



Issue 2 - 2004, March

# The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



Photo from Sharon Roden. Niagara dates have changed...  
25<sup>th</sup> Anniversary of the MSCCC's first Niagara event is **now June 11-13**  
Please see enclosed registration and regalia order form  
Make your hotel reservations now!  
P.S. who can identify the cars and the date of this photo?

## Prez Sez:

Martin Beer (mdbeer@idirect.com)

Donna, Jeremy & I are now in our new home, hopefully some form of normality of life will follow. I know we have some, It's in a box somewhere!

The week of warm weather, in February seemed like a terrible tease to we "Morgan Drivers"! However Spring will be here shortly. The Morgan Motor Co. has named the +8 replacement. The **Morgan Roadster** is powered by the Ford Mondeo ST220 3 litre V6 engine. Production is due to start in May. Unfortunately the Mondeo power plant is not to North American specification, so it is unlikely we will ever see it this side of the Pond.

Morgan will be the featured marque at Elkhart Lake Vintage Festival @ Road America in Wisconsin this September. The dates have been confirmed Sept 17-19. They are hoping to have 50+ racing Morgans for the event, with All-Morgan races scheduled. There has been talk of possibly 5 trikes being shipped from Europe for the event along with some unique Morgan race cars. Possibly, 2 of the SLR's. So many events & so little time!

Vern D J has just returned from New Zealand. Beating his +4 ruthlessly! I'm sure he will write about it. A group of Morganeers, are planning to attend & support the Factory Aero 8 racing team @ Sebring on March 20-21. We wish the team well. Adam Sharpe, the 19-year-old head Driver has been performing very well.

Happy Motoring, Martin

**Niagara dates have been changed to move away from the Picton – Prince Edward County run being planned for early September, British Car Day, and Autumn Mog. New information... makes your reservations now!**

NIAGARA - June 11,12,13,2004

COMFORT INN  
870 Niagara Street  
Welland, Ontario L3C 1M3  
PHONE # (905)-732-4811

A limited number of rooms are on hold till TUESDAY, MAY 11, 2004 under the name: MORGAN SPORTS CAR CLUB Price: \$81.00 night. Includes: free continental breakfast (juice, muffins, bagels, toast, cereal) Coffee maker in room. All rooms that are NOT GUARANTEED BY MAY11, 2004 will be released to the public. Anyone calling after the cut-off date will be charged full rate.

DIRECTIONS: Take QEW west (towards Niagara) to Hwy. 406 (exit 49), exit RIGHT at Merritt Rd. & turn LEFT on Niagara Street (Hwy. 58) to the Comfort Inn on your left (approx. 1/2 mile).

### **AGENDA - Niagara 25 June 11, 12, 13, 2004**

<b>Friday, June 11<sup>th</sup></b>	<b>Noggin &amp; Natter Free Pizza and Beer</b>	<b>no charge</b>
<b>Saturday, June 12<sup>th</sup></b>	<b>10:00 a.m. Run &amp; lunch</b>	<b>Pay There</b>
	<b>6:30 Cocktails on the Patio</b>	<b>Pay There</b>
	<b>7:00 Dinner - Queenston Heights Restaurant</b>	
<b>Sunday, June 13<sup>th</sup></b>	<b>11:00 a.m. Run, ending up at the Roden's for B-B-Q</b>	



## February 1, 2004 Meeting at the Queen's Head Pub in Burlington

In attendance were Chris & Gayle Taylor, Ray & Elizabeth Stevens, Dave Farmer, John & Sharon Roden, Trevor, Jenny and Steven Beer, President Martin Beer, Ray Shire, John and Sharon Fitchie, David McCrossan. Desi Benet was almost on time and we congratulate her for that!

### Martin Beer called to meeting to order:

- 1) Martin Beer reported that Reg and Audrey Beer were doing better after some hospitalization. He said, "They are back on the road to a normal life considering their age and health".
- 2) Martin also reported on dual home ownership and his moon lighting activities. He is currently a full-time car mechanic and full time residential contractor. If he is not out of bed by 9:00 AM, Donna calls an ambulance.
- 3) **REMINDER:** Are you moving? Ditching your internet service provider? Upgrading your marital status? Please report any changes to Jenny Beer by email at [sjbeer@sympatico.ca](mailto:sjbeer@sympatico.ca) (for official records) and Tom Van Zuiden at [tvanzuiden@sympatico.ca](mailto:tvanzuiden@sympatico.ca) (to update the Blurb mailing labels and info sheets).
- 4) The group discussed "Morgans Over America" in 2005 and the possibility of a "sociable" at the Martin Beer's or at the Weylie Farm in Winona. It might be possible to organize an event at the hospitality gazebo at the Malivoire winery. The editor will work on getting Martin and Moira out to at least one event this season!
- 5) Jenny Beer reported 53 renewals at February 1, 2004. This means that 2/3 of the membership has paid their dues. The club has a bank balance of ~\$8,000. The recent incorporation of the club is going to cost each member \$1.25 per year. I think that we can handle this.
- 6) Meeting was adjourned by Rod Wilkinson.

## March 1, 2004 Meeting at the Queen's Head Pub in Burlington

Attending were John Roden, Ray & Liz Stevens, Dave Farmer, Desi Benet, Chris & Gayle Taylor, Glenn Nigh, Vern Dale-Johnson. Regrets rec'd from Tom Van Zuiden (off to Europe) and Martin & Donna, Steve & Jenny Beer (moving Martin & Donna into a new-to-them house).

- 1) John & Ray called the meeting to order. Discussion on June Niagara meet an September Picton meet. Both have planning well under way. Discussion of MOG 34. Roden's & Steven's are making their reservations. Question of who else may be going to the event (Vern DJ declined - conflicts with work events).
- 2) MOA IV discussed, specifically the route from Sault Ste Marie through to Toronto. Roden's will review the best roads from Tobermory thru to Niagara. Desi Benet will advise re the new Toronto to Rochester ferry service. Oliver Dawson had previously suggested he could help with Toronto-Niagara venues. Vern Dale-Johnson will contact and work back through the organizers.
- 3) Vern Dale-Johnson gave a short discussion of New Zealand trip. Sold and sold two "4/4 Pins" he brought back - made in New Zealand, high quality. Request rec'd for more (Vern will talk to Gary Moles regarding sourcing of additional 4/4 and +8 pins).
- 4) Discussion of new "Roadster" (+6 ??). Input from Martin Beer suggests will not be using an engine that meets US or Canadian standards. Those in attendance felt this is very short-sighted and questioned what options Canadians would have for "affordable" new Morgans.
- 5) Ray Stevens noted the Ontario bureaucracy is now insisting odometer readings in miles by converted to kilometers when licenses are being renewed! Bureaucracy run amok?
- 6) Suggestion was made for a May meeting at the Pub as no May events are scheduled. Last chance to get together before the summer. Will be added to the event schedule.
- 7) Meeting was adjourned by Vern Dale-Johnson.

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### Past Prez Sez:

Vern Dale-Johnson ([vern\\_dj.msn@attcanada.net](mailto:vern_dj.msn@attcanada.net))

March... seems like I just left on the New Zealand trip! How time does fly when you are having loads of fun in your Morgan. Need I say the trip was wonderful? Other MSCCC members who ran the event were Ken & Pat



Miles (+8), Henry Tutton with George Tollworthy (4/4). We logged about 4600 miles on each Morgan meaning we've already hit the target for 2004 "Long Distance Awards". A few photos tell some of the story. What they don't tell is the incredible roads throughout New Zealand (mostly 2 lane... sometimes one, mostly "road mix" meaning lots of gravel gets kicked at you, mostly one-lane bridges, mostly following the contour of the land meaning ~10,000 corners over the 36 days), the incredible camaraderie of the 14 "teams" participating, and the incredible reception we received from the New Zealand Morgan owners – thanks especially to Gary Moles, Doug & Liss Lloyd, Stephen & Diane James, Sharon & Adrian Thomas, Ian & Sue Higgins, Marty & Maxine Adams, John Lancaster & Lois Crawford, Tim Lloyd, Keith Merritt & Jill Lawrence, Cindy & Richard Durber, Brian Hetzell, Keith & Tim McIver, Gail & Allan Duffy, Barry & Vivian Hoffman, Ron & Diane Gray, Jeff & Nicki Williams, Peter & Jane Dunkerley, Lloyd Gleeson, Lindsay & Bev Purvis, Gary & Hilary Sye... and others that I didn't get full names for such as Austen who joined us in both Lake Tepako and Dunedin, Kevin & Pam and Brian & Anna in Nelson who both hosted a great cocktail party and enjoyable yacht club dinner. Many opened their homes to our group, all opened their hearts. Near Lake Tepako, MSCCC members Alan & Kathy Lytle talked to some of our group, mentioning they would have liked to make the run but... by they were too late for the 6<sup>th</sup> spot in the containers. Alas... we didn't get a chance to connect.



Top left – one lane bridge, this one timber covered and shared with the railway, Left – VDJ with brother Rod at the end of the journey (note, still smiling!), Top right – Ken & Pat Miles enjoying one of the meandering New Zealand roads – note the one lane and undercut into the mountain... river on the right, rare guardrail. Bottom right – Lynne DJ with Henry Tutton at the Franz Josef glacier.

Photos by Vern, Rod & Lynne Dale-Johnson





## BLURB EDITOR:

Tom is off to France for some "wine tasting" in the Rhone valley and skiing in the Alps. Leaves VDJ in charge of this Blurb so... when the editor's away, the Past Prez will play! Thanks to Tom for leaving a file with lots of goodies. You will find several articles clipped from various newspapers on Morgan's and Peter Morgan. To those (Ray Stevens and others??) who sent these in – my apologies as Tom has not noted the contributors (the Laturus article from the Toronto Sun was referred to in an earlier Blurb... Amanda DJ among others saved the article). . One piece in the file is a book cover sent in by Stu Harvey – "Here be Monsters" by Anthony Price. With a Morgan on the cover sounds like it could be an enjoyable thriller that really does have a Morgan in the story...

Sharon Roden contributed the cover photo of a past Niagara Morgan meeting. I can see Audrey's +4 and Peter Pfahl's +4. Who owns (or owned) the others? At right is Sharon with the late Peter Morgan taken at the Abbey Hotel in Malvern at the 75<sup>th</sup> Anniversary International Dinner, July 29<sup>th</sup> 1984. Too much other material from Sharon for this issue so look for more in future issues.

**Sharon has proposed a bit of a contest. With the Niagara Weekend registration form is a photomontage of celebrities who own, or have owned Morgans. How many can you guess? Those with the most correct answers will receive a "prize" at the Niagara weekend. Those MSCCC members who won't be attending... the key will be published in the July Blurb. (thanks to the MOCA group and the Morgan Ear for the montage).**



From the files comes a quick note from Ted Zebrigg (London Ontario). You might want to update your files. Ted indicates his new email is [tz@lac-mac.com](mailto:tz@lac-mac.com). Ted comments: "Thanks for the latest Blurb, Tom... thanks also for taking on this task for the club. Those of us who live outside of metro count on the Blurb to keep in touch. Hearing about many of the characters (Beers especially... all of them!) who helped us find old +4 3492, helped us decide how to restore her, and then involved us in the project is a treat. Viva the MSCCC and the Blurb". "P.S. If an event does materialize with the London British Sports Car Club this year, please keep me posted. I'd be pleased to contribute with route ideas in the London area if time permits".



Another Niagara photo from Sharon. 2004 is the 25<sup>th</sup> anniversary of MSCCC (HOG MOG) Niagara events. This photo from Niagara 82. Can you identify the Morgans? Sharon comments "Over the past 25 years the MSCCC has enjoyed many events and a lot of laughs together."  
Sharon Roden Photo



For those who have not yet paid your 2004 dues (our apologies if this Blurb crosses your dues in the mail) another reminder note is enclosed. You'll also find a 2004 BCCI "Long Distance Award" form. Before you take your Mog (or other LBC) out for that first spring drive, fill in the relevant details and keep it handy when the fall rolls around. LDA's have already been prepared and sent out to those who participated in 2003. Thank you Len Fortin of the Ottawa MG Club. 2003 awards were presented to Malcolm & Brenda Taylor, Ray & Liz Stevens, Ken Miles, and Pat Miles.

Signing off for Tom... Get your motors running! Vern Dale-Johnson

Thomas Van Zuiden

15 South Street West, Dundas, Ontario, L9H 4C3 Canada

1-905-627-3991-most evening hours; 1-800-263-0914-most working hours

[tom.van.zuiden@cibc.ca](mailto:tom.van.zuiden@cibc.ca) - work [tvanzuiden@sympatico.ca](mailto:tvanzuiden@sympatico.ca) - home

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### **Central Canada Morgan Events:**

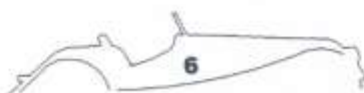
- Apr 4 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (905-857-3210)
- Apr 18 **Ancaster British Car Flea Market**, Ancaster Ontario
- May 2 **MSCCC Pub Brunch**, Queen's Head Inn, Brant St. Burlington 12 noon (905-857-3210)
- May 14-16 MG Car Club of Toronto "Spring Fling", see ad in this Blurb.
- 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 11-13 **MSCCC "25th Anniversary Niagara Weekend"**. Organized by Sharon & John Roden, mark the date - details in this issue of the Blurb.
- June 13 **MG Car Club of Toronto**, "Invitational", details from Shirley Zinman 416-410-5464
- 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 19 **British Car Day**, Bronte (Toronto Triumph Club event)

### **West Coast Events for MSCCC and MOG NW:**

- April 24 Northern Pod, **McDiarmid special**, Bob & Judy McDiarmid 604-937-5697
- May 22 **Vancouver Van Dusen 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 9-13 **MOG NW "Rocky Mountain Revival"**. call Lloyd Reddington 250-646-2288 or [treddington@pacificcoast.net](mailto: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 15 **MOGGIE MIGLIA VII** - Morgan Owners of Philadelphia. This is an all day event (plan to arrive on May 14<sup>th</sup> and depart on May 16<sup>th</sup>). Details - Tony Souza 610-847-5017, [tjsouz@epix.net](mailto:tjsouz@epix.net)
- May 22-30 **British Car Week!**
- July 9-11 **British Car Days in PEI** [www.bmapei.com](http://www.bmapei.com) Bob Bentley 902-964-3294
- Sept 11-19 **Targa Newfoundland** [www.targanewfoundland.com](http://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)





**MOG 04** - Friday 11th to Monday 14th June 2004  
Oswestry, Shropshire - hosted by DevaMog [www.mog2004.co.uk/](http://www.mog2004.co.uk/)



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

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

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Register before March 15, 2004 to guarantee your place on the entire tour. Hotels are arranged for the group by the organizing team and Uniglobe Premier Travel.

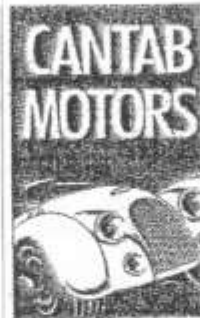
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and register with Elaine Fisher at  
813 Hutchinson Rd. Walnut Creek, CA 94598  
510-325-6037 or  
[moa2005@attglobal.net](mailto:moa2005@attglobal.net)

## More thirty four...

July 2-5, 2004 are the target dates with the Clarion Hotel & Convention Center in Shepherdstown, West Virginia our headquarters for the thirty fourth Morgan Owners Gathering. Some corrections are in order from the announcement in the last *RR*.

The tentative schedule includes a Clarion hosted picnic buffet on Thursday, July 1 for the early arrivals. The welcoming Friday night Noggin will be held in the pub of the Clarion. The Saturday concours, July 3, will be located at Morgan Grove Park, one mile away, with shuttle bus service 11:30 - 1 pm to the Clarion for lunch. Sir Reginald HiSnoots' high-jinks driving tests, Gymkhana, will be held on the Clarion grounds, with an evening noggin in the pub. Sunday will see an early two-stage rally, first car off at 9:01 am, with a pig roast lunch mid-way. The autocross 10 am - 3 pm on Monday, July 5 with cocktails at 6 pm and awards banquet at 7 pm, noggin after in the pub. Fireworks at the battle-field, spares fair and tech sessions will fill the time between the nightly noggins' and awards banquet. A departure breakfast ends the weekend Tuesday morn. The Club has 125 rooms under "MCCDC" at \$79 (normally \$109) plus 9% WV tax at [www.clarion-shep.com](http://www.clarion-shep.com) - (304) 876-7000. Early arrivals have 25 rooms reserved for Thursday, July 1, at the \$79 rate with the complementary evening meal.

For information and suggestions contact Carl or Beverly Shriver at 301-223-8521.



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## 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 is similar cost (plus VAT etc) now part of Melvyn's employment. Entire badge face to minimize damage to grill. Badges that need repair or replacement are available from the club, with a sticker in England (Colmet – clear epoxy over the badge feature, any older badge).

**Sold Out... the MSCCC 40<sup>th</sup> anniversary is coming up. Is it time to create a new grill badge?**



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...

Greetings,

We are offering the chance for Morgan owners and enthusiasts to get a Morgan style email address, carrying a flavour of their great interest in the Morgan car. This really is a fun thing, at no cost and will integrate easily with your existing set up. We have 2 domains for you to choose from:

"Your name@the-morganeers.net" or "your name@the-mogsters.net"

If you would like an address, please go to: [http://www.speedster-it.com/free\\_email/get\\_address.htm](http://www.speedster-it.com/free_email/get_address.htm)

Have a look and see. Service is FREE to the Morgan community it's simple and quick.

Very best wishes, Melvyn Rutter







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Melvyn's place always popular with Morgan club members. Go to the web site and see when his 2004 party will take place.

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Tel: 011 44 1279 725725 Fax: 011 44 1279 726901 Fax: 011 44 1279 600498 (direct parts dept)

## Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

The last two or three months have been very active with one run to look at the snow geese at the Rifle Bird Sanctuary in South Delta and two house parties, one the annual Boxing Day Run followed by delicious finger foods hosted by Mike Powley and the mini Christmas Party hosted by Ken and Pat Miles. In addition, six of our members (Ron and Yvonne Theroux, Les and Judy Burkholder and Ken and Pat Miles) attended the midlands Xmas party hosted by Ron Wisekind.

Events for the upcoming months are in the planning process with Steve and Liz Blake planning the Hearts and Tarts run on Feb. 14<sup>th</sup> and Bob McDiarmid is planning his run for March.

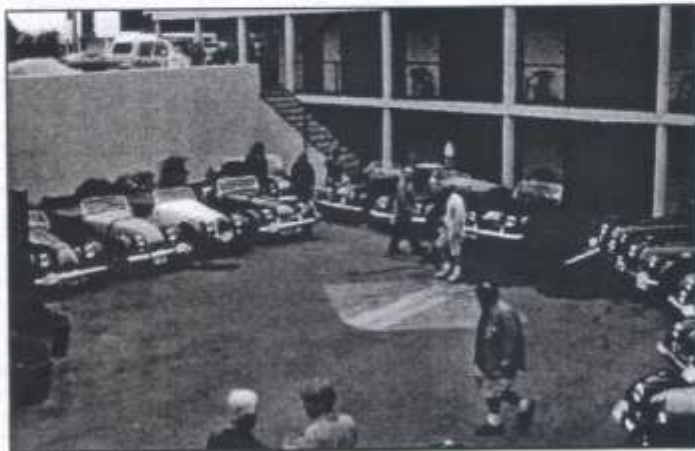
There are some excellent events for the upcoming months being planned by different members of MogNW. These events are the annual Father's Day picnic in June in Victoria, the annual Devil's Punch Bowl south of Portland in June and the Rocky Mountain Tour in September. For those of you that have never attended one of these longer functions, I would strongly encourage you to come out and drive with your fellow Morgan owners and experience the camaraderie of the drive and the nightly parking lot parties etc. It is a totally different experience driving with a bunch of Morgans for several days than the normal two or three hour drive.

Make 2004 the year of the Morgan and most importantly the year to renew old acquaintances and to make new ones. Plans are being put together to allow you to meet this goal in that events will be planned for each month of the year and I hope to see as many out as possible for each event.





As many of you know Pat and I will be leaving for New Zealand on Jan 18<sup>th</sup> and will not be returning until Mar. 1<sup>st</sup>. Of the fourteen cars being shipped into Auckland for this great tour titled "Morgans Down Under", it is wonderful to note that five of the cars will wear the MogNW badge which is a significant portion of the group. MogNW will be represented by ourselves, Vern Dale-Johnson from Toronto, Dick Dice, Bob and Barb Stinson, and Tom and Mel Henderson all from Washington State. By the end of the tour I am sure that the MogNW spirit will be spread from the North to the South Island of New Zealand and our willingness to drive the beast will be admired by all. (photo by Vern Dale-Johnson, Morgans over New Zealand gathered for the night at Kaikoura – Ken Miles, Henry Tutton, Dick Dice, Jack McNaughton visible).



## Concours Corner

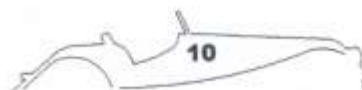
Jeremy Harrison (jeremyhere@blueyonder.co.uk)

I'm not sure why Morgan Owners in the UK differ so much from all the other Morgan Owners World-Wide. If you go to a Morgan Meeting any where else in the World, the first event on the programme is usually the Concours. How often have you had your breakfast and driven in your Morgan to start the rally only to find rows and rows of gleaming Morgans being fettled by their proud owners, waiting for the Concours to start?

In the UK, this is also the norm in every other Car Club in which I have been involved, from Minis to Ferraris, but it is so seldom the case in our Morgan World. Why? Why do Morgan owners not like entering Concours Competitions?

I suppose its something to do with that "Matcho" image a lot of us like to portray, for example, how many Continental Rallies have you been on when many of the "Brits" haven't brought the hood or side screens with them even though the weather forecast was terrible for the Rally? How many Morgans are sold with the advert saying weather equipment NEVER used and how many Morgans have you followed with the driver frantically wiping the windscreen with ANYTHING available in an attempt to see where they are going in a downpour?

"Morgans are for DRIVING, not for that sissy Concours stuff", that's what I often hear. Well, that's true, they ARE driver's cars and I adore driving my Morgan all over the World. When I was competing in Concours at the highest level in Europe, I would DRIVE my car to the Rallies, spend the first evening re-cleaning it, do the Concours the next morning followed by the driving skills, sprint, gymkhana, scenic tour etc etc. Indeed, on my last tip to Europe, I not only won the Concours on the first Morning, but I also had the two fastest times in the sprint and driving tests too. But Concours is NOT a sissy event. I love driving



my beautiful car, sound in the knowledge that I have prepared it myself to the best possible condition, I know EVERY nut and bolt on the car, because I've polished all of them and I can immediately see an oil or water leak which might develop. You never get your hands dirty fixing it and wherever you go everyone admires it.

We need a mind-set change regarding Concours in the UK Morgan World. Last year I persuaded thirty of you to enter the MOG Concours. I introduced "FUN" Competitions to enable you to enter and win superb trophies without having to compete against the awesome World Class cars, yet so far this year, only five of you who have completed your Mog registration forms have entered the Concours. Some say they would like to do the Concours, but prefer to do the Driving skills and they can't enter both events. Well that is NOT true this year because the Concours WILL be the first event of the weekend activities on Saturday, leaving you free to enter the Gymkhana on Sunday.

So don't be afraid of being labelled a "SISSY" because you entered the Concours, why not show everyone that just because you CARE about how your car looks as much as how it performs, doesn't make you any less of a Morganeer than those who delight in driving a dirty, battered, but, they often boast, well campaigned car. How many of the latter can be seen at Goodwood each year competing on the track? Virtually NONE. Those magnificent machines are to the highest Concours condition and I would not dare to call any of those owners/drivers a SISSY.

If you want to enter the Concours, just e-mail me at [Jeremy@lilacmog.com](mailto:Jeremy@lilacmog.com) and I will ensure your entry at Oswestry. Jeremy Harrison

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### Hog Mog Matters:

And good for you too! from today's paper:

Roger Ulrich and colleagues at Texas A&M University have found that people who commuted along scenic roads recovered more quickly from stressful driving conditions than those who saw billboards, buildings, and parking lots. Mr Ulrich also noted something he called an "inoculation" effect: Drivers who had taken the scenic route responded more calmly to stressful conditions later on. (Source Utne magazine)



Dave Farmer  
'59 +4

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### Notes from the web..



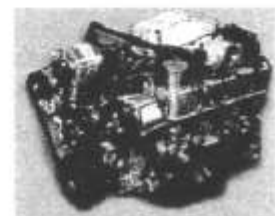
**THE MORGAN WIRE**

**NEWS & VIEWS  
AS IT HAPPENS**

---

#### **THE LAST PLUS 8**

The MMC has been able to secure enough components to continue production of the Plus 8, both US and UK versions, for longer than expected. Reports from recent Malvern visitors indicate that much of the current production is being taken up with these "8" orders. It is still a bet at which will be the last chassis number. Rumours have it that it will not be retained by the Company as originally supposed but will be purchased by a buyer for a premium.







## "ROADSTER" PRODUCTION BEGINS

The first production models of the new Morgan V6, under -going European Union testing, are now "in build" on Pickersleigh Road. The model has been named the Morgan "Roadster". Exact details and specifications on the car must await the completion of the EU certification process but the new MMC offering still appears on schedule aside from making way for a last surge of Plus 8 production. (see "Last Plus 8")

Early estimates suggested a power output in the 230bhp range from a UK Ford Mondeo power plant on a Plus 8 chassis /frame. The price for this trad-styled Morgan shall reflect the departing Plus 8 price.

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## PRODUCT CORNER

**CHROME KINGPINS** Heart of England Morgan now offers hardchromed kingpins. These are priced at the same amount as the old standard MMC kingpins at £41.36 (\$74USD) each fob UK.

### SHOCK ABSORBERS

Rutherford Engineering has worked with the AVO Company and developed a rear shock absorber (aka damper) suited to Morgans with 20th possibility of 20 settings to match ride and handling preferences. The price is within the Koni/ Spax range £108 (\$195.00USD) fob UK

### FUEL CELLS

The Fuelsafe Company has developed a fuel cell which matches the Morgan fuel tank without concessions to range or styling. Discount of 15% are possible with groups of 5 or more. Prices begin at \$900 USD fob US

### NORTH AMERICAN LICENSE PLATE BOXES

which fit onto front bumpers are being offered by Heart of England Morgans in polished stainless steel.

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**EMOG BIRTHDAY!** The EMOG PUB, the Morgan lovers internet discussion group, celebrated its third birthday on January 29th, 2004. The group has grown from three to 953 participants (1750 Morgans) since its inception. Drawing from 31 nations (the bulk from the UK) and every walk of life the boisterous "Pub" is a place where everyone can find friends and any technical fix amongst neighbours, Morgan notables, Agents, racers, writers and historians. eMog is a free service to the Morgan Community.

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## NEW MMC DIRECTOR APPOINTED

Earlier Morgan Wire reports indicating that Steve Morris, the MMC Manufacturing Manager, has been joined the MMC Board as Operations Director have been confirmed by the Company.



**British bring variety to Sebring** Variety in race cars has always been enjoyed by enthusiastic fans of sports car racing and several British racing teams are contributing to the variety that will be on display during the 52nd annual Mobil 1 Twelve Hours of Sebring, the opening race of the 2004 American Le Mans Series season Mar. 17-20.

Entries for America's oldest sports car race have been submitted by Rollcentre Racing and the Morgan works race team, both planning to race at Sebring with cars that are unique to their racing teams.



Rollcentre Racing, owned by veteran British sports car racer Martin Short, has entered a Dallara chassis with Judd power in the LMP1 class, the top Prototype class in the American Le Mans Series. The car was developed as a joint effort between Italian chassis builder Dallara and the French ORECA race team and performed well in the 24 Hours of Le Mans. It is one of the few built and is expected to be the only one of its kind racing at Sebring.

Short will co-drive at Sebring with fellow countryman Rob Barff and Portugal's Joao Barbosa.

Certainly one of the most unique-looking cars at Sebring will be the Morgan Aero 8 LMGT, entered as a factory effort in the event by the Morgan Motor Company of England. Morgan recently started an American marketing program by unveiling a road-going Aero 8 at the Los Angeles Auto Show and racing at Sebring is an extension of the program. If the car qualifies for Sebring, it will become the first Morgan to compete in an American Le Mans Series race.

Slated to drive the Morgan, which will compete in the GT class, are British pilots Keith Ahlers and Adam Sharpe along with Neil Cunningham of New Zealand.

The American Le Mans Series features four classes of race cars competing at the same time for both class wins and the overall race win. Up to 60 cars will start the 12-hour timed event on the 3.7-mile Sebring (Fla.) International Raceway.

The 52nd annual Mobil 1 Twelve Hours of Sebring will get the green flag at 10:30 a.m. on Saturday, March 20, and will be televised live from flag-to-flag by the Speed Channel. The American Le Mans Series Radio Web will have live coverage online at [www.americanlemans.com](http://www.americanlemans.com).



One last New Zealand photo. This one of OLBDI's near Lake Taupo enjoying a few of the many curves.  
Photo by Tim Lloyd

*25 years of machine shop experience specializing in auto, diesel, marine engine rebuilding.*

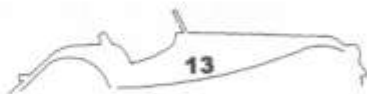
**Automotive  
Machine Shop  
Services**

905 714 1448

**Roger  
Letourneau**

**NORTHTOWN  
MACHINE**

967 Niagara Street, Welland, Ontario L3C 1M5



Obituaries

# Peter Morgan

Chairman of the family motor firm for half a century who stuck with tradition and ignored John Harvey-Jones

PETER MORGAN, who died on Monday aged 83, was chairman of his family's motor car company and involved in every detail of the marque's development for more than 50 years.

Morgan is one of the world's oldest motor manufacturers and the oldest anywhere still controlled by the family which established it. Their custom-built sports cars attract a loyal following, and the waiting list for the 700 vehicles produced annually is currently more than a year. Peter Morgan expanded from the success of his father, HFS Morgan, who had built the company on the reputation of its three-wheelers, which combined light weight with power.

The timeless design of the cars was, even then, instrumental in their success. A Morgan three-wheeler won the French Cyclocar Grand Prix in 1913, and was still in production 26 years later; the Plus 4 chassis remained substantially unchanged between 1936 and 2000; and the Plus 8, Peter Morgan's great innovation of 1968, is still in production.

In 1990, television viewers were given an opportunity to see the company's philosophy in action, when Sir John Harvey-Jones devoted an episode of *Troubleshooter* to Morgan. Harvey-Jones was horrified by what he saw: interviewing the foreman of the chassis shop, who had been there 30 years, he said: "You must have seen a lot of changes in that time." "Not really, no," came the laconic reply.

Morgan ignored the guru's advice to double production and increase prices dramatically, preferring to keep the loyalty of those who loved the cars. Peter Morgan pointed out that not all of Sir John's ventures had been as successful as his time at ICI. He also maintained that it was a good job that he had kept to his policies - or the recession immediately afterwards would have affected the company badly. Viewers seemed to agree: orders increased dramatically as they sided with Morgan's, rather than Sir John's, opinion on how cars should be built.

Peter Henry Geoffrey Morgan was born on November 3 1919 at Chestnut Villa, which stood next to the company's Worcester Road factory. A party was held in the carpenters' shop to celebrate his arrival, and he, and his four older sisters, grew up with the factory workforce as part of their extended family. Young Peter was woken up as a boy by the sound of the steam engines (which ran the factory's lathes) being started each morning. He attended the Link School, Malvern, before going on to Oundle.

Young Peter's first interest was in locomotives, rather than motor cars - though he had a tandem two-seater pedal car made at the works which, unusually for the firm at the time, was a four-wheeler. In 1935, the family moved to Cannon Hill, an Adam house near Maidenhead in Berkshire. Peter enjoyed Oundle, which promoted engineering and had a



Peter Morgan in the prototype Plus 8, outside his Pickersleigh Road works at Malvern Link

machine shop, carpentry lessons and even a foundry - "especially intriguing," Morgan thought. "I used to make little brass aeroplanes and things like that."

At home he learnt to drive in the grounds of his parents' house, in the Ford-engined four-wheeled 4/4 prototype which his father had rejected, after deciding to use the Coventry-Climax engine. He longed for a three-wheeler twin, but his father refused: after Peter narrowly avoided toppling over in an F-type

three-wheeler on holiday in Cornwall, the old man felt vindicated.

Peter left school in 1936, but was at first unsure whether to go to university or engineering college. But, convinced of the value of practical training, he went to the Chelsea College of Automobile and Aero Engineering. He remained there from 1937 until 1940, and then worked briefly for the British Ermeto Corporation. He anticipated working for the family firm, but hoped first to join Rolls-Royce or

Rover. By this time he was racing the family's cars at tracks such as Brooklands and Donington. (He later led the Morgan team to victory in the RAC Rallies in 1951/52.) But the outbreak of war altered his plans; he at first attempted to sign up for the Royal Navy, but after being rejected on account of his eyesight, joined the Royal Army Service Corps, working in the motor shop. From there he was posted to Freetown in Sierra Leone with the Royal West African Frontier Force, before taking over the Army workshops at Nairobi, where he stayed for the remainder of the war. He toyed with the idea of remaining after demob in 1946, but was persuaded by his father to return home.

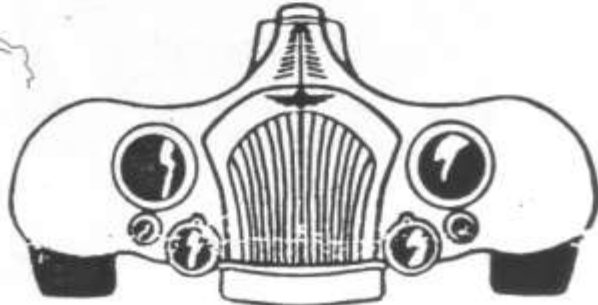
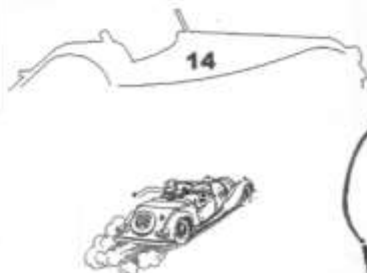
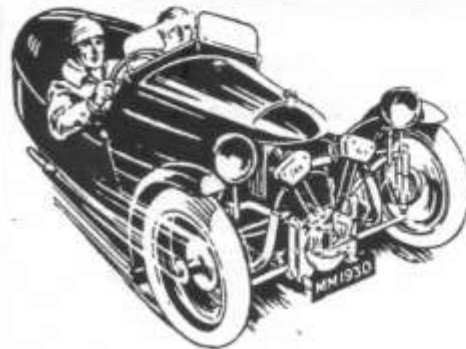
He joined the board at £9 a week, and was soon working as a draughtsman alongside his father. The break in production during the war years helped Peter in his adaptation to the four-wheeler market, and although the late 1940s and early 1950s were a tricky time for the company (one of the few periods in which it registered a loss), the export sales of sports cars held up fairly well.

The first model which Peter Morgan was principally responsible for developing, the Plus 4, replaced the 1.5-litre engine with a 2-litre model. It raced successfully, and eventually won the 2-litre class at Le Mans in 1961. In 1968, Morgan launched the Plus 8, which was at the time the fastest car available for the money, and used the General Motors 8-cylinder engine later adopted by Rover. The model, which will remain in production until next year, became the longest-running car produced by the company.

After his father's death in 1959, Morgan paid diligent attention to the export market, building strong support, particularly from America and Germany. Fifty per cent of the company's sales are now to overseas buyers. He continued to be optimistic about the firm, and took great pride in the win at Le Mans. "The other thing I'm very proud of," he said, "is that I've never had to make anybody redundant."

Peter Morgan was a charming and courteous figure, extremely popular with all those he met. He remained active after his retirement from the day-to-day running of the firm in 1999; he enjoyed travel and collecting stamps, and ran a small-scale railway in his Worcestershire garden, which delighted his grandchildren. Three weeks ago, he drove up the Prescott Hill Climb - at some speed - in his V8, licence plate AB 16. He remained Chairman of the Board, and continued to come into the office until only a week or so before his death.

Morgan married, in 1939, Jane Christie. The marriage was dissolved in 1972; she died in July this year. He married secondly, in 1982, Heather Williams. She survives him together with his children from his first marriage: his daughters Sonia and Jill, who both serve as directors of the company, and his son, Charles, who now runs the firm.







British Car Council Inc  
Bayview Village, P.O. Box 91135  
Willowdale, Ontario  
Canada M2K 2Y6

## **Long Distance Award, 2004**

The purpose of this "award" is to encourage British Automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride, and for the general public. By driving our Classic Cars\* as much as possible we are consistently bringing to mind the love of the British Classic Car.

\* Classics do not include British Cars considered "daily drivers" – however, club executives should use discretion, final judgment is up to the BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a "Long Distance Award". The award, a specially struck plaque with the participant's name and vehicle particulars, is presented to those who have traveled the pre-requisite mileage (kilometerage) during the season of April 1 through October 31.

The logistics, rules and regulations are as follows:

1. Vehicles participating will not be "daily drivers" (that is, only classic cars used for appropriate events and pleasure during the season are eligible).
2. Timing will be April 1 through October 31. Recording of mileage will not begin prior to April 1 or end after October 31. Anyone in violation of these dates will be disqualified.
3. The award is available to all members of BCCI participating clubs regardless of residence.
4. Each participating automobile will have the odometer read by a respected member of their club's executive at the start and end of the time period.
5. The club's executive will be responsible for recording the starting odometer reading and the ending odometer reading on the attached form (need not be the same executive member for both readings).
6. Any and all defective mileage/kilometerage instruments are the responsibility of the car's driver/owner to repair (no verbal estimates of distance traveled will be accepted).
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers during the period being measured.
8. Dash plaques will be given to each club's BCCI representative and distributed to the appropriate club members by that representative.

Let's get out and drive those cars! Good luck and remember... have fun and drive safely.



British Car Council Inc  
Bayview Village, P.O. Box 91135  
Willowdale, Ontario  
Canada M2K 2Y6

## Long Distance Award

**Contest runs from April 1 through October 31**

**Please copy and distribute this form to your club members.**

### CONTEST COMMENCEMENT

Club Name (please print)	Car Make, Model, and Year (please print)
Principle Driver's Name (please print)	Mileage / Kilometerage reading as at April 1
Odometer gauges in working order?  Yes <input type="checkbox"/> No <input type="checkbox"/> Explain	Name & Signature of Club Executive Member    Date

### CONTEST CONCLUSION

Name (s) to appear on award (please print)	Mileage / Kilometerage reading as at October 31
Distance Traveled	Name & Signature of Club Executive Member    Date

Submit this completed form to British Car Council Inc no later than December 1. Awards will be presented to your BCCI representative as soon as possible. All enquiries should be directed to the BCCI at the above address. Illegible or incomplete forms may be rejected.

From: "Tony Souza" <tjsouz@epix.net  
To: "morgan news group" <morgans@autox.team.net  
Sent: Monday, February 09, 2004 6:22 PM  
Subject: Moggie Miglia

## MOGGIE MIGLIA VII

Morgans Owners of Philadelphia proudly announces Moggie Miglia VII scheduled for May 15, 2004. The following Morgan Motors advertisement of the late 20's perfectly describes the feelings you'll get from participating in Moggie Miglia.

*"We three saw the English summer sunrise and heard the world wake round us.. saw the smoke trails from sleepy chimneys nestling in country thatch. We chased flying clouds out by village greens and on through mist across mountains.. until below the wild Atlantic a living emerald lay.*

*And so hotelwards .. to a hearty welcome and comfortable rooms .. and tomorrow, on again.. we three .. good company when Morgan makes a third".*

Morgans Owners of Philadelphia is delighted to share with you some of our most treasured possessions: beautiful winding country roads, picturesque villages, and welcoming, comfortable inns. With this in mind, Moggie Miglia will offer you a chance to use your Morgan in a challenging day of motor sport. The day begins in Carversville, Bucks County, a town on the National Register of Historical Places. Our breakfast hosts are our old friends at the Carversville Church. The day ends with awards after The Grand Buffet Dinner at the lovely Stroudsmoor Country Inn, Stroudsburg, PA. In between you and your Morgan will work as a team through four stages of car and driver challenges. Not a static car show. Emphasis will be on meeting the challenges and moving on.

Participation is limited to 35 Morgan teams. Register now to assure your place in Moggie Miglia VII.

Send your \$35 registration fee to:

**Donna Suglia**  
**1475 Unionville-Wawaset Road**  
**West Chester, PA 19382**

Include \$29 each for the Awards Dinner. Also, please include the names and addresses of the driver and navigator and the year and model of the Morgan.

Book your room with the Stroudsmoor directly at 1-800-955-8663 or 570-421-6431.

For further Moggie Miglia information contact:  
Tony Souza at 610-847-5017 or  
[tjsouz@epix.net](mailto:tjsouz@epix.net).





VII  
May  
15  
2004



REGISTRATION NUMBER
Official Use Only

Morgan Owners of Philadelphia announce the running of Moggie Miglia VII on 15 May, 2004. All teams intending to compete are required by MM World Headquarters to complete this registration form.

This registration form and resulting fees must be received no later than 17 April, 2004. Submitting your registration early will help the club bridge it's financial commitment. Avoid disappointment and act promptly as the field is limited to 35 Morgans.

DRIVERS NAME \_\_\_\_\_

DRIVERS ADDRESS \_\_\_\_\_

DRIVERS TELEPHONE NUMBER (HOME) \_\_\_\_\_ (WORK) \_\_\_\_\_

NAVIGATORS NAME \_\_\_\_\_

NAVIGATORS ADDRESS \_\_\_\_\_

NAVIGATORS TELEPHONE NUMBER (HOME) \_\_\_\_\_ (WORK) \_\_\_\_\_

TYPE OF MORGAN ENTERED (Year & Model, Please provide any historical/interesting/anecdotal facts)

\_\_\_\_\_  
\_\_\_\_\_

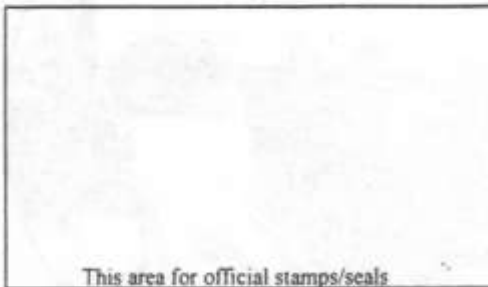
WILL YOU BE ATTENDING THE AWARDS DINNER AT THE STROUDSMOOR INN? \_\_\_\_\_

IF SO, HOW MANY PEOPLE? \_\_\_\_\_ REGISTRATION FEE OF \$35 (US) \_\_\_\_\_

AWARDS DINNER @ \$30 (US) pp \_\_\_\_\_

TOTAL ENCLOSED \_\_\_\_\_

*(Check payable to Morgan Owners of Philadelphia)*



This area for official stamps/seals

**Mail to: Donna Suglia**  
1475 Unionville-Wawaset Road  
West Chester, PA 19382

**Reminder:** make your room reservation directly with the Stroudsmoor Inn at 717-421-6431. Any rooms not booked by 17 April will be released back to the Inn. The Stroudsmoor Inn room rate requires a deposit and includes a Sunday Brunch known in some circles as the 'The Morning After Alibi Breakfast'.



REGISTRATION FORM (or supply via email to Sharon Roden  
jsroden@vaxxine.com )

# NIAGARA 25

June 11-12-13, 2004

Please RETURN BY MAY 15, 2004 to:

Sharon Roden,  
3 Leslie Place,  
Fonthill, Ontario L0S 1E3  
phone # (905) 892-6907



Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone # \_\_\_\_\_

e-mail: \_\_\_\_\_

Who is Attending?: \_\_\_\_\_

Registration cost - \$12.00 \$12.00

T-shirts - \$15.00 ea.

Please indicate number and sizes: S  M  L  XL

\_\_\_\_\_ T-shirts X \$15.00 = \$ \_\_\_\_\_

Sweatshirts - \$24.00 ea.

Please indicate number and sizes: S  M  L  XL

\_\_\_\_\_ Sweatshirts X \$24.00 = \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

Please make cheque payable to: Sharon Roden

Please return by MAY 15, 2004

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# Classics Against Cancer June 20, 2004

Application form on the reverse...

Rod Wilkinson has invited all MSCCC members to attend a post – Classics BBQ at his place in Burlington. Festivities will start about 5 pm.

Rod will be supplying the BBQ meat items and would like to request those who attend to bring munchies, salads, or deserts. **Please RSVP to Rod to confirm attendance and to discuss food needs. Attendees should bring their own refreshments.**

## Address:

3282 Spruce Avenue,  
Burlington, Ontario L7N 1J4

Phone: 905-639-8340

Email: [wilkinrod@sympatico.ca](mailto:wilkinrod@sympatico.ca)

(South of QEW on Walker's Line or Guelph Line to Lakeshore, North on Pine Cove Rd to Spruce Ave)



# CLASSICS

## AGAINST CANCER

### 17<sup>th</sup> Annual Show - Father's Day - Sunday, June 20, 2004

Antique, Classic, & Modified Car and Truck Show  
Cedarvale Park, Georgetown, Ontario

## Features of the Day

<p><b>7:30 AM</b> Gates open to the public and exhibitors.</p> <p><b>7:30 AM to 11:30 AM</b> Registration of all show vehicles</p> <p><b>8:00 AM to 10:30 AM</b> Pancake breakfast</p> <p><b>9:00 AM</b> Judging of all registered vehicles begins</p> <p><b>11:00 AM to 2:30 PM</b> Lunch available - good old-fashioned 'Drive-In' Food</p> <p><b>10:00 AM to 3:00 PM</b> Children's corner - 'car' colouring, face painting, Entertainment, featuring Rolly Rocker &amp; the Heml Heads</p> <p><b>3:00 PM</b> Awards presented to the best cars in the show.</p>	<p><b>THE BEST DEAL IN TOWN, JUST \$6.00 PER PERSON!</b> Children 12 and under are free when accompanied by an adult.</p> <p><b>Come early and enjoy a great Pancake Breakfast, look at all the old vehicles (1980 or older), and enjoy the entertainment!</b></p> <p><b>We have a 'Special Interest Vehicle Section' where you may see new concept cars, gas-electric hybrid, Indy 500 pace vehicles, and more!</b></p> <p><b>Watch for our special show featuring 'Turner' on Saturday afternoon, June 19, 2004. See what is being done to these cars!</b></p> <p>For the latest information, see our web site at <a href="http://www.classicsagainstanccr.on.ca">http://www.classicsagainstanccr.on.ca</a></p>
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**BRUNNEN PIZZA**

**GEORGETOWN CHEVROLET**

**The Independent**

**McGill's**

**MINUTE MAN PRESS**

**PHOTO SHOPS**

**Sign Shops**

**Young's Pharmacy & Homecare**

**Young's Hardware**

**Fun for the Whole Family**

**EXHIBITORS**  
Turn over for entry sign and rules show information

# Classics Against Cancer

**The Show:** Dedicated to raising funds for the benefit of Cancer victims, it is a spectacular public exhibition, held on the scenic lawns of Cedarvale Park, in beautiful downtown Georgetown.

**The Vehicles:** Antique and Classic Road Cars, Modern Exotic and High Performance Automobiles, Race Cars, Kit Cars, Trucks, Military Vehicles and Modified Cars. Open to any road or race vehicle built in 1980 or earlier. **Classics Against Cancer** is an excellent opportunity for relaxing while supporting a very important cause.

**Show Entry:** Advance - \$20.00 per vehicle, at the show - \$25.00 per vehicle which includes **judging (optional), awards, photo (optional), dash plaque, goodie bag, and food tickets** for all entrants! All entries received prior to the show qualify for a special draw! Entries also accepted on the day of the show.

**Trophies, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place plaques, and draw prizes will be presented at 3:00 PM.**

Exhibitor registration starts at 7:30 AM and closes at 11:30 AM. Judging of registered vehicles begins at 9:00 AM. Awards presentation at 3:00 PM - at the bridge. The gates are open to the public from 7:30 AM to 4:00 PM.

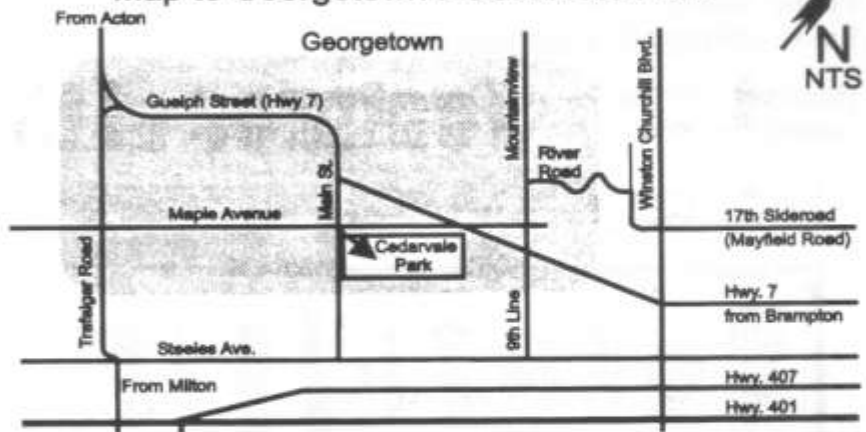
## Judging and Awards

1st, 2nd, and 3rd place plaques for each class. Due to space limitations, registration is limited to vehicles 1980 and older. Vehicles not meeting our standards will be refused admittance.

### Classes with Name, Years From To

1	Production Vehicles	1890	1950
2	Production Vehicles	1951	1955
3	Production Vehicles	1956	1960
4	Production Vehicles	1961	1964
5	Production Vehicles	1965	1968
6	Production Vehicles	1969	1972
7	Production Vehicles	1973	1980
8	British Vehicles	1890	1965
9	British Vehicles	1966	1970
10	British Vehicles	1971	1980
11	Imports (not British)	1890	1980
12	Mustangs	1964	1980
13	Factory High Performance	1957	1980
14	Corvettes	1953	1980
15	Commercial Vehicles & Trucks	1890	1980
16	Rods and Fat Fenders	1890	1980
17	Kit Cars or Hand Crafted	All years	

### Map to Georgetown's Cedarvale Park



Entry fee of \$ \_\_\_\_\_ (\$20.00 advance, \$25.00 at the show, per vehicle entered) plus an additional voluntary contribution of \$ \_\_\_\_\_ is enclosed.

A charitable donation receipt will be issued in the amount of \$15.00 per vehicle entered plus voluntary contribution.

Payment is by \_\_\_\_\_ cheque (made payable to the **Classics Against Cancer**), \_\_\_\_\_ VISA, or \_\_\_\_\_ MasterCard

Card Exp. Date: \_\_\_\_\_; Card No.: \_\_\_\_\_; Signature: \_\_\_\_\_



**Please Print Clearly!**

Submission of this form gives consent to use the information provided in accordance with Privacy Legislation. See [www.classicsagainstcancer.on.ca](http://www.classicsagainstcancer.on.ca) for details.

CAC Registration No.


Vehicle 1

Vehicle 2

Vehicle 3

Year

Make

Model

Judge

					Yes/No
					Yes/No
					Yes/No

Telephone (Res.)

Telephone (Bus.)

Email Address

Name

Company/Sponsor

Address

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Send your entry form to: **Classics Against Cancer, 10 Oak Ridge Drive, Georgetown, ON L7G 5G6.** Phone 905-877-8664 for more information. Advance entries must be received by June 15<sup>th</sup>.

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# Peter Morgan passes on a legacy

## Renowned automaker's death marks a lifetime of milestones

By Bob English

This Saturday morning (Nov. 29) at 8 a.m. Toronto time, owners of Morgan sports cars around

the world will be firing up their engines in a unique and fitting tribute. The idling engines will mark the

passing of Peter H.G. Morgan, the man who sat in the not always comfortable, but always entraining driver's seat of

the Morgan Motor Company Limited for almost half a century. Known affectionately to Morgan

enthusiasts as "PM," he died recently, just days shy of his 84th birthday. He leaves behind his wife Heather, two daughters and son Peter, the third generation family member to operate

**MORGAN** *Continued from page G10*

### A "perfect English gentleman"

One of the last of motoring's "perfect" English gentlemen, Morgan's passing brought an outpouring of tributes from faithful around the world to the small town of Malvern Link in the British midlands. It is there, in the Dickenson brick-faced factory on Pickersleigh Road, that the company produces cars that have delighted sports car fans for almost a century. My much cherished 4/4 1600 Sport rolled out of the factory in 1968.

The Morgan company was launched in 1910 by PM's father, H.F.S. Morgan, with financial help from his father, the Reverend H.G. Morgan. It built spindly, 3-wheeled cycle-cars, primitive vehicles with a single rear wheel and two front wheels, between which was slung a motorcycle engine. They were extremely sparsy, fast and more than a little dangerous. Enthusiasts loved them. The 3-wheelers were built up into the early 1930s, but the company had changed direction in the mid-30s, bowing to convention with a 4-wheel sports car, appropriately dubbed the 4/4 (four wheels, four cylinders).

Various models, all coach-built like the originals, have been created ever since, at a rate rarely exceeding 500 a year. There has been the occasional and grudging nod to modernity, but it is only within the past year that the company, with Charles at the controls, has introduced its first completely new design in some 60 years, the Aero 8.

PM was born in 1919 at a time when the company was getting back into civilian vehicle production after the First World War. Some difficult times were experienced in the 1920s and '30s as the market changed and new, light car competitors appeared, but none of this spoiled what appears to have been a pleasant childhood and teenage years for PM. One early enthusiasm, as it was for many a British schoolboy, was trains, and he became an avid train spotter and model railroad enthusiast.

### PM learned to drive

at the age of 15  
in the prototype  
4-wheeler car

His teenage education involved learning horse shoeing, machining and foundry work. He learned to drive at the age of 15 in the prototype 4-wheeler car on the grounds of the family's grand home, although he was actually more a fan of the more dashing 3-wheelers. PM grew up with the 3-wheelers at tracks such as Brooklands, where the tough and fast machines were successfully campaigned.

As he grew older, PM himself took the wheel and proved to be a more than useful driver in trials and later, road racing. His father seems to have been a firm but benevolent parent who encouraged his son's activities while maintaining parental control. When faced

with the choice of university or technical school PM chose the latter and eventually earned diplomas in automobile, and mechanical engineering in 1940.

He spent the war years in the Royal Army Service Corp., mostly in Africa. He was "demobbed" late in 1946 and soon began his Morgan career as a draughtsman and development engineer at the princely salary of nine Pounds at the week. The company was facing tough post-war times once again, and H.F.S., now in his late 60s, began leaving more of the daily operation to PM. One of PM's braver early business decisions was to turn down a takeover bid by the Standard Motor Company.

The 4/4, with its small Standard engine, was the first model to be reintroduced after the war, and was replaced in 1950 by the Plus 4, which had a new 2088 cc Standard engine. The early '50s also saw the cars exchange their pre-war style

"flat rad" nose for the sleeker cowled look they wear to this day, and acquire the more potent Triumph TR3 engine. The last of the 3-wheelers were built in 1952, and the 4/4 returned in 1955 as an entry level vehicle initially powered by a little Ford flathead motor, and later by a series of Ford overhead valve engines.

H.F.S. died in 1959 and PM, now in complete control, struggled to remake the company to satisfy surviving family members and the British taxmen. There was even talk of winding it up, but once again PM took a remarkable risk and operated the company as a sole proprietor with his personal assets on the line for many years.

PM continued his father's tradition

of competing in races himself through the 1950s, but the company's biggest sporting success, since the winning of the French Cycle Car Grand Prix in 1913, came in 1962 with a class win at Le Mans.

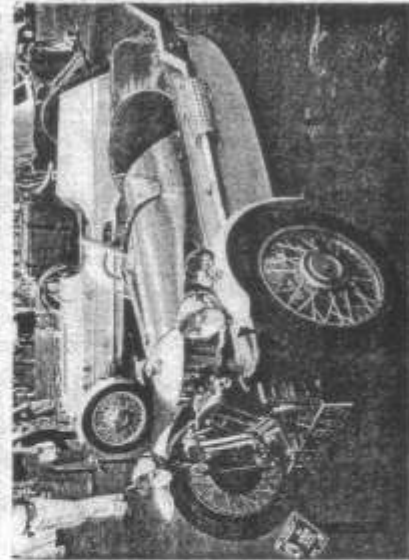
PM made his only really serious mistake in the early 1960s, when he decided customers wanted a modern Morgan and he gave them a fibreglass bodied 2-seater (it was the same underneath). Only a handful were built, and Morgan then stuck to building the hand-crafted traditional 1930s-style cars it had always built, and still does. The Plus-8 model of the late 1960s suited Morgan enthusiasts much better, as it was essentially the same traditional machine, but powered by a Rover V8 engine.

PM turned over the company to son Charles in 1999, but like his father before him, remained actively involved, keeping an eye on things from his memorabilia cluttered office until near the end.

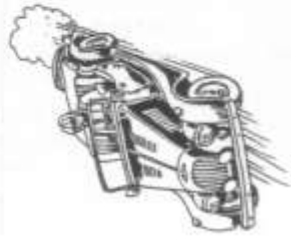
Clayton  
hob.english@gmpglobe.com



Peter Morgan, above, inherited the Morgan Motor Company for almost 50 years, and could be found in his memorabilia cluttered office even after he retired.



A 1934 Morgan SS 3-wheeler, above. The 3-wheelers were built until the 1950s.





..Curiously, it was when owning this car that I learnt that THERE IS NO SUCH COLOUR AS BRITISH RACING GREEN! Believe it or not! My informant was the paint division of Imperial Chemical Industries (I.C.I.) one of the biggest of all British companies. Just before I bought this car it had been professionally repainted in a type of Ferrari red - a colour I find aggressive and very much detest. It had originally been in black with cream wheels and I was stupid not to put it back to this very attractive colour scheme. Unfortunately, I wanted green so wrote to I.C.I. to ask for the correct shade, only to be told that B.R.G. as a colour did not exist. The British colour for motor racing was green, certainly, but there is no shade which is officially recognised. (I.C.I. always recommended their Larch Green - which I bought and used but they were shown to be correct because when Stirling Moss started driving for R.R.C. Walker the cars were very light green indeed (the English name for it would have been Eau de Nil - believe it or not!) When Jaguar were racing, their cars were a very dark green that was almost black.

My 1935 Singer "Le Mans" was painted "Deep Brunswick Green." I believe Morgan "use" Connought Green" as their standard colour, this being a shade lighter but it does appear that "British Racing Green" is a myth, in spite of all the advertisement for it, or "BRG" that we find in magazines!

In the late 1940s and the 1950s the magazine "Motor Sport" was the finest of its type in England both for reporting, historical and other articles. They once gave an account of the origin of green for British cars to discount the various legends which were then springing up. If one thinks about it, green has never featured in any ENGLISH rôle at all. It is, in fact, Ireland's colour and is deep in their national identity. There used to be a famous rebel song (against the English) called "The Wearing of the green" and one bitter line went "They're hanging men and women now for the wearing of the green". Like France, England's national colours are Red, White & Blue - not a hint of green in sight!

According to the "Motor Sport" article the story begins in 1902 when S.F. Edge, driving a Napier, won the Gordon Bennett race. This was magnificent BUT it immediately raised a problem in that motor racing has never been permitted on English roads (even to this day, one hundred years later). The highly embarrassed English club were faced with the honour of organising the 1903 race but the humiliation of having to be unable to do it! Honour was saved when the Irish government of the day offered to allow the race to be run on Irish roads. To show their gratitude, the Napier team painted its cars in green - the Irish colour. (It did not bring them good fortune - Jenatton won on a Mercedes!) At some future date the International colours were established, Italy taking red, Germany White, France blue, etc. Presumably England had to take green as the three national colours had been taken! From that time onwards until, very sadly, national racing colours have been discontinued, Britain has used green - but free to use any shade of it they wish.

About ten years ago I checked this story with the National Motor Museum at Beaulieu in England and they replied that whilst no proof of this exists it is probably the correct account. They had, at that time, recently bought a Napier which they were displaying as "The First to wear the Green."

Oddly enough; this association with Britain and with green is appearing in French catalogues for items of clothing! Several times now I have seen things like pullovers advertised as "vert-anglais" - incredible! I feel I should write to correct this nonsense but I am sure it would be a waste of effort! !!!

!!!

With best wishes to your wife, the cats, rabbit, Morgans and your good self

Written by Phillip Keen, Bezier, France  
As published in Mog Belgium review  
(thanks to Jacques Gallien)

Sincerely,



The Reminnesence Festival - Classic Car Show  
Registration Form

Registration fee is \$15.00 per car, which includes driver and 1 passenger admission wristbands, contest entry and a gift pack!  
(Car Club packages available, Please call for more information)

Name:	<input type="text"/>	City:	<input type="text"/>	Phone:	<input type="text"/>	Expire Date:	<input type="text"/>
Address:	<input type="text"/>	Prov / State:	<input type="text"/>	E-mail:	<input type="text"/>	Credit Card #:	<input type="text"/>
	<input type="text"/>	Postal / Zip:	<input type="text"/>				
						Car Club (if applicable):	<input type="text"/>
						Year and Model:	<input type="text"/>

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Step into the past and celebrate the magic, music and memorabilia of the 50's, 60's & 70's with  
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Proceeds to Centre Wellington Capital Projects

February 6, 2004

Mr. Vern Dale-Johnson  
Morgan Sports Car Club of Canada  
1532 King St. W.,  
Toronto, ON M6K 1J6

Drive-Ins, The Malt Shop, Cruisin', Beach Parties, Protest,  
Great Music and Great Cars

There are some of the great memories of the 50's, 60's and 70's.

Help recapture these great moments and celebrate the spirit of the times by becoming a part of an exciting new community event coming to Fergus on June 19<sup>th</sup>, 2004.

**The Reminnesence Festival - A Celebration of Memories**, a special event organized by Ralph Basset Associates Inc., and hosted by Oldies 1150's Rock "N" Ray Michaels will add an exciting new dimension to our area, already famous for its music and festivals. The Reminnesence Festival is also designed to raise funds for capital projects in the community of Centre Wellington.

One of the highlights of this one-day Festival is a classic car show. We are seeking to have a wide range of classic cars on display and would welcome the partnership of Morgan Sports Car Club of Canada in this exciting event through individual or club participation. As an incentive to car owners and clubs alike, we will be awarding prizes of \$500.00 each for Best of Show and for Best Club.

I have taken the opportunity of enclosing an overview of the event, which provides further details for your review. Should you require more information or would be interested in Sponsorship and/or Vendor opportunities, please do not hesitate to contact us directly. Kindly make any cheques payable to: Ralph Basset Associates Inc.

Thank you for your time and consideration. It is greatly appreciated.

Sincerely,



Bruce Lloyd

The Reminnesence Festival

Website: www.remfest.com





# THE ALL BRITISH CAR CLUB

## AUTOJUMBLE

Sunday April 4, 2004

10:00 - 4:00

Portsmouth Olympic

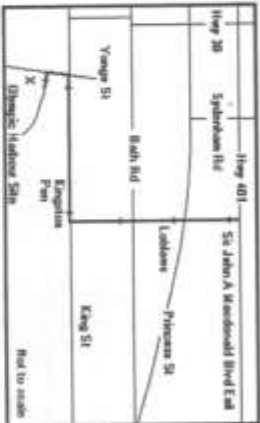
Harbour,

Kingston, Ontario,

Canada

Admission:  
- \$2.00 per person  
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Drive your British Car and  
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Vendor Booths - \$20.00 B'n B Members  
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Lots of free parking  
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### Contacts

VENDOR BOOTHS/CARS FOR SALE: Richard Woodley - 613 967 0267, or email rhw@magnum.ca  
GENERAL INFORMATION: Wes Meyer - 613 366 3797, or email: odon@bc.ca  
Owen Evans - 613 364 1876, or email: owen@evans@portions.net



# ancaster british sports car flea market & car show

SUNDAY, APRIL 18, 2004

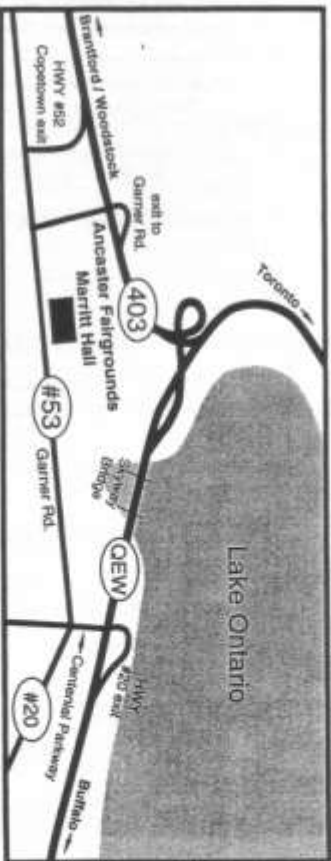
Hosted By:  
Austin Healey Club Of Southern Ontario  
British Sports Car Club.

### INFORMATION:

Vendors:  
Scott Morris (519) 426-7139 jsmorris@yahoo.com  
General Information:  
Keith Jewell (905) 578-1437 kringb72@ymptico.ca  
Ron Kielbiski (905) 828-6810 bugy@ymptico.ca

### ADMISSION:

Adults: \$4.00  
Children: under 12 free  
Vendors: \$20 HOST CLUB MEMBERS  
\$25 NON CLUB MEMBERS



Hours: Public 10:00-4:00. Vendors 8:00-6:00. Snack Bar



# Restaurant in rural Ontario well worth a weekend jaunt

DAVID KINGSMILL  
SPECIAL TO THE STAR

FLESHERTON, ONT.—What's the hardest thing to find in rural Ontario?

A really good restaurant. If you're in Flesherton, the tiny town in the Beaver Valley, head to Munshaw's Bistro on the four corners of Highways 4 and 10 and find a restaurant that defies the national blot. Grilled chicken with a mustard cream sauce and frites. Mussels steamed in ginger scented wine and frites. Steak and frites. Baked Dijon Salmon, a Fish Pot, Real bistro food with a reasonable wine list to boot.

The small 40-seater is owned by Karen and Paul Lavender; he's the big-bearded chef from Windsor working in the open kitchen in the small front room, she's the ever-smiling front-of-the-house proprietor. At lunch on a sleepy Saturday they were turning people away; it's open



ental baby spinach and shaved fennel salad, dressed in a light vinaigrette with a hint of sesame in the background. The trout might have benefited from some foaming nutty brown butter and fried parsley but I suspect I am in the minority who like a surfeit of butter. The fritr on the side were classic, crisp cracking shoestrings. The other special, a beef and lamb kebabs (\$14), was a skewer of beautifully spiced meat chunks quick grilled to char the outside while keeping the meat moist inside. And the Greek salad was just large and good as the oriental. ★ Lunch entrees Fri., Sat., Su \$9 to \$15, three-course dinner menu \$25 Thurs. to Sun. The restaurant is located at 1 Toronto Street (at the corner of Hwy 10 and 4). Call 519-924-2814 for reservations.

David Kingsmill is a freelance writer based in Burlington, Ont.

# MAY 14 / 16 2004

## SPRING FLING 2004

It's almost here...the long anticipated chance to get those beauties out from their winter lair and back where they belong, on the road. The Spring Fling is the traditional first outing of the season for both the MGCC and the TTC, and we hope to see a large group out again this year.

The following is the basic itinerary for the weekend. All times are approximate.

### Friday May 14

4:30 p.m.: Registration Desk Opens at Holiday Inn, Trenton  
Hospitality Room open to Early Arrivals  
Free Evening to Sample the Sights of the area

### Saturday May 15

8:30 a.m.: Registration Desk Opens  
9:30 a.m.: Tour Commences From Holiday Inn parking lot  
11:30 a.m.: Lunch Stop at Lake On The Mountain Provincial Park  
11:30-1:30: Popular Judging of The Cars (during the lunch stop)  
1:30 p.m.: Afternoon Cruise Continues  
1:30 p.m.: Optional Wineries Tour (Tickets \$5.00 includes tastings)  
3:30 p.m.: Cruise Finishes at Holiday Inn  
6:30 p.m.: Cocktails  
7:30 p.m.: Dinner and Awards Presentation (Holiday Inn Banquet Room)

### Sunday May 16

9:30 a.m. - noon: FunKana (weather permitting)/location TBA  
Accommodations available at:

Holiday Inn Trenton  
99 Glen Miller Rd. (at Hwy 401)  
Trenton, Ont. K9V 5P8  
1-800-465-4329 or 613-394-4855  
Rate \$114.95

Days Inn Trenton  
10 Trenton Street  
Trenton, Ont. K9V 4M9  
613-392-9291  
Rates \$67-872

Please make your own reservations.



Please reserve a place for \_\_\_\_\_

Club Affiliation: \_\_\_\_\_ Car Model/Year: \_\_\_\_\_ (name): \_\_\_\_\_

I would like \_\_\_\_\_ event tickets (\$45.00 per person, includes lunch and dinner).

I would like \_\_\_\_\_ drive/lunch tickets (\$15.00 per person).

I would like \_\_\_\_\_ Wineries tickets (\$5.00 per person).

Enclosed is my cheque for \_\_\_\_\_

Visa #: \_\_\_\_\_ Exp. Date: \_\_\_\_\_ Signature: \_\_\_\_\_

I am aware of the hazards associated with motor vehicle events and specifically release the MG Car Club of Toronto, The Toronto Triumph Club, and other attending Clubs and their officers, heirs and club members from any claims and actions on account of any injury, death, or damage occurring before, during, or after the 2004 Spring Fling held at Trenton, Ontario, on May 14-16, 2004.

Signature(s): \_\_\_\_\_

Please make cheques payable to: MG Car Club of Toronto

Please send your cheque and return address to:

Sandy Bates  
48 Furrow Dr., Whitby, Ont. M1R 1Y7



# AUTO REFLECTIONS

# MORGAN:

## The ride of your life

BY TED LATURNUS  
SPECIAL TO THE TORONTO SUN

**O**n the last Saturday of November 2003, Morgan owners around the world fired up the engines of their cars simultaneously and — hopefully — went for a collective ceremonial drive to honour the memory of Peter Morgan, son of the original founder of this eccentric British carmaker, who passed away in October 2003.

Peter, who lived to 84 years of age, guided Morgan — the oldest privately owned carmaker in the world — through some of its most tumultuous years, including a production stoppage during the Second World War, some really lean times in the 1960s when the company couldn't give their cars away, and the introduction of its most popular model, the Plus 8.

But before we go any further, a brief guide to Morgan automobiles and answers to some oft-asked questions.

First up, they do not have a wooden frame. They have a wooden body tub — made of ash — with steel or aluminum panels tacked onto it and a "Z" section pressed-steel chassis. They used to utilize Belgian ash harvested in the Ardennes forest, until bullets lodged in the trees from WW II started to appear, destroying bandsaw blades. Now, they source it from England and Scotland.

Second, aside from some racing models, Morgans have always utilized the unique "sliding pillar" from suspension, with stabilizing damper blades and lubrication taken from the engine sump. This setup, although refined over the years, was introduced in 1911.

And third, the legendary seven-year waiting list is a thing of the past; the company currently builds about 450-460 cars a year, and 12 months is the maximum wait time.

As for the model breakdown, aside from the newest ones, there are three versions, although things are changing.

For most years, the base model is the 4/4, so named because Morgans had three wheels until 1953. They also had four wheels after 1956, and the 4/4 stands for four wheels/four cylinders.

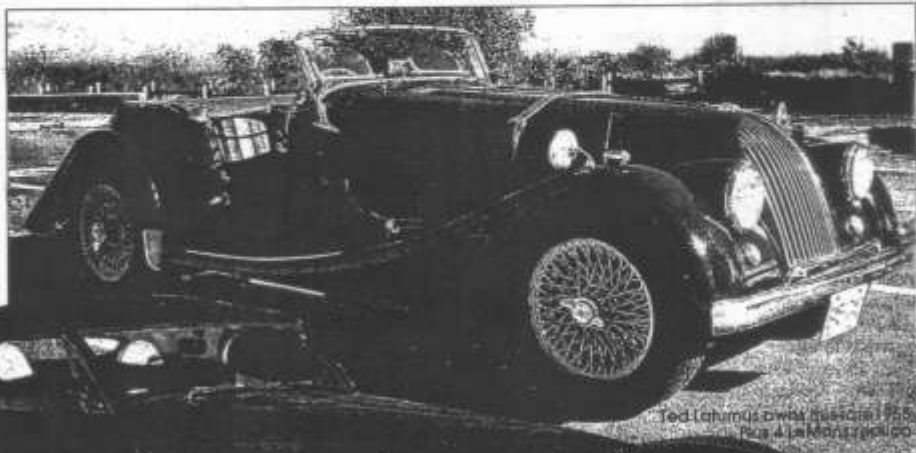
Next up is the Plus 4, which is basically the 4/4 with a larger body and more powerful four cylinder engine. Morgan has used a variety of engines over the years, including Standard/Triumph, Coventry Climax, Ford Cortina, Fiat, Rover, General Motors and BMW. Most Plus 4s have a Triumph TR2/3/4 powerplant.

Last, but most assuredly not least, the Plus 8, which really cemented Morgan's reputation as a hairy-chested, no-frills performance car. Over the years, the V8-powered Plus 8 has garnered countless podium finishes at various club and sanctioned races around the world.

There is also a Plus 4-Plus, which is a fibreglass-bodied coupe made in the late 1960s in an attempt to woo buyers interested in a less spartan driving experience. Only 26 were made.

And within the 4/4 and Plus 4 line-up, there are two-seater and four-seater models, and a Droptop Coupe, which hasn't been made since 1969. We won't get into the three-wheeler models.

These days, the company also has the formidable Aero 8, which will officially debut in North America in 2004. This model, based on a LeMans-style race car, retains the familiar swoopy fenders



2004 Aero 8

... popular wisdom has it that they're so hard-riding, you can tell if that penny you just drove over was heads or tails up ...

and "ombstone" front grille, but is as modern and up-to-date as anything else on the market. Among other things, it has a BMW 4.4-litre V8 engine, air bags, ABS, an on-board engine management system and side windows. Egad! Charles Morgan, Peter's son, has campaigned an Aero 8 throughout Europe and the company will compete in this year's LeMans endurance race.

The best thing about owning a Morgan — at least, an older one — is that people look at them as being quaint, but vastly outdated period pieces. They're quaint, all right, but a well-tuned Plus 8 will accelerate from 0 to 100 km/h in about six seconds, and even the basic 4/4 is a quick automobile, with exceptional cornering abilities. In 1962, after being rejected by snarky French scrutineers the previous year, a Triumph-engined Plus 4 won its class at LeMans, finishing 15th overall.

If you can stand the wind turbulence and unforgiving suspension, any Morgan will give you the ride of your life. Popular wisdom has it that they're so hard-riding, you can tell if that penny you just drove over was heads or tails up.

But all things must change, and Morgan is attempting to keep up with the times without ignoring its past. The Plus 4 is being phased out, and the 4/4 is becoming the middle model in the company's lineup. The base car is now known as the Runabout, and rumour has it that the GM-based V8 engine in the Plus 8 can no longer meet the stringent air quality standards in the U.K., so it's on the way out as well. Small wonder when you consider that this engine can trace its origins back to the 1962 Oldsmobile F-85.

As for the Aero 8, it will be the new flagship of the company, but only for the privileged few. Canadian Morgan dealer Martin Bèets, located in Bolton, Ont., is hoping to get his hands on "five or six" in 2004, and they'll be priced "in the \$150,000 neighbourhood." That's a far cry from 1965, for example, when you could buy a new Morgan 4/4 for 775£ (about \$2,500 Canadian).

Wire wheels, 40£ extra.

Ted Laturnus is co-host of the TV show, *Driver's Seat*. He can be reached at [latco@torstar.com](mailto:latco@torstar.com).



# Morganists are willing to wait for their art

By BILL VANCE  
For Southern Newspapers

TORONTO — Henry Frederick Stanley Morgan was born in 1884, the son of a vicar. But HFS, as he became known, did not follow his father's profession; he chose engineering. After attending London's Crystal Palace Engineering College, he began an engineering apprenticeship with the Great Western Railway.

In 1906, HFS and a partner opened a garage and automobile dealership near his home in Malvern, Worcestershire. Another soon followed and HFS became prosperous enough to pursue a dream: building his own car.

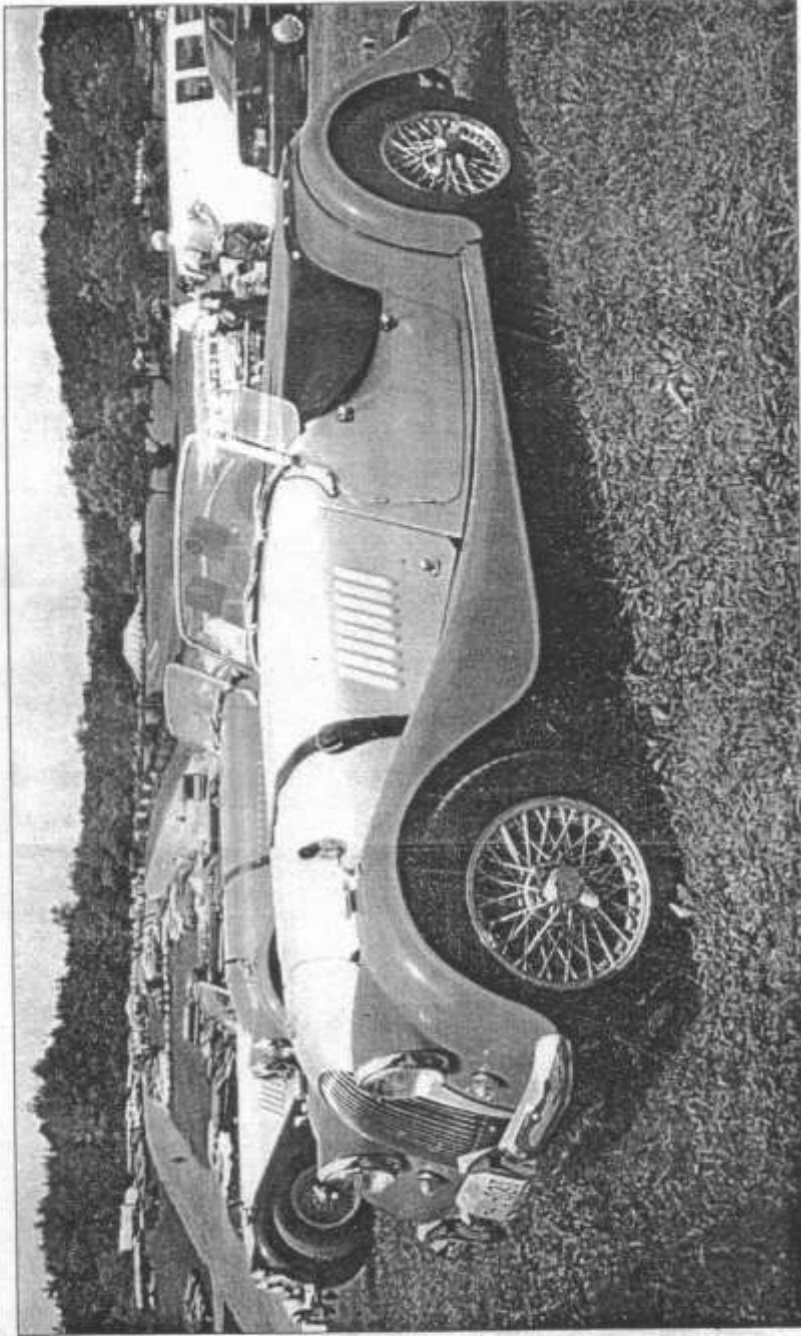
HFS had bought a three-wheel Eagle car, which may have influenced him to make his car a three-wheeler. He welded up a light, sturdy steel-tube chassis and mounted a Peugeot V2 air-cooled engine between the front wheels. Power went via a driveshaft that passed through the central frame member to the rear and then to the single rear wheel through two chains.

Steering was by a side-mounted tiller. Independent front suspension — then a rarity — was achieved by an ingenious sliding-pillar-and-coil-spring arrangement adapted by HFS from a French Decauville design. It proved so simple, effective and durable it was used on all Morgans for 90 years. The body was limited to a seat, hood and front fenders.

Morgan showed two of his cars at London's Olympia motorcycle show in 1910. The single seat limited the Morgan's appeal, but a few orders were received. HFS tried to find someone to produce the cars for him. Unsuccessful in this, he formed the Morgan Motor Co. in 1910, and a few years later moved it to the red brick buildings it still occupies in the town of Malvern Link.

The motor show made HFS realize two things: He needed a two-passenger car, and he had to establish a reputation by proving his cars in competition.

Morgan entered his single-seater in the London-to-Essex trial on Bosing Day, 1910, and won a gold medal. Thanks to a Morgan trait of a high power-to-weight ratio, a long line of successes followed. He exhibited a



THE 1967 MORGAN PLUS 4, like earlier models, was built by artisans skilled in wood, steel and fabric.

two-seater prototype at the 1911 show, and the combination of Morgan's competition record and two seats brought many orders.

The company prospered, building a variety of three-wheelers, including competition and four-seater family models. Several air- and water-cooled engines, including Anzani, JAP, Blackburn and Ford, would be used.

HFS recognized by the 1930s that four wheels were the way of the future. Thus, in 1936, a four-wheel Morgan, the 4-4 (four wheels, four cylinders), was added, built in both two- and four-passenger forms. The three-wheeler petered out in 1952.

North America was introduced to

Morgans following the Second World War. The models were the 4/4 (now, for some unexplained reason, a slash instead of a dash), and, beginning in 1951, the Plus 4 with the Standard Vanguard engine. As with the three-wheelers, Morgans would use a variety of engines, including Ford, Standard Vanguard and Triumph TR2, TR3, TR4 and TR4A.

Morgan introduced the Plus 4 Plus in 1964, an aerodynamic coupe with a fibreglass body. It was not well received by Morgan enthusiasts and was discontinued three years later, after only 50 had been built.

A new Plus 8 model was introduced in 1968. It was fitted with the Rover steel and fabric, much the way they

(previously Buick-Oldsmobile), 3.5-litre aluminium V8. Road & Track magazine recorded zero to 96 kilometres an hour in 8.5 seconds, and a top speed of 169 km/h.

For emissions and safety reasons, Morgans have not been sold much in North America in the last 20 years, although they are expected to return in 2004.

HFS's son, Peter, became chairman of the company in 1958. HFS died in 1959. Peter has now retired and his son, Charles, has assumed the mantle of Morgan leadership.

Traditionally styled Morgans are still being built by artisans skilled in wood,

were in 1910, 1920 or 1930. Aluminium or steel sheeting is shaped over hand-built oak frames. As a nod to the 21st century, a new, more modern Morgan, the Aero 8, was recently introduced.

There are no assembly lines in Malvern Link. Until spray-painting was inaugurated in the 1960s, Harold Jauncey painted every Morgan by hand — with a brush. Brush-painting, clamsHELL fenders, wooden underbodies, sliding pillar suspension — you get the idea that change comes slowly at Morgan. But Morganists love it and are willing to wait the four to five years it takes to get a new Morgan.

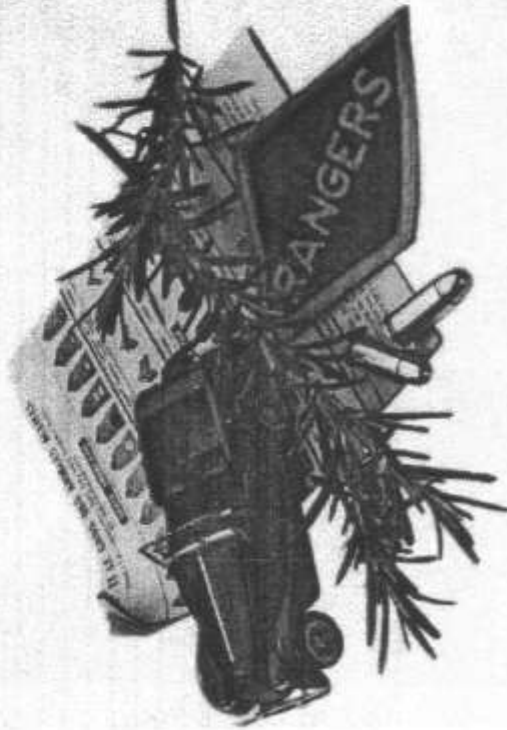
NATIONAL POST

— Southern Newspapers photo



# ANTHONY PRICE

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22

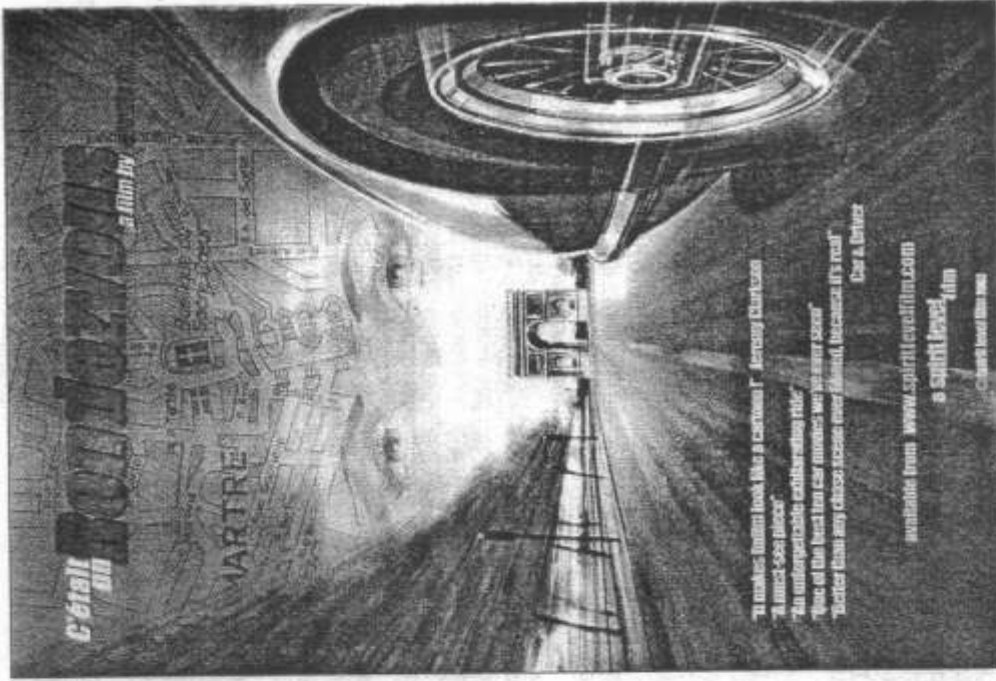
## DVDscan

PETER HOWELL  
AND GEOFF PEVERE  
MOVIE CRITICS

Much film greatness was committed to DVD this year; from the definitive car chase to the unsinkable *Led Zeppelin*.

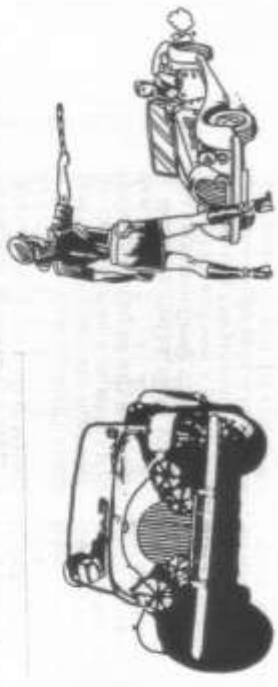
Here's our delightful dozen best digital picks for 2003:

★ **C'était un rendezvous:** You could call it the Zapruder film of insane driving — and it's almost as shocking, as storied, as short as that essential JFK assassination document. In 1976, French filmmaker Claude Lelouch (*A Man And A Woman*) had some footage and time to kill after making a movie. He mounted a camera to his red Ferrari, said a prayer to the god of thunder and took off through the glorious early-morning streets of Paris, without stopping for red lights, pedestrians, vehicles or other inconveniences. He made it clear across the city (including a zip past the Arc de Triomphe) in just nine minutes, which he captured in a single mind-boggling take that *Car & Driver* has called "better than any chase scene ever filmed, because it's real." He even managed to work in a surprise ending. For years, the film was seen only at car shows on bad-quality VHS tapes, while its legend grew: Was it true that Lelouch was arrested the first time the film was shown? Was it really a Formula 1 driver at the wheel? The film is finally on DVD, right down to the last squeal, and Lelouch reveals that his only trick was using a very early version of the Steadicam. *C'était un rendezvous* should come with a warning: "Caution: May Require Clean Under-shorts After Viewing." Look for it at specialty DVD shops or order online at [www.spiritlevel-film.com](http://www.spiritlevel-film.com). *PH*



French filmmaker Claude Lelouch creates nine minutes of driving terror in his storied 1976 film *C'était un rendezvous*

TORONTO STAR ★ THURSDAY, DECEMBER 4, 2003





- TOM BRAID, Sun photo

Since first seeing one of Britain's most memorable road cars, the Morgan (above), on a Vancouver strip, music aficionado Holger Petersen (right) knew it was the car for him.

## For the love of Morgan

A trip to Vancouver Island spurred a love affair for Alberta music mogul Holger Petersen with one of Britain's most memorable road cars, the Morgan.

"I had seen one (Morgan) parked on Government Street in Victoria in 1973 and realized that was it!

I wanted one of those," he says of the low riding road car made by The Morgan Motor Company, a family-owned car company founded in 1909 and still producing distinctive retro-styled roadsters today.

Petersen, a homegrown music aficionado and the founder of Stony Plain Records (one of the top roots music labels in Canada) was the recipient of the Order of Canada this past December for his work in the music business. The Order is fitting, as his company has earned a roster of significant awards, including the recent Independent Record Label/Distributor at the 2003 Western Canadian Music Awards along with Independent Record Label of the year at the 2003 Canadian Country Music Awards.

He's a familiar voice on CKUA where he hosts Natch'l Blues, Canada's longest running blues program (now in its 30th year). When he's not spinning music at CKUA he's hosting Saturday Night Blues on CBC radio, a gig he's held for almost 20 years.

A trip to L.A. for the Grammys on Feb. 8 in support of Jay McShann, a blues artist.



### Celebrity Wheels

Patty JESSOME

nominated for Best Traditional Blues Recording for Goin' to Kansas City has Petersen pumped; as does the recent signing of Charlie Major to the record label.

Major's Stony debut album hits store shelves on February 24.

Despite his many accomplishments Petersen is known as someone who is humble, kind and down-to-earth.

That rang true when he was reached by phone at Stony Plain Records last week. He was happy to share the story on his 1970 Morgan Plus 4.

He admits that acquiring the Morgan wasn't easy. His search spanned a couple of years and included a sweep of the Western Provinces.

"I looked around for a couple of years. I took ads out in both Winnipeg and Vancouver newspapers," he says.

He enlisted the help of friends Bill Coull and John Butler to scout out potential sellers in Edmonton and in the end it was one

of them who tracked down a Morgan owner.

"I got the phone number of a guy (who owned a Morgan in Edmonton) but at the time he wasn't interested in selling it," he says.

About a year later, the Morgan owner had a change of heart and sold the car to Petersen. It was 1975.

"I paid \$6,500 for it ... it had 18,000 miles on it."

Today, the Morgan has 30,000 miles, all on original rubber. Petersen guesses it's worth about \$25,000.

He took the time to answer some car-inspired questions:

Q: Where do you get your fondness for cars?

A: My dad was a master mechanic and taught us to appreciate cars.

Q: What was your first vehicle?

A: A Ford Taurus, it was a little station wagon. I was about 19.

Q: What childhood family car do you remember best?

A: A 1957 Buick; my Dad was into Buicks.

Q: What is your personal vehicle?

A: A 1989 BMW.

Q: What are its most appealing features?

A: It drives well and it works well.

Q: Do you tinker with your vehicle?

A: No, not anymore, I take it to my Dad.

Q: Do you listen to music while you drive?

A: Not in the Morgan, there's no radio.

Q: Do you have any accessories?



- Supplied photo

A: No.  
 Q: What about the goggles?  
 A: They were a gag gift from Paul Hann.  
 Q: Do you have a fantasy car?  
 A: The Morgan.  
 Q: When do you drive the Morgan?  
 A: On really nice days during the summer. I put between 300-500 miles on it a year.  
 Q: What do you like about driving the Morgan?  
 A: It's an open two-seater convertible and it sits close to the ground. You can put your arm down and touch the ground. You really feel like you're driving. It's a bumpy ride like an old British road car. It's a fun car to drive.  
 Q: Do you drive it with the top up or down?  
 A: I haven't put the top up in 10 years.  
 Q: Do you have any special memories regarding the Morgan?  
 A: I toured the Morgan factory in England in the late '70s. (Morgan is one of the smallest independent carmakers in the world, turning out 300-400 cars a year.)  
 The first person I saw when I pulled into the parking lot was Peter Morgan, son of the founder. I introduced myself and he was very nice.



# VSCDA VINTAGE FALL FESTIVAL

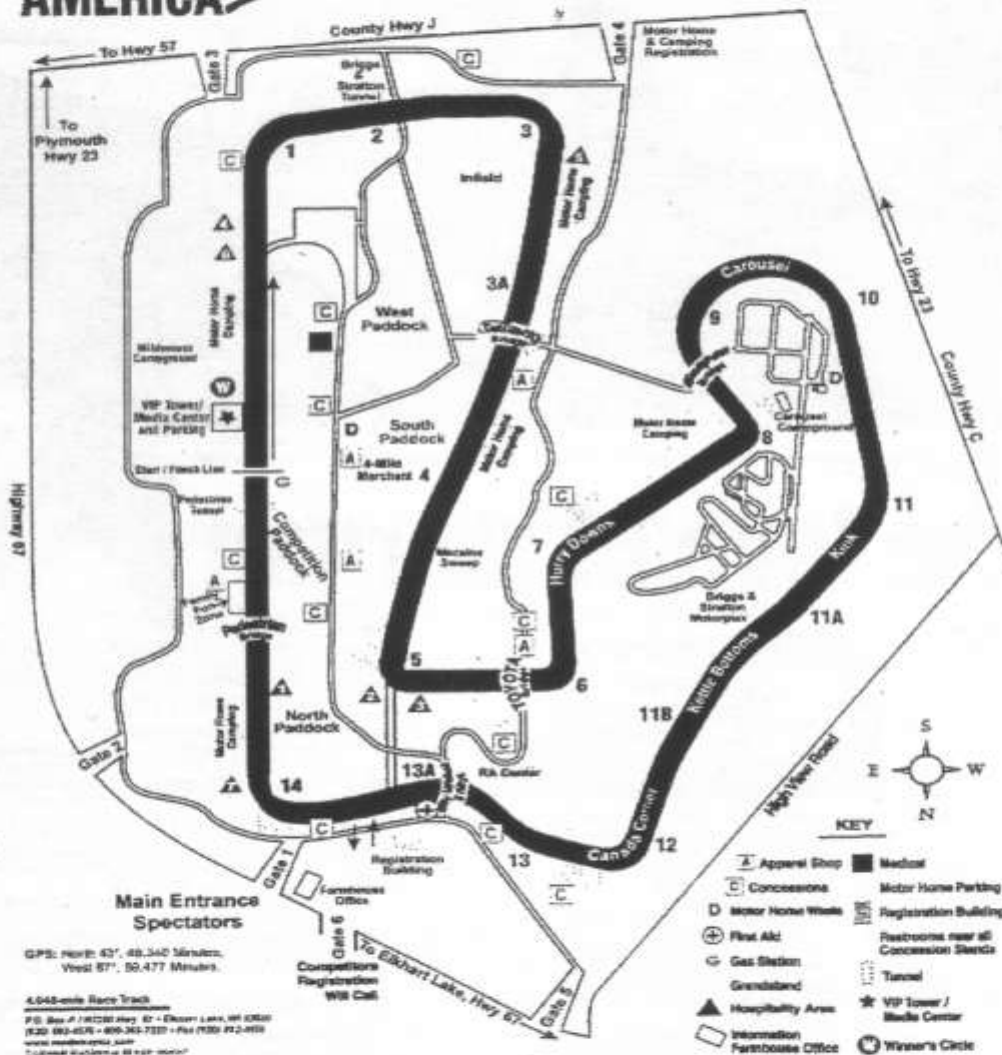
September 17 — 19, 2004

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For more information, visit [www.vscda.org](http://www.vscda.org) or [www.roadamerica.com](http://www.roadamerica.com).







## Car Clubs are Invited to the Elkhart Lake Vintage Festival® at Road America

Morgan will be the featured marque at the Elkhart Lake Vintage Festival® (ELVF), hosted by the **Vintage Sports Car Drivers Association (VSCDA) September 17-19, 2004**. This racing event has a 20-year history and takes place on the four-mile Road America road course, located about an hour's drive north of Milwaukee.

Special activities for Morgan racers will include All-Morgan races, reserved paddock area, Track Touring as well as lots of track time with Morgans welcome to race in their respective groups from Pre War--Group 1 to groups properly matched to any variety of Morgan.

According to the organizers, "We hope to have 50+ racing Morgans including several from Europe, and we hope to best the record number of Morgans at Mid-Ohio in 1990." This race is one of a three (four?) race series offered for pre 1941 race cars and should attract cars from all over the world.

In addition to the Morgan feature activities the event will host three days of practice and racing in 9 different race groups:

- Group 1: Pre-War/Early Vintage (Includes Pre-war sports and racing cars, All T-series MG's, Post-war HRG's, Post-war series 1 Morgan 4/4's),
- Group 2: Vintage Production thru 1963,
- Group 3: Sports Racing Cars,
- Group 4: Monoposto Cars thru 1972,
- Group 5: FIA, World Manufacturers Championship Cars, And Prototype Cars,
- Group 6: Historic Production GTO/FIA Cars,
- Group 7: Monoposto Racing Formula 70 Cars (wings and slicks, late 60's thru 1979),
- Group 8: Historic Production thru 1973,
- Group 9: Racing Exhibition (later model cars with significant historic or racing characteristics).

The ELVF Enduro on Saturday is a one-hour race open to race groups 2, 3, 4, 5, 6 and 8. There is a five-minute mandatory pit stop and driver changes are allowed.

The Vintage Sports Car Drivers Association, Ltd., is a non-profit, membership-based organization of over 800 members from throughout the United States. The VSCDA produces five road races in Illinois, Michigan, Wisconsin and Ohio throughout the year as well as several social activities.

Make the Elkhart Lake Vintage Festival at Road America part of your 2004 schedule. The three-day schedule includes a full menu of activities for sportscar fans of all ages. In addition to the practice sessions and racing mentioned above, there is:

- **Track touring on Saturday and Sunday at noon-time.** Requires registration with VSCDA. Fee applies.

- **The annual Elkhart Lake Street Race Circuit Tour.**

Drive your favorite sportscar on the same course they raced years ago! Noon-time on Saturday, Sept. 18, 2004 (pre-registration required). All club members are invited to participate. NO FEE! Lunch and special parking provided in downtown Elkhart Lake, Elkhart Lake Farmers and Artisans Market season finale.

- **ELVF Banquet** - Saturday evening at Siebkens Resort. A special guest speaker will be featured.
- Special group admission rates as well as special parking and/or hospitality can be arranged for your group!

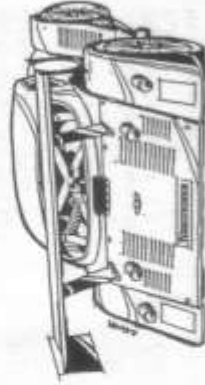
Make this race your club's fall weekend in beautiful northern Wisconsin. There are miles and miles of scenic country roads that wind through the kettles and moraines and charming small towns of this historical glacial area. If golf is your pleasure, there are numerous course choices in the area including the famous Whistling Straits course in Kohler. Enjoy first class lodging and dining in Elkhart Lake and surrounding areas. Ladies - if racing isn't for you, the shops of Woodlake and the Kohler Design Center in Kohler are just minutes away and full of treasures and one of a kind items.

For further event information, contact Judy Cull, VSCDA, Ltd.: 3160 Thornapple River Dr. SE, Grand Rapids, MI 49546, Phone (616) 949-8281, Fax (616) 949-0191, email: [vscda@iserv.net](mailto:vscda@iserv.net) or visit the VSCDA website at [www.vscda.org](http://www.vscda.org).

For lodging information contact the Elkhart Lake Chamber of Commerce, they will help you find accommodations to suit your individual needs. Phone (920) 876-2922 or email [www.elkhartlake.com](http://www.elkhartlake.com).

For area tourism information contact:

- The Elkhart Lake Chamber of Commerce, Phone (920) 876-2922 or email [www.elkhartlake.com](http://www.elkhartlake.com)
- The Sheboygan County Chamber of Commerce Convention and Visitors Bureau, Phone (920) 457-9495 or email [www.sheboygan.org](http://www.sheboygan.org).
- Destination Kohler, Wisconsin, [www.destinationkohler.com](http://www.destinationkohler.com)



# AUTUMN MOG XXVI HOTEL RESERVATIONS & INFORMATION

DATE: Friday October 1 to Sunday October 3, 2004

## PLEASE USE THE HOTEL'S RESERVATION FORM\*

LOCATION: The Williams Inn, On-The-Green  
Williamstown, MA 01267-2620  
800-823-0133 or 413-458-9371

RATES:  
Two days stay, double occupancy, standard room: \$399  
Single occupancy: \$172

This includes breakfast Saturday & Sunday, Friday evening reception meal & hospitality party, Saturday evening mixer and banquet, and all Morgan activities. The hotel offers a Sunday brunch for a supplement of \$14.75 (if you exchange your regular breakfast for brunch).\*

Early bird special rates of \$115 for Thursday or a Sunday stay, standard room.

The hotel also has special prices for upgraded rooms: North Wing King \$300 double or \$420 single. \$160 for Thursday or Sunday stay.

\*Registration for Autumn Mog through the club will be \$60 for two people & 1 Morgan, separate from hotel costs.

Activities will include: Auto-cross competition on Ft Clark Museum of Art (a very short distance from the hotel); a rally and/or tour of scenic local roads; and a hospitality

room mixer and awards banquet in the evening, with a guest speaker. We will also hold our traditional auction on Saturday, so please contribute items and bid on others. Sunday: Gymkhana and optional Branch.

The Williams Inn is an historic building on the beautiful and scenic campus of Williams College in Williamstown, MA. While there are other hotels and motels in the area, we encourage you to register at the Inn. The rooms are large and comfortable with all the amenities expected. The hotel has an indoor pool and exercise room. The town is lovely, and the area is scenic. Our concours site at the Museum will also be very interesting, and it will allow you a chance to visit the museum if you have an urge for culture (beyond Morgan). On-line: [www.clarkart.edu](http://www.clarkart.edu). The Inn has plenty of parking and we are making arrangements for those who prefer their cars. The hotel has hosted several other car-related events including a Gas & Brass-era tour and the Bentley Driver's Club, so the management is experienced in dealing with "auto-centric" people. On-line: [www.williamstown.com](http://www.williamstown.com).

Please make your hotel reservations soon. We would like to see as many Morgan owners as possible attend the event. Our 25th anniversary MOG was a great event and a hard act to follow, but we hope that number 26 will prove as successful. Your participation will help to ensure that.

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## Vintage Auto Upholstery



AUTUMN MOG XXVI REGISTRATION OCTOBER 1-3, 2004  
AT THE WILLIAMS INN ON THE GREEN, WILLIAMSTOWN, MA 01267

Note: The attached hotel registration form must be sent directly to the Williams Inn  
Phone: 800-828-0133/413-458-9371 Fax: 413-458-2767 e-mail: [sales@williamstown.com](mailto:sales@williamstown.com)

YOUR NAME(S) for name tag(s) \_\_\_\_\_

NUMBER IN YOUR PARTY:

#ADULTS \_\_\_\_\_ CHILDREN \_\_\_\_\_

Event registration (1-2 people, 1 car): before 9/1 \_\_\_\_\_ \$60 After 9/1 \_\_\_\_\_ \$75

Additional people/children under 12 (each): before 9/1 \_\_\_\_\_ \$15 ea. After 9/1 \_\_\_\_\_ \$25

Additional Morgans: before 9/1 \_\_\_\_\_ \$10 ea. After 9/1 \_\_\_\_\_ \$10

One Day Registration (FRI/SAV) \_\_\_\_\_ \$40 each

EVENT SUBTOTAL \$ \_\_\_\_\_

Where are you staying?  Williams Inn (headquarters)  Other location \_\_\_\_\_

NOTE: If you are staying at the Williams Inn, your package includes the following: two nights accommodation in a Traditional Room, dinner Friday & Saturday, breakfast Saturday & Sunday and all taxes & gratuities. (A limited number of North Wing King rooms may be available at an additional charge.) If you are NOT staying at the Williams Inn, you MUST order tickets below for the appropriate meals.

### ADDITIONAL MEAL TICKETS

Breakfast (sat. end/or Sun.) _____ meals @ \$10.00 per person per meal	\$ _____
Friday Reception Buffet _____ meals @ \$20.00 per person per meal	\$ _____
Saturday Pre-Banquet Reception (Dinner & beverages, soft drinks, & beer - Beverage not included) _____ meals @ \$30.00 per person per meal	\$ _____
Saturday Reception & Banquet _____ meals @ \$31.00 per person per meal	\$ _____
Sunday Brunch _____ meals @ \$24.50 per person per meal	\$ _____
ADDITIONAL MEALS SUBTOTAL	\$ _____

GRAND TOTAL (EVENT + ADDITIONAL MEAL TICKETS) \$ \_\_\_\_\_

Make check payable to "3/4 Morgan Group"  
Mail check, form and information to: Dean Meyer, 233 Mountkath Rd., Ridgefield, CT 06877

Which car(s) are you bringing? MAKE: \_\_\_\_\_ YEAR: \_\_\_\_\_ SERIAL # \_\_\_\_\_

Do you need trailer parking? \_\_\_\_\_ YES \_\_\_\_\_ NO

For the CONCOURS, I plan to: \_\_\_\_\_ HAVE MY CAR STAGED \_\_\_\_\_ I DO NOT WISH TO BE STAGED

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

\*\*If you are NOT a THREE/FOUR MORGAN GROUP member please provide your personal and car information on the back of this form so that you can be notified of our future events.







## 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**

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

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