



# The Blurb



## Morgans and Mennonites in Collingwood





**PREZ SEZ**

**Glenn Nigh (reneglen@vaxxine.com)**



I am afraid that several of you got a real drenching as we returned from the Collingwood trip. I know the wipers had difficulty keeping up on the van!

I think everyone, at least 15 Morgans, that attended the Collingwood event had a most enjoyable week end. John and Sharon or Sharon and John? I don't know who did the most work but they sure deserve a lot of credit for a job well done. A great time to catch up on the latest Morgan news and have a few drinks while making some new friends. The trip around the area hosted by the MG club was excellent! What beautiful roads they have to ride on! Truly Morgan country!

I don't have much to include here this time, but be sure to attend the next meeting in August at the Queens Head Pub in Burlington on August 5th. We will have a few minutes of formal meeting along with our lunch.

I'm sure Tom has a listing of events around the country that are coming up. Several have gone by now but lots of fall events are still to come. Hard to believe that we are looking into August and September already.

Cheers Glenn

**A big welcome to new members Tom and Susan Stiff from Coldwater, Ontario.**





**PAST PREZ SEZ**

**Martin Beer (mpbeer@sympatico.ca)**



MOG 37 was not to be once again for the Beer clan. Donna & I did however attend Collingwood. I think a good time was had by all. Perhaps not in the torrential rain Sunday, but for the most part. I understand Tom and Lynda VZ turned Don Allen's beloved Plus 8 into a naturally fed hot tub. Guilt on Tom's part had him sucking up to Don big time! The Royal Ivory submarine has now dried out. Thanks to all who organized & attended the event. Georgian Bay British Car Club put on a very nice driving tour, taking in some of the beauty of Collingwood & surrounding area. Rough terrain mountain bike riding is not on my short list of "Want To's". Either lack of verve or older & wiser will prevail. Hopefully Collingwood will become an annual event??

Many thanks to Kathy & Alan Lytle for hosting their barbeque. Not even fallen trees could deter. Definite first was having a rabbit attend. Mascot possibilities for our Club? Rabbits can run pretty fast, they don't consume a lot and leave small bits behind them! What does that remind you of? Possibility I think!

Our beloved government is at it again. As if preventing importation of vehicles between the 15 & 25 year old isn't enough. The next brain child idea is to seize & destroy ANY vehicle that the "Authorities" feel is used for street racing. Any form of performance enhancement would constitute "Modified". Tire size or speed rating change? A roll bar? Who will decide what

the threshold is when crossed? This could leave Mogs in serious threat of the crusher! Obviously this is another means of dealing with the "Street racers" that are with no argument creating a problem to other peoples' safety on our roads. The problem has to be dealt with. However, a shoot first & ask questions later is not a desirable scenario.

Rod & Lorie are on vacation. Heading east to Boston for a bowl of chowder I assume. The much dreaded call came from Rod. On the side of the highway, with no noise from under the bonnet. A few minutes later the +8 was brought back to life & the holiday continued. Unfortunately the next call was not quite so successful. CAA was brought into service. Best part about the adventure was Lorie no longer had to navigate through Montreal. Recent update was they are in Bar Harbor Maine having a good time. Lorie informs me the CAA driver saved their marriage.

August already & my poor Trike has not turned a wheel. Definitely a task to look after this month.

Happy Motoring

Martin



**BLURB EDITOR****Thomas Van Zuiden**([tvanzuiden@sympatico.ca](mailto:tvanzuiden@sympatico.ca))

The Club has sold almost 50 of the new badges! If you want one please contact me. We have had many compliments on the design and quality. 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".

The Lytle's annual picnic was a smash hit with a large oak limb almost angle parking in Alan and Kathy Lytle's front room. The party was delayed for 2 hours to allow the wine to age a little longer and the arborists to clear the carnage. Joining Alan and Kathy were, cousin Tom Rye, the Brays, Desi Benet, John Collins, Alan & Marlies Sands, President Glenn and Rene Nigh, Brenda & Brian Morgan, Malcolm & Brenda Taylor (with Buster), Trevor Davies & Cathy Jackson, Liz & Ray Stevens, John & Sharon Roden, Martin, Donna, Jeremy, Jenny, Trevor and Steve Beer, Rod & Lorie Wilkinson the Van Zuidens and David Farmer, Aaron Farmer and **Killer** the rabbit. **Ray Stevens** has lost 20 pounds of late and claims that "My Megan" will now go faster. The food was superb! It was the first chance for the Brays to try out their new car at a club event and all seems well! Rod and Lorie were still waiting for the reincarnation. The most important message to come out of the picnic was the initiation of the "**Women of Morgans or WOMOG**". An all women Morgan event is in the works for the future! We hope to start something with this!



I am sure that we will be hearing from Ken & Pat Miles about their mishaps on the Morgan Pub Crawl. Without stealing too much of Ken's thunder for a future issue, apparently Ken was sited on the highways of Wisconsin for using the roadside as a rest stop. The Miles ran into serious trouble with two of their Morgan motor cars in Nova Scotia. Read about Charlies PUB CRAWL at [http://hamesmarshall.blogspot.com/2007\\_07\\_15\\_archive.html](http://hamesmarshall.blogspot.com/2007_07_15_archive.html) and wait for the future story from Ken and Pat. It was nice to see US members of the MSCCC, Bruce and Betty Hardman from Ohio winning the award for "First Place Car". What a nice car it is!

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](mailto: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!**





**Collingwood Weekend July 6th to 8th**

What a wonderful weekend we all had for those that went to Collingwood. Big thanks to John and Sharon Roden for organizing this great venue! The hotel was priced right, clean and fully functional for our group.

For the Van Zuidens the weekend started out with a little frustration. Surgical timing and military like organization came undone on the QEW Highway when the radiator breached in the Plus 8. We limped in to Alan and Kathy Lytle's home to drop off two badges. In the plan the next stop was the Beers for some minor repairs followed by a leisurely drive up Airport Road to meet the gang at Mono Cliffs for lunch! The car did get to the Beers! On a flat deck!



So here is this couple stranded in Mississauga with luggage, wine, camera and a sack of badges but no car. Kathy and Alan put on a delightful breakfast while we planned a strategy. This is where Don Alan comes in handy. I tracked him down at a golf course west of Hamilton where his Plus 8 was parked. Alan was kind enough to drive us back to Dundas where we transferred out gear into the Honda and made for Herron Point Golf Club. I took a cart out to hole # 8 and did the key exchange and we repacked Don's car and were on our way again. Don's Plus 8 has a little more cabin heat than mine so with shoes off, my right big toe was well done by the time we reached the Mono Cliffs Inn exactly at the arranged time of 12:30.

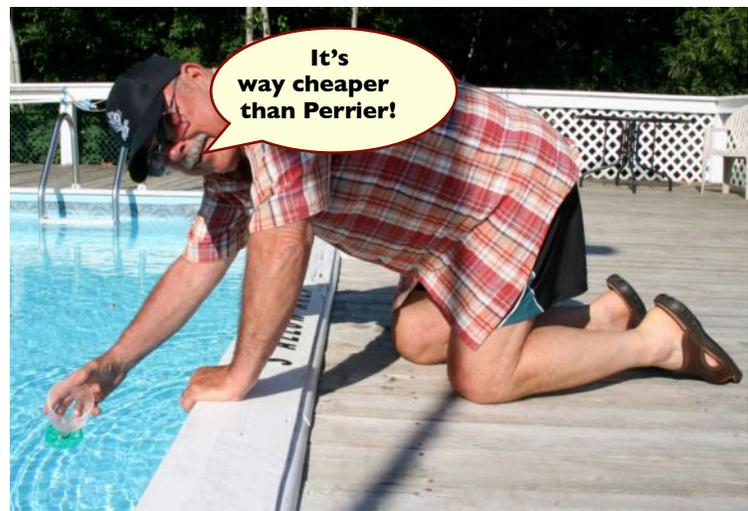
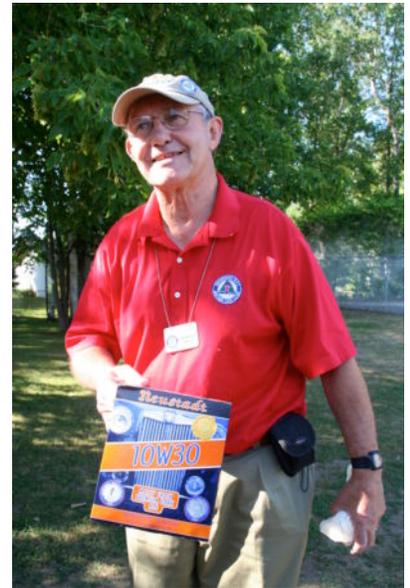
We all had a great lunch and eventually even Judy Wightman got served her lunch!

Mono Cliffs is an interesting little spot that deserves further attention from our group.

I led the group back to Airport Road with the intention of exploring the "River Road" which goes to Terra Nova and on to Horning Mills. This road was described to me as one of the "number one Harley roads in Ontario". We missed the turn and carried on until Rod and Lorie ran the group into Creemore for an ice cream only to find that the place had closed down. It was on to Collingwood!

We had a nice Noggin at the back of the Hotel where Graeme Wallace of the Georgian Bay British Car Club presented us with some 10W30 Beer from Neustadt Brewery!

Alan Sands was so thirsty from the hot sun that he was filling up his wine glass with pool water until I told him that some people like to pee in pools!





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## NEW CLUB BADGE



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

for more information please contact me at [tvanzuiden@sympatico.ca](mailto:tvanzuiden@sympatico.ca)



Dinner was at the Beaver and Bulldog Pub in Collingwood. Lynda Van Zuiden and Al Sands started a dancing fever that quickly spread through most of the membership! Lynda and I hooked up with a chap from the UK who we last saw at our wedding 25 years ago who had moved back to the Collingwood area.

Saturday morning the weather was pristine and following an outdoor breakfast, we met the Georgian Bay group. We had a photo shoot at the old grain elevators and then proceeded on a lovely run that took us up behind Osler Bluff to Feversham and Lake Eugenia before dropping into the Beaver Valley and on the Thornbury for lunch at Pipers Tavern and Resaurant.

We had several encounters with Mennonite groups traveling in their buggies who were just as interested in our choice of transportation as we were with their's.

After lunch the group proceeded back up the escarpment and traced a route above the ski hills. A brief stop at the top of Blue Mountain allowed us to witness some pretty gnarly mountain bike activities. Jumping off 15' drops on a bike is for the younger set! Graeme Wilson then led us down the hill and into the new Intrawest Village at Blue Mountain. The village was packed with mountain bikers and others who were enjoying the chili cook-off and live entertainment.

Back at the ranch, we had another Noggin that was followed by an excellent dinner provided by the hotel. Sharon had decorated the dining room to celebrate birthdays for Brenda Morgan, Gail Taylor and Brenda

Taylor. We all sang Happy Birthday and were accompanied by the the buzzing timbral of Bill Benet's Kazoo!

Sunday morning was overcast and windy! Lynda and I decided to make a dash for Dundas because Don Alan's car was short one top! The downpour started in Duntroon and didn't stop until Singhampton. It stared again at Shelburne and poured all the way to Orangeville. The U-boat commander got drenched as did his navigator for leaving the hatch open. As we approached Burlington the sky was black with multiple lightning flashes. We pulled into Burlington and



gassed up Don's beast and got it into his garage before the next downpour. I might as well have put the hose in Don's car for all the water we took in! Abandon Ship! I guess I owe him big time!



Collingwood participants included Glenn & Rene Nigh in the air-conditioned Chrismog, Ken & Judy Wightman, Ray & Mary Shier, Rod & Lorie Wilkinson in their new left hand drive Plus 8, John & Sharon Roden, Heather & Peter McGowan, Alan & Marlies Sands, Gail & Chris Taylor, Brenda, Buster & Uncle Malcy Taylor, Ray & Liz Stevens, Anthony Steward, Tony & Pat Doyle, Brian & Brenda Morgan, Colin & Barbara Bray, Desi & Bill Benet, Alan and Kathy Lytle, Martin & Donna Beer and Lynda & Thomas Van Zuiden.

**Once again, a big thanks to the Rodens and special thanks to Graeme Wallace and the Georgian Bay British Sports Car Club for their great hospitality.**



### Central Canada Morgan Events

- August 13th Canadian Motorsport Museum's Second Annual Celebration of Speed,  
Mosport International Raceway, John Wright, [vintagejohn@rogers.com](mailto:vintagejohn@rogers.com)
- 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 9 Cruisn" for MS, London, Ontario, [Nelson.Couto@mssociety.ca](mailto:Nelson.Couto@mssociety.ca)
- Sept 9 2007 Battle of the Brits, Detroit, Michigan, [botbchair@detroittriumph.org](mailto:botbchair@detroittriumph.org)
- Sept 14-16 British Invasion XVII, Stowe, Vermont, e-mail: [mgaetano@elmbankshow.com](mailto:mgaetano@elmbankshow.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

### Western Canada Morgan Events

- 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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### 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!

Linda Thomas 613-385-1947  
[ThomasL@Post.QueensU.Ca](mailto:ThomasL@Post.QueensU.Ca)





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**Notes From the West****Ken Miles ([kengmiles@shaw.ca](mailto:kengmiles@shaw.ca))**

With Western Scribe Ken Miles and spouse Pat being on a lengthy road trip to the East Coast in order to join in the Morgan Pub Crawl, I will attempt to fill Ken's shoes and be your guest scribe. As already mentioned Ken and Pat left last month driving two of their Morgans (Plus 8 and Plus 4). They were joined by their niece Heidi Marshall and spouse Hames ('85 4/4) as well as American die-hard Morganeers Bob and Barb Stinson in their not so new anymore 2005 Roadster. Their progress can be followed in Hames' Blog at <http://hamesmarshall.blogspot.com/>.

As in other years, May and June brought with them some of the best events on the West Coast - the Van Dusen ABFM, Victoria's Beacon Hill Father's Day Picnic, and Oregon's Devil's Punchbowl. A little dicey with the weather sometimes, great venues, wonderful people and of course cars we love and admire or dream about.

The Van Dusen ABFM (Saturday, May 19) literally commenced under a rather large dark cloud and many of us got wet in the early morning downpour on the way to the venue. Alas, by the time the gates opened, the grounds had dried out and occasional glimpses of sun could be had. As usual, Morgans were well represented - Vancouver Island, Alberta, Idaho, Washington and Oregon. Not as many Plus 8's as in other years and no flat-rad or three-wheeler. Oldest Morgan at the show was a 1936 chassis under restoration, displaying its beautiful ash frame - a bit like the king in his new clothes.

Everyone had a great time and the event lived up to its billing and some beautiful cars received some well-deserved recognition. As always MOGNW hosted a BBQ open to all club members immediately after the ABFM, with around 50 people attending. This year it was a new location - the Annacis Island Sea Cadet Base, with the event co-hosted by the Burkholders, McDermotts and Theroux's. Great food, no rain, plenty of grass parking with a lovely view of the mighty Fraser River as a bonus.

Father's Day saw us take the ferry over to Vancouver Island for the Father's Day Picnic in Victoria's Beacon Hill Park. This was nearly a miss for the Muehlings due to visitors arriving from Australia on Saturday afternoon. We did manage to take an early ferry over for the Sunday Picnic, alas sans Morgan, and visit with friends and admire the cars. A very pleasant and relaxed affair with the MOGNW Island Pod providing a lovely lunch of left-over lamb from the previous evening's lamb roast, which we unfortunately missed.

The highlight of these past few events however must be the Devil's Punchbowl on the Oregon Coast, which Christine and I were fortunate enough to attend for the first time. Heinz Stromquist did an excellent job in once again putting this event together and, needless to say, Bob and Claire Hauge's chowder dinner at their Longview home on the Thursday evening was a bonus. Friday was a day of twisty back roads, a wine tasting and winery luncheon, beautiful vistas as we wound our way to the coast. Saturday was a day of relaxation and exploring the small seaside towns along the coast near the famous "Devil's Punchbowl". Saturday night we enjoyed the best possible Potluck supper anyone could have, at the motel that we had taken over for the weekend. Participation was at an all time high with 28 cars, twice the attendance in the past. Good venue, great back roads, amazing beaches, wonderful people, great scenery. This was the 12<sup>th</sup>. year that Heinz has organised this event and judging by its popularity, he will have to do it again next year.

This by the way, was the first long-distance outing for our Plus 4 4-seater (ex Vern Dale-Johnson) and we are happy to report, that a 4-seater is a great vehicle for these longer trips (close to 1000 miles). It was a pleasure to drive, but unfortunately, said 4-seater is now in sick bay due to a prolonged exposure to Seattle's rush hour traffic. One and a half hours at idle and first gear driving resulted in a very noisy engine - cam shaft failure no doubt. As I am writing this, a new camshaft has been dispatched by Martin Beer and we should have the beast back on the road in no time!

**Thanks to Win Muehling for providing these notes while the Miles were in the East.**



### 40th Anniversary Party for MSCCC

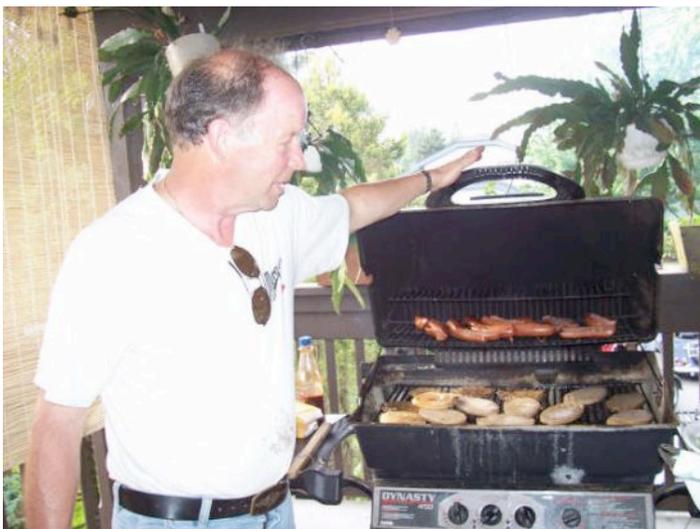


A great party was held on June 3<sup>rd</sup> at the Miles residence. Thirty-four people including 6 from our club (Miles, Muehling, and Powley) and two new members (Hutchens) gathered together to celebrate the 40<sup>th</sup> anniversary of our club. There were eleven Morgans parked in our driveway which resulted in some very boisterous tire kicking and of course the accompanying liquid refreshment. For those from the Toronto club, you will recognize OBII (now owned by Win Muehling) on the right of the picture. We spent an hour and a half eating finger food, enjoying our vespers and catching up with old friends. At this point your western scribe commenced the cooking of numerous hamburgers and smokies. The line up had formed and as fast as they were ready they disappeared onto somebody's plate resulting in two mishaps, one being a burger flipped over the back of the barbeque and the other sliding off a person's plate being amply

caught by your western scribes stomach face down on his MSCC T shirt. (Pat is still cursing me.) After they got their dinner, people split up in groups looking for a table to eat at and as a result were spread all over the landscape. After the main course we brought out a DQ ice cream cake aptly decorated with the new car badge.

A brief history of the club was given to the gathering explaining why it might be an idea to join it at some time. Greetings from Glen Nigh were read from his email to Ken. The new car badge was also shown to the gathering. All in all everybody had a great time, realized there was another Morgan club besides MOGNW and were very appreciative of what the MSCCC had done for them.

**Thanks to Ken Miles for pictures and article**





## 2007 Cruisin' for MS

**WHAT:** Cruisin' for MS (fifth annual)  
**WHEN:** Sunday, September 9, 2007  
**WHERE:** starts / finishes in London, cruise approx. 200 KM through SW Ontario  
**WHY:** a charity car cruise, proceeds benefiting the MS Society of Canada



The 5th annual Cruisin' for MS takes place Sunday, September 9, 2007. Join other car enthusiasts for an unforgettable day of camaraderie, breakfast and lunch, exciting Pit Stops, and a pig roast dinner at the Plunkett Estate. Come and join us on the original Cruise with a Cause: Cruisin' for MS!

Changes are being made to this year's route, to keep the cruise fresh and interesting—especially for the participants who come out every year. The route is currently being finalized and may include London, Stratford, Tillsonburg, St. Thomas and Lambeth.

To register: visit website or phone toll free 1-888-510-7777. website: [www.cruisinforms.com](http://www.cruisinforms.com)

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## The Canadian Motorsport Hall of Fame CELEBRATION of SPEED

**Dinner/ Book Launch August 12<sup>th</sup>, 2007 Sheraton Parkway Hotel – Richmond Hill  
&  
Track Day August 13<sup>th</sup>, 2007 Mosport International Raceway**

The Canadian Motorsport Hall of Fame is presenting a "Celebration of Speed" starting with a dinner at the Sheraton Parkway Hotel \* in Richmond Hill on Sunday evening, August 12<sup>th</sup>. This special evening will feature the book launch of "Crash Test – My Brother's Accident and the Race of Our Lives" by author Chris Bye – a first person account of his brother Rick's amazing recovery from a near-fatal crash in 1998. Many of the Bye brother's, friends, colleagues and fellow race drivers will be there to help launch this very dramatic, touching and real story of Chris's shocked reaction, anguish and determination in dealing with Rick's terrible ordeal. Tickets to Sunday's dinner are \$80.00 per person payable to the CAC/Canadian Motorport Hall of Fame. Cocktails at 5:30, dinner at 7:00 - dress is 'business casual'.

On Monday, August 13<sup>th</sup>, the Celebration of Speed continues with a track day at Mosport International Raceway. Race cars and street cars are welcome. Many current and former drivers from the Rothmans Porsche Cup and Turbo Cup series, the ALMS, Daytona 24 hour, Indy and Trans Am (Scott Goodyear, Price Cobb, Elliot Forbes – Robinson, Scott Maxwell, Jack Baldwin and others) will be there to provide advice or swap tales of their racing exploits – and who knows – maybe ride along with you for a lap or two!! Or better yet – take you for a ride. The cost is \$375.00 per entrant. All proceeds from the dinner and track day go to the Canadian Motorsport Heritage Group – Canadian Motorsport Hall of Fame. Enthusiasts are also very welcome to join us and are encouraged, for a nominal donation, to go along for a 'ride'! For registration information – please go to the web-site: [www.cmhf.ca](http://www.cmhf.ca) (Click for EVENTS!) or [www.franczakdrive.com](http://www.franczakdrive.com) (News)

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To: Editor, the MSCCC Blurb

From: Vern Dale-Johnson

Well, it's been about a year since leaving our friends in Canada so... time for an update specific, of course, to Morganeering. July 12, 2006 we arrived in Cronulla (just south of Botany Bay (where Sydney's Kingsford Smith International Airport is located) with only minor difficulties -- Air Canada check-in didn't like the weight or number of our carry-on pieces! Oh, and storms in Toronto that day delayed our flight to Vancouver by almost 2 hours, meaning a 30 minute international connection in Vancouver -- we did make it thanks to the AC ground staff and understanding US customs/immigration personnel (Never thought I'd use "understanding" and "US customs/immigration" in the same sentence!). First order of business was to collect our new daily driver -- our third Subaru Forester XT. As we were scheduled to visit the 'wet' coast of Canada in early September (including a dinner with the Miles' and Stinson's), we had elected not to receive our chattels, including the +8, until early October.

A word first to the MSCCC exec -- Tom, you and Chris are doing a phenomenal job with the Blurb... we look forward to every issue! Glenn, great to see you in the

Prez's chair, you're continuing the philosophy of showing the Canadian Morgan flag to the world... great! Rod -- BCCI is an important concept, thanks for



Vern considers going to the dark side of Lotus

taking on representation for the MSCCC (I'm sure you'll want more involvement and that is good). Jenny -- thanks for the efforts with the finances. Desi -- regalia is never easy, the new badge looks marvelous... I've bought 4 and will pick them up in a couple of months. Ken & Pat -- as always, the direction and news from the West Coast is always a pleasure both from the Blurb and the NW Magazine (wish we could be there for your 40th anniversary celebration of the MSCCC).

Back here in Oz, it was mid October when we got the call from the agent used by our movers to discuss the import of the +8. No real issues -- New South Wales (NSW) Road and Traffic Authority (RTA) wanted lap-sash belts instead of our 4-point comp harnesses (go

figger!), issues with a few rusty bits in the Z-frame, need for 2 headrests (we only had one), re-clean of the undercarriage (already done in Toronto), weighing of the vehicle (\$\$\$'s to flatbed to/from the scale) --, not major issues, just annoyances. The good news was our side-exit exhausts and ceramic packed silencers would pass if we did not present the car with sidescreens or the hardtop (again, go figger! - oh yea, they measure noise from a position 10 meters behind the car... thanks to those side exhausts noise was not an issue). With

the rusty bits of frame removed and replaced by new metal, lap-sash belts installed, and a borrowed headrest the Morgan was ready for pickup in mid November. Subsequently I've had several Morgan owners incredulous that we were able to import what with a non-original engine configuration, those side exhausts, not to mention non-compliant wheel vs fender clearances, etc, etc...

Now, some may recall when we elected to sell one or both of our Morgans in prep for the move to Oz we immediately found a home for OLBDII's, the +4 4-seater (now residing in Win & Christine Muehling's Burnaby garage), delivered to them in September 2005. A week later, on my way home in the +8, a wayward valveseat resulted in a trashed

engine. After discussions with Martin Beer we decided to scrap the old engine in favour of a new RPI prepared high-performance 4.5. Installed over the winter and ready by spring 2006 this was one sweet engine and with the additional unplanned investment convinced us to bring the +8 with us to Oz. Besides, it is a RH drive car. After a few hundred pleasant kilometers in and around Toronto the oil pressure suddenly dropped from 40ish to 10ish pounds... not good... but, with only days before we were to leave it was decided we'd investigate when the car arrived in Sydney.

Fast forward to November 2006 and delivery of the +8 in Sydney. Still no oil-pressure so time to look into the problem. Several email discussions with Martin, Chris Crane of RPI, a local mechanic I'd found â••, Ron Allen â••, and a local Morgan guru Denis Elborn. Systematic removal of the oil pump, re & re of the front engine cover, and checking the oil pickup resulted in no change. Second time through the engine, examination of the cam bearings from the sump side suggested something was amiss with bearing #4. After reviewing photo evidence, Martin & Chris concurred and it was off with the intake manifold to reveal a bearing improperly set in the block. Basic synopsis -- it had gradually worked itself out, wearing against the adjacent valve lifter until eventually it opened the gallery oil port dropping the overall oil pressure. Again, with several emails back to Martin & Chris, and Chris working with Ford / Rover, it was agreed Rover would supply a new block. Installed by Ron Allen, we now had another sweet engine.

Through RPI's efforts a very nasty issue had been fully corrected with only minimal cost to ourselves and the loss of the Morgan for most our our summer! Thank you Martin, Chris, Denis and Ron.



Nice big chunk ground out of the side by the valve lifter

I believe the local Morgan Club members (MOCA) thought we were dreaming... we'd been in Oz for 8 months and they still hadn't seen 'The Beast'!

We have been active in Morgan events. During February we were in New Zealand with 13 other couples (in aging Japanese tin-tops, not Morgans) for a 3-week tour. This might seem strange but with quarantine issues on both sides of the Tasman, the cost of shipping (not much different than the cost from NA to NZ) it was deemed prudent to spend the money elsewhere. The tin-tops did not detract from the camaraderie or the fantastic tour of New Zealand. Early in the run we met up with Alan & Kathy Lytle and Bob & Barbara Stinson who were doing yet another tour of New Zealand. They ensured

our tour got off on the right foot by donating a case of NZ Sauvignon Blanc to the cause! Most enjoyable â••, thanks again Alan, Kathy, Bob & Barbara!

March, and we have the +8 in the garage ready for our first MOCA run. Up early, and heading towards the mouth of the Hawkesbury River for a visit and lunch at one of Sydney's local auto restorers. Yes, the group agreed, we do have a Morgan! Our next major MOCA run will be in late June.

As we continue to drive around the Sydney area we find ourselves reflecting on the +4's versatility, and the factory's decision to produce a 4-seater Roadster.

Hmmmm.... Time to put some feelers out re the +8. If you've heard rumours, yes we have advertised the +8 for sale. If it sells, we'll be

banking the money while we look for a replacement... might even invest in something non-Morganâ for a period.

What's on the schedule? The above mentioned June MOCA run, followed by events throughout July & August (our winter). In September I'm of to Canada, all the way to Newfoundland to participate in Targa Newfoundland 2007 with my friend Neil Young (we'll be campaigning Neil's Caterham Super Seven). Post Targa Amanda & I will be in Toronto for a couple of weeks so will see some of you at the October MSCCC pub. Until then, enjoy the ride!

Vern

# Mono features eclectic mix in country setting

## UPWARDLY MOBILE TOWN

'A lot of people consider this their secret hideaway'

BY ZOSIA BIELSKI

Roller-coaster roads, tornado-scarred hillsides, fruit-drenched pavlovas and the freshest Creemore known to man: these are the summer delicacies of Headwaters Country, a dramatic cut of the Niagara Escarpment one hour's drive from Toronto.

In the upwardly mobile town of Mono, just north of Orangeville, Victorian gingerbread houses dot the hillsides and artists' studios sit tucked away on quaint country side roads.

Tidy black fences line hobby farms where well-to-do city expats ride horses. The community is an eclectic mix of farmers, business owners, academics, artists and just about anyone "with enough money to hide out from the place where they made it," says Claire Suo-Cockerton, a Toronto entrepreneur who grew up on a sprawling farm in the region.

The daughter of professors, Ms. Suo-Cockerton and her family re-naturalized the farmland they'd settled on with native plant species, breeding ponds and red and white pine forests — one named after her, the other after her sister. The experience imprinted on Ms. Suo-Cockerton, who now runs Aesthetic Earthworks, one of Toronto's most sought-after organic landscaping companies.

Like the city folk she'd regularly haul up from Toronto, Ms. Suo-Cockerton couldn't help but be filled with "mystery and wonder" at the way nature made itself known here, a short drive from the city: "Where this year's tornado would rip through, what

favourite tree would this year's ice storm destroy, what ditch we would have to haul ourselves out of, what animal would eat all of what vegetable."

On a country drive, she points to the farmer's field mangled by a tornado that touched down years ago, as well as the grim roadside cross that marks the steep stretch of Airport Road near Highway 9, that since 1978, has claimed 62 lives and been the site of nearly 5,000 accidents.

There is a certain moment that tends to set even the most stress-choked Torontonian straight here.

That's the one where you climb from a deep river valley sculpted by ancient glaciers and see Toronto in the distance, a tiny Oz-like vision stewing in its own smog.

"I think a lot of people consider this their secret hideaway because it's a little treasure tucked away," says Carol Hall, owner of the Mono Cliffs Inn, a grocery store the Australian expat transformed into what has become the town hub.

A traditional red English phone booth marks the inn out front; a hearty magnolia tree shades patio diners who chat each other up and show only moderate interest in visitors. In the pub downstairs, toy trains rattle by on tracks mounted on the walls and Creemore comes frothy from the nearby brewery; while upstairs, in the dining room, there are Australian flags and boomerangs as decor, and a menu replete with Australian fare.

The inn attracts an assortment of locals, many of them distinguishable from outsiders only by the way the pronounce Mono: Mo-No, as opposed to the illness of the same name. They are business executives, doctors, writers, painters, virtuoso musicians, airline pilots.

Drivers come here for the dramatic twists, turns, climbs and dips. Harley, Lotus, Rolls-Royce

and Ferrari clubs have all come through Mono. Most recently, Ms. Hall hosted about 20 Morgan luxury coupe aficionados. "We look for roads that would emulate roads in the U.K. — single, narrow roads that roll through the countryside," says Thomas Van Zuiden, an investment dealer and club member. "With the topographical relief between forests and cultivated areas with hay bales, it was pretty spectacular."

The inn also draws a steady stream of famished hikers from Mono Cliffs Provincial Park, which is just up the road. The park is riddled with clear freshwater streams, trillium groves, cliffs and caves. Wayne, the inn bartender, will often trace maps out for hikers, numbering out the steps to the most covert lookout.

"They always think I'm in the middle of nowhere," says Ms. Hall, "and I say, 'Well it's called Mono Centre, so I believe I'm in the centre of everywhere.'"

National Post

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## The National Post - Best of Summer





## **Morgans Over Australia** **2008**

Hello world travelers... Yes, Amanda & Vern Dale-Johnson are now well established in Cronulla... a sea-side village on the south-eastern edge of metro Sydney with one Morgan, our 78 +8, now enjoying life on continent number 3!

In response to requests over the years, I'm in the process of putting together thoughts for a Morgans over Australia tour in Oct - Nov 2008. This tour will center around the "Morgan Golden Muster" being planned by the Morgan Owners Club of Australia [MOCA] for Oct 30 to Nov 2 in Bathurst as part of their 50th anniversary celebrations [see attached]. I've offered to help with potential overseas Morganeers who may want to bring their Mogs to Australia, or alternately to tour Australia in rented tin-tops.

Suggestions for groups who want to attend from overseas will include tours north from Sydney to Brisbane and the Gold Coast prior to the Muster (with a run into Bathurst with local Queensland and northern NSW Morganeers); and post-muster south to Adelaide, Melbourne, the "Great Ocean Road", (perhaps Tasmania), and the south coast of NSW before coming back into Sydney. If I've piqued your interest here are some thoughts to consider

October - November is spring in Australia, the best part of the year to tour... not too cold, not too hot and generally great weather. A run north from Sydney to Brisbane and the Gold Coast prior to

the Muster will ensure you see this gorgeous part of New South Wales and southern Queensland prior to the intense summer heat. After the muster, a run south to Victoria, South Australia and perhaps Tasmania will get you more daylight & warmer evenings. If you are planning on attending the MOCA Golden Muster, please let Geoff Hollings, our MOCA Club Captain, know asap by email "goldenmuster@morganownersclub.com.au" so Geoff can get you on the list for accommodations, information on events, registration, etc. Please ensure you include the names of those in your party and contact details.

If you want to bring your Morgan into Australia, it is best for you to discuss with others in your area to consolidate shipping and then with a broker - freight forwarder "at home" who has the contacts and facilities in Australia to handle the customs, import, quarantine, and registration required for a temporary import... we don't recommend you try to do this on your own! The suggestion is "port of entry" Sydney (meaning temporary import registration in the state of New South Wales) however you may want to have your agents check out Brisbane (registration in

Queensland) as well. Sorry, we can't help you with this chore! I've asked the "local" Morganeers for suggestions for routes north from Sydney to Queensland...and south into South Australia, Victoria, Tasmania, and southern NSW. They've supplied me with several previous "runs" that I can make available to you to help you plan your routes, scenic stops, and hotel/motel accommodation. Once you've made the decision to visit with us in Oz, you can use these previous "runs" with assistance from local MOCA members to plan your routes. Note although we won't be doing the planning for these runs (that's us to you) there will be local Morganeers who can help by answering questions, working through run logistics, and who will want to accompany you on the runs!

email Vern Dale-Johnson at "verndj@optusnet.com.au" if you want more info or copies of the above mentioned runs. I'll try to answer your enquiries, or find someone who can. Don't forget to check out the MOCA website "www.morganownersclub.com.au".  
Hope to see you next year!  
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