



Issue 1 - 2004, January

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Morgan Sports Car Club of Canada AGM - Dec 7, 2003. Wine & Cheese at the Dale-Johnson's. Vern surprised by the club with a one-of-a-kind keepsake of several of his more forgettable moments. What's wrong with this picture? Made for a right side up wall in upside down Australia!

Prez Sez:

Martin Beer (mdbeer@idirect.com)

Happy New Year! January 2nd the +8 was sparked to life & taken to its new garage. Donna & I are getting our new residence ready for March move in. So things have been a little hectic. Combined with family illness & the usual Flu & cold season, I'd like to thank Club Members for their vote of confidence in electing me as President. I hope no one had a gun to his or her head. **The official minutes of the Dec 7, 2003 AGM of the MSCCC are enclosed with this issue of the Blurb.**

Welcome to several new members - Fred Hendriksen, who is bringing his Dutch registered +8 to Canada via way of his previous assignment in Japan. Fred joined us for the AGM at the Dale-Johnson's in early December and promptly joined our group. Also welcome to those GoMoG members who have joined the MSCCC - Jim & Bonnie Hall from Swartz Creek Michigan, Rebecca Kaufman from Ottawa Ontario, Roger Keast from Yorba Linda California, and John & Carol Read from Huntington New York. We thank you (and those GoMoG members whose memberships are still in the mail) for your interest in joining our group.

2004 is bringing in the AERO 8 release at the LA Auto Show [see reports in this Blurb] as well as the New York Show. Combined with a Factory entry at the 12 Hours of Sebring in March should bring Morgan considerable notoriety.

Another event to consider this summer is on Sunday June 6th - the date for "Wheels On The Danforth", a fund raising event for Big Brothers/ Big Sisters of Toronto. Danforth will be closed East of Broadview from noon til 4:00. 150 plus cars arranged by Marque. More info to follow, or www.wheelsondanforth.com

Happy Motoring, Martin Beer

MSCCC Meeting, Toronto, Jan 4, 2004

Attending – Vern Dale-Johnson, Tom Van Zuiden, Rod Wilkinson, John Roden, Dave Farmer, Ray & Mary Shier, Chris & Gayle Taylor, Ray & Elizabeth Stevens, Desi Benet

Regrets – Martin, Steve, Jenny Beer (Audrey & Reg have both had severe cases of the flu. Fortunately Audrey is recovering at home but Reg required hospitalization to treat an aggressive lung infection).

Rod Wilkinson called the meeting to order.

- 1) Activities for 2004 calendar. Suggestions were made with respect to:
 - a. Ancaster British Car Flea Market on April 18
 - b. Spring Wine Tour in May (Tom VZ to pick a date and organize)
 - c. Classics Against Cancer, Georgetown June 20
 - d. Following Classics, BBQ at Rod Wilkinson's , Burlington
 - e. London Sports Car Club June event
 - f. MOG 34, Shepherdstown, July 1-4
 - g. Kincardine Scottish Festival and Highland Games, July 2-4
 - h. Victoria British Sports Car Club, Lindsay July 24/25 (?)
 - i. Ale Trail run – Dave Farmer & Oliver Dawson, August ?
 - j. Boot n Bonnet Club British Car Day, Kingston, August ?
 - k. Picton Run, September 4-6
 - l. British Car Day, Bonte September 19
 - m. MSCCC Fall Weekend, September 18-19
 - n. Miller's Fall Run, October ?
 - o. MSCCC Christmas Party and AGM – TBD
- 2) MOA IV, June 2005 – discussion of MSCCC involvement
 - a. MOA group will enter Canada at Sault Ste Marie, travel to Manitoulin Island, then by ferry to Tobermory. Two routes have been suggested to get to Toronto (final decision up to the organizers) –
 - i. One - directly to Niagara for 2 days then on to Toronto for 2 and through to Rochester on the new ferry, then on to Watkins Glen and NYC; or
 - ii. Two – from Tobermory through to Orillia, overnight (show at Casino Rama?), then through to Toronto for 2 nights, overnight in Niagara and on to Watkins Glen and NYC.



- b. Suggested any who want to do the "SSM through Watkins Glen" part of the run pay their deposit to Elaine Fisher with the understanding they will either take rooms organized by the MOA IV travel agent or they will make their own arrangements for accommodation at / near the MOA motels in the appropriate cities.
- 3) Event organized with our Western Canada members – suggestion that for 2006 we work with the BC – Alberta – Saskatchewan – Manitoba members to meet at the Rendezvous event when held next in Thunder Bay or Winnipeg. Invite the Minnesota Morgan Group to attend as well. 2004 event is June 4-6 in Winnipeg.
- 4) Blurb – Tom Van Zuiden discussed the move to PDF format and sending through this medium to all those on email. Advantage is quick delivery for members on email, reduced expense for the club. Chris Taylor is the webmaster for the British Sportscar Club of Hamilton with PDF experience. He will work with Tom on the process.

Meeting was adjourned by Rod Wilkinson.

Past Prez Sez:

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

January and I'm preparing for a long tour of New Zealand with many Morgan friends from both the UK and North America... A few lines to thank all those who have helped with events in 2003 (and for eons before...) – thanks especially to Tom & Lynda Van Zuiden; Glenn & Rene Nigh; Jenny, Martin, Steve & Audrey Beer; Rod Wilkinson; John & Sharon Roden; Ken & Pat Miles; Mike & Rose Marie Powley; Alan Marsh... and so as not to have forgotten anyone east - central - west, all other members and friends of the MSCCC. Several were personally thanked at the recent MSCCC AGM in Toronto with gifts of appropriately faced clocks to Tom & Lynda, Rod, John & Sharon, and Jenny. Thanks again...

Also from the AGM I was pleased to announce Ken & Pat Miles have had their names added to the **"Doug Price Award" - awarded to those "most enthusiastic members" of the MSCCC.** Henry Tutton made the nomination after he & Barbara ran with the Miles' to Alaska. From Henry's nomination: *"I should like to nominate Ken Miles for the Doug Price Award. Before, during and after the Alaska run I have checked up on his history with the Morgan car - truly amazing!*

- 1) Morgan owner since 1967
- 2) Restorer of 2 & 1/2 Morgans (his DHC is only half done) also, due to a recent accident, the 4/4 awaits a complete rebuild. Winner of Best in Show at MOG West in 2001, and winner of Best 4-seater at MOG West in 2002.
- 3) Co-founder with Doug Price and Ian Campbell of HOG MOG - the Toronto Morgan Owner's Group
- 4) Participant in MOA II, Participant and organizer of MOA III
- 5) Participant and 2nd place winner in Wheels for Kids rally in 1998 earning over \$7000 in pledges for Surrey Memorial Hospital.
- 6) Active participant in MOGNW since 1994, Northern Pod rep for MOGNW for 3 years
- 7) Western scribe for MSCCC for 3 years.
- 8) Consistently high-mileage Morgan driver (Ken's +8 covered 8440 miles in 2003, Pat's 4/4 8871 miles in 2003 before it needed to be flat-bedded home from).
- 9) Participant and organizer of the North American contingent to Morgans Down Under (New Zealand) in early 2004.
- 10) Last but not least, the organizer of Morgans to Alaska in 2003 - this takes the biscuit - just read the route book he wrote - this was a mammoth task.

Sorry about the length of this, Vern - how can you put that in 25 words?
Henry Tutton"



Ken's +8 getting a ride home.
Ken & Pat prior to the Morgan's to Alaska run.

As noted, the MSCCC directors made but one change to the nomination - the addition of Pat's name to the award as they truly are a Morgan team.

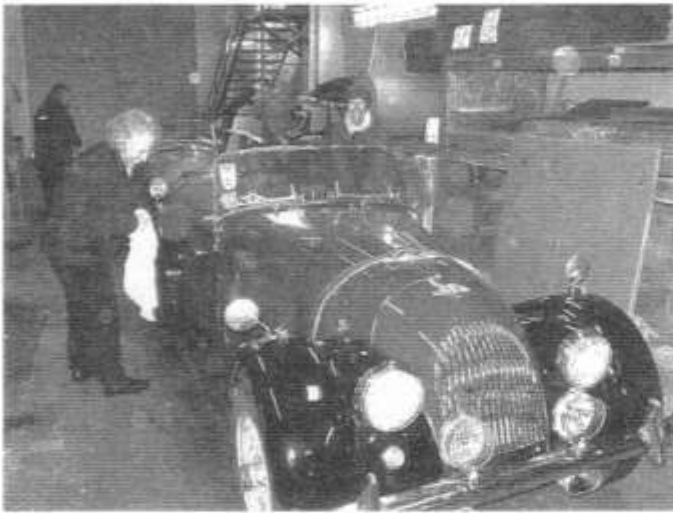


Doug Price Award Winners:

1991 – Audrey Beer
1992 – Chris Charles
1993 – Al Sands
1994 – Lynn & Fred Kuzyk
1995 – Dave Smith
1996 – Brian & Linda Rumohr

1997 – Vern Dale-Johnson
1998 – Peter & Heather McCowan
1999 – Ray & Mary Shier
2000 – Ron & Yvonne Theroux
2001 – Martin Beer
2002 – John & Sharon Roden
2003 – Ken & Pat Miles

Off to New Zealand. By the time most of you see this Blurb the merry group of Morganeers from North America and the UK will be in New Zealand. These two pictures show the cars assembled for the trip in Ken & Pat's driveway, and OLBIDII's getting a final wipedown. Expect reports on the run in the March issue.



Above: 5 of 6 Morgans with participants prepared for the trip to the containers en route to New Zealand.

Left: DJ's OLBIDII's getting a final wipedown before being "gift-wrapped" and loaded into the container. Next stop, Auckland!

NEW BLURB EDITOR:

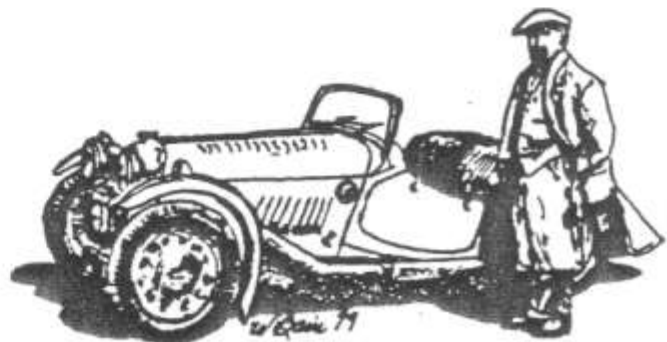
Following many superb issues and the introduction of colour to the newsletter, Vern Dale-Johnson is passing on the keyboard to me! The handoff will occur gradually throughout 2004 as this new editor gets comfortable with his new IMAC and the many contributors who send articles for "The BLURB".

The most significant issue for 2004 is getting many of you comfortable with receiving your "**BLURB**" in PDF format as opposed to snail mail. There are several **benefits** with this process. The most obvious benefit is the **speed** and **immediate gratification** of having the latest issue in your hands faster than you can start your Morgan. The **PDF** issues will include **colour** and of course the added benefit of **digital clarity**.

We do not want to lose anybody in the process. You can help by reviewing your details on the email list, please email corrections to Tom VZ.

I would like any articles of interest (sports car related) that you would like to contribute to the Newsletter sent my way. Looking forward to hearing from you! Last note, please review the "two digits" after your name on the mailing label for this newsletter - if it still says "03" we've not yet rec'd your 2004 dues - enclosed is another dues reminder you may want to use. Please send your \$25 to Jenny Beer, Treasurer.

Thomas Van Zuiden
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Dundas, Ontario, L9H 4C3 Canada
1-905-627-3991-most evening hours
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tvanzuiden@sympatico.ca - home
1969 MORGAN Plus 4 Four Seater - 6843



Central Canada Morgan Events:

- Feb 1 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (905-857-3210)
Mar 7 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (905-857-3210)
Apr 4 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (905-857-3210)
Apr 18 **Ancaster British Car Flea Market**, Ancaster Ontario
May ? **MSCCC Spring Wine Tour**, Tom Van Zuiden organizing
May 22-30 **British Car Week!**
June 6 **Wheels on the Danforth**, Martin Beer - TBA re MSCCC involvement
June 20 **Classics Against Cancer**, Georgetown Ontario
June 20 **MSCCC Summer BBQ**, Rod Wilkinson organizing (following Classics)
July 1-4 **MOG 34**, Shepherdstown West Virginia (MCC DC)
Sept 4-6 **MSCCC Picton run**. Organized by Ray & Liz Stevens, mark the date - details to follow...
Sept 18-19 **MSCCC "25th Fall Weekend"**. Organized by Sharon & John Roden, mark the date - details to follow.
Sept 19 **British Car Day**, Bonte (Toronto Triumph Club event)

Targa Newfoundland 2003: An Automotive Adventure

Global Network

January 31st, 2004 - 7pm

Check your local listings for your specific air times

MORGANS OVER AMERICA IV

"The Great Route" San Francisco to New York

May 11- June 13, 2005

Register by March 15, 2004 if you want to

participate Elaine Fisher at 925-930-6037

moa2005@attglobal.net

www.morgansoveramerica.co.uk

West Coast Events for MSCCC and MOG NW:

- Feb 6 - 7 Bert McCabe is organizing the **MOG NW Annual meeting** and dinner at LaConner Channel Lodge phone 360-466-1500 or 1-888-466-4113 or www.laconnerlodging.com.
Feb 14 Northern Pod **Hearts and Tarts run**, Steve and Liz Blake
March 21 Northern Pod, **St Paddies day run**, Dave & Ruth Collis 604-465-9403
April 24 Northern Pod, **McDiarmid special**, Bob & Judy McDiarmid 604-937-5697
May 22 **Vancouver ABFM**, Ken & Pat Miles 604-576-8036
May 22-30 **British Car Week!**
June 18-20 **Fathers Day picnic**, Island cell.
June **Rally in the Valley**, TBA.
July 24 **Bellevue ABFM**, TBA.
Sep 4 **Portland ABFM** TBA
Sept 10-13 **MOG NW "Rocky Mountain Revival"**. call Lloyd Reddington 250-646-2288 or treddington@pacificcoast.net for details.
Nov 7 **Ladner to Bellingham run**
Dec 26 **Boxing Day run and party**. Mike Powley.

Eastern Canada Events for MSCCC and GoMoG:

- May 22-30 **British Car Week!**
July 9-11 **British Car Days in PEI** www.bmapei.com Bob Bentley 902-964-3294
Sept 11-19 **Targa Newfoundland** www.targanewfoundland.com (**must pre-register**)
Sept 16-19 **British Invasion**, Stowe Vermont (**must pre-register**)
Oct 1-3 **Autumn Mog 3/4** Morgan Owners Group (details to follow)

As previously noted there are Morgan events being planned well into the future – from weekend to several weeks long. Later in 2004 there will be a **6 weeks on Route 66** tour (no details available); then in **May-June 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....



MORGANS OVER AMERICA IV "The Great Route" San Francisco to New York May 11- June 13, 2005

Including the Pacific Coast Highway, Great Southwest & Mother Road-Route 66, Great Prairies, Great River, Great Lakes and the Big Apple.

Due to conflicting events in England in 2005 as well as other events, Morgans Over America has been changed to MAY-JUNE 2005. With the date change the route was switched to be starting in San Francisco and ending in New York, rather than opposite as originally planned.

The kickoff dinner will be on Wednesday May 11, 2005 in the San Francisco area and end on Monday June 13 in New York with a dinner on Saturday June 11 in Toronto or Niagara Falls.

If there is enough interest, we will arrange shipping either direction (East to West coast for the start, West to East coast after the finish), but need 6 cars to make it cost effective for the group.

Please let me know if you are interested in being on the email or mailing list. I will be sending out registration information for those who are interested with further details.

A \$200 non-refundable deposit (applied to regalia and badges) to reserve a spot will be due to Morgans Over America by March 15, 2004 if you wish to participate. Hotel arrangements for the group will be made through our travel agent, Gary at Uniglobe in Walnut Creek. Please see the UK website at morgansoveramerica.co.uk for more information.

Thanks and looking forward to your participation Elaine Fisher
You can contact me at moa2005@attglobal.net or elainef@attglobal.net.

MOG 04 - Friday 11th to Monday 14th June 2004
Oswestry, Shropshire - hosted by DevaMog www.mog2004.co.uk/

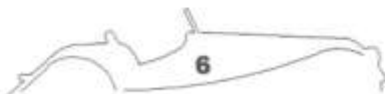


A British Car Tale: Once upon a time, there were two young men who were very much alike. One was named Ernie and the other named Hugo. Even though they were a lot alike, they had never met one another. They lived in separate towns in different parts of the Country, but they did share a lot of common ground. Like many people, they both liked tinkering in the garage, spending quality time outdoors on a beautiful day, sightseeing while traveling, and enjoyed doing exciting things with their friends and loved one's. But unfortunately, there was something missing in each of their lives. You see, they had slipped into the deep, dark doldrums of life, and had become boring. As a result, they were spending a lot of their spare time on the living room sofa flipping television channels and watching others having a good time. This seemed to be their way of coping.

One afternoon while Ernie was driving home from work in his daily run-of-the-mill family car, he began to think about what he might do once he got home. He thought and he thought, but he became saddened when he realized that he couldn't think of anything. So he decided that he'd settle for eating an early supper, then watch television until he couldn't stand it any longer, and then go to bed. The next day he'd do the same all over again.

While keeping his focus on the road ahead he spotted an eye-catching little sports car heading toward him. He could see the driver of the car was wearing a baseball style cap turned backwards, and he appeared as though he was having a great time driving his fun little car. He took a closer look at the car, and realized it was a little British car that he hadn't seen on the road in many years. "Wow" he thought to himself, "That guy looks as though he's having the time of his life. What a wonderful way to spend a beautiful afternoon unwinding after a hard days work. I could sure have a lot of fun with a car like that!!" Ernie waved to the driver of the car, then gave him the thumbs-up sign, and the driver waved back with a big smile.

Ernie was right, the expression on the guys' face was unmistakable. He was surely having the best time of his life. As a matter of fact, it was something he did on a regular basis because he knew the best time of his life was now. Driving his British car every day was essential. During that entire week, Ernie spotted more and more little British cars driving around his town that he hadn't seen in many years. Some of the cars he had almost totally forgotten about. He later discovered why they seemed to be suddenly making a comeback in his town. The



entire week was a special honorary week for all classic British cars. It was called British Car Week. He learned that British Car Week is an annual awareness week intended to encourage British car owners to drive their cars regularly and provide them with increased exposure for the people in their community to appreciate. It's a week for enjoying them, but also for remembering the pleasures they have brought to the many lives over the years, especially those who have been fortunate to become familiar with them during the past and present.

By now Ernie was getting very curious, and decided that he'd like to become more familiar with them. He wanted to know all sorts of things like, "Where can I buy one? How can I find a good one? Are parts available? If so, then where do I buy them? Are there local clubs that provide helpful support? Do they still publish books and magazines about these cars? Where do I begin?"

Fortunately Ernie was able to talk to some of the car owners during the week, and within a few months he had joined several British car clubs. As a result, he met some great new friends, located books to read, and subscribed to magazines that enabled him to learn as much about British cars as he needed. He located a car that he found for sale in a club magazine, and is now the proud owner. He also bought another car that needed to be restored, and is now buying parts for it. There was no longer any doubt what he would find to do after work, and in many cases he didn't return home immediately after work. Instead, he was taking the long way home because he was driving his enjoyable little British car.....

Be sure to mark your calendars and tell all of your friends and British car club officials about the 8th Annual British Car Week! May 22 - 30, 2004

Oh, I almost forgot! You're probably wondering whatever happened to Hugo? Well, he's at home sitting on the sofa watching television. Unfortunately his British car clubs didn't celebrate British Car Week.

See you on the road..... Scott Helms - Curator BritCarWeek@arczip.com
<http://users.arczip.com/zntech/britishcarweek.html>

Morgan Memorabilia:

Want a new **T-shirt**? 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)**. Place orders with Vern DJ



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...



MSCCC grill badges are available from the club (email or phone Vern DJ) 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.





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



We can **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 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!

Morgan Canada Wings - priced at \$12 / embroidery



We've used our "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**.

Notes from the East...

Sent: Wednesday, November 12, 2003 11:27 PM

Subject: Mes impressions au volant de l

Cher Vern, by post, I send you the photos of the test drive by Valentin in Bucarest, of the first Aéro 8 in Roumanie. There is an local importer (3 Aéro's and 2 4/4 en commande). You will find his(hand made) impressions (in french, sorry) with the photos (and the stand Morgan in the salon de l'auto de Bucarest/octobre 2003). Ci-après , le même texte dactylographié. Pour le Blurb ? Amitiés Jacques Gallien

Les temps changent : il y a maintenant un importateur Morgan à Bucarest. Trois Aéro 8 et deux 4/4 sont en commande. Une vue du stand très gai et notre Valentin en tête d'honneur. Il nous en parle dans l'article ci-après.



SALON INTERNATIONAL DE L'AUTO A BUCAREST (octobre 2003)



Ma chevauchée fantastique au volant de l'Aéro 8 , par Valentin Tanase.

Depuis 10 ans, je dessine des Morgans. Je sens les courbes et les rondeurs d'une Morgan comme je sens les formes d'une femme qui m'est chère.

Suite à mes séjours en Belgique, j'ai eu l'occasion de monter dans plusieurs voitures et d'expérimenter les sensations de vitesse et de puissance qui sont uniques dans une Morgan.

Mais les dessins de Morgan, je les fais chez moi à Bucarest où il n'y a pas de voitures pareilles. Je dois alors faire appel à ma mémoire, à mes photos et à mes modèles réduits pour faire surgir les belles anglaises sur le papier. Maintenant, tout ça c'est du passé. Il y a , depuis peu, un représentant Morgan en Roumanie qui a exposé au dernier salon de l'Auto de Bucarest une Aéro 8 et une 4/4 four seater. Des voitures de rêves pour l'immense majorité des roumains, inaccessibles. Et même si les derniers modèles des vedettes du jour étaient exposés (BMW, Mercedes, Maserati et même des Bentley), les Morgans resplendissaient parmi toutes ces voitures.

Cinq ont déjà été commandées par les nouveaux riches roumains, dont trois Aéro 8 et deux 4/4.



En morganiste de cœur, je n'ai pas manqué ce salon. Je me suis assis dans chaque voiture, j'ai caressé leurs courbes élégantes et je me suis inscrit pour participer à un drive-test, prévu pour le lendemain de la fermeture du salon.

C'était une journée pluvieuse qui convenait aux belles anglaise, habituées aux brumes britanniques. Au salon, j'avais montré mes dessins Morgan (ndlr : la brochure «La Morgan dans tous ses états ») et j'étais devenu une sorte de vedette parmi tous les morganistes présents. Grâce à cela, j'ai pu participer parmi les premiers au drive-test.

J'ai choisi l'Aéro 8, d'abord comme passager, un ancien pilote de rallye étant au volant. Nous sommes partis en trombe en faisant rugir toute la puissance du moteur sur une route secondaire fermée au trafic. Le pilote en a profité pour m'offrir un essai digne des plus sérieux rallyes, des dérapages contrôlés, des virages à plus de 150 km/h, des accélérations pédale au plancher. En descendant de voiture, je titubais en remerciant Dieu d'être encore sain et sauf.

Alors, on m'a offert la place du conducteur. J'hésitais, j'avais le trac. Finalement, je me suis glissé dans le cockpit, le pilote à mes côtés. Avec la crainte de démarrer, d'autant que le pilote m'a conseillé d'éviter les manœuvres brusques et de ne pas me fier aux dérapages trop osés. J'ai tourné la clé et d'un coup la voiture est devenue vivante.

J'ai démarré timidement et l'Aéro a bondi comme un destrier sauvage. Courage me dit le pilote et j'ai poussé la pédale. Petit à petit, ma crainte se dissipait. La sensation de vitesse est une sorte d'ivresse qui prend insidieusement et quand on s'en aperçoit, c'est déjà parti, c'est trop tard pour reculer. J'étais déjà le gardien des clés de la porte des rêves, le chef du troupeau des chevaux sauvages, le chevalier qui lutte avec les secondes inexorables, le poète qui se dresse au delà des contraintes matérielles, le morganiste tout simplement. Quand je me suis arrêté, je ne titubais plus en descendant de la voiture. J'avais la sensation de revenir de très loin.

J'ai conduit pas mal de voitures jusqu'à présent. Conduire une Morgan, c'est différent, car la Morgan, ce n'est pas une voiture... C'est un rêve !
Un jour, j'aurai ma Morgan.

Valentin Tanase (morganiste au fond du cœur)

Notes from the West...

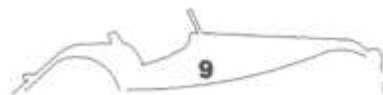
Saturday, September 20 was the occasion of the 11th Annual Vancouver to Whistler All British Run, an informal run of about 65 miles one way. There was a change in venue this year with the start being at the new North Shore Automall, rather than Park Royal Shopping Centre as in past years. Since there was no large parking lot to accommodate everyone, the cars were scattered all over the roadway, although we did



Ken & Pat Miles (kengmiles@shaw.ca)



finally manage to all assemble in one spot and depart for Whistler at 10:30 AM. As always a good showing was made by the Morgan owners, with no less than 14 Morgans, plus a Tiger, as well as a couple of daily drivers. Mike Geluch, made it down to see us off,



being unable to participate due to work commitments. The weather was perfect for top down driving – sunny but not too hot. After a leisurely drive led by Hugh Dickson, we eventually ended up at the Shady Tree Pub in Squamish, our scheduled lunch stop. Some of us arrived earlier than the rest as we inadvertently took a shortcut. The Shady Tree Pub provided a nice panoramic view of the highway where we could watch many of the other British cars on the run pass by.

After lunch we hit the last stretch of road to Whistler, with Hugh Dickson leaving us at this point. A few miles past Brackendale, near the beautiful Cheakamus Canyon, we ran into some road construction, but thankfully there were no road closures this weekend. Progress dictates that all the curvy bits of road be eliminated in time for the 2010 Olympics. It won't be quite as much fun in future years, although much safer for the winter crowds heading home from the ski slopes. As we approached Whistler, we already ran into a few cars heading back to Vancouver. This is a pretty loosely organised event with no commitment to staying upon arrival, although most do stay.

We all managed squeeze into the crowded parking area at Blackcomb Square, albeit somewhat in the back since it appears we are always one of the last group to arrive. Upon arrival we also met Liz and Steve Blake who had gone up on their own in their Plus 4. Liz and Steve, incidentally, won the prize for the rally quiz. Gathered for the afternoon were the cars for Muehling, Seager, Collis, Powley, Carew-Gibson (plus son Evan and Tiger), Seligman, McDiernot, Cowan, Bryant-Harios, Irwin, Hutchens, Rulka, Povey, and McDonald. New members Laurie Fraser and Verna Pyplacz were also there, but not with their new Morgan (recently acquired from back East), but roughing it with their Aston Martin. Welcome to the club, Verna and Laurie! Les and June Burkholder and Kit Raetson and Joanne Cockshutt helped kick tires, but unfortunately had to drive in their regular cars. The Burkholder's Morgan had blown a head gasket and Kit and Joanne couldn't get dog sitters (maybe it's time for a 4-seater in order to accommodate the dogs?) After the usual tire kicking and chatting with old friends we headed to our hotel, The Crystal Lodge in the Village.



We all gathered in the Muehling suite for some appetisers and refreshments before heading downstairs for the almost now traditional dinner at the Old Spaghetti Factory. A good time was had by all, and before long the evening was over, with just enough time for a quick stroll through the village.

The next morning after retrieving our cars from the secured parking area so kindly provided by the hotel, we headed for a refreshing 20 mile drive to Pemberton and breakfast at the Big Sky Golf and Country Club. A lovely piece of road well suited to Morgans, particularly on a cool sunny Sunday morning. The setting was very picturesque with the hot buffet breakfast appreciated by everyone after the cool morning air.

Unfortunately after breakfast our group had to split into two, as not everyone was able to carry on over the longer route back to Vancouver. Eight Morgans plus Kit and Joanne in their VW Van carried on towards Mt. Currie and the start of the Duffey Lake Road (Hwy #99). The weather was perfect and we soon entered the mountains after a steep and twisty climb at the end of Lilloet Lake. The road was twisty and the scenery made it difficult to keep ones' eyes on the road. Traffic was light and we encountered only one motorhome driver, who seemed to be oblivious to 9 Morgans on his tail. Gearboxes and brakes all received a good workout. After sixty miles of driving bliss we stopped at the Seton Lake lookout to stretch our legs and to wait for Kit and Joanne to catch up with us. While enjoying the view, a lovely original MGC roadster with U.S. plates coasted into the parking area. A beautiful original car with the



owner eager to give us all the particulars and a tour of the engine compartment.

We crossed the Fraser River at Lilloet and headed south along the Fraser River (Hwy #12), which could be seen way below us. At a couple of spots, slides had taken out the road and only one lane remained. Definitely not a road were you want to lose control as it is a long ways down! Again very scenic and a good drive through a very arid countryside dotted with ginseng fields. Forty-five minutes later we reached the Fraser Canyon Highway (Hwy #1) at Lytton (usually one of the hottest spots in Canada – temperature wise, that is- definitely not for its nightlife). Mike Powley's suggested picnic spot turned out to be a traffic island, but a nice spot was found in a nearby Skihist Provincial park, where we enjoyed the leftover party tray from the night before.

The road from here on followed the Fraser Canyon with moderate traffic and the scenery was most enjoyable. This was once the major highway to the north of British Columbia, but since the opening of the Coquihalla toll Highway, much reduced in traffic volume. This reduction in traffic was reflected in the decline of the many small communities along the way. At Hope the Morgans started to disburse, some heading for the border, others along various routes back to our homes. We arrived back in our Burnaby home by 5:30 PM after a weekend of great roads, little traffic, great company, beautiful weather and above all, no tickets, no accidents or breakdowns!

Concours Corner

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

No report this issue but we understand Jeremy is working feverishly to create a new points scoring system for all Morgan models... Watch the March Blurb for details.

Hog Mog Matters:

Date: Sat, 29 Nov 2003 08:42:19 +0100
From: Hermen Pol <polmognl@wxs.nl>
Subject: Re: Peter Morgan's office

PM's office is like a museum piece. It is a delight to be there and discover things. The great thing is that it probably will remain just like this, as a fitting honour to this Great Gentleman. More details will be filled in at a later stage. Undoubtedly you'll hear more of this. Hermen Pol



Date: Sat, 29 Nov 2003 07:46:57 -0500
From: The eMog Moderators <moderators@emog.com>
Subject: Thanksgiving Service for Peter Morgan

We have heard from our friends at the Malvern Priory moments ago.

The procession of Morgans from the Factory is now arriving led by PM's car with Heather Morgan driven by Andrew Duncan. Charles Morgan is driving the newest Aero prototype. Trikes, 4/4s, Plus 4s and Plus 8 can be counted in the procession.

Hundreds have arrived from all corners of the planet. Friends, club presidents, centre secretaries, Agents, representatives of other marques and industries swell the ranks there. The Factory procession will park at the church and the service shall begin after the engines fire. The eMog Moderators

I turned the key on the second creation of R9459 at 8:00AM and fired it up. It was an amazing experience with the thought of so many doing the same in so many places.

I thank Peter Morgan for that moment along with the many he provided me and mine. The keys to the first R9459 are at his disposal now... may his road go on forever.

Lorne

The garage with the house on the Point on Grand Lac Caribou Mont Tremblant, Quebec CANADA



#3845 was fired up a 5:00 AM PST. ...Garage doors open! While it sits on stands awaiting its new Z drums and Roger's Thingies (arrived Friday). Yvonne and I did put it in gear doing our tour of the garage.

Last Thursday night Bill Sterne, Comox B.C. said he would fire up his father (George's) Plus 8, quipping "Dad and Peter would both have appreciated the tribute, and must be sharing a big smile at the World Morgan Communities Salute". Regards Ron & Yvonne Theroux.



Margot Heyerhoff, 7:55 am start and drive to the ridge for an 8 am salute to PM in North Hatley, Quebec.



Vern Dale-Johnson, 7:45, uncover "The Beast", it fires!, open doors at 7:55, driving onto Lakeshore Blvd at 8 am to salute PM in Toronto, Ontario.

Vern, Kathy and I were out at 7 .. off to the club verrrry cold about 1deg C. Parked with the radiator pointing away from the wind .. just in case! Then back into MMORGAN (1990 4/4/2) at 7:55 (started first time) for a ride home to make sure we were on the road at 0800.

Some bemused looks from the other few drivers out in Clarkson at that time in the morning, and a surprise visit from a neighboring 1959 green Morgan [Dave Farmer] to check up that we were indeed out and about! A great start to the day, and a 0.01% contribution to the million horsepower salute... Alan & Kathleen Lytle, Mississauga

Vern, How does one get in touch with Cath Kaufman? Since I sold my trike I have been directing people to her. I think her trike is really a better deal than mine since a lot of the asking price is in the trailer, which leaves a very reasonable trike price. [Editor note - Alec has since contacted Rebecca Kaufman, Greg's trike & trailer are still for sale]

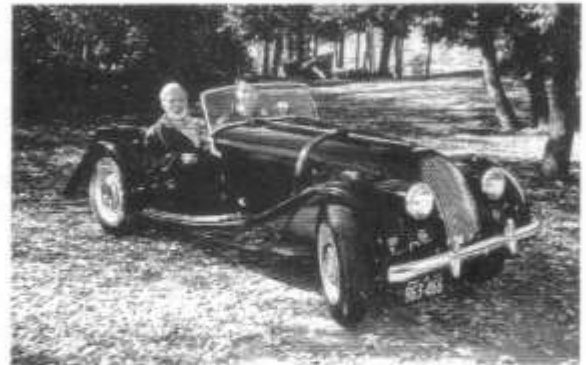
I have a photo of David Holloway's car taken from the front, which he said I should give to you. I think David's car, which I went to see, would be highly desirable. The electrical system is quite non-standard but since he taught electricity, it should be brilliant. Her father did the restoration and I think they are quite sensitive as to who gets the car - and the price is not too high. Paint doesn't look so great but it would certainly serve for a year or three to come. It is a Driver not a show car.



My new car will be arriving soon from California. It is a Triumph 2000 Renown (which shares the same engine as the +4 but without the performance!). It should therefore be possible for us to get to meetings in the summer and get home again without flatbedding!

I wonder if Peter Pfahl ever found my trailer that he lost...
Welcome to the world of retired presidents. Enjoy the moment.
Alec Knight

At British Car Day **David Holloway** approached the collected group and advised his **1957 +4 "bustleback"** is for sale. **Contact David at 705-887-9331**. Open to offers - expecting about C\$28K. Description: Black with red leather interior, older restoration included a new body tub. Original TR3 engine rebuilt in 2001. Alternator conversion, electronic ignition, electric rad fan. New clutch. Reliable electrical system. Engine and frame numbers match. Black "Ontario" 1957 license plates included.



Notes from the web...

Hello Vern... Just to let you know that the **2nd Edition of Morgan Drivers "WHO'S WHO"** will be issued later than originally planned.

I attended Peter Morgan's Memorial Service in Malvern, and agreed with Charles to dedicate the "WHO'S WHO" to Peter's memory, especially as he tells the story behind each section (4/4, PLUS 4 and PLUS 8) in his own words.

We are also organizing a CONCOURS D'ELEGANCE on the first weekend of June 2004. To celebrate Peter's life. The Monegasque government has given the permission (never before granted) to exhibit the Morgans on and around the Casino Square and the Hotel de Paris from 10.00 am to midnight. A real traffic stopper.

I am forwarding you a copy of the cover to give you an idea. We had to change the first couple of pages in the "WHO'S WHO" to place Peter's photo and the dedication. Hopefully all will be ready by end January right now everything is closed until January 5th, 2004.



HAPPY HOLIDAYS!!! Wishing you a Happy, Healthy and Peaceful 2004 **DANI CAREW, Monaco**

Bathurst, Australia.... The Aero pitted after half an hour with cooling problems. Neil Cunningham was interviewed and was hopeful they would be out again (he wanted a drive). It had been running as high as 13th (3rd in class) prompting a favourable comment from the media people.

Problem was diagnosed as a split radiator hose....

After three hours, the Aero is in 41st place, 24 laps down, but seems to be running OK. (last year, the winning Holden Monaro was at one stage 12 laps down).

Bathurst... The Aero 8 blew an engine at 97 laps (5 hours) and is out of the race. The leaders (still the two Holden Monaros) are now well over 200 laps.

From "**The Morgan Wire: News and Views as it Happens**" mogwire.com

NEW V6 PRICED: The MMC web site indicates that that the projected price for the new model, the as-yet-unnamed traditionally styled Morgan with a V6 Ford Modeo engine, shall reflect the departing Plus 8 price and options of £30,000 excl. acc. & options and taxes. (No word from CMC re availability or pricing for Canada...)



KINGPINS & BUSHES FOR 2004: Starting in January 2004, the MMC will begin using stainless steel kingpins for the first time as standard in traditionally modelled Morgans ("trads"). The new pins have been tested and shown to offer a longer front-end life than the presently used mild steel. The stainless steel, like the tried and tested aftermarket hard-chromed pins, will prevent rust on the kingpin, which gives them a bush destroying abrasive surface.

We advise our readers retrofitting the newer Devlon S plastic bushes that reaming these bushes removes a bead seal from the bush. To properly retrofit the plastic bushes one must ream the stub axles tubes as indicated. The resultant ID after press fit should then be perfect without need for bush reaming.

(Thanks to Lorne Goldman and the eMOG moderators for this interesting new addition to the GoMoG website - for those on the web, check out the news on "The Morgan Wire" two, three times a month to ensure you are up-to-date!)

MORGAN BRINGS 'WOW FACTOR' TO LA AUTO SHOW

Malvern, England, December 4TH 2003 – for immediate release

American fans of individualism and pure driving exhilaration will soon get their first look at a car that has already established a reputation in Europe as a powerful antidote to all that's bland in 21st Century motoring.

The long-awaited new, USA specification Aero 8 from legendary British sports car manufacturer Morgan will be unveiled to media at the LA Auto Show on December 28th, and public visitors will have the chance to get up close and personal with the stunning, aluminium-intensive modern classic during the following days.

Details of the American specification are being kept under close wraps until the launch, but the Morgan Motor Company has undertaken a major development programme to produce the new car, as Managing Director Charles Morgan explains:

"The Aero 8's unique construction of high-tech aluminium chassis, combined with a traditional Ash wood body shell and 'Superform' moulded aluminium panels, make a very strong, very light car. We've added to that superb base the latest BMW V8 engine, our own lightweight suspension system, and precise, dynamic power-assisted steering. The whole package adds up to the lightest production V8 sports car in the world.

"The Aero 8 is incredibly strong and safe, and has passed all crash test criteria with flying colours. It is also a fantastic driver's car that delivers the unique pleasure of a highly responsive, powerful and sure-footed machine. Incidentally, it has a number of comfort features that will surprise and delight classic car enthusiasts, and it also meets the toughest environmental standards in the world." Mr Morgan concludes.

Race proven

The Aero 8's superb engineering, durability, performance and handling have been emphatically proven during the past year on some of the world's top racing circuits. Race cars based closely on the road-going Aero 8 have recently placed 2nd and 3rd in the British GT Championship, and are now threatening the long-established domination of Porsche and TVR at the top of international GT racing. The MorganWorks Team's Aero 8 GT will be in US action in March at the Sebring, Fla. 12 Hour race event.

Morgan hand builds around 300 Aero 8's each year. Morgan Dealers are available across the USA (see www.morgan-motor.co.uk) and will be able to take orders for the new car immediately following the LA show. Price and specifications will be announced on December 28th.

America gives Aero 8 star reception, 70 orders confirmed at LA Autoshow

Los Angeles, Jan 05 2004. Legendary British sports car manufacturer the Morgan Motor Company reports a hot response to the launch of its new, American specification Aero 8 at the LA Autoshow.

Doors opened to visitors on Jan 2nd, and the stunning Aero 8 quickly established its 'star' status at the show – big crowds and a constant stream of camera flashlights around the Morgan booth giving the 160 mph star



performer a real Hollywood reception. Appropriately, Morgan is no stranger to the world of film – its cars have featured in many top movies, with the latest being a star role in the new Gerard Depardieu movie, San Antonio.

Commenting on the show so far, Sales and Marketing Director Matthew Parkin said "The reaction has been really fantastic – everyone loves the car's new look and original features, and above all the way it stands out from the crowd. We've taken around 70 orders for 2004 build already – and there are only a total of 100 available for the USA next year."

As well as the hand built, 325 bhp Aero 8 road car, the Morgan booth features a race-going version, kindly loaned by Tom Hollfelder of Tiger Racing, LA. This car will compete in Fox TV's 2004 Speed World Championship – demonstrating the famous marque's unique racing pedigree and on-going involvement in one of the most exciting arenas of motorsport.

The LA Autoshow runs until January 11th. American fans of driving individualism will have another chance to catch the Aero 8 in April, when the Morgan show calls in at the New York Motor Show.

Subject: Aero 8's I was struck by the photo attached to the Globe and Mail announcement of the new Morgan Aero 8's. The resemblance to the Lea Francis 2.5 litre sports car is quite nostalgic for me. I owned this beautiful Le Francis vehicle for about 2 years from 1962 to 1964, with its aluminium body, torsion bar front suspension and a gearbox that could not handle the torque of the detuned Cunningham (as I remember it) engine. What a great driving experience it was.

Look at the photos. Sad part is that very few in North America have ever heard of the Lea Francis. They can now get a flavour of its good looks by proxy... the coloured photos are from Thoroughbred and Classic Cars, February 1993, and the B&W from the Car's Owner's Manual (which I had the wisdom to keep!), many pages blackened by the de-coking of the valves that was done by the owners..... Michael Young Oakville.



Six scenic drives in Canada are highlighted in the new edition of the Michelin North America 2004 Road Atlas.

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- Rockies (467 kilometres): Drive north from Banff to Jasper, ending at Mount Robson Provincial Park.
- Vancouver Island (337 kilometres): Victoria to Tofino, via Nanaimo, Port Alberni and Ucluelet.

ALSO RECOMMENDED:

- North shore of Lake Superior (275 kilometres): Thunder Bay to Schreiber, Ont., via Sleeping Giant Provincial Park.
- Cabot Trail (338 kilometres): A circular, clockwise tour of Cape Breton Island that begins and ends in Baddeck, N.S., passing through Cheticamp and Cape Breton Highlands National Park.
- Yukon circuit (1,485 kilometres): From Whitehorse, head north to Dawson, west to Tetlin, Alaska, then back to Whitehorse via Kluane National Park.



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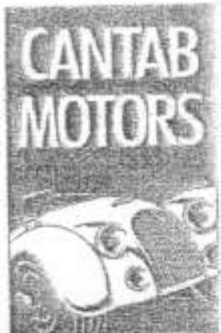
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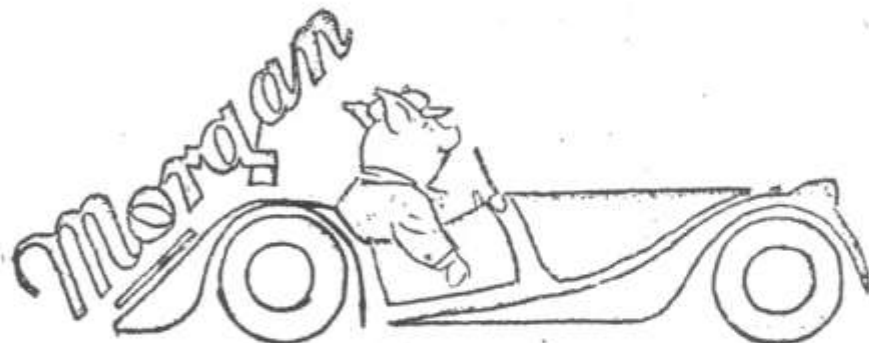
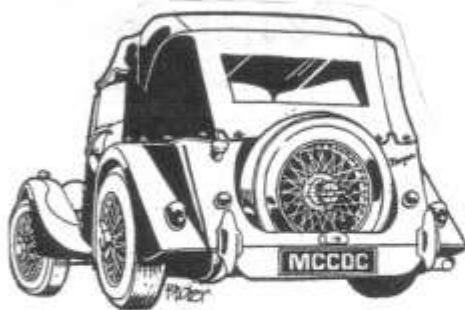
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1/9/04

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THE MORGAN SPORTS CAR CLUB OF CANADA

While Morgans were successful in competitive events in Canada during the 1950's and early 1960's, the idea of a Canadian Morgan sports car club didn't occur until 1962. At that time, 18 Morgan owners gathered in Toronto. However, it was felt that the "Morganeers" should stay with their existing general sports car clubs.

The formation of our club occurred in 1967, when Doug Price spotted two parked Morgans and chatted with the owners. As a result, a meeting was arranged at Al Sands' farm, north of Toronto, which was attended by 12 Morgans. Thus the Toronto Morgan Owners Group was born. By 1968, some 25 cars had been traced, joint meetings were arranged with the Great Lakes Group in Detroit, and an effort made to form a group in Vancouver. By 1978, the club membership had risen to 89 and events were well supported.

The club newsletter, "The Blurb", is published about six times a year and helps to unify the members who are scattered throughout the country. For years, the club was known as "HOG MOG", reflecting our Morgan Owner Group's affiliation with Toronto (Hog Town). While most of the active members, and most of the club's activities take place in the Golden Horseshoe area, our members have participated in Morgan activities throughout the continent and overseas as well. Through our affiliation with the large Morgan Sports Car Club of Britain, we are part of a world network of Morgans clubs.

For many years, the club's premiere event was the annual Fall Weekend at Niagara Falls. These weekends featured fun concourse, driving tours, a banquet, & fellowship. This event reached its zenith in 1990, when Niagara was the the end point for Morgans Over America. MOA was a grand expedition of European & American cars that drove across the continent. From 1992 on, the Annual Weekend has been staged at different locales. Last year it was Muskoka, this year: Tobermory. Since 1994, the club has re-named itself The Morgan Sports Car Club of Canada, to better reflect it's history as the only organized Morgan Club in Canada. To Commemorate this event, a new car badge was created.

While in the past, many members were interested in competition, today the club is more active in social events: meets, driving tours, car shows, Christmas parties, etc.; as well as with the preservation & restoration of older examples. The club exists to foster the mutual interest of car owners & enthusiasts, and has provided information to potential purchasers. The club has a close association with the Canadian Morgan Dealer and with the factory in Britain. We enjoy ties with other Morgan groups: in Western Canada & the Ottawa area. In addition, we are affiliated with the British Car Council, an organization representing the British single & multi-marque clubs.



Valentin Tanaje

MINUTES of the annual meeting of the members of Morgan Sports Car Club of Canada (the "Corporation") held at Toronto, Ontario on December 7, 2003 at 3:00 pm.

PRESENT:

Vern & Amanda Dale Johnson	David McCrossan
Ray & Elizabeth Stevens	Rod Wilkinson
Alan & Marlies Sands	Fred Hendriksen
Jenny & Steve Beer	Malcolm Taylor
Martin & Donna Beer	Glenn & Rene Nigh
Gayle & Chris Taylor	Desi & Bill Benet
Tom & Lynda Van Zuiden	Luch & Lilliana Ghislanzoni
Brian & Brenda Morgan	John & Sharon Roden
Heather & Peter McCowan	David Farmer
John & Sharon Ritchie	

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 December 1, 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 2003, 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.

RECOGNITION OF SERVICES OF VERN DALE-JOHNSON TO THE CLUB

As previously intimated to the membership, Vern Dale-Johnson advised the meeting that he was stepping down as President of the Club but would remain an active member and keen promoter of the Club and its activities. Vern joined the MSCCC in 1989 and assumed the role of President in 1999. He has been a true aficionado of the Morgan marque and has played a very significant role in maintaining and enhancing the Club's name and reputation – not only in North America but around the world. His energy and enthusiasm for Club activities is limitless and as a small tribute of appreciation from the membership, Vern was presented with a polished wood dashboard, inlaid with a selection of photographs of Vern and his Morgans - OLBDII a 1966 + 4 , 4-seater and the infamous "Beast" a 1978 "lightly tuned" +8.

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED** that the minutes record the grateful appreciation and thanks of the membership to Vern as President and to his wife Amanda for their generous support and significant contribution to the Club and its affairs.

DOUG PRICE AWARD

The Chairman reminded everyone of this prestigious annual award for the "Most Enthusiastic Member". and advised the members present that the one nomination for the award had received wide spread support and acclaim by the membership and that the candidates – Ken and Pat Miles are more than worthy recipients. The nominator was Henry Tutton, who's letter, describing some of Ken's and Pat's activities and experiences as Morgan owners since 1967, was read out to the members present. The Chairman added that as the organizer of "Morgan's to Alaska, 2003", Ken and Pat must be the highest mileage Morgan drivers in Canada. In 2003, Ken's +8 covered 8,440 miles and Pat's 4/4 covered 8,870 miles. It needed to be flat-bedded home from Idaho where it was close on being destroyed in an accident.

UPON MOTION duly made, seconded and carried unanimously, **IT WAS RESOLVED** that the Doug Price Award for 2003 go to Ken and Pat Miles of British Columbia.

ELECTION OF DIRECTORS AND OFFICERS

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:

Martin Beer
Rod Wilkinson
Jenny Beer
Ray Stevens
John Roden

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

The Chairman thanked Tom Van Zuiden for his services as director in the past year. In addition to his club activities, Tom will be taking on the duties as editor and publisher of the Club's magazine, the Blurb.

The Chairman further advised the meeting that the following persons are proposed as Officers of the Club:

Martin Beer - President
Rod Wilkinson - Secretary
Jenny Beer - Treasurer

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

Martin Beer - President
Rod Wilkinson - Secretary
Jenny Beer - Treasurer
Ray Stevens - Director
John Roden - Director

TERMINATION

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



Vern Dale-Johnson
Chairman of the Meeting

**CELEBRATING 35
YEARS OF THE
MORGAN PLUS 8**

