



Issue 5 - 2003, September

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



From MOG 33... More stories & photos inside. doing the MOG 33 gymkhana. Top - Tom & Kim Van Zuiden (with John Roden marshalling, bottom Rod & Jennifer Wilkinson.

Photos by David McCrossan

Did you out enjoying the summer... and your Morgans?

Prez Sez:

Vern Dale-Johnson (vern_dj.msn@attcanada.net)

You'll have noted several Morgans have changed hands recently. **Welcome to new members...** Alan & Kathleen Lytle of Mississauga, and Roger & Heather Letourneau of Fenwick Ontario (previously introduced to us by Glenn Nigh - see the advertisement re Northtown Machine in Welland). A note in the Flexible Flyer notes that **Earl & Janice Band** have moved to St. Petersburg, Florida. Guess that mean's they won't be at this year's **"MSCCC Fall Weekend"**! With regards to the weekend, Sharon Roden reports reservations at the Admiral Inn have been disappointingly sparse, with Fall Weekend registrations sent in to her double-disappointingly not much better. As a direct result several "planned" events have been cut. Those who attend can expect a noggin & informal dinner on the Friday evening, run with lunch on the Saturday with an informal Saturday evening noggin & dinner. Sunday drive is now "optional" with no planned lunch stop. Call Sharon for detail of changes at 905-892-6907 or email at jsroden@vaxxine.com

Well, we made it through the summer and managed to get out the July Blurb despite the incredibly tight schedule between visits to MOG 33, the West coast (for the RSCCC reunion - thanks again Ron & Yvonne), and East coast (including a meeting with Scott Giannou and a ride in his Targa prepared Porsche 911!) Post mailing the Blurb Amanda and I were in Australia for just over 2 weeks where I managed a few Morgan related activities - lunch with GoMoG / eMOG member Roger Shawyer (with an opportunity to drive his lovely +8 - thanks, Roger!), dinner with MOCA members and long-time friends Stan & Jenny Jodeikin, and attendance at the MOCA August meeting where I flew the MSCCC flag and discussed both the upcoming Morgans Down Under tour coming up in January - February 2004 and Morgans Over America tour being planned for September - October 2005. Following the visit, MOCA member Geoff Williams sent me a note re the Morgan race-script we have been using (those who keep their Blurb's will remember we adopted this from the MOCA group). Below is the exchange. The apology has been accepted by Geoff and samples of our use of the logo will be in the mail to him with his copy of this Blurb.

Geoff... Thanks for solving one of the mysteries! Our apologies for the transgression on your copyright. I had wondered where the "race script" logo originated and had sent a sample through to MOCA officers at the time the idea developed to use same within the MSCCC group. Unfortunately, those who were corresponded with (I shall protect their identities so they do not get your wrath!) could not give me the info you have provided.

By all means, the Sept Blurb will contain both an apology and due acknowledgement and it will be my pleasure to send you appropriate samples (we have a sports bag and I've also used this to create some race script decals and the now visible "tattoo" sported by several at the recent MOG 33 meet).

Our apologies, best Regards, and thanks for permission to continue to use the logo.

Vern

----- Original Message -----

From: Geoff Williams

To: vern_dj.msn@attcanada.net

Sent: Thursday, August 21, 2003 8:50 PM

Subject: Morgan "Race Script" Logo



Hi Vern, I hope your recent visit down under was enjoyable.

When you visited the Morgan Owners Club meeting in Sydney recently I couldn't help noticing that the Morgan gear you were wearing sported what seemed to be a familiar logo. On reading the copies of "The Blurb" which you kindly left with us my impressions



Geoff Williams in #40 (69 +8) having fun at Phillip Island Racetrack, Victoria, Australia



were confirmed when I saw the clear black and white pics of your new "race script" logo.

This logo is identical to a logo I designed in 1997 and which has been used on MOCA Team Morgan regalia in Australia ever since. To my knowledge permission was not sought from MOCA to use this logo and, in fact, as the original designer and owner of the copyright I also was not consulted regarding its use.

You may have permission to continue to use this logo for the Morgan Sports Car Club of Canada regalia etc. but I would appreciate clear acknowledgement of its origin (albeit belated) in "The Blurb" and on your web site. You may send a copy of "The Blurb" containing this acknowledgement to me at PO Box 243, Richmond NSW 2753, Australia. As a means of saying "thank you" for using the logo, could you also send examples of your regalia, stickers etc. to me at the same address. I would pass these on to MOCA for using in one of our raffles. Kind regards. Geoff Williams, Manager Performance Systems www.mpsconsult.com

Official duty time is upon us... Two items for you to consider as you read through last year's AGM minutes. The first is **election of officers** at the Dec 7 Pub Brunch – our official MSCCC Annual Meeting – where all officer positions are open for nominations (see incumbents on back page of the Blurb):

- | | |
|--------------------------------|-------------------------|
| • President | • Ontario Region Scribe |
| • Vice-President | • Eastern Scribe |
| • Treasurer | • Western Scribe |
| • Interclub Events Coordinator | • Blurb Editor |
| • Regalia | • Events Chairman |

Note, Vern Dale-Johnson will be stepping down as President of the MSCCC at the end of 2003 and will not stand for re-election. Jenny Beer will be stepping down as Treasurer of the MSCCC at the end of 2003 and will not stand for re-election.

We'd like to hear from you – even from those who currently hold a position and will stand for re-election (appointment?) in their current role, or hopefully in one of the two key roles being vacated. Nominations can be made by letter (to the President), phone (416-530-4599) or email (vern_dj.msn@attcanada.net)

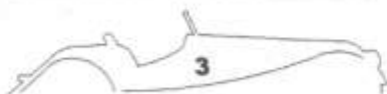
The second official duty is to consider nominees for the "Doug Price Award". Criterion for the Award is "most enthusiastic member", recognizing contributions to the MSCCC. The judging is informal – fill in a ballot or send a note to Vern Dale-Johnson. Nominations will close the end of **October (or sometime in November)** and the award presented at the **MSCCC Central Canada Christmas party or Pub Brunch**. Note nominees / nominators can be from anywhere in Canada but must be MSCCC members in good standing. The award is not necessarily given out each year...

Morgan Sports Car Club of Canada "Doug Price Award" Nomination

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

Nominator: _____, member of the MSCCC in good standing.

Date: _____



MOG 33, Shepherdstown West Virginia, July 2-6 report from Ray & Elizabeth Stevens

MOG 33 - A First with "MY MEGAN" Tuesday July 1st we set off on a cool but sunny morning in Pickering via Brock Road / 407 to meet Vern & David, Rod & Jennifer, Tom, Lynda & Kim at the "Duty Free" at Queenston. Rod & Jennifer passed us on the 407 and later Tom, Lynda & Kim passed us on the 401. Vern & David arrived at the Duty Free just as we did. We purchased "Maple Leaf" flags to attach to our Morgans.

Crossing the border for Elizabeth & Ray (a first with Megan) was a breeze. As we were wearing our matching new "Tilley's" the border guard asked "Is it mandatory to wear those hats in cars like those?" Elizabeth answered "Yes Sir" to which his immediate response was "On your way!" - No question as to where, why, or how long we were visiting the "Excited States" of America. So the three Morgans lined up behind Vern's Envoy towing his Plus 8 which now served as the "Mother Ship" for the rest of the journey to MOG 33. Vern in his wisdom had supplied us with small communication phones and it was not long before requests for lunch was heard crackling over the airwaves... Arby's was the chosen spot.

The journey to our overnight stay at Seneca Lodge, Watkins Glen via Hwy 20 & Hwy 14 was uneventful with our arrival at 3.50pm. We were met by MSCCC members Desi & Bill Benet and Morgan owners of the WNYMOG for a happy hour and dinner in the "Team Lotus" strategy room. Afterwards the Morgans of the Van Zuiden's and Stevens' with (Rod & Ray) + (Tom, Vern & David) took a "sedate" trip around the old Watkins Glen street course. This was followed by a celebration drink and viewing of a video of the 1953 Grand Prix around that same course. To my mind racing in those days was the stuff of "Real Men" with little protection in comparison to today's racing cars.

The following morning there was lots of fog around the hillsides as we continued on to Shepherdstown & MOG 33. Breakfast was a Bob Evans, and lunch at a Pizza Hut, a couple of "Pee & Gas stops" and the arrangement to meet the Roden's at Williamsport broke down through timing being off. As we neared the Shepherdstown area the journey was threatened by rain but we agreed not to stop to put the tops up, and hopefully beat the rain before arriving at the Clarion Hotel. Thanks once again to our "Mothership" and our communicator phones we were never out of touch and arrived approx 4.15pm.

The Clarion Hotel proved to be an "A1" base and the organizers of MOG 33 are to be commended in locating this establishment. After registering and picking up our "Goody Bags" plus in our case some American \$ (refund) we were looking forward to a great time with "MY MEGAN" our Morgan. This being our 2nd time at a MOG event not realizing until after MOG 32 in Staunton how expensive a trip that would be. The other contingent of Canadians -- Steve, Martin, and John & Sharon -- were there to greet us. We were looking forward to a great time at MOG 33, meet up with some old friends from last year with hope to make some new ones this year.

The events over the next few days kept everyone busy, the "Concourse" event in Morgan's Grove Park was interesting and due to rain the previous night we almost missed this event due to wet plugs but this was soon cured by using a few Q Tips of Elizabeth's to mop up the water and dry out the spark plugs. Q-tips are now part of my tool kit in "My MEGAN". Light rain from time to time came down during the Concourse and Gymkhana but only stopped the Gymkhana, John Roden and I marshaled but did not compete in Gymkhana due to the weather. The Panoramic shot of the Concourse despite the photographer's apology for a slight error was a great record of our participating with our four-seater, and of course having the Aero 8 of Keith and Sue Ahlers sitting front row center was the highlight of the photo.

There was also a lunch at Morgans Grove Park of roast pig, potato salad, etc and then later in the evening a "cook-out" dinner followed by a "noggin" and time to mix with people and discuss the days events, Morgans etc. Late evening saw the sky clearing for a sunset, watched hundreds of fireflies (Could Ontario use these during our "Blackouts"?), also spent time with Ruthmary & Don Newell, friends from MOG 32.

Friday morning breakfast was had at the Waffle House enroute to the autocross at Hagerstown. Found a spot in the shelter area to sit and watch about 4 heats but also kept our eyes on approaching dark clouds plus the heat it obvious that sooner than later we would be hit with a thunderstorm. The highlight of this event and last stage became a "watercross" and highly dangerous -- certain brave souls did drive around the course including the Aero 8 and Vern in his Plus 8, I am sure a picture of someone in a blonde wig and racing helmet will be recognizable. Unfortunately the final heat was cancelled. Elizabeth was disappointed she did not see Vern or



John Sheally II etc race. Everyone returned to the Clarion and the Canadian contingent changed and drove out to the Bavarian Inn for great food and company, to finish off another great day.

Saturday was Rally Day, which I believe everyone but the Stevens entered, we decided to check Sheppardstown out and take trip to Harpers Ferry. Shepherdstown was interesting but the trip to Harpers Ferry disappointing, and vowed that next year we would enter the Rally. Prior to the Banquet was "Happy Hour" time to mingle and photo ops, the banquet was a great event with awards going to the Canadian contingent -- John Roden & Tom Van Zuiden (Concours), Steve & Martin Beer (Autocross), Vern Dale-Johnson & David McCrossan (Rally). After the banquet the Stevens went to the Fireworks at Antietam Battlefield grounds, a spectacular evening pre-empted by the local Symphony Orchestra playing American Anthems/Marches and finishing with a resounding 1812 Overture complete with live cannon fire on the battleground. If this is repeated next year it is highly recommended (if MOG 34 coincides with the July 4th celebration).

Everyone else opted to return home in one day, we decided to extend our return home, unfortunately the 2nd day turned out to be mostly wet dodging in and out of rain storms all the way home. Nonetheless "Megan" took everything that was thrown at her including roadworks on secondary roads.

MOG 34 is already being planned for attendance by Elizabeth and yours truly, hopefully we can encourage more members of M.S.C.C.C. to attend in 2004.

Postscript one to MOG 33 - On arrival back from our Oz visit a package awaited from Alan Marsh, Chairman of MOG 33, MSCCC member, and friend of many of the MSCCC group. Inside another "pewter plate" with the inscription and an explanatory letter from Alan:

"Thanks for your big part in MOG 33, with 97 Morgans our most successful MOG in eight years. We hope you enjoyed it as much as we did putting it on. Congratulations also on being the initial recipient of the enclosed **Peter Ohlow-Pommern "Post Horn" Award!**

Perhaps you never had the chance to meet Peter Ohlow, as most folks knew him. I first met him in 1984 and 1986; at the big Morgan meets in Malvern celebrating 75 years of the Morgan Motor Company, and the 50th anniversary of the four-wheeled Morgan, respectively.

In my 38 years of Morgan experiences, I have never met an individual with as much positive energy and enthusiasm for Morgans and the good Morgan life. Peter's presence at a Morgan event literally brightened everyone else's mood, and we were the better for it.

Incidentally, I assume you are aware of the "post horn" used by postal delivery vehicles in the mountains of Europe earlier last century. The postal trucks had right-of-way over any other traffic except perhaps ambulances, and they let traffic know they were coming around the bend by blowing their distinctive post horn. Peter announced his arrival at Morgan events by blowing his own post horn.

I have established this award personally as an opportunity to recognize and celebrate boundless Morgan enthusiasm, and I am very happy that you are its first recipient. Vern, you really have a very positive effect on your fellow Morgan enthusiasts.

MCCDC thanks you very much for your part in making MOG 33 the success that it was, and wishes you a happy Morgan summer." Alan Marsh, MOG 33 Chairman.

Postscript two to MOG 33 - from Desi Benet. "Yes, it was great meeting you at the Seneca Lodge. Dick Powers our club president was our host. Bill Green is the historian for the racing heritage museum who spoke to us about trivia from the Glen. A real walking vintage racers encyclopedia. Besides me and my husband Bill were Bob Tescione, (whose car is currently ripped apart while he installs new brake lines and hopes to attend Bronte again this year) John & Lorraine Mulcahey and his brother Gene & Gene's wife, (whose name I am blanking out on -- sorry I just don't see her very much) If you remember, John's Morgan blew a water pump that morning so he was not able to bring the car".



"By the way, I am making the pitch to "The Glen" to honor the Morgan in 2009. I am starting my contacts now and hope to make the pitch early next year".

"I am going to try to bring the Morgan into Toronto for the month of September after the races if I can secure some parking for the month. I want to go to Bronte, attend the MSCCC Fall Weekend, and take it to my employers picnic. So it is just camping her out for the month. So if you hear of a spare secure parking space, I would love to have the info. But I just cannot bring it up here for a longer period of time. My immigration attorney is advising me not to do that or they will track me down for duty (I bring the car in duty free when I officially land in Canada)" Desi... [note, with OLBDII's off to New Zealand in early September I've offered Desi a parking space in my garage... Vern DJ]

Postscript three to MOG 33 - photo montage from David McCrossan follows in this Blurb.

Lake Erie tour

report from Mary Shier

2 BIG QUESTIONS

1. How long does it take to drive from Fort Erie to Kincardine?
2. Where were we during the Blackout?

The answer to #1 is 4 days.

The answer to #2 is Wallaceburg, Ontario.

In response to question #1 Ray and Mary Shier asked John and Sharon Roden if they would like to join them for a mini tour of three of the Great Lakes, Canadian side only. Little did they know what touring meant to the Shier's as the Roden's were in awe that we only made it to Port Dover from Fort Erie on the first day.

The guiding principle was simple: follow the best roads closest to the water. That rule took us down and along many lovely, less traveled roads more than anticipated.

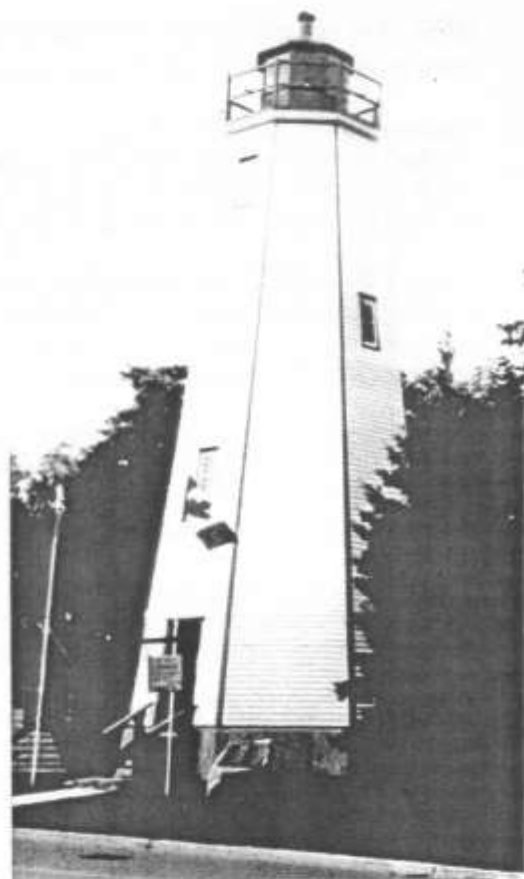
Day 1.

Lunch stop was Dunnville where we dined 50's style at "Knowle's Diner" amazing milkshakes with the original aluminum containers and the real tall glasses. According to our chips expert, John, they rated a near 10. A busy spot needless to say. A stop next to the diner was "Kathy & Friends & Stuff" where Sharon purchased only 1 hat for her Mad Hatter's Lunch group monthly social. She is returning to pick up the brown felt with the pheasant feathers. Later that day, we chose a B&B in Port Dover close to the water. Bedtime came early at 10 pm for the guests and no alcohol on the porch. Funny enough those restrictions failed to cramp our style. Our hosts were obsessed it seems with rules.

You haven't done Dover until you've had its famous fresh Lake Erie perch dinner at the Erie Beach Hotel ... definitely a dining experience from the 50's or earlier - nostalgia at its best. Ray was surprised to see "Manor St. David's" Sauterne still being offered on the wine list. He thought it had been discontinued ages ago. We had to forego Dover's world famous footlong hotdog at "The Harbour"... another time.

Day 2.

Always heading west we discovered some beautiful drives and small sleepy, former fishing villages (Ports Rowan, Bruce, Burwell) with the lake always close by. Had lunch in Port Stanley at the world famous "Mackie's Beach Restaurant" that's been there on the beach for 99 years. Their famous Orangeade was very refreshing with the soaring temperature. Heading west, we connected with the "Talbot Heritage Trail" which took us



Port Burwell Lighthouse, Lake Erie



through several counties until we arrived in Leamington - the hotspot for ketchup and young guys with loud music and cars. Finding cool accommodation at the Comfort Inn, we managed to squeeze in two wineries before dinner out at "The Dock" restaurant along with a hot weather sunset.

Day 3

Early next morning, we drove over to "Point Pelee National Park" - a major migration flyway for birds and butterflies plus one of the few remaining areas of the Carolinian Forest. The drive into the park was like driving through a cathedral of magnificent and rare trees - very cool and peaceful. We parked and took a wagon ride down to the tip of the park, which lies, on the 42nd parallel aligning it with Southern Spain and Rome. The interpretive centre is also very informative. Lunch was at "Paula's" just on the outskirts of the park. Shier's enjoyed exceptional fresh pickerel. Roden's were waiting to see scales and gills soon.

We did not do Pelee Island for fear of the Roden Recent Restoration meeting a stone chip - maybe another year. Heading west from Kingsville and staying close to the lake we found a new small winery (Erie Shore) with some very good wines. They will ship.



Erie Shore
Vineyard

Detroit City



Reaching the Detroit River, we headed north to downtown Windsor and followed Riverside Drive until the end then headed east through corn and soybean country to the outskirts of Chatham then headed north for Mitchell's Bay on Lake St. Clair. It was there that we were informed about the blackout. Gas became a priority so we headed north to Wallaceburg where we decided that lodging better become our priority. We hit pay dirt when we checked into the "Oaks Inn". They had rooms on ground level; they had a pool; they were having their Thursday weekly BBQ for guests. We bought drinks for each food ticket. We soon had our appetite satisfied. They gave us a torch light. We enjoyed our wine with candlelight in the screened porch area beside the pool under a star filled sky and we received a significant discount on our room at checkout time. We would highly recommend this place if you're down that way. Oh, power was restored at midnight.

Day 4

After gassing up, we left and headed west to the St. Clair River then north to Sarnia through "Chemical Valley". It was hit and miss for traffic lights vs 4-way stops all through Sarnia and up along Lake Huron and Hwy 21. The Blue Water Highway took us through Grand Bend, Bayfield, Goderich and on to Kincardine and our cottage which was good to see again after our adventure. On Saturday we headed north to Port Elgin and Southampton so the Roden's could sample "Gerry's Fries" on Beach Street in Southampton. On a scale of 1-10 they gave these fries a "10+" so the secret is out about the best fries in Ontario.

John clocked our round trip at about 1000 miles.... not bad for a trip from Lake Erie to Lake Huron and you thought it would take 4 hours. Happy Touring to You. Ray & Mary Shier, John & Sharon Roden



Central Canada Morgan Events:

Sept 21	British Car Day , Toronto Triumph Club – Bronte Park, Oakville
Sept 26-28	MSCCC Fall Weekend , still time to contact Sharon Roden 905-892-6907
Oct 3-5	¾ Morgan Group AutumnMog XXV , contact Dave Crandall 800-877-5400
Oct 5	Miller's Fall Run (see below and instructions above)
Nov 2	MSCCC Pub Brunch , Queen's Head Inn, Brant St. Burlington 12 noon (416-530-4599)
Dec 7	MSCCC Christmas Wine & Cheese , Dale-Johnson's 1532 King St West, 1 – 5 PM, RSVP Vern or Amanda at 416-530-4599, vern_dj.msn@attcanada.net
Jan 4	MSCCC Pub Brunch , Queen's Head Inn, Brant St. Burlington 12 noon (416-530-4599) (location subject to change with election of new executive)

Oct 5, 2003 "Miller's Fall Run"

Cambridge & Georgetown starting points with a finish at the Legion in Acton. Info on start times, locations, details call Phil Miller at 519-620-3703, email philandwendy@rogers.com

MOA IV – "The Great Adventure"

Dates and route are firming up. Will be early September 2005 through mid October. Run will include the Great Lakes (all 5), Great River (Mississippi), Great Plains, and the Great Road (Route 66). Enquiries? Elaine Fisher at 925-930-6037 moa2005@attgolbal.net

Oct 5, 2003 "Miller's Fall Run"

The Waterloo group is going to meet at the **Tim Hortons** on King St. in St Jacobs at about 11:30 am on Oct 5, to leave at 12 sharp. They have a run organised with a stop at Aberfoyle Antique Market, to be at the Acton Legion (which is very scenic alongside Fairy Lake) at 3 pm. The contact's for this side are Glenn and Val Phillips, email vphillip@wightman.ca or phone 519-664-2139.

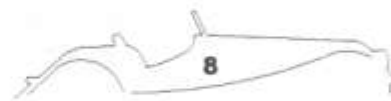
The Georgetown group is meeting at **Miller's Bakery** at about 11am leaving at twelve and driving up through the Caledon "Badlands" which is quite an interesting sight. We will also meet at the Acton legion at 3pm, where we will serve a choice of savoury products Steak and Kidney Pie, Steak Pie, Steak and Onion Pie, Steak and Mushroom Pie, Scottish Meat Pie, Sausage Roll, Cornish Pastie or a Ham and Cheese Quiche. This will be served with a Roll and Butter, and a choice of dessert. We won't be offering salads this year, however if anyone wants to bring their own, or some potato chips for themselves, they're welcome, as plates, knives and forks will be provided. We'll also arrange soft drinks, tea, and coffee and I'm sure the Legion would be happy to sell wine, beer or spirits at their bar.

At this point we may have Colin Hoare, who used to do the British Show on AM 740 to play some tunes. We'll have numerous prizes to be drawn, and we're going to have a display of "Drill" and music from the Cambridge "296 squadron", Pipe band. Who are this year's Ontario Provincial Champions.

As usual there is no charge for any of this, however I will take up a collection for the band. This is a youth group and it would be nice to raise some money to help them with their expenses. Regards, Phil Miller

West Coast Events for MSCCC and MOG NW:

Sept 19-21	Sun Valley Spud Mog Weekend Bob Adair (208) 343-3846
Sept 20	Vancouver – Whistler run
Oct 18	Bob Nelson Memorial Fall Tour Bill Button (206) 935-3616
Nov 2	Ladner to Bellingham Run Ken Miles (604) 576-8036



Eastern Canada Events for MSCCC and GoMoG:

Sept 18-21	British Invasion XIII , Stowe Vt. Mike Gaetano 508-435-8007 www.britishinvasion.com
Sept 26-28	¾ Morgan Group AutumnMog XXV , contact Dave Crandall 800-877-5400

Oct 3-5 ¼ Morgan Group AutumnMog 25 update...

Hi everybody - I suspect most of you have made your decision about attending AutumnMog, but in case you haven't or are still pondering, here's an update.

Most important, the costs for meals and cocktail parties have been dramatically reduced. Also, to clarify, the "Cocktails" event and its associated cost covers a 1.5 hour cocktail party with passed hors d'oeuvres and unlimited wine, beer and soda. The beverage availability continues through dinner and on into the night, so not a bad value [unless you're a Scotch drinker in which case you're on your own!]

Re: accommodations. Apple Tree itself is full but does have a waiting list. Rookwood Inn, the backup, has rooms and we get a discount there if you say you're part of the Morgan club. There are also further reductions if you take breakfast at Apple Tree and for additional nights. If Rookwood doesn't suit you, my best suggestion is to try www.hotels.com or the equivalent. There are numerous motels and inns in the area although many are fully booked since it's the beginning of leaf peeping season.

Please note that all event participants must register and we do have a one-day option. The special badge is in process and I've also attached a shot of that to tempt you! Let me know if you have any questions.

Best regards, David Crandall, VP and AutumnMog Chair.

Need more details? email / phone David Crandall davidc@thenetworkinc.org or 800-877-5400.

Other Events of interest:

The St. Lawrence Automobile Club (St. LAC) of Kingston, Ontario will be holding the **"THOUSAND ISLANDS VINTAGE RALLY"** on **Sunday, the 21st of September**. Tarmac roads length under 120 miles dash plaques to both driver and navigator duration of approximately 4 hours with mid-way stop limited to cars of the year 1975 or older trophies for: 1st to 3rd over-all / 1st ladies crew / team prize (3 trophies) for 1st marque or club entry fee: \$ 45 per car plus \$ 5 for team entry (3 car teams).

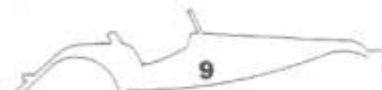
The style, instructions & regulations will be per club events of the 1960's. You should anticipate having an enjoyable time viewing the beautiful & scenic areas north of Kingston while driving over some of the best rally roads in Ontario.

Starting times, supplementary regulations, waiver requirements & start / finish venue will be on the St. LAC web site at < stlac.kos.net >. Contacts: John Kinnear @ (613) 389-3566 or Eric Brunner @ (613) 376-1538. Entry forms available at < ebrunner@rc.igs.net > and when completed with cheque or money order made payable to the club, please mail to: St. Lawrence Auto Club.

By the time this Blurb reaches you the second **Targa Newfoundland** will either be in progress or officially history. With a bit of luck we are hoping for a "first hand" report from our members on the East Coast – Jim & Hannelore Fisher, Stuart Clare, Andrew & Susan Struthers. We know MSCCC member (and Globe & Mail MegaWheels contributor) Bob English will prepare a report but first hand info from the locals is what we're really after!

Porsche is one of the main sponsors of the 2003 Targa, wouldn't **Morgan be a great sponsor for 2009!**

As previously noted there are Morgan events being planned well into the future – from weekend to several weeks long. **2004 – "Morgans down under"** during Jan-Feb with up to 12 cars coming from the UK, 5 from North America (Including commitments from MSCCC members Ken & Pat Miles, Henry & Barbara Tutton, and Vern & Rod Dale-Johnson) followed by 6 weeks on Route 66; then in Sept-Oct 2005 -- **Morgans Over America IV** ... will include a segment in the SW Ontario area... Lots of opportunity to experience your Morgan and the North American continent....



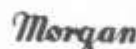
Morgan Memorabilia:

Prior to this year's MOG, Tom Van Zuiden suggested we create a "T-Shirt to differentiate the Canadians". As the project developed we felt "hey, why not sell some to reduce the /unit cost?". So... we did... and lo and behold we have a few left over for those MSCCC members who want a new T-shirt. Description? These are heavy weight cotton "crew-neck" T's off-white (kind of a grey fleck through them) with "Morgan race script in black and a red maple leaf" on the front left shoulder and on the back a 4-colour rendition of the 3-2003 Blurb cover but scripted with "Look'n Good" (you choose... the Morgan, the guy, or the lady). We've a few left priced at **C\$25 each for large or medium (sorry, all other sizes sold out)**.



Also for this year's MOG we bankrolled 1000 temporary tattoos. Again, the "Morgan Race Script with red maple leaf". These are about 1.5 by 1.5 inches (that's just under 40 mm square for you younger folk). We've a "pack of 11" of these available for **C\$5**. Easy to apply and easy to remove or leave in place and they last for about a week. Place orders for these items with Vern DJ...

Self adhesive, die-cut "Morgan" vinyl waterproof labels in two styles – Geoff William's race script (right) and Morgan classic script (left). These are available in black, white, yellow, and dark green. Each is about 5 inches (13 cm) in length. **Price is C\$3 (US\$2) per label (add return letter postage to any order up to 4 labels)**. Ideal for those "special" items you want identified like... decoration on the daily driver, dressing up helmets, "morganizing" regalia items, etc...



We've still lots of **MSCCC pins and crests available**. Pins with either a "safety pin" or "tie-tac" closure are 4-color epoxy, 1 inch across, priced at C\$12 each. Crests are the MSCCC "badge" on a variety of background colors – black, red, green, blue, white – now priced at **C\$12 each**.



We can also **embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif incorporating Geoff's race script** – send items to Vern DJ. **Cost is now C\$12 / embroidery**. Many of our members have had the MSCCC "crest" added to shirts with a second club already in place, allows you to advertise your support for two groups at once! Note the new Morgan "race script" or "wings" motif are not available as a stand-alone crests, must be embroidered on your clothing or other articles.



How about those new **Morgan Canada Wings**? - they are also priced at \$12 / embroidery



We've used our new "Morgan Canada Race Script" motif on **zippered sports bags** (with zippered side pocket) for C\$25/US\$17 – dark green, dark blue, and black are available. **Please include \$5 for shipping.**

MSCCC grill badges are available from the club (email or phone Vern Dale-Johnson) or from Melvyn Rutter Overseas Limited. Price has not changed – C\$80 (US\$55) plus \$5 shipping from the club, with a similar cost (plus VAT etc...) from Melvyn. Other good news – our supplier in England (Colmet – now part of Melvyn's empire) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges have this feature, any older badges that need repair can be returned to Melvyn for the same treatment.



Notes from the East...

MORGANS STORM TO TWO PODIUM PLACES AT SPA

MMC Press Release 02/09/03

Morgan Aero 8s run by Keith Ahlers/Rob Wells and Richard Thorne Motorsport stormed into 2nd and 3rd podium places respectively in the gruelling '1000 km of Spa' 6 hour endurance race at Belgium's famous Spa-Francorchamps circuit last weekend in front of an enthusiastic crowd of 25,000 race fans. The race, part of the British GT Championship, took place in conditions swinging from heavy rain to sunshine, and saw the Morgans



battling it out with the Porsches and other competitors in their own Cup class, as well as the bigger-engined GTO cars and some very quick Prototypes. The combination made for some very exciting track action, with the Morgans standing out from the pack both visually and audibly.

Keith Ahlers, a highly accomplished and well-known racer of Morgans at many levels, savoured his team's most recent contribution to the Morgan record books: "We are all absolutely delighted. The car ran flawlessly, and both my co-drivers did a great job, coping with rapidly changing weather and some very fast traffic. We were right on the pace of the winning Porsche on the track, but unfortunately we were slightly wrong-footed by the safety car."

Neil Cunningham, anchor driver with both the Richard Thorne team and the Morgan Works team, comments: "It was a long hard race, and it is really great to see both Morgan teams do so well. The winning Porsche was a late entry, carrying a lot less ballast than we were, and our car was down on power due to an engine issue – otherwise, who knows, we might have done even better!" "I think this weekend we've proved beyond doubt that the Aero 8 is a race car that demands to be taken seriously. With a bit of development for next season, Morgan is going to be the car to beat in the British GT Cup."

With just one round to go – at Brands Hatch on Sept 27/28, the Richard Thorne Motorsport Team has already secured 2nd place in the Cup Class Championship, while Ahlers/Wells are in third place – a really stunning return to national level racing, and a great credit to the efforts of both teams



The two UK Aero 8 GTs showed very well once again..this time at the Spa, coming in 2nd and third in their class (10 entries) behind a Porsche. The Aero teams' fastest drivers, Keith Ahlers (see "Aero") in one team and Neil Cunningham in the other, were also lapping quite as fast as the winning car. A very bright performance indeed!



Photos courtesy of eMOG,
note for photos from Lorne Goldman



Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

As we await story and photos on the "Alaska Highway Experience" from Ken & Pat (who are repairing the +8 to ready it for the New Zealand "Morgan's DownUnder" experience) we will content ourselves with their report on the Rally in the Valley, held over the July 4-6 weekend...

RALLY IN THE VALLEY 2003

Rally in the Valley was held in Kelowna this year, with the host hotel being the Ramada Inn. MogNW attendees were Dave Wellington, Bob and Judy McDiarmid, Graham and Val Bailey, Brian and Tina Thomlinson, Frank Decarlo, Ken Griffin, Bill and Cassandra Ward and Ken and Pat Miles.

Not all elected to drive their Morgans with the Wards bringing their Bentley (Pat and I had an impressive ride to the Saturday Dinner with Bill acting as chauffeur.), Dave Wellington in his TC, and Ken Griffin and the McDiarmid's in their TR 6.

As usual the Okanagan British Car Club put on an excellent function which included a Friday night informal dinner of bangers and mash, which according to everybody talked to was excellent. The car show on Saturday morning was over by 2:00 and allowed entrants to enjoy the afternoon on a drive, shopping in Kelowna or attending a parking lot party. Saturday night's buffet dinner was at the Grand Hotel and the meal was excellent.



In the Morgan class there were only four cars with Frank Decarlo taking first place, Pat Miles second and Graham Bailey third. Dave Wellington won first place with his TC.

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

Concours Corner September 2003

The first MSCC Concours World Champion is John Coxon.

John's magnificent car won by a single point from Machiel Kalf's equally superb machine at Mog 003 held at Newcastle Racecourse on 3rd August. John's victory was even more impressive because he had just driven 130 miles to be in time for the start of the Competition at 9.15 am. Unfortunately, Klaus Ehrensperger from Germany, was disqualified because he did not arrive at the venue until the 12 mile road section had been completed. He asked the judges to mark his car for his own interest and this was done, but it was not included in the final results.

Independent judges examined all the cars. Derek Mayor, the former Autoglym UK Master Class and European Autoglym Champion is now their Chief Judge and ours too. Derek judged the exterior and interiors and Philip Fisher from California, judged the engine compartments and chassis. I simply judged the authenticity of the cars.

The World Competition Class winners were:

- +8, John Coxon
- +4, Machiel Kalf
- 4/4, Stan Thorpe
- Aero 8, Brian Povey
- Flat Rad, Keith Reeks
- 3 Wheeler, Stan Thorpe.

The Adventures of Raymond the Cat



The new Competitions I introduced proved to be very popular with the "Pride of Ownership" won by Simon Daunt while the "Road Modified" was won by Ernie Smith. Six teams entered the Inter-Centre Team competition which was won by Norcemog, with Linmog second and Cranmog (Holland) coming third.

It is a steep learning curve organising the Mog Concours for the first time and I, having made so many changes to the Competitions, made several obvious mistakes, which I **will** correct for next year.

I am **PROUD** to have been successful in attracting such superb Morgans back into Competition and to have had them so expertly and independently judged.

Regarding the trophies, the beautiful, hand engraved, signed, crystal vases sponsored by Philip Bell of Morgan Insurance, proved to be a most popular addition as they were boxed and hence more easily transported in a Morgan than the large, silver trophies on which, in most cases, the engraving is several years out of date. The rosettes I gave to the first three in each Class and Competition were well received too. The promised Autoglym prizes were lost in transit, but if I get them eventually, I will ensure they are given out to the correct entrants.

Next year, the Concours will be moving to the Saturday of Mog 2004 event organised by Devamog. The winners will be awarded their prizes on the Saturday so that the winning cars can be formally displayed on the Sunday with all their awards. Jeremy Harrison

Postscript... Autoglym have asked me if I will host one of their Concours Competitions at next years Mog 004 event in Oswestry. It will be like hosting the equivalent of a Pebble Beach event!!

Hog Mog Matters:

Note from **Tom Van Zuiden**... "I went to physio tonite after washing the Mog and a guy clipped me in his pick-up. Owner of a fair sized trucking company in Hamilton. Left fender and front bumper are gerstorpen completely i.e. bumper on the ground. Snick of damage to the right



front fender and probably some problems underneath where the bumper attaches and was pulled out. Oh Well. Wanted that

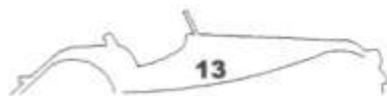
fender painted anyways and the scratches on the bumper Well--gonna get a new one." [Tom, we like to see that support of CMC Motors. As you've been suggesting the bumpers need rechroming sounds like you've found the ideal way to get it done on someone else's nickel!]



A fun day at work!

The story starts one Friday morning when CMC Enterprises (1990) receives a phone call from a client saying how his beloved Mog of 32 years was stolen from it's daytime parking spot by his office. If we were to hear anything please call him immediately! We tried to assure him Morgan's are not usually the hot item for car thieves and to our knowledge only one other had been stolen in Canada, namely Steve beer's SS. We said it was likely his beloved Mog would be returned.

It was about 4 hours later that a service shop in Etobicoke phoned looking for an ignition switch for "one of these Morgan kit things". "Why yes sir we can help you with that, what model & year is it?" "Hell I don't know" was the response. "Well what does it say on the badge on the radiator cowl & what type of engine is in it?" "I'll call you back" was the response. "No I'll hold, as we likely have the switch in stock & could deliver it shortly, by the way I'll need th VIN # as well". "Where do I find that" he asked. A few minutes later I was informed "it's a 4by4 with a



Ford engine, no serial # visible". "OK then we know most of the Morgans around, what colour is it?" "Yellow" BINGO!!!!!! "Give me your name & phone number, I'll check stock".

The owner was called who decided he should go to rescue his beloved. "NO! Call the police, how do you know the shop isn't involved" (not that automotive people are likely to be the criminal type of course). Our next phone call from the owner was to say the undercover police officer asked him to leave the shop & allow him to do his job. He was patiently waiting in a Seven Eleven around the corner. At 4:55 the shop was called & asked if the Morgan was ready for pick-up? "Yes sir come right over!" No show! At 5:30 the police officer left the shop figuring the thief changed his mind. The owner was in the reception area calling for a tow truck when a gentleman came in & said "I'm here to pick up the Morgan". Ron the real owner put the phone down immediately & found himself standing next to the thief. The shop owner said he had to get the work order from the shop & he'd be right back. Ron decided to strike up a conversation with the thief, "Hey that's a nice car you've got there? Had it long? Where'd you get it?" While Ron was learning the history of this wonderful vehicle the shop owner was in the service area calling Metro's finest. Within 4 minutes there were all sorts of visitors at the service station. Donut sales were slow at this point in time! Being an experienced criminal, the thief of course tried to dash, to no avail. He was assisted into the back seat of the police cruiser. As it turns out this gentlemen had borrowed a lot of cars in the past! The 4/4 arrived in Bolton that night around 10:30. An ignition switch a starter and a few other bits & it will be back in it's owners hands once again. A happy Mog ending. (as most are) Still smiling... Martin Beer.

Note from **Jim Haw...** "Sorry to bother you, but I wondered if you had an email address for CMC Enterprises. I have my +8 in for some work and wanted to send them a note, but I'm presently up at my cottage in Haliburton and communications are an issue. If they manage to get the bugs out of the Mog by next week, I hope to get out to Bronte in September. I must also rejoin the club, having been out of circulation for over 10 years now!" [Would love to see Jim and other former members back in the "club"]

Report in Auto Express web site <http://www.autoexpress.co.uk>

Morgan Name Change

Thirty-five years after its launch, the Morgan Plus 8 is to be renamed - and it's all because of its engine.

The ageing 4.0-litre Rover V8 can't pass the latest emissions tests, so is to be replaced by the 3.0 V6 Ford Duratec unit used by the Mondeo ST200. The new model goes on sale in March.

"We haven't decided on the name, but we like Super Six," said sales manager Mark Ledington. "We've been using the V8 since 1968, so it's a sad day for us." The new engine offers improved performance and fuel economy.

++++

I have missed the proposed cubic capacity of the Mondeo engine, will someone please enlighten me?
Roger, Sydney Australia

Sure. Morgan is planning to use the Mondeo with the 3.0 V6. It is a 24 valve affair using a electronic fuel injection called the 'Levanta' Engine Management System with a breakerless ignition, producing 226 bhp. (Morgan must rechip the engine for their use).

The same block is used in many Fords internationally. In the Jaguar (aka Lincoln version) in their S-Type, it was substantially modified and is reported to be quiet and smooth offering the lower end choice for a luxury car. It produces about 242 bhp.

As a point of reference, the present Plus 8 produces appr. 185bhp and less torque but at lower revs (and more noise...[smile]). Of interest for the future or engine swaps would be the Jaguar/Lincoln V8 producing 400bhp. I have been told that this bigger brother can be made to fit as well. Lorne



Notes from eMOG...

----- Original Message -----

From: <lg@gomog.com>

To: "eMOG II" <emog@lyris.dundee.net>

Sent: Sunday, August 24, 2003 11:33 AM

Subject: **Support**

Here's a question for our emog techies. When on the side of the road with a balky car, one would benefit from knowing where to start looking for the problem.



The FIRST thing to do when stuck on the side of the road is to deal with yourself. If you become angry, flustered or frustrated when you most need to be cool, analytical and patient...nothing will help.

Always start with the ever present basics. For example, if the engine has died, you have no or improper combustion. Fuel and a spark (assume air) mean combustion. Test for both (not difficult), likely one is missing.

If it's not something obviously broken, we often must check the ECU for error codes.

You will find them on GoMoG. We are lucky to have so much information on the testing and repair of Morgan ECUs. GoMoG started by some Canadian fella posting articles he might need on the road to a free web hoster for easy access whilst traveling. It grew from there.

Since cellular phones can be used for certain email and internet functions, is it technologically feasible to come up with a cell phone adaptor that you can plug into the OBD port, obtain the codes, and then connect to the an internet site, where the codes can be read and interpreted? Duncan

++++

That has been easily feasible for many years, both roadside diagnosis AND remote re-programming. It hasn't and is unlikely to happen for the reasons I indicated a few days. One of the most important priorities for ECU/CM programming by the automobile manufacturer is to capture, control and channel their market how and where they will. (The cause of the demise of the aftermarket automobile service industry.) It serves no benefit to the manufacturer to enable the remote repair of its products.

Only those manufacturers who have a super-thin service network would reap a marketing advantage and these have to contend with far sparser development and management resources necessary to implement such a system and the obvious legal liability pitfalls. Lorne GoMoG Webmaster

++++

I am sure they have been mentioned: However; there are two tools that have saved me several times;

1. A cell phone with a list of MOG members. I have Linda Eckler (Morgan Spares) and Robert Couch (founder of Morgan Spares and extremely knowledgeable) on my Cell phone address book that is on the cell phone as well as others that I know can help me if needed.
2. Membership with AAA. A road service that has towed me home more than once.

A friend has talked me thru a problem more than once. Recently a 4/4 had problems on our Mt. Rainier run. The owner kept reminding me of what he had experienced in the past. I ignored him:

1. Was there fuel at the carb? NO: follow the fuel line back until you find the problem. In this case it was the fuel filter. The fuel filter looked OK but for some reason fuel was not passing. Easy fix!
2. If there is fuel: Check for spark. If no spark; check + on coil (hope you carry a test light). GOMOG has lots of information on Dizzy's. Read them. I have cyps of just about everything George Dow has written on the subject. I read them every night before I go to bed.

I have a "Mentor". I looked for a knowledgeable person who could communicate. My "Mentor" has helped me set carbs, diagnose rotor failure, and explain to me the general maintenance jobs I should undertake. There is hardly any task/modification that I don't discuss with my "Mentor". Button

Texas stories, but could apply anywhere! Tony in LA

GOOD... A Texas policeman had a perfect spot to watch for speeders, but wasn't getting many. Then he discovered the problem - a 12-year-old boy was standing up the road with a hand painted sign, which read "RADAR TRAP AHEAD". The officer then found the young accomplice down the road with a sign reading "TIPS" and a bucket full of money. (And we used to just sell lemonade!)

BETTER... A motorist was mailed a picture of his car speeding through an automated radar post in Texas. A \$40 speeding ticket was included. Being cute, he sent the police department a picture of \$40. The police responded with another mailed photo of handcuffs.

BEST... A young woman was pulled over for speeding. As a Texas State Trooper walked to her car window, flipping open his ticket book, she said, "I bet you are going to sell me a ticket to the Texas Police Ball."

"He replied, "Texas State Troopers don't have balls." There was a moment of silence while she smiled, and he realized what he'd just said. He then closed his book, got back in his patrol car and left.

She was laughing too hard to start her car.



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Our visitor of the day is our good friend Gerry Wilburn from California, hooked up to the Mog internet Cafe machine communicating with his office in Los Angeles, whilst on holiday in the UK.

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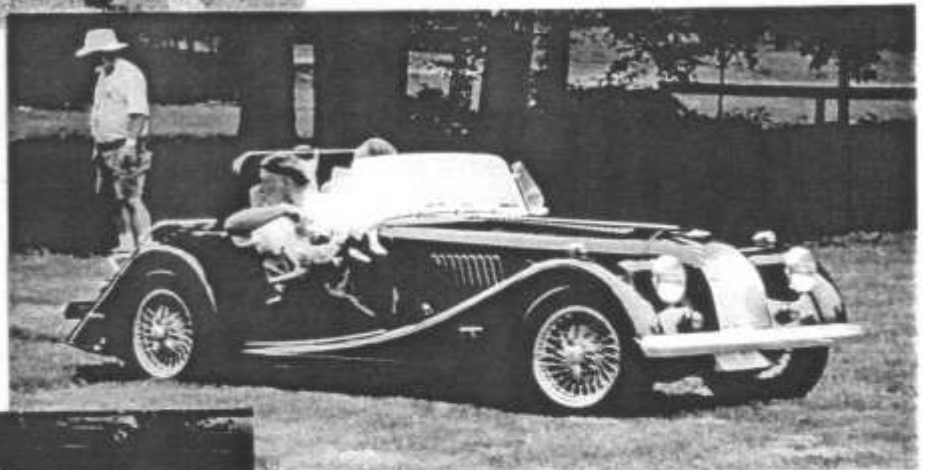
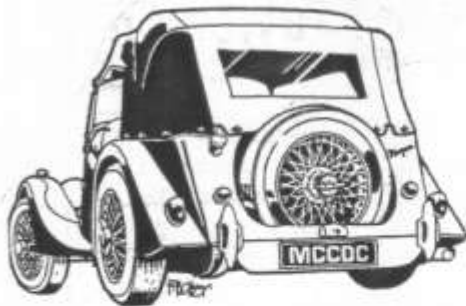
MOG 33 More Canadians..

Concourse winning 4/4
John & Sharon Roden

Why are all the Gymkhana
participants backing up?
(another shot of Rod & Jennifer)



Martin Beer with
Jim Nichol (Ray
Stevens
marshalling)



Ray & Elizabeth
Stevens with Megan



Photos by David McCrossan &
Vern Dale-Johnson

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Targa II takes off

Green flag will drop in St. John's, Newfoundland next week

By Bob English

Competition from around the world, in cars ranging from high powered historic masterpieces to even higher-horsepower classics and modern machinery, will start their engines in St. John's September 13 to begin the second annual Targa Newfoundland International Car rally.

(Ed. note: Megawheels will be represented by contributor Bob English, who will pilot the Kia Rio RX-V he ran in last year's event.)

The Kia will be one of a number of factory entries this year, and Germany's Porsche will be the Targa Newfoundland's "Honoured Marquee." A number of Porsches will

compete as part of a diverse and entraining field that includes a Ruff Turbo, along with a 600 hp Mustang, a Lancia rally car, old and new Minis and a 1953 Studebaker of all things. They will compete in a new class for Carrera Panamericana (a Mexican open road race) cars.

This week-long event, which involves literally thousands of people and runs through some 52 communities in Eastern and Central Newfoundland, starts in St. John's and takes competitors over more than 2,000 km of paved roads before returning them to the capital at week's end. The route this year, should you be around to spectate, includes legs from

St. John's to Gander, Gander to Clarendon, Clarendon to Clarendonville, Clarendonville to Marysown and Marysown to St. John's.

The rally is staged in two formats that run simultaneously. There's a timed event, called the Targa Newfoundland, run over closed-road special stages (like the World Rally Championship) for competition prepared cars. And there's the Targa Touring, a distance/speed/time road rally open to all types of cars. There are classes for historic, classic and modern cars.

Last year's inaugural event attracted just under 40 teams from as far away as Australia, but organizers

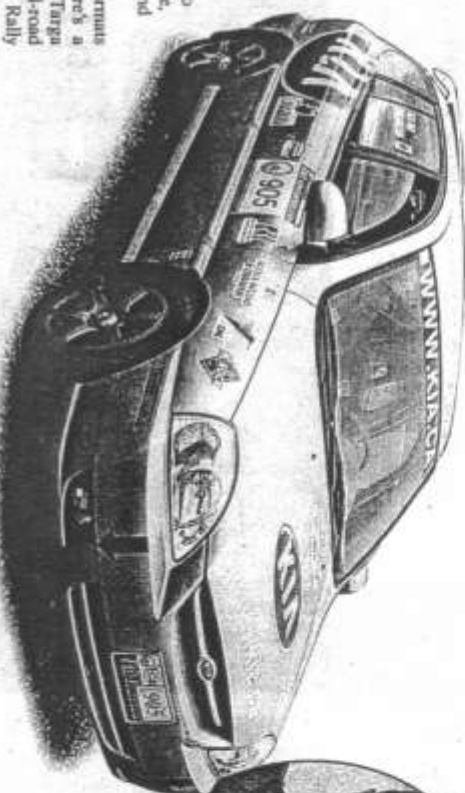
anticipate a final tally of twice that number for this year's event.

The event is also gaining a higher profile with sponsors such as tire maker Goodyear Canada and auto parts giant Delcor International

Ltd. signing on as sponsors. Organizers have also confirmed dates for the next three annual events, giving Targa Newfoundland plenty of time to establish itself on the international motorsport calendar.

For more information on route details contact: www.targanewfoundland.com.

Contact: bob.english@sympatico.ca

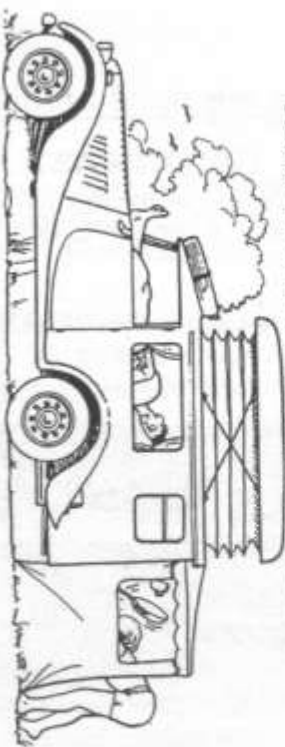


Bob English, above, will represent Megawheels in a Kia Rio RX-V, left.

MORGAN S.V.O. Special Vehicle Options

by

Practical Roadsters And Tricky Terrain Specials



ONE-UP-PERSONSHIP AT MOG EVENTS.

We know that Steve (Beer) has been rebuilding Jenny's 4-seater for the past several years in a secret location (ie their home garage). This drawing is said to be a reliable rendering of the Mog as it took the family on their recent trip to the Ottawa area. We can't wait to see the finished masterpiece!

(courtesy Bill Boyles and Moglog)



The MMC media team has posted the following release on 27 July 2003...

Morgan Crashes Out Of Spa In Heavy Rain

A serious crash ended Morgan's 24 hour hopes at Spa after 3 hours of racing, when Neil Cunningham suffered a high speed rear end impact in atrocious conditions on the straight leading into Malmédy.

Neil comments: "The car was going well in very heavy rain when I suddenly lost all power. A Porsche was hard on my tail, and in all the spray he couldn't see in time to avoid me."

The Morgan Aero 8 spun several times before coming to a stop on the grass. Despite Neil's valiant efforts in the pouring rain, he was unable to get going again. Initial damage inspection showed major damage to the rear of the car.

Morgan Works Team Manager David Dowse says: "This is so disappointing for the whole team, who have worked incredibly hard to put the car on the track in great shape. It's especially sad when we've been running so well during recent testing and during practice and qualification at Spa". "We'll be investigating exactly what happened to cause the power loss as soon as we get back to Malvern."

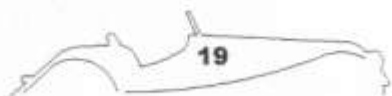
The team remains determined to continue working towards a Le Mans entry in 2004. "This car is really beginning to show what it's capable of, and we have more development to come. We've had a great week at Spa, and it's been a real pleasure working with Jacques Laffite and our sponsors, Banque Baring Brothers Suisse S A. Everyone's been very supportive, and they want to go forward," concludes David Dowse.

This was the third entry bid for the new car this year. Its application to run at LeMans was refused and it failed to meet the specs necessary for homologation at Donington some weeks ago.

++++

This confirms what I was told this morning by a friend also at Francorchamps yesterday night. Nobody saw nothing, it was raining cats and dogs. Explains also the disappointment of the team.

The engine problems appeared from the start of the race. Even so, the car was regularly gaining in the ranking as more and more competitors left the race on crash and/or technical problems. A pity. Think that several Porsche G2 class (same class as the Aero 8) finished in the overall top 10! Herman in sunny Belgium (incredible but yes)



The following article was clipped specifically for Jeremy Harrison - he of the purple pen and lilac Morgan... Always ahead of your time, Jeremy!

Power tip: purple pens

Here's our power tip of the month: purple pens. And lots of them. According to the Pilot Pen Corporation, pen users of the purple persuasion make the best workers. And workers with six or more pens (of any colour) at their workstation say their job is satisfying.

Before going any further, we'll explain that these findings are the result of a random telephone survey of 645 workers by a New Jersey research firm. The survey's true meaning (or significance) is unclear to us and the pen makers.

"We don't quite know what all this means," admits Ron Shaw, president and chief executive of Pilot, a Costco vendor based in Connecticut.

He adds, "Frankly, we're flummoxed. But overall, we think it's all very good."

The survey found that 82 per cent of workers who use purple pens say they try to help their boss, even when not asked. And 66 per cent of male purple-pen users said they'd most likely work extra hours for no extra pay.

But beware: Most men who use purple pens are likely to accidentally take pens home.

Size doesn't seem to matter here, but numbers do. While 21 per cent of the workers overall are looking for a better job, only 12 per cent of those with more than a dozen pens on their desk are job seeking.

Now, what about those pencil chewers? **Q**



26-27 JULY 2003 SPA-FRANCORCHAMPS

24 SPA
PROXIMUS



**SUPER
RACING
WEEKEND**



Contrairement à certaines de ses concurrentes, la condition de GT de la Morgan ne fait aucun doute. Photo Pierre-Yves Thienpont.

L'usine Morgan était présente avec une voiture aux 24 heures de Francorchamps via le team Dynamics Alloy Wheels sponsorisé notamment par la banque suisse Baring ...bien connue. Charles Morgan en personne était présent samedi dans le paddock au moment du départ. Cette belle auto aux couleurs gris métal et bleu foncé n'a pas manqué d'attirer l'attention.

J'ai pu l'approcher dans le stand où elle bénéficiait des soins d'une demi-douzaine de mécaniciens, sans parler du personnel d'accompagnement. En effet dans ce genre de course, mettre une voiture sur la piste suppose une infrastructure considérable. Rien que pour l'équipe Morgan, il y avait un semi-remorque pour le transport du matériel, une gigantesque tente à l'arrière du stand de piste avec le matériel de rechange indispensable (moteur, boîte, pont, partie de caisse arrière, etc) pour pratiquer de la mécanique, sans compter un camion motorhome dans le paddock pour recevoir les invités et restaurer le personnel.

Les photos donnent une idée de l'ambiance générale. L'avant de la voiture est entièrement démontable, le capot est d'une seule pièce sans charnière et le hard-top est amovible bien entendu. L'ensemble est allégé au maximum et les suspensions sont tout alu.

L'équipe a bénéficié des services de l'ancien pilote de F1 Jacques Laffite qui n'a pas eu l'occasion de prendre le volant en course, l'auto ayant abandonné après 45 tours. Elle est barrée en puissance par rapport aux voitures de pointe, le moteur BMW manquant manifestement d'au moins une centaine de chevaux pour avancer sur la grille de départ. Mais sans cet accident et compte tenu des nombreux abandons, il aurait peut-être été possible de réussir quelque chose, puisqu'une Porsche s'est finalement imposée. JG



Orange Arrows



✓ Jacques LAFITE



Drive back in time

Appreciate another world in Mennonite country

By Diane Tierney

Take the one you love with you on a slow drive around St. Jacobs — and seal the relationship at the dark and romantic West Montrose Covered Bridge, also known as the Kissing Bridge. Built in 1881, only two small windows and kerosene lanterns were used to keep it lit.

Take Highway 401 to Kitchener, exit at Highway 8 and then take Highway 86 to St. Jacobs. Stop in town for an hour before you begin your scenic drive.

St. Jacobs is a historic Mennonite town that was established in 1852. It honours Jacob Snider, a Mennonite farmer who established the village.

Today there are more than 100 shops, including fashion, home décor and antique stores, craft studios, restaurants, inns and a theatre. The market district has a farmer's market, flea market, outlet mall, winery and horse-drawn trolley tours.

Some of the historic sites are now retail businesses. For example, Hollinger Hardware is a store that dates back to 1893. In 1948, Henry Sittler and Walter Hachborn became owners of it and they developed a Canada-wide network of Home Hardware stores. This store is filled with fine furniture and interesting décor accessories.

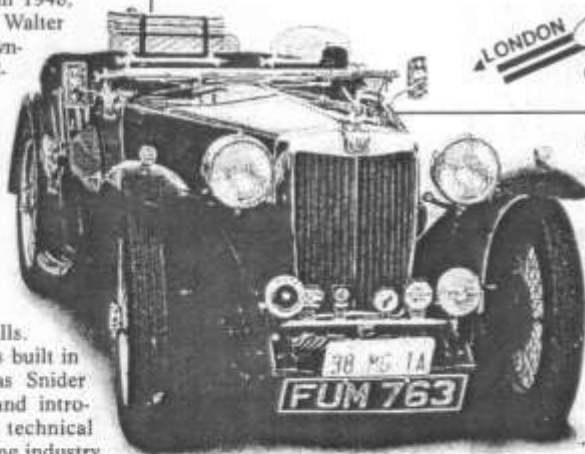
The Country Mill and Village Silos is the former Pioneer Roller Flouring Mills. The original mill was built in the late 1860s. Elias Snider bought it in 1870 and introduced major technical advances in the milling industry with the purchase of the first porcelain roller press in 1875. It replaced the previous stone ground method. The mill was redeveloped in 1981 into retail space for crafts people designing with pottery, glass and metal.

There are several bakeries to supply you with sweet sustenance such as the Stone Crock Bakery. Try an apple fritter or buy some strawberry rhubarb jam. Each year the bakery makes about 12,000 loaves of bread, 14,000 muffins and more than 50,000 pies.

Ruffled Elegance is a store that sells quilts and fabric gifts. The



Vintage cars are a plentiful sight along the route from St. Jacobs to West Montrose.



Sittler, National Hockey League star and former captain of the Toronto Maple Leafs.

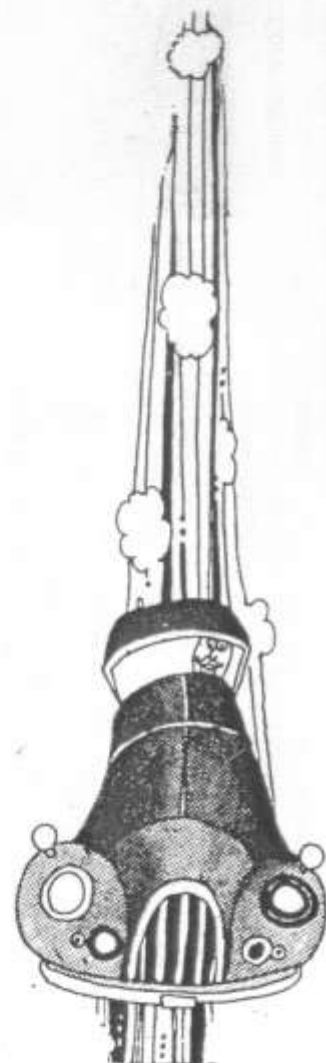
Turn left at the top of the hill on to Hawkesville Road 17.

The first farm on the left after the railway tracks is owned by a Mennonite family. Mennonites often drive only black cars and some have painted bumpers.

The other farms you see are owned by Old Order Mennonite families, noted by the green roofs.

Turn right on to Three Bridges Road. The cemetery on the right belongs to the modern St. Jacobs Mennonite Church. Next to it is the Three Bridges School. Students from about five different Mennonite groups attend here.

Turn left on to Hemlock Hill Drive 22.



LIFE IN THE FAST LANE



Morgans Over America IV THE GREAT ROUTE New York-San Francisco SEPTEMBERISH 2005

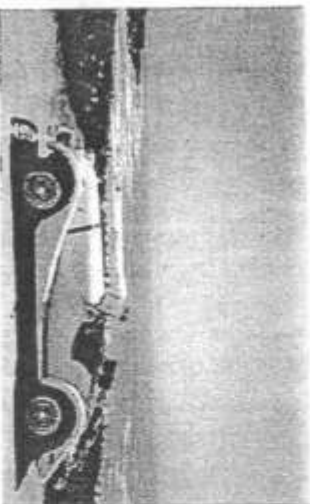
Drive from New York to
San Francisco
Via

THE GREAT ROUTE

Drive the Great Lakes
Drive the Great Mississippi River
Drive the Great Prairies
Drive the Great Southwest
Drive the Mother Road, Route 66
Drive the Pacific Coast Highway

Up to forty Morgans, their drivers and navigators from the USA, Canada, England and other countries will join together to wind their way for 30-32 days through many of the greatest places to tour in North America.

The route, lodging, special events, auto shipping, and regalia are arranged by the planning team. Adventure, fun, friendship, Morgans and personal expenses are provided by the participants.



Morgan Plus 8 on Pacific Coast Highway

As of July 2002, the route is under development. The basic route is expected to be available by the end of 2002. **The exact route** will continue to be refined up to at least Spring 2005 based upon people and places to see, events to attend and lodging availability. Most returning participants do not care where we go, they just want to be adventuresome, see more awesome sights, meet wonderful people and drive their Morgans.

A NEW LOGO (on the front is the 2000 logo, with the words updated) is being designed. We anticipate it will also be available by the end of 2002. Regalia, including badges, will be designed and will be included in the Registration price. Extra regalia including badges will be available for purchase by non-participants as well.

Lodging again will be arranged for the entire group. As a member of the booking group, we attempt to keep you in the same motel. The number of participants may be limited to facilitate this. The more people included in the lodging group, the better the rates negotiated for all participants.

It is anticipated that **auto shipping** from the West Coast and from UK will be arranged again by the team. Insurance for UK/Europeans is also provided at cost.

On the last 3 trips, personal costs have been around US \$10,000 per Morgan & 2 persons. This includes meals, fuel, and lodging for around 30 days. This can vary widely. The plan attempts to keep the lodging cost at an average \$115 per night per room with a variety of lodging types. Shipping and insurance costs can vary widely dependent upon your point of origin.

Two new web sites and related email addresses are under construction and expected to be available soon. The US specific site is

www.morgansoveramerica.org containing

general trip information with specifics for US & Canadian participants. The UK & European site has specifics for foreign participants

www.morgansoveramerica.co.uk. The sites

will be linked to each other

MOA IV Interest/ Pre-Registration

Please complete the following questions to assist us in planning this great tour and ensuring you have the necessary information to be a participant.

Are you planning on participating in Morgans Over America IV ? Do you wish to be included on the email list?

☐ Definitely, the whole trip ☐ Yes please

☐ Probably, the whole trip ☐ No thank you.

☐ Possibly, all or some ☐ Sorry, no email

Are you interested in assisting in us to make the event even greater? I wish to have information sent by snail mail? Included are stamps for 20 letters.

☐ Count me in for helping ☐ Yes please, see stamps

☐ I can help a bit ☐ No thanks. Email works

☐ Sorry but I can't help ☐ Maybe later.

Comments:

Name(s)

Address

E-Mail

Phone

Morgans Over America IV, Ltd

433 Algbarth Rd.

Liverpool L17 6BU, England

email: jeramyhere@blueyonder.co.uk

www.morgansoveramerica.co.uk

813 Hutchinson Road

Walnut Creek, CA 94598 USA

email: elaine@attglobal.net

www.morgansoveramerica.org

Contacts: US- 925-930-6037

UK- 44 (0) 151 427 1760

LINDSAY TO BRIGHTON RUN ENTRY \$50.00

INCLUDES:

- ☐ ENTRY FOR ONE CAR AND TWO OCCUPANTS
- ☐ COMPLIMENTARY SOUVENIR INAUGURAL PLATE
- ☐ COMPLIMENTARY REFRESHMENTS

LINDSAY TO BRIGHTON

RUN

SUNDAY, OCT. 5, 2003



**OPEN TO ANY CLASSIC AUTO OR
MOTORCYCLE 25 YEARS & OLDER**

STARTING FROM THE LITTLE BRITAIN MOTOR COMPANY —
WORKS AND TRAVERSING 84 MILES OF SCENIC COUNTRY
ROADS, TOWNS AND VILLAGES OF VICTORIA AND
NORTHUMBERLAND COUNTIES, RESPLENDENT IN AUTUMN
COLOURS. TERMINATING AT THE PROCTOR PARK
CONSERVATION AREA IN BRIGHTON WHERE REFRESHMENTS

WILL BE PROVIDED AND AWARDS PRESENTED.
ENROLLMENT LIMITED. START TIMES ASSIGNED.

REGISTRATION FROM 8:00AM. FIRST MOTOR OFF AT 10:00AM.

ENTRY: \$50.00 PER VEHICLE WITH TWO OCCUPANTS.

ENTRY FORM

Please Print Legibly

Entrant's Name: _____

Address: _____

Telephone #: _____

Fax #: _____

email: _____

Driver's license #: _____

Auto/motorcycle: Year/Make/Model: _____

Check off your desired options:

Entry Package (two occupants) \$ 50.00 ☐

Additional Guest(s) \$ 10.00 ☐ x _____ = \$ _____

Event t-shirt \$ 20.00 ☐ x _____ = \$ _____

Event Golf Shirt \$ 45.00 ☐ x _____ = \$ _____

Shirt Size: (circle) S M L XL XXL

Total payable: \$ _____

Statement: I intend to present my car to the event scrutineers in a safe and sound condition and I will conduct myself in a reasonable and responsible manner so as not to endanger myself or others. I agree to observe and obey the reasonable terms established by the organizer of the event.

Signed: _____

Dated: _____

Visa ☐ MasterCard ☐ # _____

Cheque or money order enclosed ☐

Expiry _____

Guest Name: Driver 11 Rider 11: _____

Address: _____

Telephone #: _____

Fax #: _____

email: _____

Guest Name: Driver 11 Rider 11: _____

Address: _____

Telephone #: _____

Fax #: _____

email: _____

Membership Application / Renewal:

Name: _____
Spouse: _____
Address: _____



Home: ____ / ____ / ____ Business: ____ / ____ / ____

Fax: ____ / ____ / ____ email: _____

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

PRESIDENT, BLURB EDITOR & REGALIA:

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416-530-4599
Fax: 905-826-6643
vern_dj.msn@attcanada.net

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sj.beer@sympatico.ca

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L7E 5R9
905-857-7320
905-857-3210 (fax)
apbeer@look.ca

EASTERN SCRIBE:

OPEN

UNTIL FILLED REMEMBER:

- EDWARD BURMAN
- GREG "TOAD" KAUFMAN

WESTERN SCRIBE:

Ken & Pat Miles
MOG NW (Northern Rep):
15410 Kildare Dr
Surrey, B.C. V3S 6B9
604-576-8036
pat_miles@hotmail.com

ROAMING SCRIBE:

Dr F. (Art) Sharpenwessel N.F.A
Phone: none
Email: you have to be kidding
Duties: depends

WEB SITE: www.GoMOG.com



First of the real sports cars

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

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

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MOG 33 - +8's at Play

Rod Wilkinson, Vern Dale-Johnson, Martin Beer, Steve Beer.



↑ Autocross vs Watercross ↓



Photos by David McCrossan

Detail changes, MSCCC "Fall Weekend"
September 26-28



Friday night - Dinner at Tuckers, as only a couple of rooms has been reserved at the Admiral Inn, the "noggin" has been cancelled in favor of a get-together at Tuckers - ETA of about 7:00 PM. Reservations are under the Morgan Car Club... about 25 Morganeers have indicated they will be there.

Tuckers Marketplace, 3110 South Service Road, Burlington

Saturday - wine tour and lunch

meeting at: **Niagara Gateway (Grimsby)**

Casablanca Blvd./QEW

(south east corner)

Departure 10:00 am

On **Sunday** we will have a run leaving from the **Admiral Inn** approximately 11 o'clock and heading for the Halton Hills. Late lunch stop will be at the Royal Coachman Inn in Waterdown.

Regards,

Sharon & John Roden

Tom Van Zuiden



REVISÉ AUTUMN MOG XXV REGISTRATION

Note: You must make your hotel reservation directly with the hotel.

OCTOBER 3-5, 2003 AT THE APPLE TREE INN, LENOX, MA (Phone 413-637-1477)

YOUR NAME(S) for name tag(s) _____

NUMBER IN YOUR PARTY: _____

ADULTS # CHILDREN

Event registration (includes 1 or 2 people, 1 car) Before 9/1 ____ \$60 After 9/1 ____ \$75 \$ _____

Additional people (children under 12 are free) Before 9/1 ____ \$15 each After 9/1 ____ \$25 \$ _____

Additional Morgans Before 9/1 \$10 each After 9/1 \$10 \$

AutumnMog25 Anniversary Badge [3/4 members] Before 9/1 ____ \$25 each After 9/1 ____ \$35 \$ _____

[non-members] Before 9/1 ____ \$35 each After 9/1 ____ \$45 \$ _____

One Day Registration [which day] _____ \$40 each \$ _____

EVENT AND BADGE SUB TOTAL \$

Which car(s) are you bringing? _____

For the Concours, I plan to enter the ☐ Premier Plus group ☐ Driven group ☐ Not be judged.

DIRECTORY UPDATES: Please use the back of this form if your address and personal information, or if the car(s) you are bringing does not appear in the 3/4 Morgan Group directory, or is listed there incorrectly, so we may update our database.

If you are not a 3/4 MORGAN GROUP member please provide your personal and car information on the back of this form so you can be notified of our future events.

Where are you staying? ☐ Apple Tree [headquarters] ☐ Rookwood Inn

☐ OTHER _____ [Check hotel, or write in name of other hotel.]

NOTE: [If you are staying at Apple Tree, your package [two or three nights with double-occupancy room] includes the appropriate number of meal/activity tickets per the list below. If you are NOT staying at Apple Tree OR are bringing more people to a meal, you MUST order tickets below to be sure of being served.]

ADDITIONAL MEAL TICKETS

(one per person per meal/activity, all taxes and gratuities included for registered AutumnMog participants:)

Breakfast [Fri, Sat, Sun] _____ meals @ ~~\$7.50~~ \$6.25 per person per meal = \$_____

Saturday Box Lunch _____ person @ \$ ~~9.50~~ [\$7.50] = \$ _____

Cocktail Party* [Th, Fri, Sat] _____ events @ ~~\$18.75~~ [\$12.50] per person per event = \$_____

* Cocktail Parties are 1.5 hour long events with passed hors d'oeuvres and unlimited [pre-selected] wine, beer and soda. The cost also includes unlimited wine and beer throughout dinner and after. *Hard liquor extra.*

Dinner [Th, Fr] _____ meals @ ~~\$31.25~~ [\$25] per person per meal = \$_____

Banquet [Sat] _____ person @ ~~\$37.50~~ [\$25] = \$_____

Sunday Brunch _____ person @ ~~\$13.75~~ [\$10] = \$_____

ADDITIONAL MEALS SUBTOTAL = \$

GRAND TOTAL [Event + Badge + Additional Meal Tickets] \$_____

Make check payable, to "3/4 Morgan Group"

Mail check, form, and information to: Dean Meyer, 233 Mountain Road, Ridgefield, CT 06877

MINUTES of a meeting of the Board of Directors of Morgan Owners Group Toronto (the "Corporation") held in Toronto, Ontario on the 1st day of December, 2002, at 2:00pm.



PRESENT:

Vern Dale-Johnson
Jenny Beer
Audrey Beer

being all of the directors of the Corporation.

Vern Dale-Johnston, a director of the Corporation, acted as Chairman of the meeting

CONSTITUTION OF MEETING

The Chairman stated that all of the directors being present and that notice of the meeting had been given to all the directors in accordance with the by-laws of the Corporation, the Chairman declared the meeting to be duly convened and properly constituted for the transaction of business.

MINUTES OF PREVIOUS MEETING

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED THAT** the reading of the minutes of the previous meeting of the directors of the Corporation held on November 3, 2002, as the same appear in the minute book of the Corporation, was dispensed with and the same be taken as read and confirmed.

APPROVAL OF FINANCIAL STATEMENTS

The Chairman presented to the meeting the financial statements of the Corporation for the financial year ended 2002, as prepared by the Treasurer of the Corporation in accordance with Article IV, Section C of the general by-law of the Corporation, together with the Treasurer's report thereon.

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED THAT** the financial statements of the Corporation for the financial year ended 2002, as prepared by the Treasurer in accordance with Article IV, Section C of the general by-law of the Corporation, together with the Treasurer's report thereon, are hereby approved, and any two of the directors are authorized to sign the balance sheet thereon.

ANNUAL MEETING OF MEMBERS

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED THAT** the annual meeting of the members of the Corporation is called to be held immediately following this meeting of the directors of the Corporation.

TERMINATION

There being no further business before this meeting of the directors, the meeting then terminated.

Vern Dale-Johnson

Chairman of the Meeting

MINUTES of the annual meeting of the members of Morgan Owners Group Toronto (the "Corporation") held at Toronto, Ontario on December 1, 2002 at 2:15pm.



PRESENT:

Reg Beer	Audrey Beer	Jenny Beer	Steve Beer
Martin Beer	David Farmer	Paula Farmer	Glen Nigh
Donna Beer	Rene Roberts	John Roden	Sharon Roden
Vern Dale-Johnson	Alan Sands	Marlies Sands	Ray Shier
Amanda Dale-Johnson		Mary Shier	Chris Taylor
Gayle Taylor	Tom Van Zuiden	Lynda Van Zuiden	Rod Wilkinson

being a quorum of the members of the Corporation.

CHAIRMAN

Vern-Dale Johnson, a member of the Corporation, acted as Chairman of the meeting.

CONSTITUTION OF MEETING

The Chairman stated that a quorum of the members of the Corporation being personally present and that notice of the meeting had been given to all the members in accordance with the by-laws of the Corporation, the Chairman declared the meeting to be regularly constituted for the transaction of business.

MINUTES OF PREVIOUS MEETING

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED THAT** the reading of the minutes of the previous meeting of the members of the Corporation held on November 3, 2002, as the same appear in the minute book of the Corporation, was dispensed with and the same be taken as read and confirmed.

REPORT OF THE DIRECTORS

The Chairman laid before the meeting a report of the activities of the Corporation in the preceding year and a full statement of accounts of the Corporation showing all receipts and expenditures for the current year as received by the Board of Directors as required by Article III, Section C of the general by-law of the Corporation.

FINANCIAL STATEMENTS

The Chairman presented to the meeting the financial statements of the Corporation for the financial year ended 2002, as prepared by the Treasurer of the Corporation in accordance with Article IV, Section C of the general by-law of the Corporation, together with the Treasurer's report thereon, as approved by the directors.

CONFIRMATION OF PROCEEDINGS

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED** that all by-laws, resolutions, contracts, acts and proceedings of the Board of Directors of the Corporation enacted, passed, made, done or taken since the date of the last annual meeting of members are approved, ratified, sanctioned and confirmed.

LIFE MEMBERSHIP AND HONORARY OFFICER

WHEREAS Audrey Beer has resigned as a director of the Corporation effective December 1, 2002; and

WHEREAS it was proposed that Audrey Beer be granted life membership and recognition as an Honorary Officer of the Corporation for her dedication, long standing support to the interests in the Morgan Motor Car and for her many years of outstanding service to the Corporation;

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED THAT:**

1. The resignation of Audrey Beer as a director of the Corporation is hereby accepted effective December 1, 2002.
2. Audrey Beer be granted life membership and recognition as an Honorary Officer of the Corporation for her dedication, long standing support to the interests in the Morgan Motor Car and for her many years of outstanding service to the Corporation.

ELECTION OF DIRECTORS

The Chairman advised the meeting that it was in order to proceed with the election of directors for the ensuing year, and the following persons were nominated:

Vern Dale-Johnson
Roderick M. Wilkinson
Jenny Beer
Tom Van-Zuiden
John Roden

There being no further nominations, the Chairman declared nominations closed.

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED** that the following persons are elected directors of the Corporation to hold office until the next annual meeting of members or until their respective successors are elected or appointed:

Vern Dale-Johnson
Roderick M. Wilkinson
Jenny Beer
Tom Van-Zuiden
John Roden

TERMINATION

There being no further business before the meeting, the meeting then terminated.

Vern Dale-Johnson

Chairman of the Meeting

MINUTES of a meeting of the Board of Directors of Morgan Owners Group Toronto (the "Corporation") held immediately following the annual meeting of members at Toronto, Ontario on December 1, 2002 at 3:00pm.



PRESENT:

Vern Dale-Johnson
Roderick M. Wilkinson
Jenny Beer
Tom Van-Zuiden
John Roden

being all of the directors of the Corporation.

CHAIRMAN

Vern Dale-Johnson, a director of the Corporation, acted as Chairman of the meeting

CONSTITUTION OF MEETING

The Chairman stated that this was the first meeting of directors following the annual meeting. Accordingly, no notice of the meeting was required by the by-laws of the Corporation, and the Chairman declared the meeting to be duly constituted for the transaction of business.

APPOINTMENT OF OFFICERS

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED** that the following persons be appointed to the office or offices set forth opposite their respective names for the ensuing year or until their respective successors are appointed to serve at the pleasure of the directors:

Vern Dale-Johnson	- President
Roderick M. Wilkinson	- Secretary
Jenny Beer	- Treasurer

TERMINATION

There being no further business before this meeting of the directors, the meeting then terminated.

Vern Dale-Johnson

Chairman of the Meeting