



Issue 3 - 2004, May

The Blurb

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER

NUMERO 67

Avril 2004



Spring is here!

**Which means that
it is time to get out
and drive our Morgan's**

**In this issue there are
lots of details on 2004
events.**

Prez Sez:

Martin Beer (mdbeer@idirect.com)

Spring has sprung with somewhat of a vengeance. From cold & rain to almost 30 degree's. The +8 was dusted off & went for a brief jaunt, while the "F Type" is still in hibernation. June brings us the Niagara meet & I trust we will have a good turn out for the 25th Anniversary of this event. Your editor has included some photos from a past Niagara event – can anyone identify the people? Bring your photos to Niagara, I'm sure everyone would like to see them. I will dig into my T shirt drawer to see if there is a Niagara "T" that might fit Jeremy.

Wheels on the Danforth is on June 6. I'd like to see 6 plus Morgans at the event. This is for charity so make it a day. More info inside the Blurb.

The Morgan Factory are unveiling yet another new Model at the Sunday Times Motorshow. Unfortunately even as an Agent we have no information on it. It is described as "A Hot two seater sports car"

The Aero 8 has received a wider passenger compartment for 2004, along with a re-styled rear end & front suspension re-engineering. Sebring went very well for the Aero 8, Alec Knight was in attendance along with some other Morgan owners. Alec's trike has returned to Europe, I'm sure he will miss it. The replacement is a 1951 Triumph Renown, Alec is pleased with the comfort of the Triumph. I guess no one told him trikes weren't normal type transport. Morgan's attack at 24hr of LeMans has not begun well, two of the three drivers qualified. Mechanical difficulties along with a shunt put them behind schedule. With any luck they will find a pre-qualified Driver to join the line up.

Happy Motoring, see you on the road.

Martin Beer

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!

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

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





Past Prez Sez:

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

There are lots of events this year to exercise your Morgan and enjoy the company of like-minded aficionados, don't forget British Car Week coming up near the end of May (hopefully we have this in the mail prior to the start of the week or... you've kept your listing of events from the last Blurb).

With regards to our Mogs – the +4 has arrived back from New Zealand... unfortunately not in one piece. Good friend and fellow Morganeers Ken & Pat Miles are storing OLBDII's and looking after local repairs. I expect the car will stay in the west until the spring of 2005 when we are into MOA IV. The +8 is back from Martin's shop after extensive work to clear up some ring / valve problems and to refurbish the fuel tank. Now we just have to cure the persistent backfire on the left bank.

Tom's into the editor bit. Bit of a time crunch with all the other priorities but he is persisting! Everyone needs to keep him encouraged by sending in articles (preferably as efiles).

Blurb Editor:

Thomas Van Zuiden (tvanzuiden@sympatico.ca)

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).



Central Canada Morgan Events:

- May 14-16 MG Car Club of Toronto "Spring Fling", see ad in this Blurb.
- 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)
- Aug 28 **"Ale Trail"**, Creemore Spring's, Copper Kettle Festival with Oliver Dawson
- 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)
- Sept 30 - Oct 3 **MOG Midwest**, Auburn Indiana Chas Wasser 513-779-0871, ohmog@fuse.net

West Coast Events for MSCCC and MOG NW:

- 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 3-6 **River City Rendezvous 2004**, Winnipeg Al Ramsay 204-256-3481, mhrace@yahoo.com
- 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 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 14th and depart on May 16th). Details - Tony Souza 610-847-5017, tjsouz@epix.net
- May 22-30 **British Car Week!**
- July 9-11 **British Car Days in PEI** www.bmapei.com Bob Bentley 902-964-3294
- Sept 11-19 **Targa Newfoundland** www.targanewfoundland.com (**must pre-register**)
- Sept 16-19 **British Invasion**, Stowe Vermont (**must pre-register**)
- Oct 1-3 **Autumn Mog 3/4** Morgan Owners Group (details to follow)

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



MSCCC Breakaway to Prince Edward County 2004 September 3-6

Hotel: **Picton Harbour Inn** (overlooking Picton Harbour) where a block of rooms have been reserved under the 'Morgan Sports Car Club of Canada'. 15 discounted rooms are being held, price is \$89 or \$99 / night.

Telephone: (613) 476-2186 ~ Toll Free: 1-800-678-7906 ~ Fax: (613) 476-2064
Picton Harbour Inn: 33 Bridge St. (Loyalist Parkway, Hwy 33),
Picton, Ontario Canada K0K 2T0

Plans are to congregate in Pickering and drive 'Morgan roads' to Prince Edward County arriving on Friday afternoon, informal 'Noggin and Natter' Friday evening.

Dining: Lunches will be 'pub style' at the 'Waring House' and 'Duke of Marysburh Pub'; dinners will be at 'Waupoos Winery' and 'Restaurant on the Knoll' on Saturday and Sunday.

Places of interest: Mariners Park Museum, Ameliasburg Museum, Black River Cheese Company, Birdhouse City, studios and art galleries, Lake-on-the-Mountain.

The usual T-shirts etc. will be available, along with details in the July Blurb.

Ray & Elizabeth Stevens will be your hosts. They look forward to you joining them on their first venture. Their plan is to use as many 'Morgan' roads as possible during the weekend. Any questions? Contact rsteven@sympatico.ca or phone 905-831-0302

Morgan Memorabilia:

Want a new T-shirt? These are heavy weight cotton "crew-neck" T's off-white²(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...



now part of Melvyn's empire) is now adding an extra thick (& strong) layer of clear epoxy over the entire badge face to minimize road damage. These new badges have this feature, any older badges that need repair can be returned to Melvyn for the same treatment.



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



We can **embroider your clothing with the MSCCC crest or the new "Morgan Canada" motif incorporating Geoff's race script** – send items to Vern DJ. **Cost is now C\$12 / embroidery**. Many members have had the MSCCC "crest" added to shirts with a second club already in place, allows you to advertise your support for two groups at once!



Morgan Canada Wings - priced at \$12 / embroidery

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

Notes from the East... 6th Annual British Car Days, Saturday, July 10th, South Rustico, PEI
Please see add further ahead in this BLURB.



Established 1976

Melvyn Rutter Overseas Limited



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

8th Edition Catalogue
Cost is £5, sent air mail.
Credit card is the easiest way for payment

WORLDWIDE WEB
Find us on:
<http://www.melvyn-rutter.co.uk>
E-mail: MR@melvyn-rutter.net

WEB HOSTING FOR MORGANEERS
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FACTORY



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Small or large repairs, including restorations to historic Morgans, both 3 and 4 wheeler, with attention to detail.

Issue 12 OUT NOW!



A 50 page magazine by Melvyn Rutter, in full colour

Lots of interesting articles, technical tips, Moggie's stories and more from around the world.

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The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 011 44 1279 725725 Fax: 011 44 1279 726901 Fax: 011 44 1279 600498 (direct parts dept)

Minutes of the MSCCC meeting of May 2/04 Queen's Head, Burlington, Ontario

Present Ray & Liz Stevens, Sharon & John Roden, Mary & Ray Shier, Chris & Gayle Taylor, David Farmer, Tom Van Zuiden (and Vern Dale-Johnson arrived late to an empty pub after attending the BCCU meeting in Milton... and it was pissing down rain).

John Roden conducted the meeting.

Niagara 25 – Registration deadline, and deadline for Regalia have now come and gone... As usual limited pre-registration interest from MSCCC members.

Prince Edward County run Sept 3-6. Ray Shier, Ray Stevens, and Chris Taylor discussed possible routes for the drive up. (See Blurb for notice on the run).

Classics Against Cancer, Georgetown June 20. BBQ at Rod Wilkinson's follows the event – RSVP to him regarding food stuffs, etc. Rod is supplying the meat.

MOA IV discussed – dinner spot for the Thursday night when in Welland. One idea is Lakehouse Restaurant, another is Niagara College where the students would prepare the menu matched to their local refreshments.

Notes from the web..



THE MORGAN WIRE

**NEWS & VIEWS
AS IT HAPPENS**

The ACO published the entry list for the 2004 Le Mans 24 Hour race last night:

GRAND TOURISME

- 70 * JMB RACING FRA LM GT FERRARI 360 MODENA 3586A
- 72 LUC ALPHAND AVENTURES FRA LM GT PORSCHE 911 GT3 RS 3598A
- 77 CHOROQ RACING TEAM JPN LM GT PORSCHE 911 GT3 RSR 3598A
- 78 * PK SPORT LTD GBR LM GT PORSCHE 911 GT3 RS 3598A
- 80 MORGAN WORKS RACE TEAM GBR LM GT MORGAN AERO8 4500A**
- 81 THE RACERS GROUP USA LM GT PORSCHE 911 GT3 RSR 3598A
- 83 SEIKEL MOTORSPORT DEU LM GT PORSCHE 911 GT3 RS 3598A
- 85 * FREISINGER MOTORSPORT DEU LM GT PORSCHE 911 GT3 RSR 3598A
- 86 * FREISINGER MOTORSPORT DEU LM GT PORSCHE 911 GT3 RSR 3598A
- 87 * ORBIT USA LM GT PORSCHE 911 GT3 RSR 3598A
- 89 CHAMBERLAIN - SYNERGY MOTORSPORT GBR LM GT TVR TUSCAN 400R 3996A
- 90 WHITE LIGHTNING RACING USA LM GT PORSCHE 911 GT3 RSR 3598A
- 92 * CIRTEK MOTORSPORT AUT LM GT FERRARI 360 MODENA 3596A
- 95 * RISI COMPETIZIONE USA LM GT FERRARI 360 MODENA 3586A

It has been a very long and hard road back, and I would like to thank each and every one of the many people who have believed in us through the hard times and worked so tirelessly to help make it happen.

However, this is by no means the end. We are at the foot of another mountain. The ascent starts here!

Best wishes, David Dowse Team Manager, Morgan Works Race Team



CANADA'S GREATEST CAR SHOW

Celebrating 25 Years of Excellence

Saturday, July 17, 2004 • Chatham, Ontario

CUSTOM & CLASSIC CAR SHOW - REGISTRATION FORM

Everyone is welcome to participate with any make or model. Proceeds go towards Chatham-Kent skate parks, registration fee: \$25 if you register by July 1st. Late entries \$30. (non-refundable). Registration includes lunch. All Show participants should arrive between 7-9am. One car per form. (please print)

Name: _____ Address: _____ Postal Code: _____
 City: _____ Province: _____ Telephone: _____ Fax: _____ Email Address: _____

Year: _____ Make: _____ Model: _____ No. of Cylinders: _____
 Paint: original interior original modified custom
 older stock custom

Special Interest: _____ Motorcycle (prior to 1978): _____ Truck: _____
 Car Club Affiliation: _____

Would you like to participate in the Friday Cruise Night? Yes No
 Would you like to be considered for the Sunday Concours d'Elegance event to show your car?
 Yes (Phone and car history must accompany this entry form.) No

How do you rate your vehicle with 100 points being a perfect car? Please check one.
 50 60 70 80 90 100

Make cheques payable to: RM Classic Cars 25th Anniversary

Please charge my: Master Card Visa Discover

Account #: _____ Exp. date: _____
 Signature: _____
 Print Name: _____

Return to: RM Classic Cars, One Classic Car Drive, Blenheim, Ontario, N0P 1A0 Fax: 519-351-1337

Payment must accompany all pre-registrations and is non-refundable. If you have any questions, please contact celebrate@rmauctions.com or 519-352-3390 ext. 325.

We recommend that if overnight hotel accommodations are required, that you book early, by phone. Travel Choice 1-800-808-3058. Please read and sign: RM, the Municipality of Chatham-Kent and all other participating clubs, groups and volunteers assume no responsibility for losses, damages or injuries.

Signature: _____ Date: _____



RM AUCTIONS, INC.

April 19, 2004

Dear Car Club Presidents,

The summer of 2004 marks the RM Classic Car group's 25-year milestone. To commemorate this important event, RM will be hosting a giant celebration here in Chatham, Ontario, Canada from July 16th-18th. The weekend of events will include cruise nights, one of the country's largest custom and classic car show, a Concours d'Elegance, live entertainment, a celebrity golf tournament, a charity auction, a fashion show, pro skateboard demonstrations and many more exciting events for the whole family.

RM Classic Cars, along with Old Autos Newspaper from Bothwell, Ontario has titled Chatham-Kent as the "Classic Car Capital of Canada". We would be delighted to host your car club at the event and encourage your members to come and take part in the many fantastic events that we have planned for the weekend. A cruise night is scheduled for Friday July 16th with the cruise starting at 6:30pm. Festivities will continue later in the evening with live music and events scheduled throughout downtown Chatham. On Saturday July 17 we are hosting what we believe will be Canada's largest custom and classic car show, featuring over 1,500 cars on display. Registration for classic car owners who wish to display their vehicles at the car show, is \$25 per car, which includes a food voucher for two people, a dash plaque and a special gift. Our celebrity judges will select 20 cars from the custom and classic car show on Saturday to join the over one hundred spectators and jets that are being invited for a one time world class Concours show on Sunday.

Emmy award winning actor and renowned classic car collector, Mr. Ed Herrmann, will host the Concours event on Sunday which will include many one-of-a-kind million dollar sports and classic cars never before shown or seen in Canada. Other special celebrity guests scheduled to appear include Ferrari racing legend and World Champion, Mr. Phil Hill, car aficionado Don Sommer, as well as Sports Car Market's Keith Martini, Aftershow Publisher Keith Crain and Publisher of the Dupont Registry Tom Dupont.

With over 10,000 classic car enthusiasts from across North America expected we anticipate a truly memorable and unique event. RM founder and Chatham native, Rob Myers, is delighted to have the opportunity to offer an event of such proportions and we value each of your individual club's support and encourage contacting us for more information. Additionally, proceeds from the weekend's events will be distributed among several of the Chatham-Kent youth charities with which Mr. Myers has been actively involved.

We recommend that if you require overnight accommodations, or a car rental, that you book early. For your convenience we have made special arrangements with KL Travel Choice at 1-800-809-3058 to handle all of your accommodation/travel requirements. To order your tickets for the weekend, please call the Chatham Culture Centre box office at 1-866-807-7770, or if your club is interested in a packaged motorcoach tour, contact Ontario's Fuji Connection at 1-877-877-0253 and they will be glad to handle any group arrangements that you may require.

Please find enclosed a copy of a car registration form and a list of events planned for the weekend. If you require further information, please feel free to contact me at 1-800-211-4371 or 519-352-3390 ext 325 or by email at celebrate@rmauctions.com or visit our web page at www.rmauctions.com.

This will be an automotive event of unparalleled proportions here in Canada that you won't want to miss! The Mayor of Chatham-Kent and the entire community welcome you. We look forward to seeing you and your club at this special celebration in the "Classic Car Capital of Canada".

Yours truly,

Carol Verstricte

Carol Verstricte
 RM 25th Anniversary
 Event Coordinator

Tel: 800-211-4371
 Fax: 519-351-1337
info@rmauctions.com
www.rmauctions.com

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 RM Auctions, Inc.
 Five West Forest Avenue
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 RM Auctions, Inc.
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 1226 Soanona Boulevard
 Victorville, CA USA 91590

BRITISH CAR DAY

21st ANNUAL

www.britishcarday.com

Sunday September 19th, 2004

VOLUNTEER REGISTRATION FORM

NAME: _____

Phone Number: Daytime: _____

Evening: _____

Email: _____

Positions Front Gate: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Traffic Direction: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Registration: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Flea Market: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Clean Up: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Times Available: Anytime: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 7:00 to 9:00: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 9:00 to 11:00: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 11:00 to 1:00: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 1:00 to 3:00: <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Volunteers are the backbone of this event. We need 100 volunteers to pull this event off. Volunteering is the best way to meet your fellow club members. For some of you newbies, this is a great opportunity to do that. Get involved, you'll be glad you did. Every Volunteer gets a coveted BCD T-shirt!
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(Email your choices to Michael Hale at michael.hale@radiancorp.com or drop off at next meeting)

Celebrating **100 Years** Corporate Sponsor Presented by:



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11:00am to 4:00pm

Cost Adults \$4.00
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Hosts British Motoring Association of
Prince Edward Island &
Cymbrin Lion's Club

Contact:
Bob Bentley 902 964 1294
Chris Spensley 902 565 5317
www.britishcarday.com



Detailed Itinerary

Thursday, July 8
Early Bird Special: Why not take in a performance at Confederation Centre "Something Wonderful" (celebration of the 40 years of the Confederation Centre) make stage in "Pony Club" at the MacKenzie Theatre. www.confederationcentre.com

Friday, July 9
9:00am Glasgow Hills Resort & Golf Club. Form a team and compete in our biggest and better golf tournament. Contact Al Bentley bentleyfamily49@hotmail.com for details.
6:30pm Famous opening reception and meal at Bentley residence. You have to be pre-registered by June 15, 2004 to attend.

Saturday, July 10
8:30am Wash and Shine at Cymbrin Lions.
9:30am - 11:00am Show registration \$25 per vehicle.
11:00am - 4:00pm 9th Annual British Car Show: vendors including Magnus's European Customs Market & BMAPS Regalia Tent. (view the show while we sell your items for a low administrative fee).
11:00am Opening ceremony with pipes from College of Piping.
12:00pm - 1:30pm Valve Cover Racing.
1:30pm - 3:30pm London double decker tour to Cavendish. Accommodation of Awards.
3:45pm Awards Banquet at Glasgow Hills Resort & Golf Club.
Sunday, July 11
9:30am - 10:30am British Breakfast at Cymbrin Lions Centre.
11:30am Depart Cymbrin Lions for our public escorted tour to Confederation Centre in Charlottetown.
12:30pm Arranged parking and waiting vans on display at the main level of the Confederation Centre.
1:00pm Local appreciation in the establishments at Confederation Centre.
2:00pm Meal at Confederation Centre in food you eat your way and dining receipts.
3:00pm Depart for home.



Registration Form

SUBMIT BEFORE JUNE 15, 2004.

Name: _____
Full Mailing Address: _____
Telephone: _____
Email: _____
(Registration will be confirmed by email)

Vehicle(s) (1) _____
Multiple vehicle registration rates \$15 per additional vehicle (2) _____
(3) _____

RELEASE: By signing below, agree for ourselves, our heirs and assigns, to waive harmless and viable liability against BMAPS/Cymbrin Lions, their members or agents for any and all personal injury or property damage direct or indirect, which may, might or could be sustained by us or our personal property while participating in British Car Days across the Bridge.
NO REGISTRATION WILL BE ACCEPTED WITHOUT A SIGNATURE.

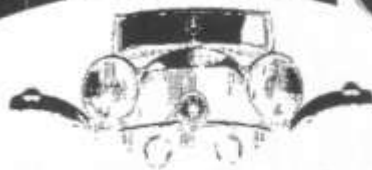
Signature: _____ Date: _____

Please send \$25.00 Canadian Registration Fee to:
British Motoring Association of Prince Edward Island
P.O. Box 1773, Charlottetown, P.E.I., Canada C1A 2H4
Attn: Chris Spensley
Make cheques payable to "BMAPS".
Please indicate which events you plan to attend.

<input type="checkbox"/> Golf Tournament (20-2500) _____	People _____
<input type="checkbox"/> Friday Reception (9-10am) _____	People _____
<input type="checkbox"/> Car Show (10:30-12:00) _____	People _____
<input type="checkbox"/> Awards Banquet (12:30-1:30) _____	People _____
<input type="checkbox"/> Bus Tour (1:30-3:30) _____	People _____
<input type="checkbox"/> British Breakfast (3:45-4:00) _____	People _____
<input type="checkbox"/> Closing Ceremony (3:45-4:00) _____	People _____
<input type="checkbox"/> CD Rom _____	Qty. _____
<input type="checkbox"/> T-Shirts _____	S _____ M _____
	L _____ XL _____

ALL EVENTS PAID ON-SITE
Send only registration fee at this time.

CLASSICS



AGAINST CANCER

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Schedule

<u>Time:</u>	<u>Featuring:</u>
7:30am	Gates open to the public and exhibitors.
7:30am - 11:00am	Registration of all show vehicles.
8:00am - 10:30am	Pancake Breakfast with bacon - at old fashioned prices! (Each exhibitor receives six complimentary meal tickets, value \$1.00 each)
9:00am	Judging of all entered vehicles starts.
11:00am - 2:30pm	Lunch Available - Good Old Fashioned 'Drive-In' Food!
10:00am - 3:00pm	Children's Corner - 'car' colouring, face painting, entertainment - featuring a variety of acts and entertainers.
3:00pm	Awards presented to the Best Cars in the Show.

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: _____



**Want your photo?
Print Clearly!**

Name _____
 Company/Sponsor _____
 Address _____
 City, Prov., Postal Code _____

CAC Registration No.	Year	Make	Model	Judge
<input type="text"/>	Vehicle 1			Yes/No
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Make name and address corrections above

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 10th.

MG CAR CLUB OF TORONTO

Presents the 5th Annual



A premier show open to all Imported Cars and Motorcycles 20 years or older.

Sunday June 13, 2004
Thomson Memorial Park
(N.E. corner of Lawrence Ave and Brimley Rd Scarborough)

We will feature fine classic and collector vehicles, awards and vendors.
Thomson Park features Walking Trails by West Highland Creek, Scarborough Historical Museum, and play area.

Gates open at 10.00am. Judging at 1.00pm

The first 250 entries will receive a Limited Edition commemorative dash plaque.
Entry and pre-registration fee is \$12.00 per show vehicle and \$10.00 for motorcycles. On the day show vehicles are \$15.00 and motorcycles are \$12.00 at the gate.

For more information on the show visit
www.mgcluboftoronto.com Email: mgclubtoronto@excite.com or call: (416) 410 5464

REGISTRATION

Name _____ Address _____ City _____

Postal code _____ Phone _____ Email _____

Vehicle/Motorcycle make _____ Model _____ Year _____

Please mail form with your cheque payable to MG Car Club of Toronto or for your convenience we accept Visa

Visa Card # _____ Expiry date (mm/yyyy) _____

Name as appears on card _____

Signature _____ Total payment \$ _____

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, the MG Car Club of Toronto Inc., collectively and separately from any and all liability from personal injury or property damage incurred by me or my guests while participating in this car show. I have read, understand and agree to this release.

Signature _____ Date _____

Please mail form and payment to:
MG Car Club of Toronto c/o 80 Grosvenor Drive, Scarborough, OH, M1M 2N2
Shirley Zimman, 416 410 5464, shizim@sympatico.ca



INFORMATION RELEASE

The MG Car Club of Toronto

*Cordially invites you to come and celebrate our
50th Anniversary*

We will be hosting a major event on
Friday June 17th and Saturday June 18th, 2005

at
The Historic Distillery District
in Downtown Toronto.

There will be an evening soiree on the Friday and on the Saturday morning there will be an all MG car show in the walkways of *The Distillery District*. This alone will be the event of the season.

We are planning a Saturday afternoon drive north of Toronto to the *Korrright Centre* and the *Canadian Heritage Art Gallery*, Kleinburg for refreshments and a tour of Canadian art including the works of the Group of Seven.

For our Saturday evening celebrations we will cruise Lake Ontario aboard one of the award winning *Mariposa Cruise Line ships* for a buffet dinner, dancing and the awards ceremony along with some great on board events.

Please check out our website in the coming months or call the number below for more exciting news of our 50th Anniversary celebrations.

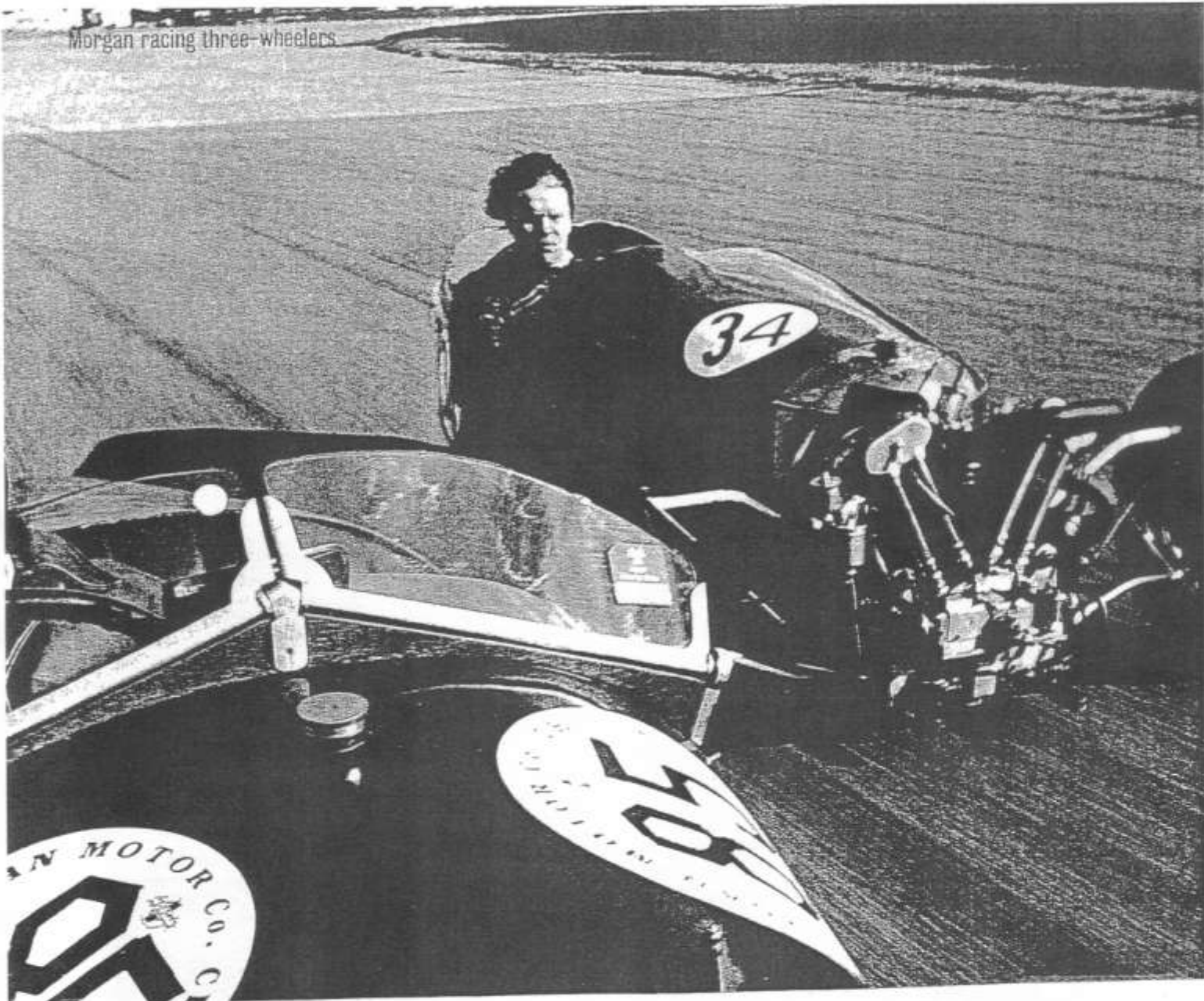
www.mgtoronto.com

Don't forget, Reserve June 17 & 18, 2005.

Note: Events as listed are proposed and are subject to possible change.



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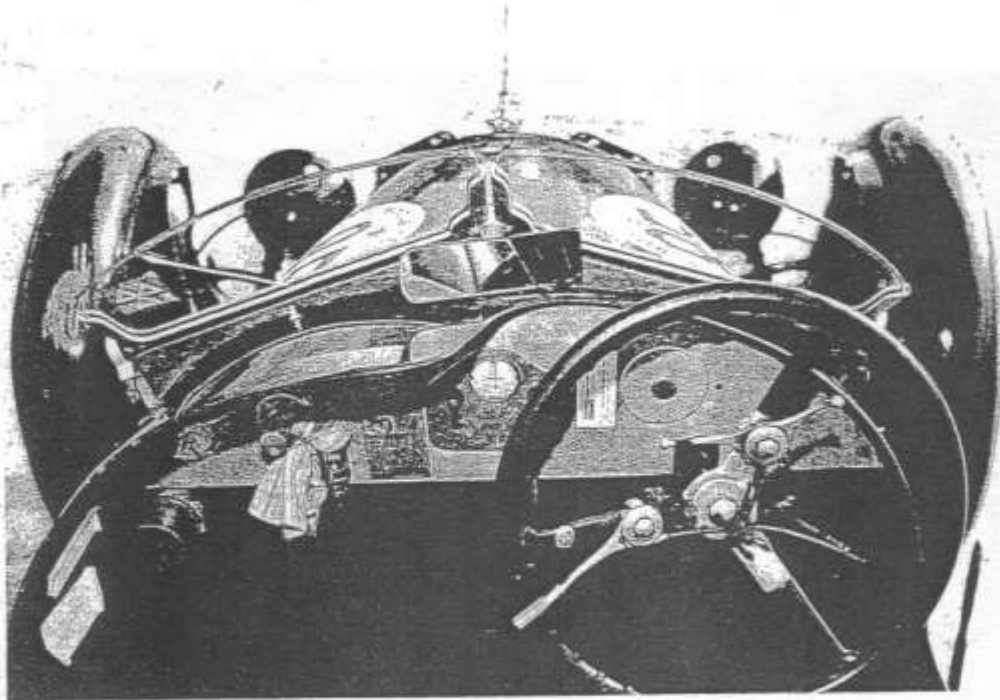


Extreme Sports: Words by Mark Dixon Photos by Ian Dawson
Printed in *Octane Magazine*, February 04

Three-wheelers generally have a poor reputation, too often associated with Jasper Carrot jokes and Del-boy's yellow Reliant Regal. When "three-wheeler" has the prefix 'Morgan', however, it's time for a rethink. Even though the Malvern company hasn't cataloged a three-wheeler since 1952, just about everyone can recognize and respect a Morgan. Generations of young men with more ambition than affluence have seared the image of the vee-twin Morgan three-wheeler into the national consciousness.

There's nothing old-fashioned about the performance of a hot vee-twin, either. A highly tuned 1932 Morgan Super Sports driven by Bill Tuer set FTD at the Klausen hillclimb last year, competing against motorbikes, three- and four-wheelers. And Bill has brought that car along to Bruntingthorpe test track today, so we can compare it with three other Morgans that span the spectrum from mild to wild. All of them can be seen dicing for class honours in the Morgan Cheffins Challenge race series that's run just for the three-wheelers.

If Bill's car represents the ridiculous, the Peter Jones' 1929 Aero Super Sports, colloquially known as Super Aero, must be the sublime. Pretty much as it would have left the Pickersleigh Road factory, it runs a standard 1100cc JAP vee-twin and a two-speed gearbox. Similar to Peter Jones' plum-colored car is the blue 1929 Super Aero belonging to Sue and George Darbyshire: same year, same model, it has a bigger, 1229cc JAP engine that puts it into the Racing class of the Challenge series.



Left and below Super Aero has a driving position to suit its name; JAP vee-twin is good for 40bhp and at least 70mph all-out.



'HUNKER DOWN BEHIND THE WHEEL AND IT'S EASY TO FANCY THAT YOU'RE THE PILOT OF AN EARLY BIPLANE; YOU FIND YOURSELF SIGHTING ALONG THE STUBBY BONNET AS IF IT WERE A FUSELAGE'

Left From mild to wild: Peter Jones' Aero Super Sports, in foreground, is standard but Bill Tuer's 1932 car is anything but.

A generation later is Dave Hodgson's black-over-cream 1936 F-series, an early Ford-powered Morgan with more than a few tricks under its bonnet. Then, at the top of the evolutionary tree, we have Bill Tuer's grey Super Sports, the vinaloo of Morgan three-wheelers. You wouldn't guess to look at him, but Bill has been racing these cars since the early 1970s; it's rumoured he has a Dorian Gray-style portrait ageing in his Liverpool attic.

It wouldn't be fair, or fun, to pit highly developed three-wheelers against those still relying on 75-year-old technology, so the race series includes three classes: Standard, Touring Modified and Racing. But you can also see three-wheeler Morgans running against motorbike and sidecar combinations, a legacy of the century-old confusion about what kind of vehicle the Morgan actually is.

Early Morgans were classified as cyclecars because of their light construction and small engines. That meant they could race under motorcycle regulations, along with other light cars such as GNs, Salmsons and baby Austins.

But Morgans were also fast and capable of embarrassing many 'proper' cars in races and hillclimbs. Following a nasty accident at Brooklands in 1924,

when Morgan driver EB Ware overturned his three-wheeler during the 200 Miles race, they were banned from competing against four-wheelers on the grounds that they were inherently dangerous: more likely that was a convenient excuse to level the playing field once again. It didn't work and by 1928 Morgans were back in the four-wheeler fray.

After WW2, the formation of the Morgan Three-Wheeler Club led to a new phase of racing against motorcycle combinations and then, following admission to Vintage Sports-Car Club events, against cars yet again.

Today, when Morgans and 'bikers race in the same events they do so with a sense of mutual respect. 'Motorcycle combinations corner brilliantly in one direction and very badly in the other,' explains Bill Tuer, 'and their crews don't like it if you take advantage of the fact.'

Back in the 1920s, Morgans were competing with motorcycle combinations not just on race tracks but in the marketplace too. Sidecars were cheaper to buy and run than most cars but they weren't very sociable (cue those *On The Buses* comic clips of Olive and Arthur) and they were buggers to steer round corners. A Morgan may not have been

more weatherproof but at least the occupants could sit side-by-side and it did handle in a vaguely consistent fashion.

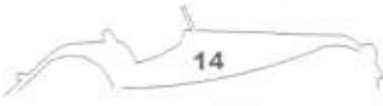
Morgans could be faster, too. A 1929 Super Sports like Peter Jones' could do 70mph straight off the showroom floor, which was faster than all but the most exotic four-wheelers.

Hunker down behind the wheel of Peter's car and it's easy to fancy that you're the pilot of an early biplane. The cockpit sweeps high in front of your face, so you find you're sighting along the stubby bonnet as if it were a fuselage. Even the stork mascot is very similar to the squadron motif painted on certain French fighter planes in WW1.

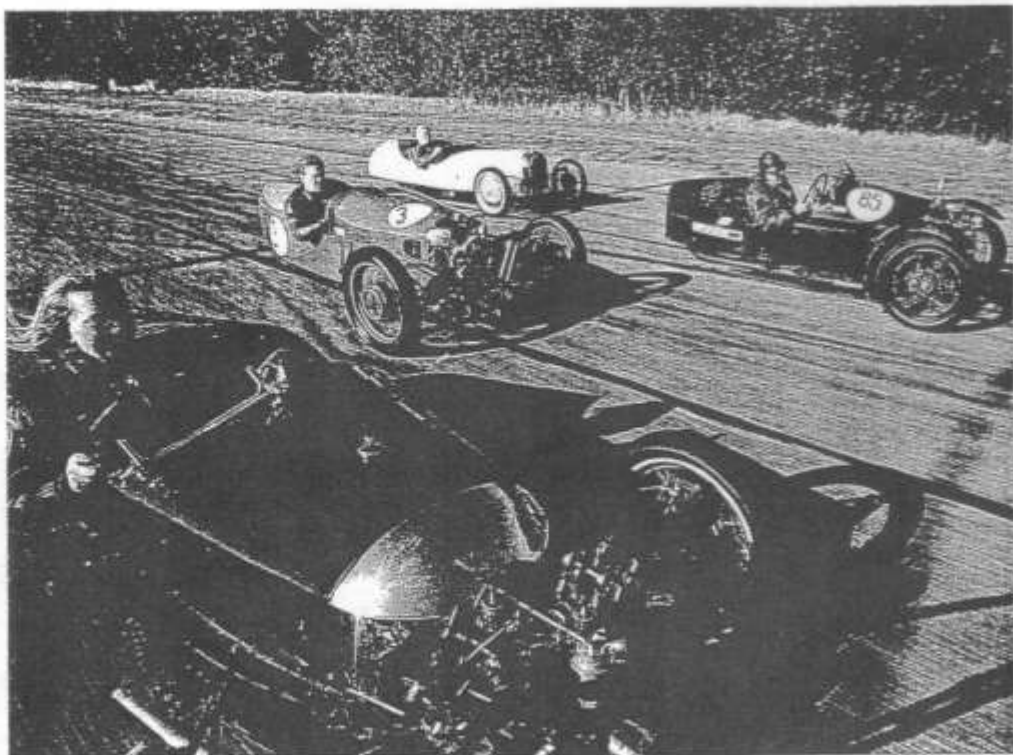
Hopefully you will already have started the engine by hand because this Morgan has no electric starter. That's why there's a hand throttle on the steering wheel, so you can give the engine a bit of gas when cranking it over. Some cars had a foot-operated throttle but hand operation was standard, which makes cornering doubly interesting if you need to adjust engine revs while turning the wheel. Fortunately, Peter's car has both options.

Mechanically, though, it's a little different even by the standards of the 1920s. Lubrication is on the total loss





Below
Vee-twin engines like
Sue Darbyshire's
1929 JAP were
displaced by Ford
sidevalves from '34.



system, so you need to keep an eye on the sight gauge on the left. And the gearbox is behind the seats and has only two speeds, using sprockets and chains to drive the rear wheel. 'That means you can optimise ratios for hillclimbing by changing sprocket sizes,' adds Peter. 'Not something I have to worry about, living in the Cambridgeshire fens.'

As we wait for take-off along Bruntingthorpe's main runway, the 1100cc JAP engine pops and crackles impatiently. Good for about 40bhp, the JAP comes from the distinctly un-oriental location of North London, where a Mr JA Prestwich made motorbike engines. It's known as a 'dog-eared' JAP, not as a comment on Peter Jones' restoration skills, but because the rockers are carried in cast-iron ears.

Let the clutch up and the Morgan lumbers down the runway, suddenly picking-up pace as the vee-twin comes on song. As it pulls away, you can hear and feel each piston punching away until the revs rise and the 'blat-blat-blat-blat' blurs into one continual buzz-saw blare. The whole experience is raw and vivid, for by now the wind is tearing at your cheeks and bringing tears to the eyes. Second gear is a simple straight-through pull and you're suddenly cruising at what feels like 70mph. It probably is, too.

Bruntingthorpe is the wrong circuit to be playing with a vintage Morgan: too many long straights, too few tight curves. But at least its openness means there's little danger of coming to harm if you overcook things. These vee-twin three-wheelers are inherently well balanced because having the engine ahead of the front wheels' centreline counteracts the pendulum effect of the tail; the downside is that when the back end breaks away, it does so quickly.

With a bunch of experienced three-wheeler racers looking on in the background, that's something I'm keen to avoid. So I'm taking things gently, although the Moggie never gives any feelings of insecurity. In the smoother corners, it drifts contentedly; where the tarmac is more broken, the little car hops and skips its way round, requiring more driver input but not too much reduction in speed. Put it this way: I'd rather be doing this in a Morgan than in a motorcycle combination.

Someone who has experience of both is Sue Darbyshire, who used to be passenger for her husband George in vintage sidecar racing. She was also a successful driver in their four-seater Morgan F4, the family version of Dave Hodgson's F2, against which Sue often raced neck-and-neck. As Dave puts it:

'We were so close, you could have tied us together with a ten-foot length of string.'

Sue and George only switched to the Super Aero last year. 'The twins are very different from the Ford cars,' explains Sue. 'A Ford engine has all its performance low down, so those cars are much quicker off the mark. But once you're up and running, a vee-twin will leave the Ford standing. The mid-range acceleration is quite amazing.'

After 14 years of passengering George in sidecar racing, Sue has always been the designated driver for their Morgans. In the Morgan Cheffins series, it's compulsory to have a passenger and Sue appreciates the company, not just because Morgans are sociable vehicles but because George can pressurise the fuel tank while she's racing.

It's only gallant that I volunteer to do the same thing. Sue has offered to let me do the driving but sadly it turns out to be anatomically impossible. Anyway, I'm quite happy to watch an expert at work: in her old F4, which Sue reckons 'handled like a washing machine,' she won the Touring Modified Championship – twice.

Sue's Super Aero has a hotted-up JAP JTOR engine that's a bit of an oddity, with narrow bores and a longer-than-standard stroke, and it runs on methanol to produce maybe twice the power of a

Above
Sue and her 1929
Aero show the boys
the way: from left,
Sue and the Aero,
Bill Tuer's '32 Aero,
Dave Hodgson's
F-type and Peter
Jones' 1929 Aero.

standard vee-twin. Like Peter Jones' car, Sue's has the same kind of staccato beat, although it doesn't like to idle and needs regular blips of the throttle to keep it alive. The rise and fall, rise and fall of the engine's clatter reminds me of someone mowing the lawn with an ancient Atco, although there's nothing pedestrian about the way this machine goes when Sue guns it down the straight.

It feels as though some giant has been holding us at the end of a massive piece of elastic and just let go. I've no idea what speed we reach down Bruntingthorpe's mile-long straight but Sue reckons she can touch 110mph; we're certainly going hard enough that I'm having to work the hand pump on the dash every few seconds to keep the fuel flowing. Believe it or not, at full chat this engine is burning fuel at around a gallon every four miles.

Without helmets or any protective gear, Sue isn't trying hard in the corners but it's clear the Super Aero handles delightfully. Again, there are only two

forward speeds to choose from so you need to do your braking early and keep power on through the corners to avoid losing momentum. Sue tells me later that while you can change sprocket sizes to suit different circuits, you never seem to be in the right gear at the right time.

This is one area where the Ford-engined Morgans have the upper hand, since, like the post-'32 vee-twins, they have at least three forward ratios to start with. Engines were originally Ford E93A sidevalves but cars built to Racing spec are allowed to run the later 100E design. The only practical difference is that the 100E block is heavier — a bad thing — but it can also be converted to overhead inlet valves, which is good.

In the 1950s you could buy a Willment inlet-over-exhaust conversion for the 100E engine and that's what Dave Hodgson has fitted to his 1936 F-type. More exactly, it's a better-quality copy of the Willment head casting, with Ford Pinto inlet valves, and it helps deliver roughly the same power as Sue's vee-twin: about 80bhp.

The inlet manifold is a cut-and-shut Triumph Spitfire item, while other autojumble finds include a Hillman Imp clutch and MG Midget internals to the gearbox, which is now a four-speed.

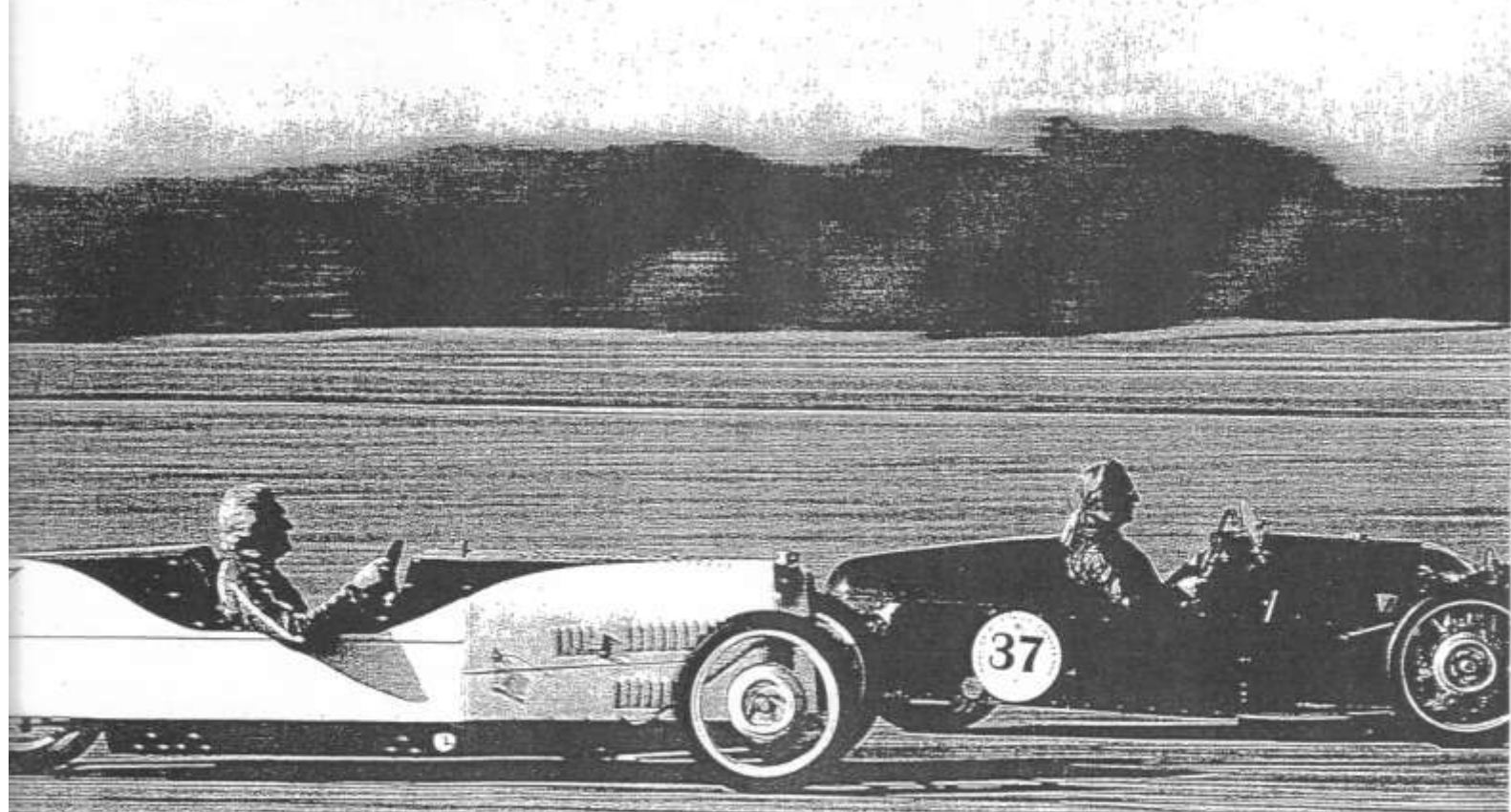
Being built on the same chassis as a four-seater F4 but with only two seats, Dave's F-type (which we'll call an F2 for simplicity's sake) seems positively spacious after the barrel-like vee-twins. So why is the passenger seat staggered behind the driver's? 'Because my passenger kept complaining that I was elbowing her in the tits!' laughs Dave.

Having one of those new-fangled electric starters, the F2 bursts into life with a brassy roar. Twice as many cylinders provide a tick-over that feels smooth as a Rolls-Royce's compared with the machine-gun rhythm of the vee-twins. There are no funny levers on the steering wheel, a full set of foot pedals and a proper gear gate. All very modern.

Let out the clutch and the F2 steps away smartly, its low first gear and torque advantage giving it a noticeable

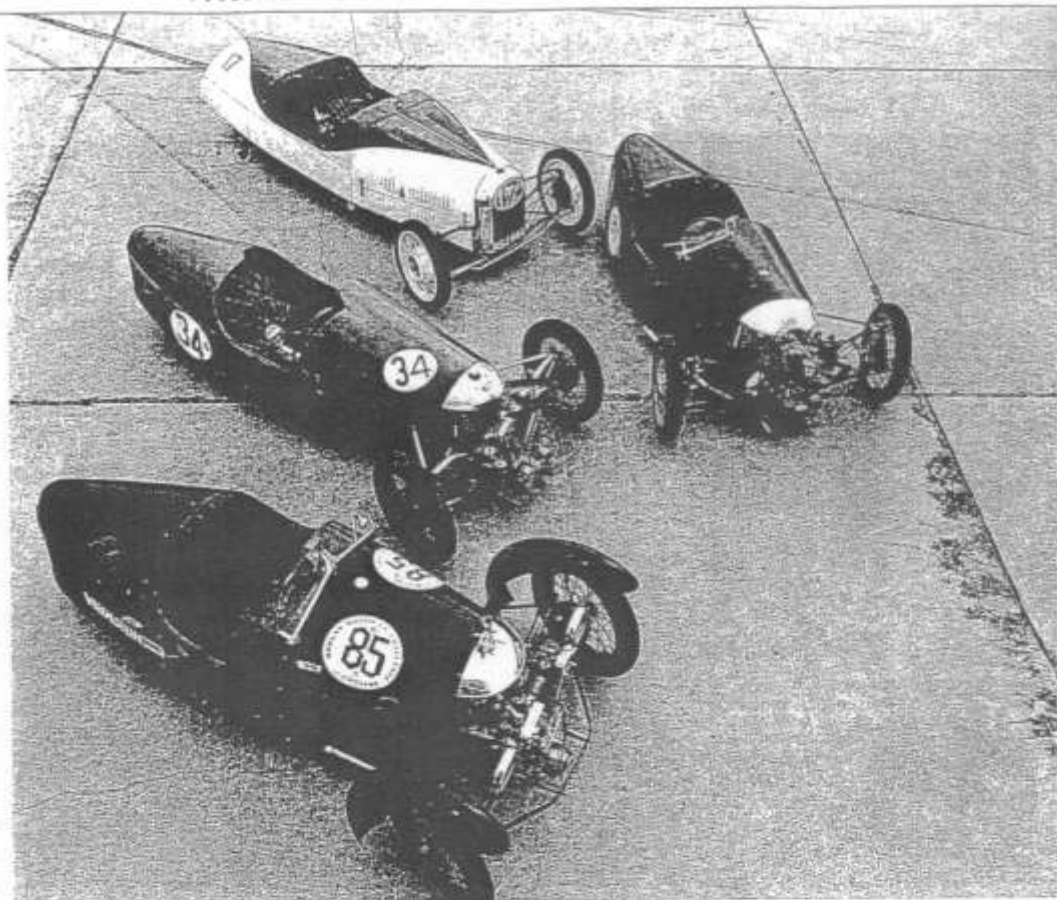
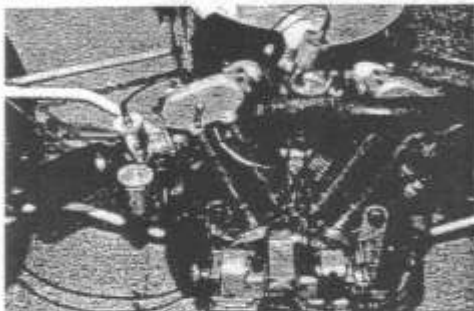
Below
Ford-engined car's
longer chassis is well
illustrated by 1936
F-type behind 1929
Aero; their drivers
are often seen racing
this close together.

'THE CLATTER REMINDS ME OF SOMEONE MOWING THE LAWN WITH AN ANCIENT ATCO BUT THERE'S NOTHING PEDESTRIAN ABOUT THE WAY THIS MACHINE GOES WHEN SUE GUNS IT DOWN THE STRAIGHT'



Morgan racing three-wheelers

Below
Rear tyre of Bill Tuer's
1932 Super Sports
has to transmit
100bhp from seriously
hot vee-twin.



'AS WE HOWL ALONG TOWARDS 120MPH, MY OWN BODY IS FIZZING ALONG WITH THE CAR'S, AND I'M HAVING TO MAKE A CONSCIOUS EFFORT TO REGULATE MY BREATHING'

edge over the vee-twins. Having four ratios to play with means you can keep the primitive Ford engine on the boil as you climb towards its 100mph top speed. That Willment inlet-over-exhaust head conversion and Dave's other mods clearly work because it doesn't feel at all strained when holding five grand or more on the tachometer, which is pretty impressive for a Ford Prefect motor.

Because that motor is set behind the front wheels and the F2 has a comparatively long chassis, oversteer becomes a real possibility, and once it's started to go you'll be lucky to pull it back: the single rear wheel has minimal grip so a slide will often develop into a spin. However, the car isn't likely to tip over unless you make the mistake of applying the footbrake mid-corner.

The golden rule is to do your braking early, using the handbrake to slow the driven rear wheel; both Dave's F2 and Bill Tuer's Super Sports have the handbrake attached to the gearlever, so they can go on and off the brake as they change down through the box, and so avoid locking the rear wheel.

While Dave's car is pretty trick, Bill's is without doubt the ultimate in terms of three-wheeler development. Bill is now 53 years old and has been driving Morgans since he was 16, so you can work out for yourself how much experience he has brought to bear.

Nominally a 1932 Super Sports, Bill's car is not just like the woodsman's axe (new head and new handle, but otherwise original), but like the woodsman's axe with a carbonfibre shaft and tungsten blade. The engine runs a 14:1 compression ratio to produce about 100bhp and Bill strips it down after every season, like the rest of the car: 'Most of the serious racers rebuild safety-critical parts like the wheels once a year.'

It comes as a surprise to find that the brakes are cable-operated; looking at the rest of the spec, I'd half-expected to hear they were dual-circuit hydraulic with ABS. The reason is that hydraulic pipes can fracture with vibration.

And a vee-twin putting out a hundred brake produces a lot of vibration, as I soon find out. As we howl along towards 120mph, my own body is fizzing along

with the car's, and I'm having to make a conscious effort to regulate my breathing because riding in this Morgan without a full-face helmet is like scaling Everest without oxygen. It takes your breath away, quite literally.

At the end of the day, photographs done and cars being loaded back onto trailers, Bill does his party piece. Holding the Super Sports on its front brakes, he creates a massive burn-out with the rear wheel, raising dense clouds of white smoke that hang in the air like chlorine gas on the Western Front. I can understand why foreign bikers are so awestruck when Bill takes them on in continental races and hillclimbs.

The strange thing is, after overdosing on all this three-wheeled testosterone, the car I'm wanting to take home with me is the most humble of the lot. Peter Jones' 1929 Aero looks great, makes lots of noise and is genuinely thrilling. After 74 years, it's still a boy-racer's dream, however old the boy may be.

Mark Dixon is a classic car journalist with a soft spot for pre-war cars; a shame, since he's 5ft 2in tall.

Thanks to Chris Chapman for his help with this feature. The Morgan Cheffins Challenge takes place over six rounds in 2004, starting with the VMCC meet at Pembrey in May. Visit www.mtwc.co.uk for further information.

Automobiles

The New York Times

MONDAY, APRIL 5, 2004

AUTOS ON MONDAY/Collecting

The Mystique of the Eccentric Morgan

By ROB FIXMER

THE Morgan is the quintessential classic British sports car. Its 1935 design — scoop “wing” fenders, bullet headlights, a leather-strapped bonnet and a wooden frame — evokes those heady days when the sun never set on the empire.

But for all the British pedigree of the Morgan Motor Company, it was the American market that kept it alive. When other icons of British motoring were dying off in the 1970's, a passionate community of Morgan owners and one very persistent dealer in the United States rallied to resuscitate the company's largest market.

Today, many in the Morgan community feel a bit betrayed. The car's classic body design managed to accommodate seven

decades of automotive evolution. So why, they ask, does today's state-of-the-art engineering need to be wrapped in a faux-classic design, as it is in the company's all-new car, the Aero 8, which will make its East Coast debut this week at the New York International Auto Show?

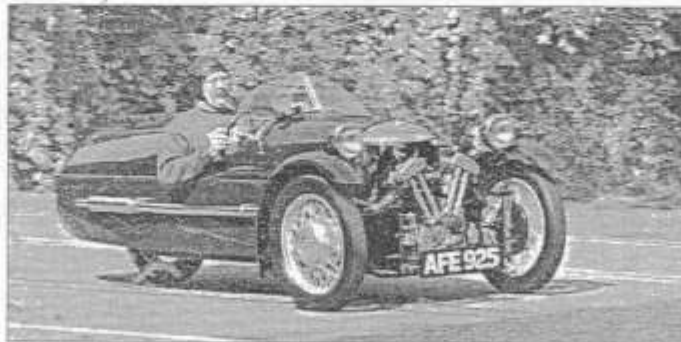
“The Aero 8 breaks a lot of hearts,” said Lorne M. Goldman, a retired Quebec judge who runs GoMOG (www.gomog.com), a Web site for Morgan owners. “You don't buy a car in 2004 that was designed in 1935 without having a love for a certain kind of look.”

Yet Judge Goldman concedes that change is unavoidable. His own Morgan Plus 8 squeezes a Rover V-8 (designed by Buick in the 1960's) into a quaint car that can reach 60 miles an hour in about 5 seconds and cruise at 160 m.p.h.

“It'll get you to church on time,” Judge Goldman said with a laugh. “But let's face it: it was a 1968 engine, and 1968 engines have to obey 2004 emission laws.”

The first emissions laws in the United States in the 1970's were half of a one-two death blow to legendary British roadster marques like Austin Healey, MG and Triumph. The other half was rampant labor strife in Britain.

Morgan never had much worker unrest at its plant in Malvern, England, where each car was handmade by highly skilled craftsmen rather than by assembly line workers. The company's then-managing director, Peter Morgan, nurtured a family atmosphere, refusing to expand or take on outside investors. Even today, Morgan typically produces no more than 500 cars a year.



Don Henry for The New York Times, 1999

BIRTH OF AN ICON: The first Morgans had three wheels, scoop “wing” fenders, bullet headlights and leather straps to secure the bonnet.



EVOLUTION: The Morgan was modified to meet safety requirements.

But the emissions laws had an impact. Rover, the source of Morgan's engines, was unable to meet the standards. By 1971, Morgan was forced to exit the United States market, which, some years, had accounted for as much as 85 percent of its sales.

Rescue arrived two years later from Bill Fink, a former Morgan parts dealer in San Francisco. Mr. Fink began importing Plus 8's and modifying the Rover engines to run on propane, a fuel that was exempt from emission-control laws. Also, he modified the doors, frames and bumpers to meet evolving American safety requirements.

In a historical essay on the GoMOG Web site titled “Made in the U.S.A.,” Judge Goldman wrote that Mr. Fink “heroically waded through the bureaucratic maze from 1973 to 1976 and was finally able to put a high-performance Morgan again on the American roads, meeting all U.S. standards.”

Mr. Fink's modifications reopened Morgan's most lucrative market. For 15 years, the only Morgans sold in the United States were his propane-fueled Plus 8's. Until the Aero 8, the turbocharged propane-powered Plus 8's done by Mr. Fink were arguably the fastest, most powerful Morgans ever built for street use.

Just as Mr. Fink's innovations elevated him to deity status in Morgan circles, the

Aero 8 has cast the company's current managing director, Charles Morgan — son of Peter, who died in October — as a villain.

It is not the Aero 8 itself that upsets Morgan owners, but the company's decision to suspend production of the “trads,” the traditional-bodied Plus 8's. In Britain, the classic design will survive in the form of a new model, the Morgan Roadster, but that car's British-made Ford V-6 has not been approved for the United States.

For his part, Mr. Fink adamantly defends Charles Morgan, his new design and his stewardship of the company.

“It's not the Aero 8 that's the problem,” Mr. Fink said. “It's the fact that people hate change, especially people as fond of tradition as Morgan owners.”

Mr. Fink has much reason to love the Aero 8, too. His Isis Motors dealership has already taken deposits on 17 of the \$110,000-plus cars. A few hours down the coast in Santa Monica, Dennis Glavis, owner of the Morgan West dealership, has also taken 17 orders for the car.

“No car company can stand still and survive,” Mr. Glavis said. “Charles Morgan did not design this car for the traditional Morgan folks. He built it to expand the customer base. You can't blame them for not liking that, but the response is proving him right.”

Aero 8 engineering drowns out name-calling from reviewers

BY ROB FIXMER

Some reviewers have called the Aero 8 absolute eye candy. Others have jeered it as "Clarence the Cross-Eyed Car" or "Morgan's Batmobile."

But whatever one thinks of its eccentric body design, no one has found reason to belittle the car's engineering.

The Morgan of the 21st century, an almost total break with a body design that served the marque well for 70 years, is pure muscle. Its power plant is a 286-horsepower BMW V-8, designed for cars that weigh twice the Aero 8's 2,200 pounds. Thanks to a new antilock brake system by Siemens, the American version of the car stops in a matter of seconds. It managed a respectable 20th-place finish over all in a field of 44 in the gruelling

12-hour Sebring race last month.

"Obviously, the car is immensely fast," Charles Morgan, the company's managing director, said in a telephone interview from Malvern Link in Worcester, England, where he and his crew were preparing for the New York Auto Show. The Aero 8 will be displayed at the show this week. "But even more important, it's got to be safe, and it stops on a sixpence" — or a dime on this side of the Atlantic. "It's quite an achievement for a little company," he added.

Like the company that bears his surname, the Aero 8 is a source of personal pride for Morgan. He is the grandson of H.F.S. Morgan, who founded Morgan Motor Co. in 1912. For many years, Charles Morgan, 52, was a driver on the Morgan racing team, where he absorbed many concepts that eventually

evolved into the Aero 8, from its all-aluminum chassis and body panels to the shape of the car itself. In a nod to Morgan tradition, it retains a wooden frame for the cockpit.

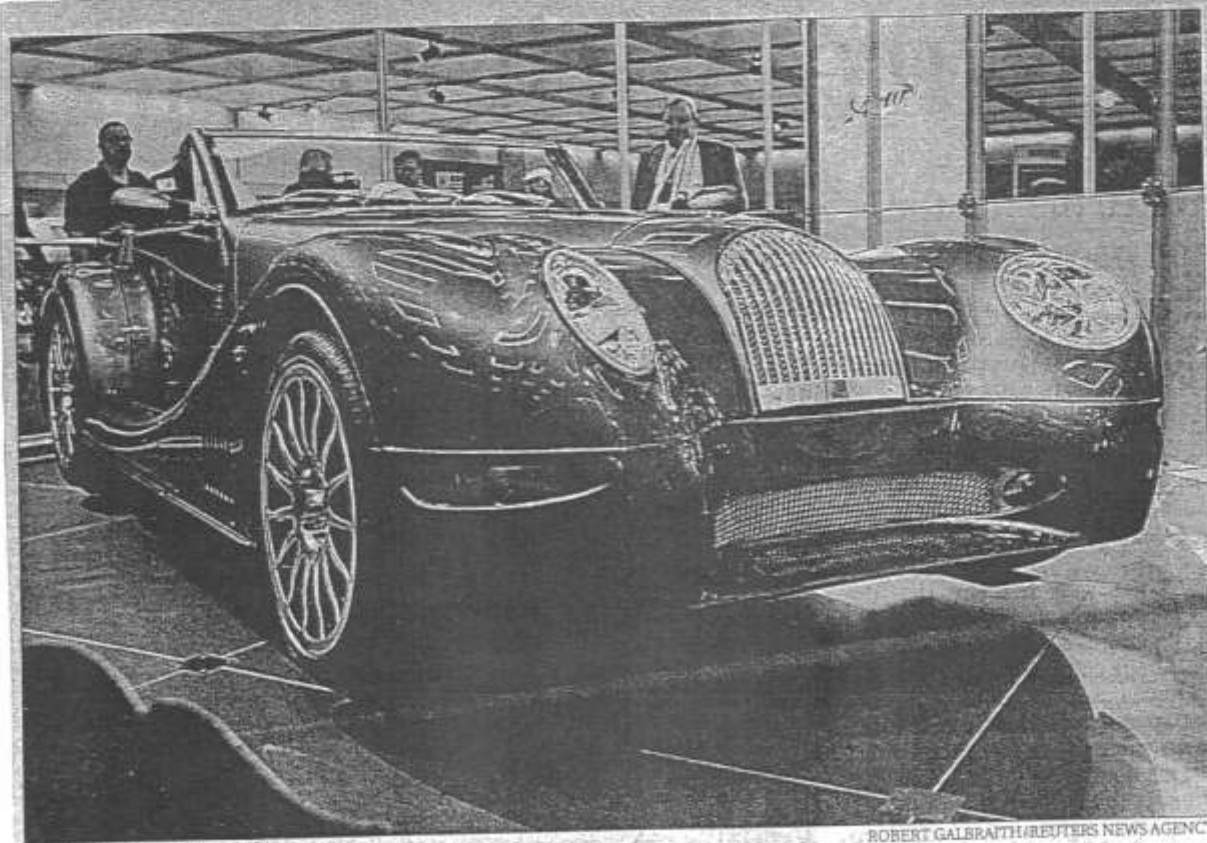
"We wanted to create a shape that was like a Morgan, but at least 40 per cent or 50 per cent more aerodynamic," Morgan said. "So, in a sense, that's sort of why it looks the way it does."

But that is not the only reason for the car's exotic lines.

"If we looked like a Mazda or a Porsche Boxster, nobody would be that interested," he said.

His words smack of understatement. His grandfather, after all, built his company around a three-wheel car. Some might consider the Aero 8 to be tame by Morgan standards.

New York Times Service



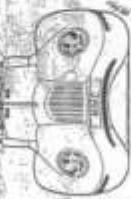
ROBERT GALBRAITH/REUTERS NEWS AGENCY

The Morgan Aero 8 is the lightest production V-8 sports car in the world, its British manufacturer says.

MOG 34 REGISTRATION

Clarion Inn, Shepherdstown, West Virginia, July 2-6, 2004
 Friday July 2 Registration • Welcome Buffet Supper • Noggin
 Saturday July 3 Concerts • Gymkhana • Noggin
 Sunday July 4 Rally with picnic in the middle • Noggin
 Monday July 5 Autocross • Awards Banquet • Noggin
 Tuesday July 6 Farewell Breakfast • Optional Tour

MOG34



PLEASE PRINT FOR CORRECT SPELLING ON NAME TAGS

Name: _____
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 Address: _____
 City: _____ State: _____ Zip Code: _____ Country: _____
 Home phone: _____ Other phone: _____
 Arrival Date: _____ Departure Date: _____ Club Affiliation: _____
 I would like to help with: _____ Email: _____

Year	Serial #	Model	Body	Color(s) (body/wings)	Interior	Plate #
1966	B1308	4/4	2 Seater	Brown/Cream	Tan	FALRSC

If you bring a Morgan registered outside the "48 States" (list country: _____), enter "0" for primary registration.

Extra Costs	Before 6/1/04	After 6/1/04
Primary Registration (includes all events for 2 people and 1 Morgan)	\$ 75	\$ 95
Additional Adult (16 years and older)	\$ 30	\$ 35
Additional Person under 16 years old	\$ 15	\$ 20
Additional Morgan	\$ 15	\$ 20
Single Day Registration (2 people, 1 Morgan) (Day _____)	\$ 45	\$ 50
Meal Costs (per person - under 8 years old free):		
Rally Picnic Lunch/Adult	\$ 17	\$ 15
Rally Lunch Child (8 to 16 years old)	\$ 5	\$ 10
Monday Awards Banquet Adult	\$ 27	\$ 32
Monday Awards Banquet Child (9 to 16 years old)	\$ 15	\$ 20

Regalia (shirts & mugs may not be available if ordered after 6/1/2004)
 MOG 34 Tee Shirts (enter number of each size selected)

Size	Price
S	\$ 9
M	\$ 9
L	\$ 9
XL	\$ 9
XXL	\$ 9

Kids 2-4 Kids 5-8 Kids 10-12
 MOG 34 Coffee Mug (includes protective mailer) \$ 6
 MOG 34 Badge \$ 49
TOTAL: \$ _____
 All amounts are non-refundable

Checks payable to MCCDC; mailed to: Millie Adams, 1701 N. Pocomoke Street, Arlington, VA 22205
 Registrations must be postmarked by 6/19/04, check drawn on US banks only; return check charge: \$95
 For more information about MOG 34 see www.mogmagnc.com or call Carri Shriver at (301) 273-8521
 Make your own hotel reservation by June 1, 2004 at Clarion Inn. (304) 876-7000; \$79 per room +8% tax

HAVE YOU GOT A 25 YEAR OLD LIVING IN YOUR GARAGE?

Please join me Sunday, June 6, 2004 for the inaugural 'Wheels On The Danforth' fundraiser



On 'The Danforth' fundraiser supporting Big Brothers/Big Sisters of Toronto. Be one of 150 classic cars, single parked both sides of the street and arranged by marquee. The event takes place on Danforth Avenue (just east of Broadview). The road will be closed to traffic from noon until

5 p.m. Entrants will receive a tax receipt and t-shirt for donations over \$25. The grand finale will feature all cars parading east for a kilometer along the Danforth to Paps Avenue with nearby access to the D.V.P. To reserve, please contact Mike Harper at 416-465-9455 or mike.harper2@raympatico.ca. www.wheelsonthedanforth.com



TORONTO The Classic is Back In Kingston

19th Annual Canadian Classic
In beautiful Kingston
and Wolfe Island
July 15th to July 18th 2004



After 15 long years the Classic is back in beautiful Kingston Ontario complete with a day at Shannonville racetrack, a Wolfe Island adventure and many opportunities to explore Kingston while renewing old friendships and forging new ones. Our Host Hotel will be the Days Inn at Division St (33 Benson St) call 1-800-267-7888 now to reserve your room at the special rate of \$108/night double or \$98/night single. We could only reserve 100 rooms so please call now and mention the Car Show/Toronto Triumph Club. Camping is available at near by Lake Ontario Park Campground call 613-542-6574 to reserve your site.

Thursday July 15th is Track Day at Shannonville- come play with your Triumph on the famed Nelson Track. Thursday night will be an Irish Pub Night in downtown Kingston to tell our lapping tales and relax and take in the sights of Kingston

Friday will be our adventure on beautiful Wolfe Island — a short twenty-minute Ferry ride to tour the open spaces and many sights the Island has to offer. We will stop for a homemade-boxed lunch at Wolfe Manor and conclude our Island adventure with a BBQ at the Thomas home on the waters edge.

Saturday morning will see the early risers up for an early morning Blow out the carbon run — or a Skim fun run. We will have a Classic Car Show in a City Park — with concours and participant choice as well as a friends of Triumph class. We will be close to the water front and close by the downtown shopping area. The awards and dinner will take place at Historic Fort Henry and will conclude with the Kingston Symphony's 1812 Overture - Annual salute to Tchaikovsky with firing of our battery of Cannons.

Sunday Triumphs will be the featured marquee at the Kingston Auto Fest at the Royal Military College — why not stop by before you head home. Triumphs will have a special display area and a great deal on registration. The Rotary Club of Cataract-Kingston runs the Autofest complete with a pancake breakfast.

You have waited for another Canadian Classic in Kingston — it is here so register now and plan to attend it as early as 1, 2, 3.

Now for 2004: be one of the first 30 people to register for The Classic and have your name entered into an Early Bird Draw to receive one free nights accommodation at The Days Inn during the 2004 Classic.



19TH ANNUAL CANADIAN CLASSIC IN BEAUTIFUL KINGSTON AND WOLFE ISLAND THURSDAY JULY 15th to SUNDAY JULY 18th 2004

Presented by
THE TORONTO TRIUMPH CLUB
WITH THE ASSISTANCE OF THE BOOT N BOWMET CAR CLUB

PLEASE PRINT:

Name(s): _____

Address: _____

Telephone #: _____

City: _____

Prov/State: _____

Postal/Zip: _____

Year, Model: _____

Total Number Attending: _____

Club Affiliation (if): _____

Car Show: Concours: Peoples Choice:

Full Name of Attendees for ID Badges: _____

REGISTRATION:	COST	TOTAL
EVENT REGISTRATION PER CAR	\$210.00	
TRACK DAY REGISTRATION PER CAR	\$25.00	
FRIDAY BOXED LUNCH PER PERSON	\$6.00	
FRIDAY BBQ DINNER PER PERSON	\$15.00	
<small>Chester 12 and Lunch</small>	\$7.00	
SATURDAY AWARDS DINNER PER PERSON	\$32.00	
<small>Chester 12 and Lunch</small>	\$16.00	
SATURDAY SYMPHONY FINALE PER PERSON	\$15.00	
CLASSIC T-SHIRT EACH	SIZE:	\$15.00
		TOTAL

(MUST BE ORDERED BY JULY 15TH)

CHEQUE ENCLOSED ()

CASH ()

VISA CARD # _____

EXP: _____

CARD HOLDER NAME & SIGNATURE: _____

Mail Registration to: CANADIAN CLASSIC

c/o: Linda Thomas

92 Wyona Lane

R.R. #1 Wolfe Island K0H 2Y0

More information is available at www.torontotriumph.com or by calling 416-410-4882

WAIVER (MUST BE SIGNED)

I am aware of the hazards associated with motor vehicle events and specifically release the Toronto Triumph Club, their officers, event organizers, hosts and club members from any and all claims and or actions (to be an injury, damage or death) occurring before, during or after the 2004 Canadian Classic held at Kingston, Ontario, Canada July 15th through 18th, 2004.

SIGNATURE: _____

Notes from the West...

Ken & Pat Miles (kengmiles@shaw.ca)

The "Do The Dewdney" Run by Dave Collis

Sunday March 21st, despite dire warnings of The Great Flood, turned out to be a gorgeous day, warm and sunny. On hand for the run were the Mogs of Collis, Seager, Powley, Hutchins, Blake, Dickson and Muehling. Driving their "Tin Tops" due to many excuses were Miles, Theroux, and Burkholder. Others more suitably driven were the Reynolds in their Cambridge and Laurie Fraser and Verna driving a Porsche. The run meandered through rural Maple Ridge and Mission. Lots of twisties, not much traffic and a few stop signs! After about an hour and a half we stopped at the Shake and Shingle Pub for lunch, where we were met by Ted Latusus. A great run, a great day, great friends. At a rest stop on the way (no washrooms) Doug and Gill Seager were awarded the turn signal award for leaving their turn light on for about 15 miles. (Doug says that putting in a new flasher unit makes the dashboard light flash all the time so he does not know whether it is on or off). When the award was presented there were many comments about the fact that at least he uses his turn signals not like some people who never use them!!!! It just does not get better than this! Cheers - Dave C.



Concours Corner

Jeremy Harrison (jeremyhere@blueyonder.co.uk)

We Morganeers have always been proud of our open and transparent approach to displaying our Concours results in full detail, for all to see, as soon as possible after judging. However, in the vast majority of other car Clubs in the UK, to stop entrants comparing scores immediately after competing and then having post judging arguments, the individual number of points scored in each section is no longer divulged, nor is the total points achieved disclosed, only the final **PLACINGS** are announced. At International level, Derek says the judging sheets are **NEVER** returned to the Competitors, however at Club level, he suggests that anyone who would like a copy of their scores can have them mailed to them later so they will know where they need to improve their cars for future events. The **MSCC** is fortunate in having available an honourable team of knowledgeable Judges with excellent Concours histories, so at all **MSCC** Concours events in future, only the **PLACINGS** in each Competition will be announced and displayed.

Having listened to the views of several competitors from last year's **MSCC** Concours, who thought it rather unfair that the Road Modified cars had their chassis judged, it has now been decided that the underside of the cars will be judged **ONLY** in the Concours d'Elegance World Competition. The regulations for all the **FUN** competitions, including the Team event, have now been altered to accommodate this rule change. Remember, the Pride of Ownership event is the original Competition where the underside of the



car is **not** judged, the cars in the Road Modified Competition are arguably even more interesting for spectators because of the numerous modifications made to these cars by their proud owners.

If you would like to be sent the Regulations and scoring schemes for the Concours d'Elegance World Competition, or any of the FUN competitions, or you need any help or more information about concours in general, please e-mail, phone or write to me and I will try to help you. Please note my e-mail address is now jeremy@lilacmog.com

Hog Mog Matters:

Snoops in the MSCCC have uncovered information on Glenn Nigh's rebuild of his 4/4 – to be driven by Rene... The Toyota twincam transplant is going well and will give lots of ponies to be delivered through an "automatic". Sounds like a long-distance tourer in the making. Wonder if the airconditioning will be transplanted to the Mog?

We've seen Desi Benet out to several of the Pub Brunches over the winter but yet to see the Mog? When's it coming, Desi? Will the Breeze bring the Benet's Baby Blue Mog over on the inaugural run?



Minutes of the MSCCC meeting of April 4/04 Queen's Head, Burlington, Ontario

Present: Chris Taylor, David McCrossan, Desi Benet, John & Sharon Roden, Ray & Liz Stevens, Tom & Lynda Van Zuiden, Rod Wilkinson, Jenny & Steve Beer, Martin & Donna Beer, Vern Dale-Johnson

Meeting called to order by Martin Beer.

John & Sharon Roden updated the group on Niagara 25, now being held in June. Tom Van Zuiden will do a winery run on the Saturday, Sunday run still in planning. Hotel reservations should be made now.

MOG 34. Two cars are committed – Steven's & Roden's. Others with an interest should contact them to potentially convoy down to the event. Hotel reservations should be made now.

Liz & Ray updated on the PE County run for September.

Georgetown 'Classics against Cancer' on Father's Day (June 20). Registration form out with the March Blurb. Rod Wilkinson's BBQ afterwards. Those attending please RSVP to Rod and work out the logistics to get the food there after the Georgetown event.

MOA IV – John Roden will drive and confirm the best routing from Tobermory to Thorold (and the 4-Points Sheraton). Vern Dale-Johnson will confirm the Toronto hotel (Holiday Inn, King St ?) and events for the weekend in Toronto (work with Oliver Dawson to organize). Desi Benet will suggest best routing from Rochester to Watkins Glen. Suggesting if the Seneca Lodge has not been booked as 'the hotel' in the Glen it be considered. Best routing to the Glen is east of Seneca Lake, through Victor and the glacial mountains..

September Elkart Lake Vintage Fall Festival. Martin Beer has registered for the trike event. Not sure what the regs will be for other Morgan races...

Liz & Ray Stevens noted there is also a Morgan race at Summit Point Sept 30 – Oct 3, part of the SVRA calendar.

Meeting was adjourned with no further discussion.

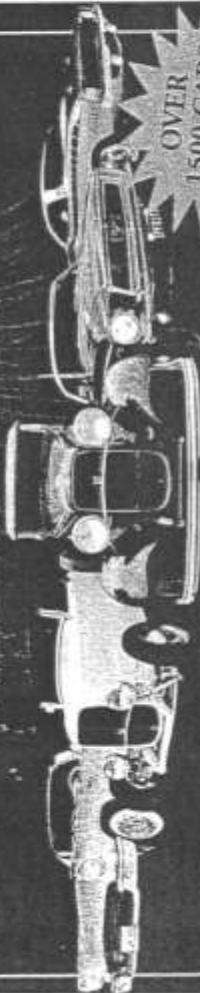


CLASSIC CARS

CANADA'S GREATEST CAR SHOW!

Celebrating 25 Years of Excellence

July 16, 17 & 18, 2004 • Chatham, Ontario
(Classic Car Capitol of Canada)



ALL CARS WELCOME!

• 50s • Muscle • Rods • Customs • Classics •

OVER 1500 CARS EXPECTED!

FRIDAY

Live Music and Cruise

Classic Car Rally to Heritage Village

Please join us as we kick-off RM's 25th anniversary weekend celebration

Cruise the streets of downtown Chatham and enjoy an evening of featured entertainment in Chatham's Tecumseh Park.

Join in the Celebration!

SATURDAY

Canada's Greatest Car Show

Over 1500 cars expected
Awards and prizes available for you to WIN!

Daily plaques celebrating 25 years

Celebrities

Edward Henson - Honorary Judge
Phil Hill - Street the Friend Driver

Register your car today!

SUNDAY

"Concours d'Elegance"

Top 20 show cars from Saturday are invited to participate Sunday with some of the world's greatest cars

Buy your tickets today for Sunday's show & see some of the world's finest cars

An event you won't want to miss!

For any information please email us at celebrate@rmauctions.com or call us at 519-352-3390 ext 325

www.rmauctions.com

RM's Silver Anniversary Event Agenda

Proceeds from the weekend will be going to various Chatham-Kent youth charities.

Friday July 16, 2004

- 9:00am Classic Car Tour to Heritage Village
 - 10:00am RM Silver Anniversary Golf Classic, Blenheim Golf Course
 - 2:00pm Phil Hill's racing history seminar - Chatham Cultural Centre (admission \$20)
 - 4:00pm Restoration Presentation - RM head office (admission \$20)
 - 6:30pm Cars will start to cruise to Chatham downtown
 - 7:00pm Cruise night cars will line downtown Chatham
 - 8:00pm Live entertainment in Tecumseh Park (admission \$20)
- Food/Refreshment will be available to purchase

Saturday July 17, 2004

- 7:00-9:00am Custom & Classic Car Show Entries Arrival @ RM head office
 - 9:00am 3 on 3-basketball game on King Street, Chatham
 - 9:00am Shuttle service starts from Chatham to RM head office
 - 9:00am RM Custom & Classic Car Show at the RM head office (Admission Adults \$5, children 12 & under free)
 - 9:00am Tours of the RM facility including full tours of the restoration facility
 - 10:00am Free skateboarding on King Street, downtown Chatham
 - 12:00pm Skateboard Demonstration/BMX Demonstration on King Street, Chatham
 - 1:30pm Seats Canada Fashion Show at the Downtown Chatham Centre Mall
 - 2:00pm Pop Star Idol Contest at the Downtown Chatham Centre Mall, Sears Patio
 - 3:00pm Niko Rolczewski, automotive journalist, racer and founder of racerchicks.com on hand to introduce the pro-skateboard team "Ride Like A Girl"
 - 4:00pm Judging for the car show - 20 cars will be invited to attend the Concours Show on Sunday
 - 4:00 pm Antique Boat show - displayed on South Side of Thames River, downtown Chatham
 - 6:00pm Last shuffle leaves RM head office for Chatham
 - 8:00pm Local entertainment on King Street of Chatham
- Food/Refreshment will be available to purchase

Sunday July 18, 2004

- Display of Antique Boats on South Side of Thames River, downtown Chatham.
 - 9:00am Canadian Concours d'Elegance in Tecumseh Park - over 100 of the world's most beautiful cars. (Admission for June 1st adults \$10, children 12 & under free, after that \$20)
 - 4:00pm Celebrity Judges, Awards & Speeches
- Food/Refreshment will be available to purchase

NOTE: Schedule subject to change. For current updates please visit www.rmauctions.com or email celebrate@rmauctions.com

For accommodations/travel call Travel Choice at 1-800-809-3058

For ticket sales call Chatham Culture Centre Box office at 1-866-807-7770

For assistance with motorcoach tours call Ontario's Fun Connection at 1-877-877-0253

For all other inquiries please feel free to call RM at 1-800-211-4371 or 519-352-3390 x325

Ticket prices subject to handling fees and taxes. Advance tickets recommended. Day of the event, prices will be higher and CASH ONLY will be accepted at the gates.



The Rotary Club Of Cataraqui-Kingston Inc.

Presents



The 7th Annual Kingston Auto-Fest

Sunday, July 18th, 2004

Gates Open at 8:00 am (Rain or Shine)
Show Cars Must Be In Place By Noon
Awards at 4:00 pm

On The Shores Of Lake Ontario At Beautiful
Royal Military College
(Adjacent To Old Fort Henry, HWY #2 East, Kingston)



Vehicle Entry Fees

(Cheques Payable to "The Rotary Club of Cataraqui-Kingston, Inc.")
Marquee Car Rate: \$10 Can / \$7 US - Deadline July 1st, 2004.

- > Classes for Stock, Modified, Trucks + New Classes
- > "Marquee" Car Category - **TRUMP**
- > Awards Per Class, Formal Judging
- > Several "Best Of" Awards, Stock & Modified
- > Dash Plaques to First 300 Vehicles Registered
- > Food Available On-Site - Pancake Breakfast & BBQ Lunch
- > Draw Prizes Available for Pre-Registered Vehicles

Need Accommodations? Book Early, call Tourist Information Centre (613) 548-4415



Pre-Registration is Highly Recommended As Space is Limited

Bring Your Camera!

Web Site: www.krkingston.org

Mailing Address:
The Rotary Club of
Kingston Auto-Fest
P.O. Box 1964
Kingston, ON K7L 5J7
Email: info@krkingston.org

The Rotary Club Of Cataraqui-Kingston Inc.

Kingston Auto-Fest 2004 Pre-Registration Form

Name: _____ Phone: _____

Address: _____

City: _____ Prov/State: _____ Postal/Zip Code: _____

Year: _____ Make: _____ Model: _____

Stock: _____ Modified: _____ Class: _____

Make Cheques Payable To: The Rotary Club of Cataraqui-Kingston, Inc.
Mail To: Kingston Auto-Fest, P.O. Box 1964, Kingston, ON, K7L 5J7
Note: Be Aware of requirements for "Stock" Classes

Vehicle Classifications

- A - STOCK PRODUCTION ALL YEARS TO 1954
- B - STOCK PRODUCTION 1955-57
- C - STOCK PRODUCTION 1958-1961
- D - STOCK PRODUCTION 1962-1966
- E - STOCK PRODUCTION 1967-1971
- F - STOCK PRODUCTION 1972-1976
- G - STOCK PRODUCTION 1977-1981
- H - STOCK PRODUCTION 1982-1987
- I - STOCK MUSCLECAR ALL YEARS TO 1972
- J - STOCK MODERN MUSCLECAR 1973-1983
- K - STOCK IMPORT ALL YEARS TO 1971
- L - STOCK IMPORT 1972-1987
- M - MODIFIED IMPORT ALL YEARS
- N - STOCK MUSTANG 1964-1987
- O - STOCK CANARD / FIREBIRD 1967-1987
- P - OLDSMOBILE ALL YEARS TO 1987
- Q - STREET MACHINE MODIFIED ALL YEARS TO 1967
- R - STREET MACHINE MODIFIED 1968-1977
- S - STREET MACHINE MODIFIED 1978-1987
- T - STREET MOD ALL YEARS TO 1932
- U - STREET MOD 1933-1948
- V - STOCK TRUCK ALL YEARS TO 1987
- W - MODIFIED TRUCK 1949-1982
- X - STOCK IMPORT 1983 TO PRESENT
- Y - MARQUEE CLUB CATEGORY
- Z - SPECIAL INTEREST ALL YEARS

To qualify for stock classes - vehicles must have no more than four modifications such as wheels, hubcaps, chrome accessories, etc.

Stock Muscle Cars - Muscle, 400 cu. in. or more motor, 200 HP+, includes cars such as Old 441, Fordac GT0, Chevrolet SS, Buick Grand Sport, Ford F1000 GT & Fastlane GT4, Plymouth Road Runner, Dodge Charger, AMC Javelin, etc.

Stock Modern Musclecar - All SL Mustangs, 228 Camaro, Firebird 400, Buick Grand National etc.

Modified Import - Typically sedans such as Honda Civic and other Asian cars. Special wheels, tires, paint, exhaust, body panels, motor work, sound systems.

Custom - These cars have major body modifications. Chopped tops, extensive changes to all body panels. Very sculptural, very low.

Street Rods - Includes hot rodded trucks

Special Interest - Includes everything not otherwise categorized such as race cars, pro street all cars etc.

VEHICLE CLASSIFICATION WILL BE VERIFIED/INSPECTED AT GATE.
AWARDS TO BE GIVEN OUT IN EACH CLASS.
DASH PLAQUES WILL BE GIVEN TO THE FIRST 300 REGISTRANTS.
GATES OPEN AT 8:00 AM, MUST BE IN PLACE BY NOON (NO EXCEPTIONS)
AWARDS PRESENTED AT 4:00 PM

NO ALCOHOLIC BEVERAGES ALLOWED ON SITE

- Special Awards:**
- Best of Show STOCK
 - Best Point MODIFIED
 - Best Engine STOCK
 - President's Choice
 - Best Point STOCK
 - Best Engine MODIFIED
 - Commandant's Award



ST GEORGE'S SOCIETY of LONDON

4308 Dundas Street E.
RR# 2 Thorndale ON N0M 2P0
(519)-268-7841

May 2004

Dear Friends.....

This year our British & European Car Show is planned for Sunday, August 15th. This will be our ninth annual show and we hope your club will be able to join us. Please add this date to your calendar of events. Again, this will be a charity event to raise funds mainly for the Mission Services of London, an organisation which assists many people in need.

As in previous years, many well-preserved and beautifully restored cars and motor-cycles will be on display along with vendors selling various auto components and parts. As usual, there will be hot-dogs, pub grub and British beers available. We are hoping to have the model railway display again in the club-house and there will be on-going draws for prizes throughout the day.

Enclosed is a flyer advertising the show. Please display it at your club meetings and bring it to the attention of your members. We want to see as many participants as possible. Let's hope we get a nice day. We look forward to seeing you on August 15th at St George's.

Yours truly

Marian Bishop
Car-show secretary

Phone & fax # 519-268-2797
E-mail : hank53@rogers.com

British /European Car Show



FOREIGN CAR PARTS



VOLVO



LEAVENS VOLVO

L O N D O N

Buffon's Model Railway Display

Aug 15th/2004. 9.00am-4.00pm

St. George's Society of London

- General admission \$4, Under 12 free
- Vendors.. 20x30 Area, Pre Registration \$20.00

(Show day \$30.00)

• Car boot sale vehicles \$5

No Vehicle Registration Fee

Hot dogs, Pub grub, British & domestic beers on tap

For More Information Call 519-268-7841

Stu Brownlow (519) 453 0068, sandrb@sympatico.ca

Don Coulbeck (519) 451 0829, joyceanddon@sympatico.ca

Harry Bishop (519) 2682797, hank53@rogers.com - St Georges Society

VISITOR PARKING - FREE

@ London Sales Arena (Trail's End)



Spectator Free Parking



Show Cars & Vendors



Crumlin Side Rd.

Airport Rd

Airport Inn
T/F
774641300

Nissouri Rd

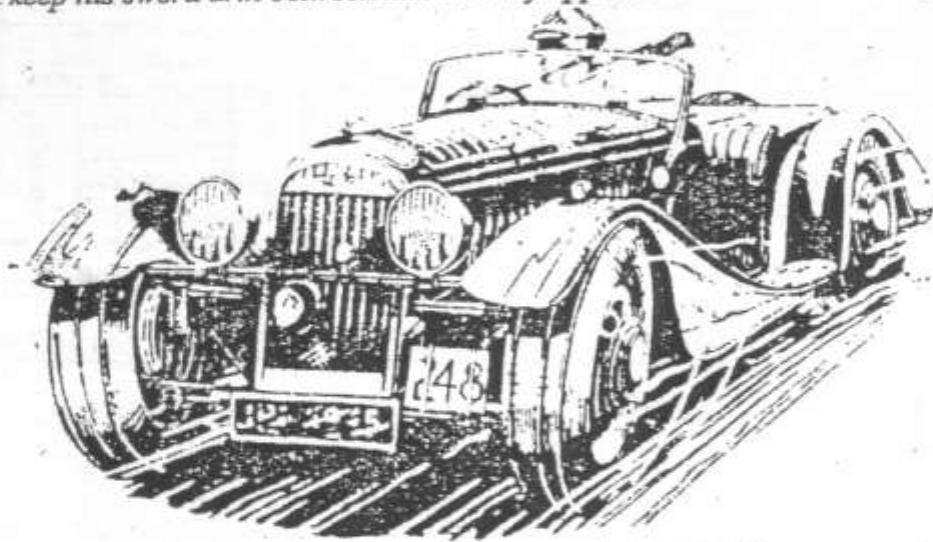
2308 Dundas St. East -Hwy #2

Windsor Hwy.401 Toronto

Road to
Dorchester.

Why do drivers in Britain drive on the left?

About a quarter of the world drives on the left, and the countries that do are mostly old British colonies. This strange quirk perplexes the rest of the world; however, there is a perfectly good reason. Up to the late 1700s, everybody traveled on the left side of the road because it's the sensible option for feudal, violent societies of mostly right handed people. Jousting knights with their lances under their right arm naturally passed on each other's right, and if you passed a stranger on the road you walked on the left to ensure that your protective sword arm was between yourself and him. Revolutionary France, however, overturned this practice as part of its sweeping social rethink. A change was carried out all over continental Europe by Napoleon. The reason it changed under Napoleon was because he was left handed; his armies had to march on the right so he could keep his sword arm between him and any opponent. From then on, any part



Colonized by the French was right hand. In America, the French colonized the southern states (Louisiana for instance) and the Canadian east coast (Quebec). The Dutch colonized New York (or New Amsterdam). The Spanish and Portuguese colonized the southern Americas. So the British were a minority in shaping the "traffic". USA adopted the drive-on-the-right policy, which was anxious to cast off all remaining links with its British colonial past. Once America drove on the right, left-side driving was ultimately doomed. If you wanted a good reliable vehicle, you bought American, for a period the only manufactured right-hand-drive cars. From then on many countries changed out of necessity. Today, EC would like Britain to fall into line with the rest of Europe, but this is no longer possible. It would cost billions of pounds to change everything round. In 1967 Sweden changed from driving on the left to driving on the right. Everybody expected the number of deaths on Swedish roads to go up in the first months after the change, but the opposite happened: Fewer people died! Why? Because everybody was driving more carefully than they used to. Thus, changing side actually saved lives, rather than killing people.

Special thanks to Bill
Boyles for this article
from April 2004 "Mog Log"

Membership Application / Renewal:

Name: _____

Spouse: _____

Address: _____

Home: ____ / ____ Business: ____ / ____

Fax: ____ / ____ email: _____



Morgan(s) owned:

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

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

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

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

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

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

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:
Jenny Beer, Treasurer MSCCC, 30 Parsons Ave, Caledon East, Ontario L0N 1E0

PRESIDENT:

Martin Beer

33 St Michaels Cr
Bolton Ontario L7E 5Z3.
905-951-6442
mdbeer@idirect.com

DIRECTORS AT LARGE:

Ray Stevens

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OPEN

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sj.beer@sympatico.ca

John Roden

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905-892-6907
jsroden@vaxxine.com

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kengmiles@shaw.ca

Secretary:

Rod Wilkinson

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rwilkinson8@cogeco.ca

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416-530-4599
verndj@allstream.net

BLURB EDITOR:

Tom Van Zuiden

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Dundas, Ont L9H 4C3
905-627-3991
tvanzuiden@sympatico.ca

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

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