



The Blurb



A Flooring Add Conceived by John Farr



PREZ SEZ

Glenn Nigh (reneglen@vaxxine.com)

Can anyone tell me where May went? The month of May will be gone by the time you read this and we will be into our activities for the year.

Some of you will have a car to go to our MSCCC events with. Others will be like me and will be without for a time. Yes, 86GNP went down the road on a trailer on it's way to a new home last week. I could not be happier as the new home is full of enthusiasm and excitement over the new arrival. Unfortunately I don't have "Toymog finished so I will be putting the pressure on this old body to get at it. The new motor is in and running beautifully. Some of the interior is complete but the work to be done on the body is far from finished. I remember the work on 86GNP and I'm not looking forward to it at all. Body work is not my thing. I'll have to just keep picking at it.

Be sure you check out the club events calendar to make sure you don't miss out on any events you might like to attend. If one is not of interest there will be another that you will not want to miss!

I would like to thank Rod for attending the BCCI AGM. It sounds like they had a very good meeting. I'm sure he will have some discussion later on that.

Did anyone send a letter to the MOT re the proposed 25 year or older for import of a motor vehicle? I took it upon myself to send a letter that was a little different than Martin's in that I looked at it from the individual collector point of view. In their reply you will notice that they mention "the alignment with the U.S. threshold of 25 years. It seems the U.S.A. is always a part of decisions . (Don't we pay these guys for working here?) Why then can we not align our Morgan sales with the U.S.A. using the same rubber stamp? I attach the reply I got from the ministry, see if you read it as I did. (pretty much cut and dried) I'll bet Martin got the same letter?????

From whatever part of the world you are reading this newsletter I would like to wish all of you a safe and happy summer of driving.

Glenn





PAST PREZ SEZ

Martin Beer (mpbeer@sympatico.ca)

Vroom Vroom went the Mog! And in a cloud of spring time dust, off we went. The first drive of the year is always fun. Rekindles the spirit, clears the mind and makes the cold snowy days become distant memory. Gotta love it! And the thought of driving for 45 minutes one way to buy a chocolate bar didn't seem to be unreasonable. Disappointing to find the store was out of stock.

Oh well! Head south back to Bolton & enjoy the sun & wind in my hair. Sounded good in theory, turned out to be another burnt scalp.

It seems the event calendar is pretty much full between baseball, family & car stuff. Not to mention the endless "To Do" list at home.

Our new badges will be distributed shortly. After considerable efforts on the executive's part, I'm sure it will look great. So get the orders in people, don't miss out.

I submitted a letter to the Minister of Transport regarding the proposed changes of minimum age for used vehicles being imported

into Canada. A copy of the response is in this issue of the Blurb. It appears Transport Canada in their attempt to stop right hand drive high horsepower vehicles will stop all importations. I ask that all members follow the progress of this issue & let our voices be heard. As if it isn't bad enough that no new Morgan's have arrived since 1993. This proposed change would stop all +8's from 1982 & newer from entering Canada. The more people that protest this, the better!

Interesting bit of news from Morgan Motor Company. Apparently for the 100th celebration, Morgan intends to send a new Mog around the world. The vehicle will be picked up from Malvern & taken to their Dealership for a pre set time period. Then it will be picked up by the next dealer & taken for a while. The

chain will continue for the "Around the Globe trip". No indication as to what model or anything else at this point. It would certainly be great to have a new Mog at the Toronto International Auto Show to join those of us that will help with the planned display. On the other hand, I'd sooner have sunshine for our duration of stewardship.



Accidents seem to be on the rise within members lately. Desi was hit by a person on a bicycle recently. Sending her flying & a rather nasty concussion along with scrapes & bruises. I hope she is feeling better. Ray & Liz were bumped from behind in Megan. Apparently the lady that hit them was rather abrupt & not so polite. Minor damage luckily. She didn't feel it was worth while staying around for minor damage to an old car! Amazing that Ray or Liz didn't damage her? The Beers are still planning to attend the MOG DC event & wave the Canadian flag. May have to have a drink while there? Hopefully we can show our Southern friends Canadian shine & performance.

Happy Motoring
Martin

PS I wonder if Donna can Autocross the +8 to trophy position? I'll let you know.

**BLURB EDITOR****Thomas Van Zuiden**(tvanzuiden@sympatico.ca)

Our new club badge should be ready in the next few weeks so if you haven't ordered one yet please contact me. I am handling the orders and cheques as well as mailing the badges out. The order form is included in this issue of "The Blurb".



May 26th to June 3rd is British Car Week so get out and drive your British Classic!

Our next eastern event is the picnic at the Lytle's on Saturday June 9th at 2:00 PM. This event is BYOB and Kathleen would like to know that you are bringing a salad or and appetizer (905-822-1606). See details and map with instructions in this "Blurb".

Ken and Pat Miles are holding a 40th Anniversary of the MSCCC at their home in Surrey BC on Sunday June 3rd and have invited all members of the Northern Pod of Mog Northwest to join members of the MSCCC to celebrate the founding of our club. There are more details on this in "Notes From the West".

John and Sharon Roden have nailed down all the details on the July 6th-8th **Collingwood Run**. If you haven't booked this yet here are some details!

The Blue Mountain Motel

To Reserve Call Stuart 1-800-294-5578

Rate 2 nights for \$100.00 + taxes

Date: July 6, 7 returning on 8th

From the Georgian Bay British Car Club

"I heard that there may be a visit in July 2007 to Collingwood by the Morgan Club.

We would like to host your event as we are residents of Collingwood and have 79 members with 3 Morgans and a variety of other British cars. Looking forward to hearing from you.

Graeme Wallace"

We all hope that the Wilkinson Mog will be on display in Collingwood following considerable upgrades! With any luck, Lorie will get to drive it now that the steering has been Canadianized!

MOG 37 Registration, July 6-9 2007**Clarion Inn, Shepherdstown,****West Virginia North 304-876-7000**www.morgandc.com/News/mog37registration.htm**Mail Registrations to: Millie Adams,****1701 Pocomoke Street, Arlington, VA 22205****MOG 37 fees can be paid by check drawn on a US bank or charged to a VISA or MasterCard****Checks should be made out to MCCDC****Rooms should be booked directly with the hotel**

From **Trevor Davies** - As part of the **Haliburton Fall Run, Kathy and I want to include the Fall Studio Tour**. We check out some of the studios each year and have found some of the artisans are quite skilled,, producing some beautiful work. Here is the link to the StudioTourwebsite,<http://www.haliburtonstudiotour.on.ca/index.htm>. I encourage all to check out the website. It also includes a map of the County so you can see where we will be travelling. If anyone has a particular interest, (pottery, stained glass, fine art) let me know and we can adjust our tour to suit. We won't have time to visit all the sites, so we will have to pick and choose. We will be staying close to **Karen Sloan's Wallflower Studio**, labeled "U" on the map.

PHOTO CONTEST

I would like to announce a club photo contest for 2007. The theme is Morgan Motor Cars. Please submit your prize winners to me by October 30th. A secret panel of judges will pick the winning photos and prizes will be awarded for 1st, 2nd and 3rd place by the judges. Send your shots to me at tvanzuiden@sympatico.ca if they are digital or mail them to me at my address on the back of this issue. We will announce the winners at the



Christmas Party. Western Members are encouraged to participate! SHOW US YOUR TALENT!



Our **April 1st Pub Lunch** was well attended by Don & Kathy Allen, Reg, Martin & Steve Beer, Glenn Nigh "the Morgan Guy", Brenda & Brian Morgan (thanks for the Stella Brian), Rod & Lorie Wilkinson, Liz & Ray Stevens, Sharon & John Roden, Desi Benet, Barbara & Colin Bray, John Fitchie, Dave Farmer, Chris Pattenden, John Farr and Lynda & Thomas Van Zuiden.

We had an active discussion regarding the badges and T-shirts as presented by Mr. John Farr.

Our **May 6, 2007 Pub Lunch** was attended by Liz & Ray Stevens, Thomas & Lynda Van Zuiden, Desi Benet, Ray & Mary Shier, Colin & Barbara Bray, David Farmer, Jim Haw, Don Allen, Brent & Wilhelmina Walker, John & Sharon Roden, President Glenn, Alan and Kathleen Lytle, Don & Joan Martin, Rod & Lorie Wilkinson and a rare visit from Anthony Steward and his friends Maye and Stephanie with Tasha the beagle in tow!

President Glenn decided that around the table introductions were in order as there were a few new faces.

Willy Walker kicked off the intro's and told us about his 1969 Yellow 4/4 Morgan and his Harley Davidson. The Walker's are considering rejoining our club.

Desi Benet discussed her 1962 4/4 Competition model and her recent emigration to Canada in 2002.

Anthony Steward of CTV fame described his purchase of Tommy Hilfilgers 1962 4 Seater off of EBAY and that his father had a 3 wheeler.

Ray Shier brought his first Morgan home from the UK in 1976. He referred to himself and wife Mary as Morgaholics for their long distance travel in their Morgan. They have started at "Mile 0 in St. Johns Newfoundland and driven to Mile 0 at Tofino BC in their Morgan.

Colin Bray discussed his recent purchase and how it is time to get a garage built for his Morgan.

Don Martin owns a Morgan for each season with a 1970 Yellow 4/4 in Arizona and a 1977 Blue 4/4 in Ontario.

John Roden got his Morgan in 1981 and hasn't lost a beauty contest since it was restored and back on the road a few years ago.

Don Allen claims to own the quickest turnover record by selling my old 1969 Plus 4 - 4 Seater and buying a Plus 8 all in the same year.

Rod Wilkinson has owned an Austin Healy 3000 Mark1, a 1956 Morgan Plus 4 and now a 1982 Plus 8. His wife Lorie lives in Burlington but works in New Markets which is close to the Beers for emergency parts stops.

Jim Haw bought his 1970 Red Plus 8 31 years ago in 1976 when he was 26 years old. The car was in a basement when he bought it.

President Glenn described his first car as a 1932 Ford Roadster that he put an automatic transmission into. Glenn recently sold the beautiful Plus 4 that he painstakingly restored himself. Glenn said the fellow that bought the car was so excited to get the car that "you'd think they were on Viagra".

Mary Shier has suggested that I profile a club member with each new issue. I like this idea so please send me a few lines describing your passion for Morgans and a couple of photographs and you will eventually show up on these pages!

Ancaster Flea Market April



MSCCC Members were all over the field on April 22nd. I was greeted by John Roden at the gate who was happy to take my entry money. I saw Ray & Liz Stevens with "My Megan". Trevor Davies was getting a lot of attention with his newly restored Morgan. Brad Morgan had his Morgan for sale. The Morgan has to go to make room for a new bride. His father Brian Morgan was present to make sure that young son didn't let his baby go too cheap! I saw Malcolm Taylor and Buster. Rod and Lorie were weaving through the crowd looking for Morgan parts. John Fitchie was a casual observer! I passed John Collins doing a scenic tour of Ancaster in his Morgan. I saw Chris Taylor briefly while Ray Shier was sneaking around loading up with parts.

John Fitchie, Brian Morgan and Ray Stevens all trying to help Brad Morgan sell his car!



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NEW CLUB BADGE



To celebrate the 40th Anniversary of the Morgan Sports Car Club of Canada we have commissioned a limited-edition badge.

This grille badge has been made from the highest quality materials.

It has been cut into brass and all colours are filled hard-enamel.

The badge has an extended tab on the bottom and two surface mounting holes in the tab.

The Price is \$85.00 Canadian Dollars - Postage Paid anywhere in North America
Outside North America \$90 - Postage Paid

To purchase please send a cheque drawn on a Canadian bank or money order payable to the Morgan Sports Car Club of Canada together with your name and address to:

Thomas Van Zuiden
15 South Street West
Dundas, Ontario, Canada
L9H 4C3

for more information please contact me at tvanzuiden@sympatico.ca



Hello Martin, this is **Basil Stevenson of the Georgian Bay British Car Club.**

When we spoke briefly last Friday I mentioned to you a possible event that your club members might be interested in.

I know that most clubs have already planned their events for most weekends this year, but thought this might be interesting for car club members who for one reason or another would like an alternative to what is already planned. I have brought this to the attention of the Toronto MG Club, the Triumph Club of T.O., the Austin-Healey Club of Southern Ontario, and of course my own club GBBCC, and now last but not least your club.

On July 14th the Midland branch of the " **Memory Lane Cruisers** " will be holding their annual car display in downtown Midland. This is open to all old classic cars of whatever make. On the evening of the same day the musical comedy "**Jasper Station**" by **Canadian playwright Norm Foster is playing at the Kings Wharf Theatre in nearby Penetanguishene.** I thought this could make an enjoyable weekend for Sport Car Club members, classic car buffs and/or theatre goers. There is good accommodation available in Midland, lots to see and do, and some nice back roads to drive. **The MLC event organizer is Bill Coveyduck at 705-549-3902,** and the theatre box office number is at the moment 519-638-5575 which is Drayton Theatre who run many summer shows throughout Ontario, including Penetanguishene, which will open when the winter snow and cold has left.

I hope we will meet when your club visits with us on July 6-8.

Regards - Basil Georgian Bay British Car Club



British Car Day August 19, 2007

Held in Kingston City Park, right downtown under the trees. It's definitely our best day! This past August we had a record attendance with more than 165 British cars registered. They come from everywhere just for the fun. You can too!

Brits in the Park

Sunday July 21



British Motor Festival

The Classic Motor Event of 2002!!

Come to the *City of the Kawartha Lakes (Lindsay)* on this carefree summer Sunday. The Victoria British Car Club presents "Brits in the Park", the most authentic, Exclusively British Motoring Event on this side of the pond. Last year boasted 162 Classic British cars set in picturesque downtown Victoria Park, it is sure to steal your breath away.....and perhaps your heart!

As well, many interesting shops & restaurants will be open for your enjoyment.

"Brits in the Park" Classic British Motor Show * People's Choice Awards * Prizes * Pub & Food Bar*Brits & Spanners Market Place * Queen Victoria (herself)

Sunday July 21: "Brits in the Park" Classic Motor Show, - in Victoria Park on Kent Street Lindsay. Field opens at 9:00am, no judged entries after 1:00pm, \$10.00 entry fee. Peoples choice judging begins at 11:00am and closes at 2:00pm. Awards at 3:00pm.

For more information, please call
Jim Nesbitt (anytime) at 705-324-5194
or call our club President (anytime) Helen Fowler at 705-652-3658



Central Canada Morgan Events

- May 26-June 3 British Car Week, Roll your British car out and go for a ride!
June 2 London British Car Club, Les McGaw 519-485-3652
June 9th Lytle's Picnic, 2PM, BYOB, appetizer or salad, Kathleen Lytle, 905-822-1606
June 17 Classics Against Cancer, Georgetown, Ontario, 905-877-6457
June 22-24 VARAC - 28th Vintage Racing Festival, Ron Wanless, 613-359-1013
July 6-8 Collingwood Run with Georgian Bay BCC, John Roden, 905-892-6907
July 6-8 MOG 37, Shepherdstown, West Virginia, Carl Shriver, schriver@morgandc.com
July 14 Ottawa All British Car Day, http://www.britishcarday.ca/area/area_index.html
July 14 Memory Lane Cruisers, Georgian Bay BCC, Bill Coveyduck at 705-549-390
July 15 Ruthven Park Classic Car Show, Cayuga, call John Fitchie -905-772-5571
July 22nd Brits in the Park, Lindsay, Ontario, Jim Nesbitt, 705-324-5194
August 19th British Car Day, Bootn' Bonnet Car Club, Kingston, Linda Thomas, 613-385-1947
Sept 5-9 Zippo U.S. Vintage Grand Prix, Watkin's Glen, NY, <http://www.theglen.com/>
Sept 16 British Car Day, Bronte Prov. Park, Ontario, <http://www.britishcarday.com/>
Sept 28-30 Fall Colours Run, Haliburton, Trevor Davies, 905-846-1472

Eastern Canada Events

- July 14 British Car Days Across the Bridge, Bob Bentley, (902) 964-3294

Western Canada Morgan Events

- June 3 MSCCC Western members 40th Anniversary Party, Ken Miles 604 576 8036
June 17th Father's Day Picnic in Victoria contact Kit Raetson at 250 544 2026
June 21-24th Devil's Punch Bowl in Portland, Wa. contact Heinz Stromquist at 503 224 9576
July 5-8 Rally in the Valley, Kelowna, BC. Bill Sinclair, 350-868-0408
August 4-5 Historic Motor Races, Mission, BC.
August 18-19 ABFM Filberg Gardens, Comox, BC. Karen Whitworth, 250-388-0025
Sept. 22nd Vancouver to Whistler Run

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Notes From the West

Ken Miles (kengmiles@shaw.ca)

Since February, Morgan events out west have been scarce having only occurred on two days on March 24th being the MOGNW Winter Banquet and April 22nd being a wine and cheese tasting party at Laurie and Verna Fraser's house. However, on April 22nd there were two other events hosted by other British Sports Car Clubs that one could have found a Morgan in attendance.

Several members of MSCCC were in attendance in La Connor on March 24th when they attended the MOGNW Winter Banquet. Other members of MOGNW in their journey down the I 5 to attend the festivities joined the Muehlings, Miles, Powleys and Theroux. Mike Powley did an excellent job in organizing the function ensuring that there was lots of Guinness, corned beef and cabbage to drink and eat. Several members of the club received awards and others took positions on the MOGNW executive for the upcoming year. These people include Win Muehling as President, Mike Powley as Historian, and Pat Miles as Secretary. Overall there were about 30 couples present from both the US and Canada and the camaraderie of a group this large with a common interest was great.

On April 22, Laurie and Verna Fraser of MOGNW invited the Northern Pod to their house for a wine and cheese tasting party. This was based on an article in the Vancouver Sun newspaper listing 6 wines for less than \$13.00 a bottle and considered to be a great buy. The Muehling, Miles and Theroux along with other members of MOGNW attended this party and had a great time. The wine was excellent and the cheese and olives to accompany the wine were also good. A lot of us used this function as an excuse to inspect Laurie's recently acquired DHC along with his other cars such as Astons, ACs, and Alphas. It was a great party.

In addition to this event, the Olde English Car Club had a drive in the morning followed by a Pub lunch. Two Morgans attended this function before going to the car show organized by another club know as Langley Area Mostly British Sports Cars before going to the wine and cheese. The Miles and the Hutchens attended the drive plus the car show where they joined Mike Powley, Win Muehling and Bob McDiarmid before taking off to the wine and cheese. Although a bit hectic it was a great day if you could squeeze all three events in.

40th Anniversary Party

The Morgan Sports Car Club of Canada (MSCCC) invites all members of the Northern Pod of MOGNW to join their friends who are members of the MSCCC in celebrating the 40th Anniversary of the founding of the club.

This party will be held at 4:00 PM on Sunday June 3rd at Ken and Pat Miles' house, 15410 Kildare Dr., Surrey.

All food will be provided by the MSCCC and Morgan Drivers and Navigators attending this party are advised that they should bring their own liquid refreshments.

For those of you want a swim, the pool will be open and dinner will be served sometime after 5:30 and the party will continue to the last one leaves.

Please RSVP **Ken and Pat Miles at 604-576-8036** or email Ken at kengmiles@shaw.ca





For Sale

1957 Morgan +4 "bustle back"

- black with grey & black interior
- older restoration with a new body tub
- original TR3 engine rebuilt in 2001
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- Mr. Brad Morgan**
- must sell getting married



"1927" faux Bugatti 35B Técla

This handcrafted special inspired by Bugatti's 35B looks and drives like a 1927 car. I have been having fun driving this very well designed and built car since November 1993, accumulating nearly 30,000 mostly trouble free miles (48,000 Km). First registered in Ontario in 1990, the car was conceived and constructed by Derrick and Peter Howe over a period of five years.

This car looks like a Bugatti and most people think that it is: it attracts almost too much attention. The design of the front suspension is pure late '20s with a solid axle and friction shocks. The wheels are from a 1934 Aston Martin. It handles like that era's sports cars with all that implies. Great fun on back roads with Toyota's reliability and economy, yet it can keep up to traffic at highway speeds.

The car is in good condition considering its age with only a bit over 1,100 miles or so on a new set of Dunlop B5 tires fitted last year. New brake shoes, wheel cylinders a new battery and voltage regulator were installed this spring. Although the car has appeared in a number of car shows and is an award winner, its main purpose is to be driven: a result of this is that the car has developed a patina. There are a few chips on the paint, and the squab has a small tear which is hidden except when it is folded forward to access the boot. A four volume manual with detailed drawings, diagrams and service commentary; service logs; a complete tool kit under the passenger seat; a lockable box under the driver's seat; a custom made fitted car cover; a set of five used tires with some life left, some new inner tubes and small bits and pieces such as ignition bits are included with the car. A life style change and shifting priorities has prompted this sale which is a traumatic life altering sacrifice. For a more detailed description of the car and some nice photos, visit www.BugattiRevue.com, look up Volume 10 Issue 1, and read the article entitled "My faux Bugatti"* If you are interested in buying this car, I am asking only \$25,000 as is. Call me at (905) 677-9259 or send an e-mail to paul_whittaker@rogers.com to arrange to see it.



* The HaldaSpeed Pilot and electric/mechanical odometer seen in one of the pictures is not offered for sale with the car.



**Office of the Minister of Transport, Cabinet du ministre des Transports,
Infrastructure and Communities de l'Infrastructure et des Collectivités Ottawa, Canada K1A 0N5**

Mr. Martin P. Beer
C.M.C. Enterprises (1990) Inc.
Morgan Motor Co. Appointed Agent
12944 Albion Vaughan Road
Bolton ON L7E 4C6

Dear Mr. Beer:

I am writing in response to your correspondence regarding vehicle importation. The Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, has asked me to reply on his behalf.

At the outset, I should explain that the Motor Vehicle Safety Act (MVSA) was created tenable the Governor in Council to make regulations to promote the safety of the traveling public. The mandate of the legislation is to regulate the manufacture and importation of vehicles and equipment to reduce the risk of death, injury and damage to property and the environment. Under the MVSA, all vehicles imported into Canada must comply with all applicable Canada Motor Vehicle Safety Standards (CMVSS), and the manufacturer must certify compliance at the time of main assembly. The MVSA is based on self-certification by the manufacturer and conveys audit and verification rights to the Minister of Transport.

Currently, the prescribed classes of vehicles under section 4 of the Motor Vehicle Safety Regulations (MVSR) that are subject to the MVSA do not include vehicles that were manufactured 15 years or more before their importation into Canada. This effectively exempts such vehicles from compliance with the CMVSS. The exemption, which was introduced in 1986, was intended to allow for the limited importation of vehicles to be used by hobbyists and collectors. At that time, the importation of older vehicles was deemed to pose a minimal threat to road users. Section 4 of the MVSR also states that buses built after 1971 are subject to the provisions of the CMVSS.

Transport Canada has been asked by the Canadian Council of Motor Transport Administrators, which consists of representatives from the provincial, territorial and federal governments, to amend the 15-year rule and align it with the U.S. threshold of 25 years. This action will return the regulation to its original intent, which was to promote the safety of the traveling public, and will align the regulation with its U.S. counterpart.

The department is aware that an amendment to the rule could have an impact on certain Canadian businesses. Consequently, Transport Canada plans on holding a consultation session with stake-holders in the coming months. This will provide the department with an opportunity to explain the rationale behind the review of the exemption requirements, and will allow stake-holders to present their views on this issue. Information on the session, including the registration process, will be posted on Transport Canada's website at www.tc.gc.ca, and I would encourage you to participate. The department will also be preparing a web page in the near future that will contain detailed information on this issue.

In addition to the consultation session, stake-holders will also have the opportunity to comment on the proposed amendment once it has been published in the Canada Gazette, Part I. At that point, all interested parties will have 75 days in which to submit their comments. Information on that process will be published with the proposed amendment, and can be accessed at www.canadagazette.gc.ca.

I trust that the foregoing has clarified the department's position with respect to this matter. Again, thank you for writing.

Yours truly,
Richard Stryde
Senior Special Assistant



Tech Talk

Black donuts, Shoes, road grippers? The tires we rely on each & every time we pilot our cars down the road are one of the most taken for granted yet critical components for safety in driving. Oh sure we check the air pressure periodically. But have we inspected the circular marvels? The only thing between motor car & mother earth are our tires. We expect them to endure blistering hot asphalt, Sharp stones, pot holes, foreign objects, you name it. Oh, and we want it to happen just as well in dry or wet conditions.

Tires have a tale to tell. Cracking between treads or on side-walls can indicate age hardening. Un even tread depth can indicate alignment issues, incorrect tire pressures or balance. Raise edges of a tread pattern block can signify alignment issues as well. Lumps on side-walls or in tread section may be inner structure failure. Remember that curb or pothole that jarred your teeth. Imagine the load applied to your tires at that time. So after close examination you think "How fortunate, my tyres (for the Brits) are in great shape" Shape possibly, condition maybe. How old are those black rings? If they are more than 8 years, turn them into a yard swing or planter for the end of the driveway (remember those things). I recently went on a drive in a Jaguar that to my amazement had tires squealing in protest upon light braking at 50 miles per hour. Pressures were correct, but trying to push ones thumb nail into the side-wall proved to be impossible. They had turned into hard as rock hazardous lumps. Eight years is pretty much the maximum life irrespective of condition. Those of us with only 3 wheels should be more cautious than most. A trike at speed turned into an uncontrollable pendulum is lethal to say the least. Not to minimize any tire failure on the road in a motor car.

In the past, there have been various suppliers of tires to fit Morgan models. Due to the low volume of sales most manufacturers have dropped the sizing we require. Leaving but a few choices.

The markings on tires tell us an incredible amount of information. Max. load ratings, Maximum inflation pressure, Treadwear & traction grades. All sorts of good info. Morgans being an extremely light vehicle compared to most will perform the best with a soft rubber compound. Giving best road holding ability. This soft compound will however shorten the life expectancy considerably. But then who cares really. I've never actually worn out a set of tires on a Mog. Some of the info on a tires is as follows.

Side-wall Markings

These convey size, aspect ratio, build construction, diameter, load index, and speed rating and indicate if the tire is rated for mud and snow.

Tire width: This three-digit number refers to the overall width of the tire in millimeters.

Aspect ratio: The relationship between tire height and tire width. The higher the number, the taller the side-wall.

Primary speed rating: This specifies the maximum speed at which a tire is certified to carry its maximum load. Primary speed ratings range from A (lowest) to Z (highest).

Radial: The letter R indicates radial-ply as opposed to bias-ply tire construction.

Wheel diameter: This number indicates the size of wheel the tire is designed to fit onto.

Load index: A relative scale that indicates how much weight the tire is certified to carry at maximum inflation. It can range from zero to 279. The higher the number, the greater the load-carrying capacity.

Mud and snow: The letters M and S indicate that the tire meets the Rubber Manufacturers Association's standards for mud-and-snow usage.

Safe & Happy Motoring
Martin Beer

**28th VARAC Vintage Race Festival
Mosport, Nr. Bowmanville
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First Canadian F1 G. P. in 1967**



All Car Clubs are invited to see and hear historic F1 cars racing again at Mosport!

This year marks the 40th Anniversary of the original Canadian Grand Prix held in 1967, and VARAC will host a number of Historic F1 cars, their drivers and some of the celebrities and officials from that early race.

We also have the Simms Cup for MG's, where we expect over 50 cars, as well as all the other VARAC Grids - monoposto, sports racers, historic sedan, Group 70 etc.

As in previous years, we're having a Car Show for road cars on Sunday Morning from 10:00 onwards on the Infield at Corner 8 - we expect over 200 cars will participate. At lunchtime, all Car Show participants will parade around the race circuit in front of their adoring fans!

Why not come along and show off your "baby", drive the circuit and see why so many world class drivers rave about Mosport!

Register at www.mosport.com to buy a 3 day weekend pass at the special price of only \$35 per person (regular is \$20/person per day at the Gate!). This price includes FREE Camping in an idyllic area surrounded by world class automobiles!

Car Show Participants (cars 1980 and earlier only) can buy a SPECIAL CAR SHOW PASS for Sunday only for \$20 per car - no extra charge for passengers. Please enter at Gate 6 if you want to enter the Car Show!

For further info www.varac.ca or elva7racer@rogers.com

Vintage Automobile Racing Association of Canada

Morgan plans its return to Canada

Article by Michael Vaughan
Globe and Mail - Thursday April 12, 2007

Morgan plans to come back to Canada. The Morgan in question is not LP., the investment house, but the quintessentially English sports car.

Morgan Motor Co., which makes that racy vehicle, remains a small, family-owned business building its cars in much the same way as it has for generations. Even today, its cars bear a striking resemblance to the famous Morgan Four Four built in the mid-1930s.

Morgan is aimed at a small market of loyal clients. It is a cult classic adored for its exclusivity and low production numbers. The company produces only 650 cars a year, and that includes all its various models.

Customers placing an order go on a waiting list of 10 to 12 months, down from five years previously.

Unfortunately, the Morgan technology of the 1930s wasn't up to the North American standards of the mid-1980s, especially the crash-test standards, and new Morgans stopped being sold in Canada more than 20 years ago.

Then in 2000 along came the first completely new Morgan in decades - the Aero 8. It has a bonded aluminum chassis. The Aero is powered by a specially developed BMW V-8 engine, giving the little two-seater a top speed in excess of 255 kilometres an hour. The car is derived from the streamlined Morgan Aero that competed at the 24 Hours of Le Mans race in 2002 and 2004.

To certify the new Morgan for the European and the U.S. market, the company spent what to it was a fortune. That expense led to a few years of financial losses, but the company is profitable at the moment.

The question is: Is it profitable enough to afford going through the certification process all over again to get into Canada? The answer seems to be yes.

Expanding to foreign markets was essential for Morgan to gain enough new customers to survive. With the expensive certification behind it, Morgan is boosting ex-ports to the United States and Western Europe, and wants into Eastern Europe, Russia, India and China, says marketing director Matthew Parkin.



The company sells about 35 per cent of its cars in Britain, and ex-ports the rest. Depending on which model of the Aero 8 eventually comes to Canada, buyers can expect a price tag near \$150,000.

Vaughan: Matthew, I wear this stupid motoring cap for the TV show, and it might only look good in a new Morgan, but I can't buy the car in Canada.

Parkin: Not at the moment, I'm afraid.

Vaughan: Why, why, why?

Parkin: Well, it's all down to some accident some years ago. There's a load of regulations, and it's stopping us getting the cars in. We're really unhappy about it.

Vaughan: People would buy Morgans in Canada if they were available. They used to.

Parkin: We know people would buy Morgans in Canada; we get asked very frequently. But it all comes down to very costly crash testing. It comes down to money, I'm afraid.

Vaughan: Would you have to do the crash test all over again in Canada just to sell a handful of them to rich enthusiasts? You've already done that in the United States. Surely, that should be good enough for Ottawa.



Parkin: We've crashed a lot of cars. To get the Aero into the United States, we crashed 23 cars.

Vaughan: Ouch, that's a month's production.

Parkin: It's more than a month's production actually. And we'd need to crash a bunch more to get them into Canada. But as things develop, we're building that into the program. I think it will be maybe a year, maybe two, before we're back in, but we're determined to do it.

Vaughan: There are lots of devoted Morgan owners in Canada who bought them when you were allowed to sell them.

Parkin: We've actually got a lot of cars in Canada, but I think they have to be pre-1982 or '84 or something like that. There's a very thriving market in that sector, but not for new cars, unfortunately.

Vaughan: How does this Morgan differ from the ones you did sell in Canada until the 1980s? It certainly looks like the old Morgans, especially that extra-long hood.

Parkin: Yes, but underneath it is an engine that meets all the latest emissions standards. It's a 4,400-cc V-8 built by BMW, and it's mated to a six-speed Getrag transmission. The Aero also meets all the safety criteria for Europe and for America. Mechanically, it's very modern.

Vaughan: Still built by hand?

Parkin: All Aero 8s are built by hand in Morgan's Malvern Link factory, where we produce up to nine cars a week.

Vaughan: Do you still have the wooden bits underneath?

Parkin: We use a very traditional ash frame with beautiful coach-built aluminum. But this is the first Morgan vehicle with an alloy chassis as opposed to previous Morgan vehicles that were built on a steel chassis. And you can have any colour, any feature you like. It's very bespoke. The essence is there, and that's what people are buying - the look and the feel and the fun.

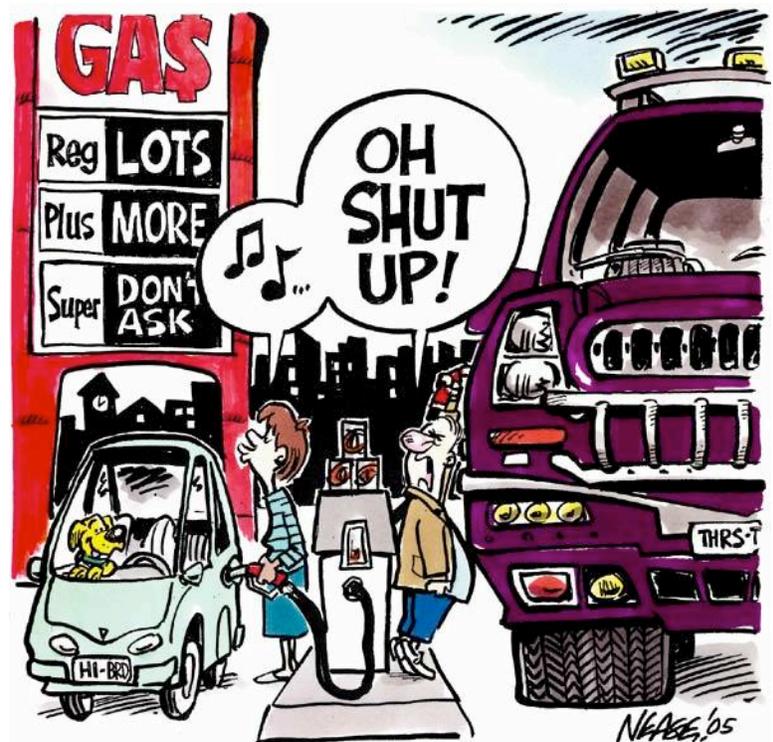
Vaughan: I wish we had them in Canada.

Parkin: Well, so do we. I do apologize.

Michael Vaughan is co-host with Jeremy Cato of Car/Business, which appears Fridays at 8 p.m. on Business News Network and Saturdays at 2 p.m. on CTV. mvaughan@gobeandtnail.com

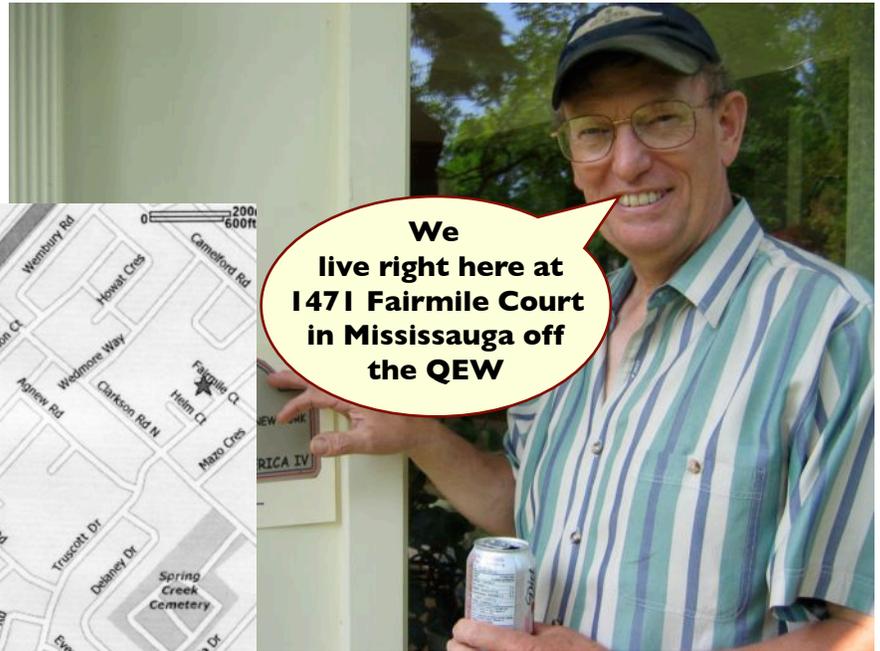
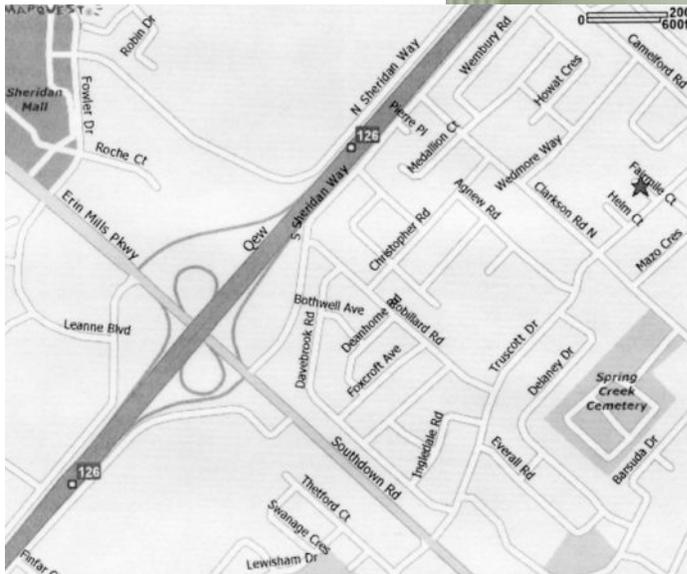


THE CHRISTIAN SCIENCE MONITOR Bennett



Lytle's Picnic June 9th

Alan & Kathy Lytle
1471 Fairmile Court,
Mississauga L5J 3E9
905 822 1606



We
live right here at
1471 Fairmile Court
in Mississauga off
the QEW

QEW to Southdown
South on Southdown to Truscott
East (left) on Truscott to Clarkson (Stop sign)
Straight across, second street on Left.

or
Lakeshore Road to Clarkson Road
North on Clarkson
Right on Truscott
Second Street on the Left

2:00 PM - BYOB and please call Kathy and let her know that you are bringing either an appetizer or a dessert - 905-822-1606 - Alan Lytle - alanlytle@sympatico.ca

For those who want a stop along the way, try Riverwood, Mississauga's 150 acre urban "wilderness park" with some new gardens being developed as well as the trails. Drive to the Chappell House to see the gardens, or stop in the main parking lot to see the Visual Arts Mississauga building which normally has an Art exhibition in progress.

1447 Burnhamthorpe Road West Mississauga L5C 2S7 (At the Credit River, NE Corner)

Hog Mog News

A couple have finally tied the knot - after 49 years, nine children, 22 grandchildren and 25 great-grandchildren. Every time Ted Towle, 83, proposed to Hilda Clark, 73, she turned him down, reports the Daily Mirror. Then six months ago, he was stunned when she proposed to him. They finally married at the weekend to cheers from their delighted family. Hilda said: "Ours must be one of the longest courtships ever. But now I'm so happy I wonder why I waited so long to marry. I'm so proud to call Ted my husband after all this time." Ted added: "When Hilda said, 'I do', I said 'about time'. Hilda won't be rushed into anything, but I'm thrilled that she's finally made an honest man of me." The couple, from Nottingham, realised soon after they met in 1958 they had found their partner for life. But feisty Hilda constantly turned down Ted's proposals. She explained: "I had always been sceptical of marriage after getting wed when I was very young. One divorce is enough for anyone. I thought, 'If it ain't broke, don't fix it'." Ted finally stopped proposing but last November everything changed for Hilda when grandson Paul fell seriously ill. Hilda said: "That terrible ordeal with Paul put everything into perspective and I realized Ted and I had to get married. Suddenly, everything became clear and I knew exactly what to do." from Annova.com



BCCI Annual General Meeting - Report by Secretary Rod Wilkinson

I attended the BCCI AGM on Sunday May 20th. There were 9 club-reps. present. This is 9 out of a total of 21 clubs that are paid-up members, according to the attached list.

The list is significant, more perhaps because of the names omitted - such as the Austin Healey Club of Southern Ontario and the MG Car Club of Toronto, both of which have declined to renew their membership, having found club insurance elsewhere. More about this below.

The good news is that the BCCI has a new insurer, Aviva and details of the plan coverage were circulated with the Agenda. The benefits of Aviva are essentially two-fold. First, the date for annual renewal is now June 1st each year, which should enable BCCI to collect the annual dues from member clubs in advance of the premium deadline. This is not an insignificant factor when you consider the tight budget of this operation.

Secondly, the insurance premium for 2007/8 has not increased. To recap, we were asked to pay \$2.75 for 90 members plus a basic membership fee of \$40.00, for a total of \$287.50. Len Fortin reported that the insurer may in fact offer a further discount on the insurance premium but any 'return' will be accounted for in next year's dues.

Returning to the issue of club representation in BCCI, it will be apparent to all from the attached list that, without the support of the Toronto Triumph Club and its 325 members, our insurance premium might be significantly higher. Furthermore 21 clubs from across Canada is hardly representative of the entire British car fraternity. The change in the insurer and a more attractive policy should encourage clubs to retain, if not renew, their membership but quite frankly, it is well recognized that more has to be done to raise the profile - and relevance of - the BCCI.

For that reason, at the AGM in 2006 a motion was made to split the membership into two categories - those seeking insurance and those who do not - so long as there were no adverse implications on the insurance side. At this AGM, we revisited the motion and agreed to defer the implementation of any two-tier membership structure until 2008, by which time, we should know how the new insurance policy is working - and costing.

Aside from the insurance benefits, to enhance the profile of BCCI an increasing amount of time and attention is being paid to the BCCI web site. At present this is being 'managed' on a volunteer basis but the stated objective is to create a directory, with live links to other clubs as well as parts/ service suppliers and garages (such as CMC), similar to the printed brochure that many will remember from a few years back. Personally, I believe this is a key to the future of the BCCI. If it doesn't find a role as a meaningful depository of information and resource centre for car clubs and suppliers, we may end up going our own way over time

Finally, more attention will be paid to promoting the 'Long Distance Award' which seems to be supported mainly by the Ottawa MG Club and the MSCCC. Perhaps this is something we can talk about at the BBQ in June.



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Morgan(s) owned:
Model: _____ **Year:** _____ **SN:** _____
Colour(s): _____
Model: _____ **Year:** _____ **SN:** _____
Colour(s): _____



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

***Canadian \$ for members in Canada and U.S. \$ for all other members for postage.**

**Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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