carp, Ont K0A 1L0
613-839-3041
elburman@cyberus.ca

Morgan

First of the real sports cars

THE BLURB is published 6 time/year.
Address changes should be directed
to the Editor.

Material is not copyrighted, however
please note source if using. We do not
intentionally infringe on copyrights of
material borrowed for publication.

Dues are payable before Jan 31 of
each year to the Treasurer.

WESTERN SCRIBE:

Mike Powley
1867 West 37th Ave
Vancouver, B.C. V6M 1N3
604-261-0901
pwlm6079@bcit.bc.ca

MOG NW (Northern Rep):

Ron Theroux
5794 Kilkee Dr
Surrey, B.C. V3S 6E9
604-576-2957

EASTERN SCRIBE:

Greg Kaufman
GoMoG, Ottawa MOG
P.O. Box 385
Woodlawn, Ontario K0A 3M0
613-832-3620
toad@storm.ca

ROAMING SCRIBE:

Dr Francis (Art)
Sharpenwessel
Teching Temple
Teching, Tibet (for now)
Phone: none
Duties: depends
Fax: not a hope!



**It's Christmas Party Planning
Time for December 12
1998!**

It's time to make arrangements for the food for the Annual Morgan Christmas get-together and we need your help. So far, we have offers of turkey with dressing, etc., and a beef dish. Here are the categories:

- * Munchies
- * Salads
- * Rolls, bread
- * Cold cuts and cheeses
- * Casseroles
- * Vegetables
- * Pickles/relishes
- * Desserts
- * Fruit

(A little Christmas elf whispered something about decadent desserts with chocolate and peanut butter, and a chocolate raspberry cake - BUT - if last year was any indication, you all know how to tempt the palate after the main course. So, we'll leave that in your capable hands.)

Of course, you may have ideas for things not listed, so please go ahead and be creative.

When you've decided, what you'd like to bring, just give me a call or fax at 519-623-1966 by December 1st.

THANK YOU - THANK YOU - THANK YOU. AND A BELATED THANKS FOR ALL YOU DID LAST YEAR TO MAKE THE CHRISTMAS PARTY SUCH A SMASH!

Sylvia Balfour