



The Blurb



**1934 Morgan Matchless
Bill Patterson of East Aurora
New York**

Concours Entry - Watkins Glen, New York



PREZ SEZ

It just seems like last week that I remarked that the warm weather was finally here. I got up this morning and found that the cold weather is now moving in. No doubt I have spent too much time under the TR-7 . (Rene is shaking her head yes, yes)

I have been without a Morgan all summer and had hopes that the TR would fill the vacancy while I got to the painting of Toymog. It didn't happen! The saying in my case was, "It isn't a Morgan but it's Oh so British" . We bought the TR to go to Collingwood but after several try's decided we would give up the idea. After a total tear down we found almost 3 quarts of water in the fuel tank and carbs. What a mess I found when I took the tank out (Keep your fuel tanks full while in storage) . That led to rear end repairs, seals, bearings, brake replacement, calipers, rotors, shocks, springs, motor rebuild and of course a fuel tank rebuild along with dozens of other little things. The people I had do some of the specialized work where all fantastic to deal with even though the TR-7 is not well known or appreciated by some.

Rene and I will get out to the Bronte event this weekend in it and will serve at the Morgan tent. The TR will be hidden over in the TR-7 section of the grounds. Hope to see all of you there at one of the largest British car events of the year here in this area.

Trevor's planned trip will follow on the week end of the 28th and promises to be exciting. Not too many people going but Trevor says this can be a test run for another year if the group would like to go. I'm looking forward to the weekend , especially the boat trip for lunch on Sunday.

Thanks to Collin, some of our members got to see the WW 1 museum and aircraft in Brampton last Sunday. I had plans of going but it was raining cats and dogs here so I figured Brampton was also getting it. Not so, said Dave who was there and enjoyed it. Collin, perhaps this could be a destination for a Morgan group some time.

Not many events left on the calendar but check it out and take in what you can. This really is the greatest time of the year for day and weekend trips in our cars. A little cooler, less traffic, the ankle-bitters are at school and the birds, butterflies, hawks etc are on the move if you get lucky enough to see them.

Cheers for now,
Glenn

Glenn Nigh (reneglen@vaxxine.com)



PAST PREZ SEZ**Martin Beer (mpbeer@sympatico.ca)**

Past Prez & recently added “Assistant Treasurer”! Not a formally elected position mind you. I will be helping Jenny out with Club financial matters for a while. With the additional task of badge financial stuff, Jenny has her hands quite full. Not to mention Scouts Canada, Trevor & Steve. Or the fact her position at Summit Dodge is turning out to be well beyond the 40 hour week. As MSCCC members, we all need to put a foot forward to help out on occasion. Our club has always been fortunate to have volunteers to do such work. Appreciated by all I think.

Summer holidays turned out to be a bit of a fu-bar. Hurricane Dean put an end to Donna’s & my trip to Cancun two days before departure. Something about 120mph winds doesn’t seem too appealing.

I have to ask what it is about Tom VZ. I understand Watkins Glen was another bathtub routine for Tom, and Don this time. Apparently Morgan’s are not water tight? Go figure! I’m sure

there will be info on the event in this issue. Tom & Lynda VZ are celebrating their 25th anniversary & both of their birthdays. Tom is turning 50, Lynda is turning? Forty again lets say. I wish them well & hope they have a great time on their trip to Scotland followed by a cruise. Tom will no doubt find someone to chat with about Morgan’s. I had a visitor at the shop recently. Older club members will remember Doug Price & his brother (my apologies, I can’t remember his name). Doug’s brother stopped by to drop off some coffee mugs that had been with Doug’s mother since his passing. He has graciously donated these “Snobmog” 1980 mugs to the club to do as we see fit. These mugs Are labeled “ International Society for Morgan Four Seater Drophead Coupes” Any members with suggestions are encouraged to let their thoughts be known. I for one think we should provide each “Doug Price Award” recipient with one.

Vern DJ is apparently on a Canadian tour at present. Returning to our soil, to participate in the Targa Newfoundland once again. Along with visits to Family & friends I understand. Hopefully we will have an opportunity to have a pint & enjoy some Mog chat.

Fall is upon us shortly with Trevor & Kathy organizing the Haliburton County Studio Tour. I believe the hotel is full at this point. This may be my last opportunity to take some pictures for our club competition. Let’s get them in to Tom for consideration. What is the award anyways Tom? We may need some motivation here. The silence is deadly! Please be aware. Our government is still talking & continuing with ludicrous regulations about importation of vehicles & racing laws that could affect all of us. Imagine traveling through a tunnel & deciding the exhaust note of your Mog sounds so good you have to put foot to the floor & enjoy the symphony. At the exit of the tunnel is one of our finest in uniform offering you a parking location behind his or her cruiser. Was it speeding? No. How about excessive noise? No. It’s racing! No other vehicle about, just you & your Mog having a good time. Well if the Government get their way. It’s 7 day license suspension & vehicle impounded. Have a nice day. Check the news, check the internet, it is proposed. If we don’t say a word about it. It will happen.

Happy Motoring
Martin

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

We sold some more this past month! So far the Club has sold almost 50 of the new badges! If you want one please contact me. This badge is looking sharp on the cars. I am handling the orders and cheques as well as mailing the badges out. Email me or call me during the day at 1-800-263-0914 if you want a badge!

Trevor Davies - FALL COLOURS RUN - We have four cars participating on the run including Martin & Donna Beer, Steve & Jenny Beer, Glenn & Rene Nigh and Trevor & Kathy. Don Allen will be joining the group for Saturday. The primary lodging, Oakview Lodge, is all booked and the secondary lodging, Little Hawk Resort, shows one vacancy.

We will be traveling north in two groups, the Beers arriving later in the evening. We will tour Haliburton on Saturday and may stop for a luncheon cruise on the Segwun on the way home Sunday. This will be a shakedown event this year, to see how viable it is as an annual event. 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 StudioTour <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!



Sharon Roden has started off the photo contest with this shot of me at the Collingwood event. Sharon caught me pouting after my radiator blew up on the QEW and neutered my Morgan for the Collingwood weekend.

Our August 5th Pub Lunch was lively and included the Rodens, Stevens, Fitchies, VZs, David Farmer, Ken & Judy Wightman, Alan Lytle, Brenda & Malcolm Taylor, Glenn & Rene Nigh, the Morgans and Gil Caratin and Anne Wright from the Triumph Club.

Brian Morgan announced that there is a new Morgan in the family since Brad's wedding. Her name is Christine and she has asked that she not be referred to as the new ride! Brad continues to hold on to his 37 Flat Rad.



John Roden discussed a Niagara, Lockport, New York run proposed for July 8th in 2008. This run would have us visit the historic Erie Canal. A boat ride and buffet will be part of this adventure being planned by the Rodens.

The Lytles have agreed to host their annual picnic in June 08 with a date yet to be decided.

Ray and Mary Shier are planning a run that follows the Niagara Escarpment. Mary says "If it's Tobermory to Niagara, it would have to be the long weekend in May. If it's Lake Huron, we could coordinate a weekend gathering with the new and enthusiastic Kincardine & Area British Car Club (KABCC). Long weekends next year in Kincardine will not be good as the town will be celebrating 150 years and the world famous pipe band will be celebrating 100 years marching down the main street on Saturday nights during the summer sooooo a regular weekend would be better soooo the weekend of June 27 - 29 could work. Is sooooo a Scrabble Word???



Malcolm Taylor discussed the **Canadian British Classic Charity Run** for September 21st, 22nd and 23rd. Just what is the CBCC? Well, it's not a race. It's a driver's event that tests the drivability of our old British cars. The idea grew out of the 'America's British Reliability Run,' based out of Michigan and is modeled loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so. (see Ad in Blurb)

The Christmas Party will be held on Sunday December 2, 2007 from 2 PM to 5 PM at the home of Cathy and Don Allen in Burlington, Ontario. They live at 201 Penn Drive. Take the QEW and exit at Walker's Line. Go south on Walkers towards Lakeshore Road. Turn right on Walmer Road (just before Lakeshore) and left on Penn Drive. The format is BYOB and pot luck appetizers and desserts. The club will hold the annual meeting at the Christmas Party. Call Cathy or Don at 905-634-4704 and let them know what you are going to bring.

It is that time of year for elections for officers for our club for 2008.

We are also looking for **nominations for this years Doug Price Award.**



Submit the completed form (separate PDF) to the British Car Council Inc. after the event close date, no later than December 1 through your local club. Awards will be presented in the new year through your local club.



Watkins Glen, New York by Thomas Van Zuiden

Several of us journeyed back down to Watkins Glen for this years Grand Prix Festival. The Van Zuidens drove down Route 20 with Cathy and Don Allen in our chicken roasters. We met Desi and Bill Benet at the Chalet Leon when we were checking in! Rod and Lorie

Wilkinson sped down in the after hours. It was a treat to run into Deborah Wilcox and Steve Pocock wandering the streets of the Glen. Malcolm and Brenda Taylor were guarding the Walmart parking lot in their powder blue camper van. We had a great meal at Dano's on the east side of Seneca Lake. Friday morning we were all up early for participation in the Knapp Winery Roadster Tour.



Don Allen had an alternator light issue and realized that he had lost his fan belt minutes before pulling into a state park. Rod Wilkinson had a spare belt in his car and we all cheered and Don expressed his gratitude in the photo but his kiss was for naught because the belt was too short. We left Lynda and Cathy Allen behind and drove my Plus 8 into Ithaca and found an auto parts store. Don fixed his car with one of several sized belts that he bought and we were back on the road again. We caught the group at Knapp Winery and we were slightly late for lunch.



The run included lots of Miatas and Corvettes but there were two other Morgans in the group along with some MG's, and Triumphs. The route took us up and down rolling hills and along the waterfront of Cayuga Lake cottage country.

Our run on the old track was slow this year probably due to the accident last year and more participants this year. The big surprise were the 31 Bugatti's in town. What a treat to see them roar up Franklin Street.



We met the McNultys of the Western New York Morgan Owners Group walking the street. Laraine is the editor of the newsletter for this club. There were lots of favorable comments from the crowd on the Morgans that were participating.

Everyone in our group had car trouble this year. Don with his fan belt, me with a flat tire. Try fixing a flat tire in 90 degree heat without getting sweaty and greased up! Rod had alternator issues, Desi and Bill had a fuel line problem and Deborah and Steve had some electrical issues. I didn't hear if Malcolm and Brenda had trouble with their camper van. All our little problems were fixed and we carried on!



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We were back to Dano's on Friday night following the street party for his famous Heuriger. I highly recommend this meal to anyone who is going to the area with a group!

Saturday we went to the Corning Glass Museum with Don and Cathy Allen. On display were some incredible pieces of art glass along with a history of glass and fine examples all housed in a magnificent building which itself is a marvel of modern engineering. Saturday evening found us driving over to Hammondsport in a torrential downpour. We had dinner reservations on the Esperanza Rose at the north end of Keuka Lake. We could have done without this trek as the weather and food were not to our liking. We finished the evening with a lively Noggin

outside Room 19 at the Chalet Leon while it rained around us. Steve had us all laughing in pain! Sunday morning the Allens, Wilkinsons and Van Zuidens rallied in their Mogs for a SOG MOG. It rained all the way home! BUT! We all had fun and that's what counts! ALWAYS GREAT AT "THE GLEN"! Liz did her best to look after us at the Chalet Leon! Hector Falls was dry on Thursday and gushing on Sunday.

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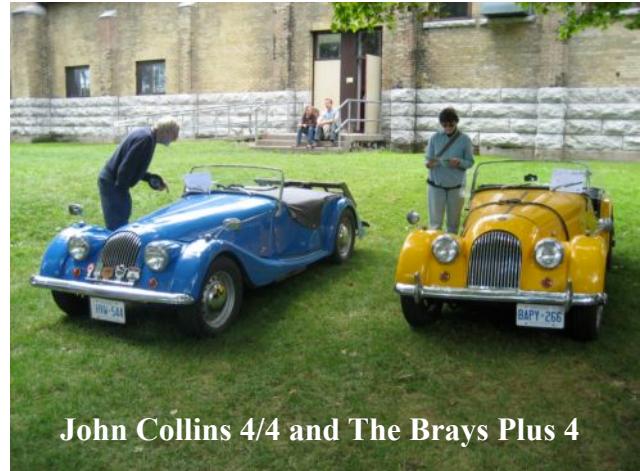
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**Brits in the Park at Lindsay Ontario****article and photographs by Colin and Barbara Bray**

After the success of the Collingwood weekend Barbara and I were keen to drive the Morgan to another shindig so we attended the Brits in the Park event organized by the Victoria British Car Club in Lindsay on Sunday July 15th. Unfortunately there were only three Morgans present, ourselves, fellow club member John Collins in his blue 4/4 and a couple in an early 90s 4/4 who I think were from nearby Peterborough and were not club members. There were maybe 200 British cars present parked on the grass next to the armory where an Antique show was taking place. However, on the main street were maybe another 200 or so American classics of all vintages, hence I thought the event was inappropriately advertised as a British car event. TR6s and MGBs were by far in the majority as usual. There were a nice bunch of maybe ten MG TDs, TFs and a single TC as well as about six MGAs, but none of the twin cam variety. From memory, only two or three side screen TRs were present which surprised me. I think there were about five Austin Healey 3000s but none of the early 100/4 or 100/6 variety. The rest consisted of Spitfires, a couple of Frog Eye Sprites, several Jags of various types including four E-types, minis, a sole Morris Minor in nice shape and several other cars that I can't remember. Most interesting car by far was an early 20s Rolls Royce – the only pre war car that I can remember being there. An older gentleman had his white Jaguar E-type roadster for sale – I can't recall if it was a 3.8 or 4.2 now. It looked in very nice shape indeed and I thought the asking price of \$30,000 was very low. All in all a nice event and not too far from where we live in east Toronto. On the downside I noticed the oil pressure was very low on the car and discovered the oil level was low. So we dived into Canadian Tire and I filled the engine up as it started to rain a little. Jumped into the car and drove off – a few minutes later I hear that awful noise – something has dropped off the car! Looked in the rear view mirror and I see a little black thing hopping over the road and naturally it falls into the ditch with grass about a metre high. Of course it couldn't just fall off and stay on the road could it? I realized what it was immediately – I'd forgotten to put the oil cap back on in my haste to get moving again before the rain came down. Never did find the cap but you can imagine the remarks in the Beers workshop when I asked for another the next day!

**John Collins 4/4 and The Brays Plus 4****Mr and Mrs Bolmog* visit MOG 2007****article and photos by Colin and Barbara Bray**

Just returned from my annual visit to England to brush up on my accent. We read about the floods in the West Country but as usual the weather was dry – don't ask me how we manage to get the timing just right every summer!

Morgans in Ontario are pretty rare beasts. When do you ever see one on the road other than at a club meet? Well, they don't seem to be that rare in England, we saw no less than six, either on the road or parked. It's tradition that I have to visit the seaside at least once on my return to England. We live 200 yds from Lake Ontario, but it's not just the water I miss but the smell of the sea. Anyhow, the first Morgan we saw was a very nice mid 90s 4 seater 4/4 parked on the seafront at Wells-Next-the-Sea in north Norfolk. Next was probably a Plus 8 – parked in someones driveway in the little village of Balsham in Cambridgeshire where we were staying with friends. Three Morgans were

seen on the Motorway and the final one followed us for a few miles in the Yorkshire Dales. We stopped in the town of Leyburn and I suspected he might stop there too. He did. The car was a 2002 4/4 – in fact the car was registered in the second half of 2002 – easy to tell because of the licence registration system used in the UK. This gentleman and his wife were down from county Durham for a few days holiday and we had a chat. Incidentally, the Yorkshire Dales are perfect for any British sports car although I'm told it can be very wet in the winter – but the roads are wonderful, up and down hills and bends every few hundred yards, Theakston's beer, lovely pubs, superb tea shops and Wensleydale cheese - what more could you want?

We timed our vacation in England this year to coincide with Mog 2007. This three day event was held at the old historic Goodwood racetrack in West Sussex and we de-



year. The track and pits are exactly as they were in the 50's although repainted and repaved. Not surprisingly several car clubs have started using it for their events.

cided to go on the Sunday morning, August 12th.

Goodwood was an important track in the 50's and 60's and was best known for its 9 hour race for sports cars – a kind of mini Le Mans. I'm not entirely sure why the track closed in the 60's but about eight years ago the landowner, Lord March, managed to get permission to reopen the track for historic racing twice a

explore. Next year's event is in Newquay in Cornwall, June 13th-15th for anyone who might be down that way.



1969 Plus 4 Super Sports, Concours winner

My particular interest has always been 50's and 60's sports cars so it was wonderful to see so many of the cars from this era. I couldn't work out the various classes of concours awards but looked at a superb 1969 Plus 4 Super Sports that had won an award. Overhearing a conversation, I suspect it may have been the overall winner. The owner, who had done most of the work himself, was there and I quizzed him about the non standard heater he had managed to find and install on the car. It seemed to work even worse than the original fug stirrer type – which takes some doing! Another concours winner was a car restored for Melvyn Rutter's wife – a bright pink car! All I can say is it's not my sort of colour – but you can't miss it. Probably the highlight for me was one of the two remaining 4/4 Le Mans



Morgans were parked on both sides of the pit straight and then spilled over into several car parks near the entrance. German, Italian, Japanese and whatever passes as British cars nowadays, were banished to a car park further away. I counted nearly 200 Morgans parked on the track and there must have been another 200 in the other parking areas. Winners of the concours event the previous day were proudly placed on the track in front of the pits. There were many booths selling all sorts of things for Morgans including clothing, flying helmets and various new parts. There were very few second hand parts available.

Barbara zeroed in on the booth that was promoting next year's annual event. Her background is Cornish, and when she saw the familiar gold and black rugby shirts being sported by the vendors, she couldn't resist going over to



1964 Plus 4 Plus, one of only 26 built

replicas (JUO 177) built in 1938 with a 1087cc Coventry Climax engine, in recognition of Miss Prudence Fawcett's 13th place finish in the 1938 Le Mans race. Also present was a very rare 1938 4 seater 4/4 (CWX 755) – believed to be one of the four surviving examples of this particular specification.

Yet another rarity was one of only 26 Plus 4 Plus Morgans (LKE 551B) – the company's only venture into producing a car without old fashioned wings (fenders). This is the first time I've ever seen one of these and it was just parked out of the way towards the entrance to the track. I must say, it



An F-Type and a Super Sports (or is it an Aero?)

is a very pretty car and it's a great shame this car didn't become more popular. There were several Plus 4 coupes present. These are very nice vehicles, much more staid than the normal 2 seater with cut away doors. I spotted two



Flat Rad 1953 Plus 4 Coupe – one of 117 produced



1925 Grand Prix 3 wheeler

different versions – a flat Rad (and therefore pre 1953) two seater and one of only 117 built and at least two examples of the even rarer four seater, referred to as 'Snob Mogs'. Only 51 of these rare old thoroughbreds were produced and they can be easily recognized by them having a boot



A very rare Four Seater Plus 4 Coupe referred to as 'Snob Mogs'

(trunk) – imagine that, a Morgan with a boot! Next thing we know the company will start introducing a rear wind-screen wiper!

The three wheeled models were much in evidence. The earliest was a green 1925 Grand Prix model (XX 286) which in fact was also a concours winner. My father and I studied the lever which poked out the back with a knob on the end of it. What the hell was it for? Several other people got in on the act and after crawling under the car I eventually worked out it was the handbrake. It tightened a leather strap around a drum on the single back wheel. I



don't think the car had any brakes on the back, only the front, although I could be wrong. An amazing car. There were several Aeros and Super Sports with Matchless engines – my father informed me that the Matchless company was in Plumstead, London, where I lived as a child and in fact my first job was just along the road from the factory, although by then the company, like most of the rest of the British motorbike industry, had gone bankrupt. There were also several F series three wheelers and I must say I can certainly see the attraction in all these three wheeled machines. One of the owners insisted it was impossible to turn one of these cars over on the racetrack – but I wouldn't want to try.

There was one other car that stood out that day and it certainly wasn't a concours winner! It was a 1953 flat rad Plus 4 (YMG 702) that had just finished competing in the Peking to Paris Motor Challenge, a 35 day rally re-enacting the original 1907 event. The car had been driven by David and Jonathan Spurling and one of the owners was busy looking for something in the back of the car while I was there so I didn't get a chance to chat. The car was basically sound but very dirty and it must have taken a hell of a beating on this rally. I suspect the car was kept in the condition it returned in specifically for the Morgan event. The oldest car in the event was a 1903 60 hp Mercedes and the most modern a 1966 Mercedes Benz 200 saloon. The Spurlings were awarded the 'True Grit' trophy along with several other competitors in recognition of their efforts. This sort of event is just the sort of thing Morgans from this period were expected to compete in and I take my hat off to these guys in managing to finish this grueling competition.

Also that day the gymkhana was taking place. I couldn't work out the rules but one of the events consisted of the

passenger holding a tray of filled wine glasses outside of the car and the driver stopping in various predetermined places, reversing into other spots and the passenger getting even more wine glasses – the point being not to spill any. All a bit complicated but I daresay we could get the rules from the MSCC. Perhaps we should arrange an event like this in Ontario sometime – it is not a speed event but a test of driving skill. Oh yes, it was carried out on grass too.



1938 Le Mans Replica only two still in existence

The event was very well organized but Barbara and I felt a bit left out not being there in our Morgan. Oh well, maybe one day.

Colin Bray

* Our car, registered BAPY266, is soon to obtain a vanity plate – BOLMOG.

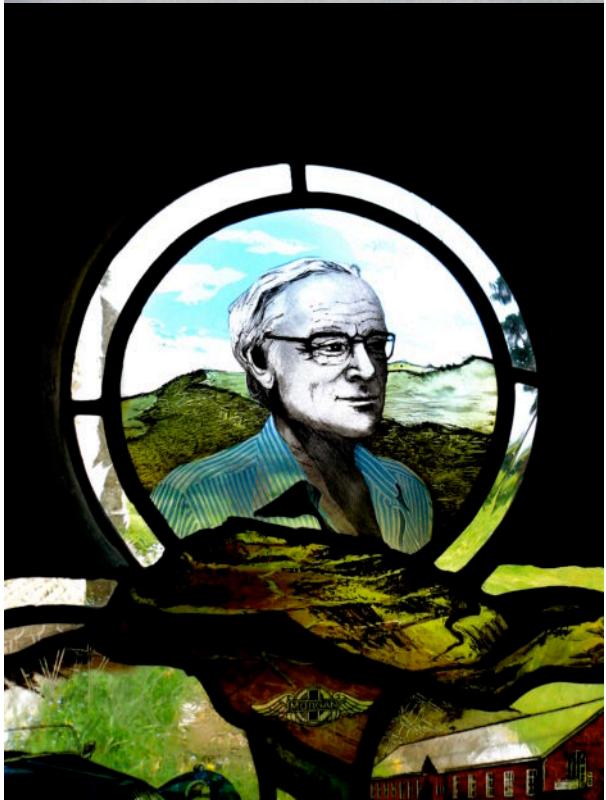
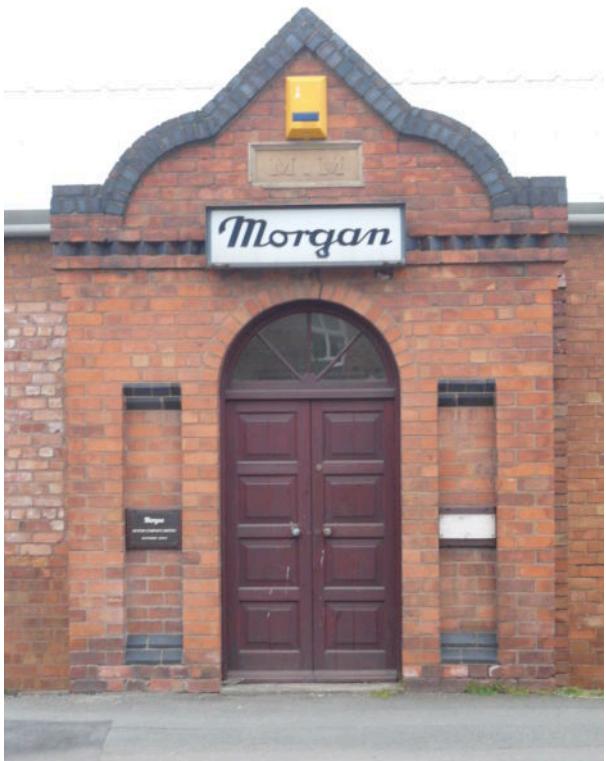


David & Jonathon Spurling's 1953 Plus 4 which competed in the 2007 Peking to Paris Challenge



Cockpit of one of only two surviving Le Mans Replicas, 1938

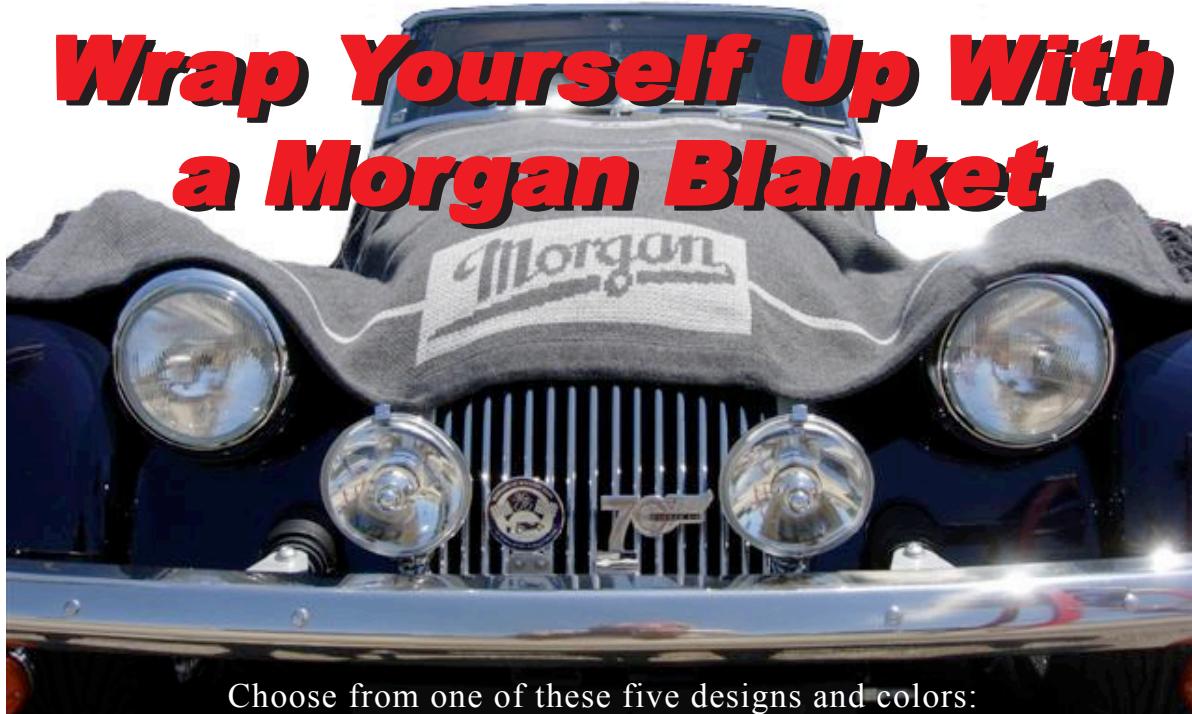
Tony and Pat Doyle Visit the Morgan Factory





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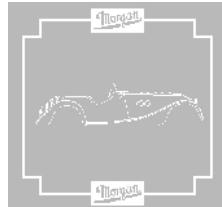
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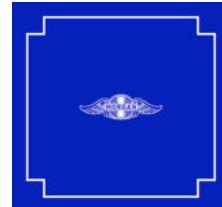
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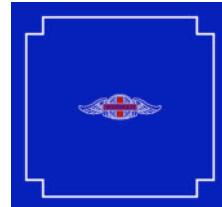


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Central Canada Morgan Events

- Sept 14-16 British Invasion XVII, Stowe, Vermont, e-mail: mgaetano@elmbankshow.com
Sept 16 British Car Day, Bronte Prov. Park, Ontario, <http://www.britishcarday.com>
Sept 21-24 Canadian British Classic Charity Run, britcars@cbccr.org - (See Ad)
Sept 28-30 Fall Colours Run, Haliburton, Trevor Davies, 905-846-1472
Oct 7 Pub Lunch, Queens Head Pub in Burlington, Ontario
Nov 4 Pub Lunch, Queens Head Pub in Burlington, Ontario
Dec 2 Christmas Party, Cathy & Don Allen, 2-5 PM, potluck appetizers and BYOB
Jan 6 Pub Lunch, Queens Head Pub in Burlington, Ontario
Feb 3 Pub Lunch, Queens Head Pub in Burlington, Ontario
March 2 Pub Lunch, Queens Head Pub in Burlington, Ontario

Western Canada Morgan Events

- Sept. 22nd Whistler All British Run - Colin Fitzgerald
Nov 4 Ladner-Bellingham All British Run - Ken Miles

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The 2006 Canadian British Classic Charity Run, or 'CBCCR' for short, is now a part of history, but plans are already well underway for this year!

That's right, with the success the first-ever CBCCR that raised \$8,500 for Camp Trillium, the organizing committee is already hard at work fine-tuning next year's charity run, with proceeds to go to the Canadian Diabetes Association.

Participants of the 2006 run had such a great time they've already started to sign up for this year's event. It's limited to just 50 classic British cars, so don't miss out, sign up today and start collecting your pledges for what will be an unforgettable drive in September 2007!

Just what is the CBCC? Well, it's not a race. It's a driver's event that tests the drivability of our old British cars. The idea grew out of the 'America's British Reliability Run,' based out of Michigan and is modeled loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so.

For 2006, a small group of enthusiasts in the Waterloo Region who had participated in a similar event in Michigan in recent years felt the time was right to stage a Canadian event. With the sponsorship of the Optimist Club of Elmira, 'The Rocky Shore Run' along the scenic shore of Lake Huron and Georgian Bay became a reality.

On the weekend of September 22nd through September 24, 2006, a small but dedicated group gathered in Cambridge, Ontario, to begin their 700-mile odyssey. Braving the elements, they drove a variety of MGs, Triumphs and a Jensen Healey on a 700-mile route as they raised money for Camp Trillium, a Canadian charity dedicated to assisting children with cancer. They even made a dream come true for an enthusiast suffering from Lou Gehrig's disease, when he was given a ride in his dream car, an MG TD being run by one of the participants.

The goal for 2007 is to raise a minimum of \$500.00 per car to help kids with diabetes. Teams will pay their own expenses, so 100% of the donations go to the Canadian Diabetes Association.

As noted earlier, interest is already running high for this unique event so mark your calendar and register right here on this site today and plan to be a part of the 2007 CBCCR 'Lake Shore Run'!

Hope to see you there!



Hog Mog Matters

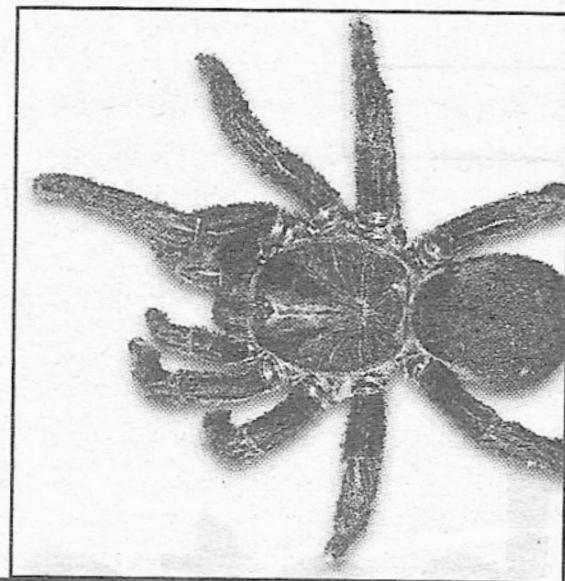
**GET IN, SIT DOWN,
SHUT UP, AND HANG ON!**



McNulty's Weber Set Up on their MORGAN
photo by Rod and Lorie Wilkinson

Thanks to Vern Dale Johnson for spidey bits

August 31, 2007 **Drive**



BUGS A BOTHER

A British survey has found about 650,000 crashes a year are caused by bugs. Esure car insurance found insects were the second-biggest summer distraction behind sunlight in the eyes but ahead of kids in the back and scantily clad pedestrians.

Tech Talk

A Final Word On Motor Oil

from Robert Couch:

Since my last tech note on our motor oil condition (August Morganeer, page 7), more and better information has come to my attention. The EPA-approved Castrol oil with zinc phosphate high-pressure additive is on the market. But remember, it is for use only in non-catalytic cars.

The best non-zinc oil additives now come from STP. STP makes two additives: STP Oil Treatment contains 4 times the amount of ZDDP that motor oils used to contain. STP Oil Stabilizer contains 6 times the amount of ZDDP that motor oils used to contain. You should use one bottle of the treatment that you choose with every oil change. STP Oil Treatment will replace one-half quart of oil, and STP Oil Stabilizer will replace a quart of oil.

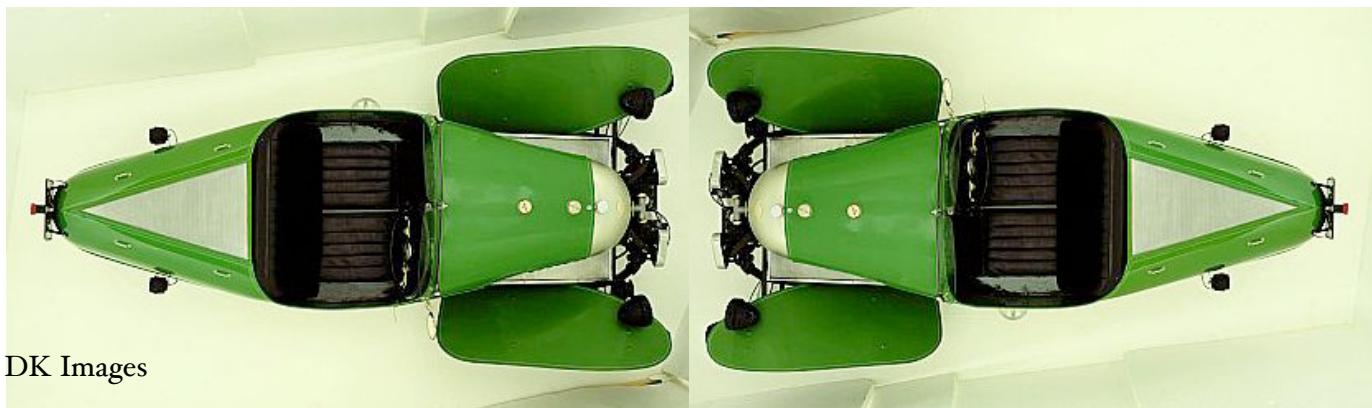
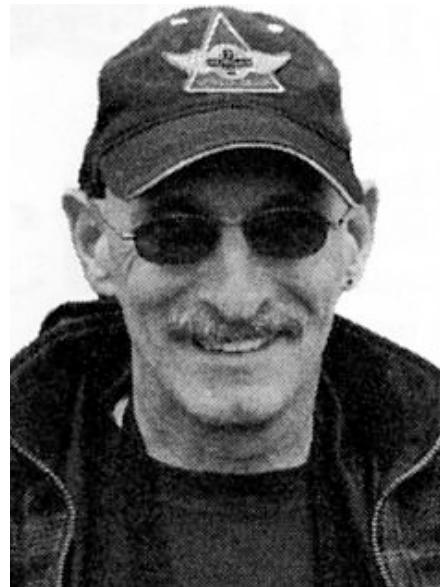
In my opinion, the STP additives would be better than the Power Punch product mentioned in my June article, although the Power Punch product is still real good. It just tackles the problem from the other direction, as explained in the article.

from Lorne Goldman:

I've started running the engine [in my Plus 8] with the GM oil supplement EOS. It has the highest concentration of ZDDP available. At the recommendation of the GM dealers, I used one-half of a bottle for a full oil change (6 liters). It had a remarkable effect. Along the same lines as STP but MUCH more apparent.

and Robert Couch agrees:

[EOS] is good stuff also and highly recommended. I like the STP brand name and so suggest STP. I have found in the past that the more choices you give a person the more likely they will get confused!! I include myself in that statement also!



BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

The purpose of the event is to encourage British automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride and for the general public. By driving their classic cars* as much as possible, we are consistently bringing to mind the love of the British Classic Car.

* Classics do not include British cars considered "daily drivers" unless they are 15 or more years old – however club executives should use discretion with final judgment up to the BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a "Long Distance Award". This award, a specially struck plaque with the participants name and vehicle particulars is presented to those who have traveled the pre-requisite distance during the driving season of April 1st through October 31st.

The logistics, rules and regulations are as follows:

1. Vehicles participating must NOT be "daily drivers" (i.e.: only classic cars used for driving and related events and pleasure during the season are eligible – unless they are 15 or more years old)
2. Contest timing will be April 1st each year through October 31st each year. The contest will NOT begin prior to April 1st or end after October 31st.
3. The event will be open to all members of BCCI participating clubs, regardless of residence.
4. Each participating automobile will have the odometer read by a member of their club executive at the start and end of the contest.
5. Club executives will be responsible for recording the starting and the ending odometer reading on the attached form.
6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers (individual vehicles or combination of vehicles).
8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.

Lets get out there and drive those cars! Good luck and remember to have fun and drive safely.

LONG DISTANCE AWARD CERTIFICATION FORM

Contest runs from April 1, _____ through October 31, _____

Contest Commencement

Club Name	Car Make, Model & Year
Driver(s) Name(s)	Mileage/Km reading at April 1, _____
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Contest Conclusion

Mileage/Km reading as at October 31, _____	Club Name
Odometer/distance gauges in working order Yes / No	Name/Signature Club Executive Member Date

Submit this completed form to the British Car Council Inc. after the event close date, no later than December 1, through your local club. Awards will be presented early in the New Year through your local club. All enquiries should be directed to the BCCI at:

British Car Council Inc.
Bayview Village, PO Box 91135
Willowdale, Ontario
M2K 2Y6

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Membership Application / Renewal

Name: _____
 Spouse: _____
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 Home: _____ / Business: _____
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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