

July 2009

MORGAN

SPORTS CAR CLUB
OF CANADA

THE BLURB



LONG POINT RUN

THROUGH THE LENS
OF KEN WIGHTMAN



PREZ SEZ



Looks like another rainy afternoon, a good time to face the keyboard and compose some timeless prose.

Actually, if you are looking for timeless prose, you will have more success at your local library, and absolutely none in this column.

Most of you know that we own a 1956 TR3, a car that has carried us on many trips, including numerous MSCC adventures. It is now in pieces, by design. The engine needs to be rebuilt and Steve Bridges will be doing that, once it comes back from the machine shop. In the meantime, the stripped out body and chassis are at a local body shop for stripping and painting. As you might expect, the project has taken on a life of it's own--please refrain from snickering. We have discarded 2 heads, and may be on the brink of having to replace the block.

Fortunately, I had a spare in the garage, and it is now at the machine shop for inspection. Meanwhile, the body is being stripped, and as the old paint and filler is removed, the wear and tear of 35 years is being revealed. Yes, the tin worm has been at work, but has not caused major damage. Primer has been applied to doors, scuttle top and the hood, and a number of repairs have been made. A date for the car to be back on the road? I'll be selling lottery tickets at the next pub.

My job in this rebuild is to clean, paint and store parts until we need them. While busily engaged in this activity the other day, I found myself wondering about the sense of what I was doing. Here I was, cleaning black paint and primer off TR3 parts, and for what? So I could promptly spray them with fresh primer and black paint. I know that anyone who restores or refurbishes a car goes through the same exercise [I have done it twice, and the TR makes 3], but this was the first time I saw the absurdity--and I have another. For the last several years, our regional government has been urging us to conserve water, especially during the summer months. Recently, Regional Niagara announced that the basic charge for water was to be increased. The rationale, you ask. We are now using less water, therefore water sale revenues have fallen, and the Region

is raising the basic rate to cover the shortfall. Sounds like Catch 22 to me. Conserve, and get charged more. Wait until OPG hears about this. Doesn't have much to do with Morgans, and it only affects Niagara, but I couldn't resist.

Just got an e-mail from Ross Hamilton [Jag Club] inviting the Morgan Club to participate in a drive around the Niagara Peninsula on Sunday, Aug. 16/09. That's the day after our drive to Long Point and picnic, but if you are interested, Ross will be sending me more information.

What's ahead? Our world travelers [Miles and Lytles] should be back, ready to report on the Centenary celebrations, and I am eager to hear and read about their adventures.

Watkin's Glen, and the trip to Auburn are looming, as is British Car Day, all in September. September already? Where does the time go?

We expect to be at a car show in Port Perry on Sunday, Aug 9th, with Brenda and Malcolm--and Buster. Neat town-trying hard to be Niagara-on the -Lake north. This will be the first attempt at a car show in the town, so we don't know what to expect. Should be fun, so come join us if you are in the area.

You think MOA is an odyssey? Yesterday, Tues. July 28/09, an ex-British Leyland employee named John MacCartney arrived on the Niagara Frontier driving a freshly restored Triumph Stag. His North American journey started in Miami, after he flew in from his home in England. He was met there by members of the Triumph club who had restored the car, and he then set out on a journey around the U.S.A and Canada that will cover some 12000 miles. He's not alone. Triumph clubs across North America, including the Toronto Triumph Club, have arranged to escort him as he passes through their area. The purpose of the trip is to raise awareness of Post Traumatic Stress Disorder, a growing problem as troops, both Canadian and American, return from Afghanistan and Iraq.

Keep the top down--and keep the umbrella close by.

I apologize for the tardiness on the July Issue but before I left for the Maritimes, I had nothing to put in the newsletter. Now two weeks later, we have had some events and reports from the Centenary are dribbling in!

First off, **CONGRATULATIONS to Amy and Chris Pattenden!**

Elizabeth Christina Pattenden was born @ 5:20 this morning (7 lbs, 6 oz). Mother and Baby are doing very well. How about a 4 seater Chris?



If you have plans to visit Niagara-On-the-Lake in the near future, the Old Angel Inn has a special offer for our Club Members. The Olde Angel Inn is extending an invitation to your members, we are offering a 10% discount on all Rooms and Cottages upon availability. Also, we are offering a 20% discount on all food. Reservations for all amenities must be made either through our

email at angelinn@bellnet.ca or by telephone at 905 468 3411. Please bring with you proof of membership and let us know which club you belong to when making reservations.

The latest Morgan 100.tv program is now available for viewing absolutely free. You will see details of our recent activity, including the wonderful new SuperSports launch at Villa D'Este, Princess Anne's factory visit to open the visitors centre, Morgan showing everyone else how to do it at Silverstone to lead the International GT3 championship, and the Repton run to mention just some of the superb content.

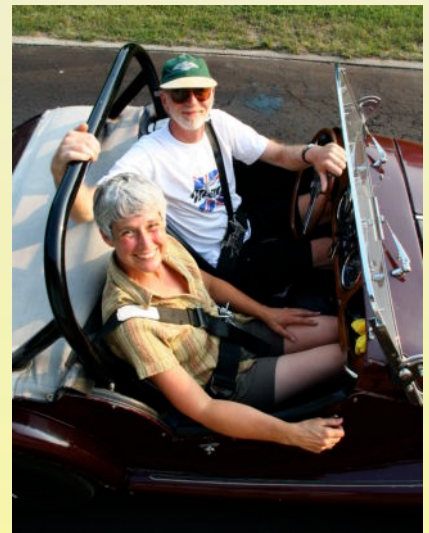
Morgan 100.TV are producing 12 1/2 hour programmes which are to be streamed online, and also supplied in 4 fabulous DVDs in a boxed set - all for just £48.00 + p&p.

Click the link to watch programme 3 for free, and then sign up to receive the next 9 programmes. Essential viewing for every Morgan enthusiast.

[CLICK HERE TO VIEW](#)

<http://www.pickprod.co.uk/p3.html>

BLURB EDITOR



Above - Uncle Malchy eyes Brian Morgan
Steve & Jenny Beer and the Allen's departing Long Point

Chef Don bbq's the chicken while Alan Lytle supervises



Photos by Ken Wightman and Thomas Van Zuiden



photos by Ken Wightman



LONG POINT RUN



It was an early start for the members that participated in Don & Cathy Allen's run from Ancaster to Long Point. Liz and Ray Stevens were first on the scene at my parents. The weather was perfect for the 27 participants who showed up in their chicken roasters to brave the heat. We had the Sands, Morgans, Van Zuidens, Fitchies and their friend John who owns the "Pontiac Party Hauler" seen below which hauled all our food and drink, Stevens, Shiers, Lytles, Steve, Jenny and Martin Beer, Brenda & Malcolm Taylor, Wightmans (no "H"), Sharon Roden in her MGB, Gil & Anne Caratin in their yellow Triumph TR6 and Chef Don Allen with wife Cathy leading the parade. We stopped in the hamlet of Normandale at Cathy Allen's uncle's home for a cool down before our assault on Long Point and ultimate destination that being the home of Lynda VZ's brother Bob and companion Marion. There was some commotion and fear that Don Allen's car was on fire but billowing smoke turned out to be fire extinguisher propellant. The fire extinguisher went off in the passenger foot well. Cathy now knows not to play footsie with fire extinguishers. A large group marched off to the beach for a cool down swim. The water was fantastic. Chef Don prepared a late lunch while the group cooled off in the shade. A mix of salads with sausages and chicken were served with a bevy of cool beverages. Many thanks to Bob and Marion for volunteering for a home and driveway invasion. The Fitchie Pontiac Party Hauler proved invaluable in moving the feast and beverages in style from Ancaster to Long Point.



4 Large Coolers

Fitchie's
Pontiac Party Hauler

8 Large Cylinders

A newbie at the Ontario Jaguar Owners' Association (OJOA) Draycott Slalom by Alan Lytle

Sunday July 5th 2009 at the Powerade Centre in Brampton I had my first experience of trying the slalom course with the Jaguar Club. What a great day! I learned a little more about the Morgan and now know why people really love these slaloms and the track events.

I arrived at 9am with a little trepidation and did the registration. Then was the technical inspection. A key item was ensuring that the battery was well secured, and some amusement ensued when the inspector had to ask where it was. That gathered a crowd, and some surprise as to how little there was under the plywood floor behind the driver's seat. There were about 20 cars assembled including a 2007 Lotus Elise, a VW Jetta, a Mazda Miata, an Audi A3 (Peter Draycott), Ian Law in his Volvo, Ross Hamilton in his Honda Civic and a lone Morgan 4/4. Assorted Jags completed the field, ranging from a 1970 XKE, XJS's, XKR, XJ8 and a 2004 X Type wagon.

Next was the Driver's meeting which was a briefing on the course and safety instructions followed by a walk through the course. It was laid out in cones on the parking lot and the run was three laps. The first, an hourglass shape; the second a figure eight, followed by an oval all around the same cones. A little confusing at first so we were allowed a slow run around before the timer was set up. The start is straightforward and the finish entails braking in a box and not hitting a cone. Hitting any cone is a two second penalty. There were to be five timed runs apiece.

Then we started. Loaner helmets were available. I was car number 4 (magnetic numbers on the driver's door) and so had little time to think. The advice was to go slow on the first couple of runs and then once you know the course put the pedal to the metal. My first run was about 58 seconds with a couple of major hesitations along the way. The second run shaved off four seconds, and by the end I was doing 52.5 or so.

On the initial runs there was a temptation to "save the car", but really, I think the car was doing OK.

It was the driver that had the problem. I did not get out of first gear as I found going into second did not help at all. Smoothness is the key, and I now understand where I made my main mistakes so look forward to the next time when I have a chance to try a different technique on a couple of the corners.

How did I do overall? Not sure, but the fast guys were inside 43 seconds for the run. Pretty amazing driving. I was happy as the XKE and I had similar times, so I guess a Morgan 4/4 is not too bad a car after all!

At the end of the day, Kathy turned up and so I was able to take her around the course, and then Dave Farmer also arrived in time for a trip. Lots of fun, a great BBQ lunch also, and many thanks to the OJOA and Ross Hamilton for the invite. I recommend it to you all, and perhaps next year we will have a Morgan class.

Alan Lytle

For a view of the day try <http://blip.tv/file/2325276>



2009 FLEETWOOD COUNTRY CRUISE IN

by Ken Wightman

Last year I took my daughter's father-in-law to the Fleetwood Cruise. I didn't know what to expect exactly but I was familiar with Steve Plunkett's fantastic collection of vintage Cadillacs. We arrived late but driving a Morgan we were waved right onto the grounds. We parked. Folks stopped to look at the car. We took off to see what there was to see – and there was lots. I thought of the club and wished the event was held closer to Toronto.

Rob Fournie, another London member, encouraged me to invite the club to this year's Fleetwood event. It was added to the MSCCC events list but it didn't attract many members – this came as no surprise considering the Fleetwood name is synonymous with massive hunks of Detroit iron. I never expected the Fleetwood Cruise to be an easy sell.

All that said, two couples, John and Sharon Roden and Malcolm and Brenda Taylor took Rob's and my bait and made the drive to London, staying with Judy and me on the west side of London just minutes from the cruise. Both the Rodens and the Taylors arrived mid-afternoon Friday and we were joined later by Rob who drove over in his brown 4/4 roadster.

We all had dinner at the Waltzing Weasel Pub minus the Taylors who stayed home to dogsit Buster and plus Ted Zubryck and his brother-in-law Fred. Ted is also a Morgan owner and member but is unable to make many events. It was good that he and Fred were able to join us for dinner. Then Saturday he and Fred also made it to breakfast at Ken and Judy's as did Rob. Buster was also there – a forgiving fellow, he didn't let being refused entry into the pub put his damp nose out of joint.

After breakfast, everyone but Ted and Fred made the five minute drive to the Fleetwood Farms where more than 3000 classic cars were gathering. More than 12,000 people were expected at the Fleetwood Cruise event. This year's show was expected to be the largest outdoor car show in Canada ever.

Plunkett has 46 rare and exotic Cadillacs, many once owned by celebrities. He has a Johnny Cash Fleetwood, a Bob Hope Eldorado, he has the Cadillac limo used by Joseph Kennedy when he was living in London as the American ambassador to England.

Plunkett is especially drawn to the antique Cadillacs from the thirties. He now has six V-16s and a V-12 from that era. Plunkett says that it was a good decade for Cadillac as they were very advanced for the time. Plunkett has been quoted as saying that, in his opinion, there was no other car company in the world bringing to the automotive industry more technology and innovation than General Motors and a lot of that technology was introduced first by the Cadillac division.

Even earlier Cadillacs were industry leaders. In 1927 Cadillacs had safety glass, thermostatically controlled chokes and retractable seat belts. And in 1974 Cadillacs had air bags which were called an air cushion restraint system. Nobody wanted it, so the option was dropped.

Although it was not completed, Plunkett's new garage – the Fleetwood Salon – was open for visitors. Plunkett has built a garage with a look inspired by the Waldorf Astoria ballroom. There are chandeliers, oak panelling, and an antique pressed-tin ceiling. It took 70 tons of slate to cover the elegant roof. It has a total of 14,500 sq. ft. with 7,800 sq. ft. on the ground floor. It will hold about 12 or 13 of Plunkett's finest cars. Plunkett's original garage, a large, steel-sided structure, held

the remainder of his collection and was also open to visitors.

Outside, on the grounds, there's a large pond and Saturday Amphicars were taking those interested for a boat ride, or should I say car ride, across the pond. In the air, Plunkett had an airshow featuring vintage planes in keeping with the day.

While touring the show, we met Wally Smith of London, the owner of a Morgan roadster once owned by club member Brad Morgan. Smith had his Morgan on display, too. A note of interest to the members: Wally Smith owns a chrome plating business and is willing to bend his rules a little to chrome Morgan bumpers, etc. for members. Possibly this winter, we could have a chat with Wally and bundle up some stuff to give him to rechrome.

Will Plunkett host another Fleetwood Country Cruise In? I don't know. He has been talking about calling enough, enough. If he does hold another in 2010, I think that you will find John Roden, a Detroit iron hater from wayback, will give the day a thumbs up. Plunkett says that classic Cadillacs are an acquired taste, and I think John is showing signs of having acquired it.

Please mention: Much of the info on the event itself came from a Globe and Mail story by Michael Vaughan.

“BUSTER” of Triumph Fame



CENTENARY CELEBRATIONS

A few of our members enjoying their visit to the UK - photos Anthony Steward



Reg Beer Coachbuilders Corp. Providing quality service & Restoration To Vintage Automobiles Steve and Martin Beer

12944 Albion Vaughan Rd.
Bolton, Ontario, L7E 4C6

Tel/Fax (905) 857-3210
Email: emcmog@idirect.ca

WATKINS GLEN UPDATE

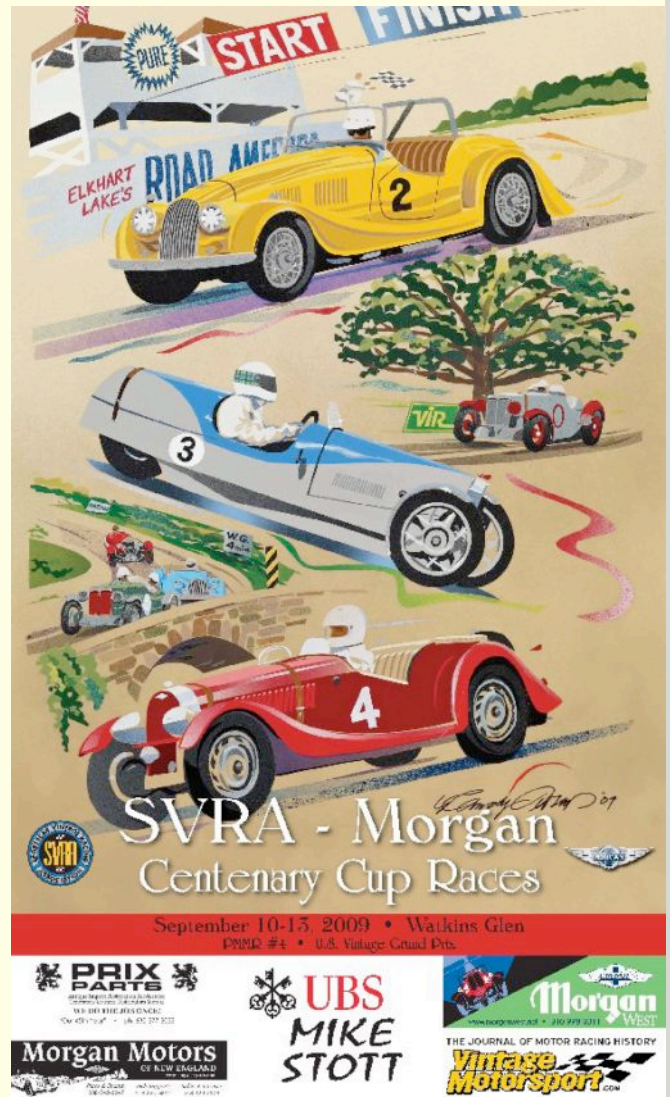
OK Morgan racer guys, galsand erstwhile supporters: We have less than three weeks to get cars ready, and trailers loaded and there we have it...WATKINS GLEN.

Judging from the emails and blogs etc it appears that we have more racers planning to attend than SVRA has registered. So, take advantage of their kindness' and discounts and get yours selves registered....It will make planning easier for all involved!. Dick Powers and crew have planned a great weekend including tours, the downtown bash (where MORGAN is the featured marque) as well as a special dinner for Morgan folks. Please Contact Dick Powers for details and instructions for reservations. mgahmogca@rpa.net or send you request for tickets to Robert Abels 84 Green Rd. Churchville, NY 14428, The cost is \$40.00 per person and seating is limited, so make your reservations NOW! Checks should be made payable to WNY Morgan Owners Group.

SVRA has planned a great weekend for us and we cannot let them down. The MG and SVRA folks are planning for the 25th. running of the Collier Cup so there is sure to be more than a gaggle of great MGs. You can direct questions to Jack Woehrle, Carl Jensen or me. Check the schedule at www.SVRA.com The schedule is still in flux, so check for changes and updates. They have asked that we paddock with the MGs and that guarantees us a great paddock area. If anyone is planning to be at the track on Wednesday, please let me know, we might need to defend some turf and we might need you to help.

If those of you who are planning to attend the activities at the Glen would just drop me a quick email and let me know what you are bringing to race, I would be most appreciative. I would also like to hear from those not racing so that we make sure that you can and will enjoy the weekend. FYI the competition for the Morgan Cup is quite close and at this point there is no shoo-in for a winner. This is just what we hoped for.

A reminder too, that the Randy Owens original artwork for the three race series poster will be auctioned that weekend. Those interested in bidding should plan on attending. Those who cannot attend and are interested in placing a bid can send your bid in a sealed envelope marked "Art Bid" to me: Bob Wilson, 5826 Queens Cove, Lisle IL 60532. I will collect envelopes and give them, unopened, to a surrogate bidder who will bid on your behalf.



This just in from Dick Powers: John Targett will have a special guest as crew at the CC. Walter Kallenberg. He's had many MGs (K-type, TF, V8) and Morgans over the years. With his flat radiator Morgan, he won the 1976 big Morgan Challenge and the last race at Zandvoort in Holland, and won the prize of meeting with Peter Morgan a week later.

Remember, this is our last chance to have a celebration like this for another 100 years, and I am not sure that we will be able to get tires and parts then....So, "Come on down!"



Return to the Streets!

Friday, Sept 11, 2009

Franklin Street, Watkins Glen

2009 Marque



MORGAN

Morgan Centenary Banquet At the Glen

Saturday, September 12, 2009

**7:30 pm - Cash Bar Opens - Yancy's Fancy Cheese and Fruit Platters 8:00 pm - Dinner Buffet Begins
Crown Royal Chicken or Sliced Sirloin of Beef
Roasted Red Potatoes with Seasonal Vegetable Medley
Tossed Garden Salad, Assorted Dressings and Fresh fruit Medley with Roles & Butter
Coffee & Tea and a 100th Anniversary Cake
Vegetarian Selection Available On Request**

The Morgan Centenary Banquet on Saturday evening at the new Media Center at the track. Seating limited to 150.

Reservations have to be in no later than Friday August 28th. Cost is \$40/person, US funds.

**Please make checks payable to: WNY Morgan Owners Group - Send them to: Robert Abels
84 Green Rd.
Churchville, NY
14428**

**If you have any questions, please contact me at either mgahmogca@rpa.net or call 585-323-2687.
See you at the Glen in September - Dick Powers - President, WNYMOG**

Robert Couch AKA "Dr. Robert"

**will be the Guest Speaker at our Morgan Centenary at the
Glen this September.**

**At the Friday Downtown Festival, Robert will be doing a Legends Speak presentation and on
Saturday he will be the Guest Speaker at our Morgan Banquet!**

**I'm sure many of you know Robert or know of him as he has been the Premier Morgan Restorer for
the last 32 years. Robert originally had his business on the East Coast, but is now living
in Washington state. We are all very fortunate that Robert will be coming East for this Morgan
Centenary at the Glen !**

**If you don't know who Robert is or want to find out more about him, you can go to:
www.olypen.com/mspares/tms/ where you will see many pictures of him and the cars he has
restored.**

**Also, if you haven't signed up for the Saturday Morgan Banquet, there is still time to do that and
hear Robert's wonderful presentation about the car we will celebrate at this Morgan Centenary at
the Glen.**

**If you have any questions about the Morgan Banquet, Friday Downtown Festival or activities at the
track
please contact me via email at: mgahmogca@rpa.net or by phone at: 585-323-2687.**

**Take care and see you at the Glen in September
Dick Powers**

Central Canada Morgan Events

September 12 Watkins Glen, New York, see registration this issue
 September 20 British Car Day, Bronte Park, www.britishcarday.com
 Sept. 24-27 OHMOG, Auburn, Indiana, see registration this issue
 October 4 Pub Lunch, Queenshead Pub, Burlington
 November 1 Pub Lunch Queenshead Pub Burlington
 December Christmas Party ??????

Western Canada Morgan Events

Sept 5th Portland ABFM
 Nov 1st London to Brighton Commemorative Run, Ken Miles



SCALDED CATS AND MOGS RACING SCHEDULE

Sept 27 Mosport

Call Don Allen for details 1-800-263-0914



Established 1976

Melvyn Rutter Overseas Limited

NEW BOOK Morgan Sports Cars: The Heritage Years

420 pages with 280 illustrations,
including 23 period colour
photographs.

The years covered, 1954 – 1980, established the Morgan's
heritage as an all round sports car for successful use in the
widest variety of motor sport events.

Buy from us or one of our USA distributors,
Dennis Glavis At Morgan West

Trimming

Tops/tonneau, carpet sets, interior kits.
- all made here



MAIN DEALER

SALES • SERVICE • PARTS

The New PitStop Building Will Be Opening This Summer 2008!

Morgan
showroom and
self catered
bed/breakfast
for visitors.
Come and
stay, sleep
with the
Morgans!



Send order by email
or buy online
www.mogparts.net

MogParts ONLINE

The best organised MOG STORE
in the world - Fast Parts Service!

MORGAN WORLD MAGAZINE

ISSUE 22 OUT NOW!

Published Now for 7 Years - time flies!
Subscribe on-line: www.themorganworld.com
or telephone/fax a subscription



Back order copies and Binders
in BRG available

Subscription (air post) £28
Website: www.the-morganworld.com
Email: mogs@the-morganworld.com

- Accessories ●
- Badges ●
- Bearings ●
- Body ●
- Books ●
- Brakes ●
- Bumpers ●
- Chassis ●
- Cables ●
- Carburetors ●
- Clutches ●
- Chrome ●
- Dashboards ●
- Electrical ●
- Engine ●
- Mirrors ●
- Radiator ●
- Rubbers ●
- Stainless ●
- Steering ●
- Sidescreens ●
- Suspension ●
- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●

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



The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
 Tel: 00 44 1279 725725 Fax: 00 44 1279 726901 Fax: 00 44 1279 600498 (direct parts dept)



Pat & Ken Miles sent these pictures from the Goodwood Festival of Speed on July 4th to go with Ken's article on Page13. They show some of the Morgans on Display

Charles Morgan and the new Aero Max above. Keith Alhers and TOK 258 the Lemans winner. The new prototype "green" Morgan.

Morgan Centenary

by Ken and Pat Miles

Since the last report from the west the Morgans in Western Canada and the Northwest US have been busy at the annual ABFN at Bellvue, Wa. followed by a drive to celebrate the 100th anniversary of the Morgan marque. As Pat and I left for the UK on July 1st returning on August 18th, we missed both of these events and this report will only cover our trip to the UK.

We picked up our Plus 8 on July 3rd and after doing routine maintenance headed north for three weeks of touring before arriving in Winchcombe where we stayed for the Morgan Celebrations. On July 4th we attended Goodwood for the Festival of Speed. Morgan was well represented here with Charles Morgan (See picture last page) driving the Aeromax in the Supercar class. Later that day we talked to Keith Ahlers (see picture last page) owner of TOK 258 and the SLR presently in California. Pat and Keith had a spirited conversation about who had the cleanest engine compartment. In addition to these cars, there was a three wheeler and an Aero Max Supersport GT3 race car owned by BBBS/Morgan Company. For those who watch the British Series "Heartbeat" on TV, I enclose a picture of our Plus 8 in front of Scripp's garage and would like to report that



Scripp's garage does carry Morgan spares as I saw a Morgan grill amongst his spare parts. We spent three days with members of the Northumberland club driving the local roads. On July 24th we arrived at the factory to pick up our tickets for the great event and were welcomed by many old MOA friends. It seems that everybody was visiting the factory that day even though it was supposed to be closed. After picking up our tickets, we continued on to Sudley Castle outside of Winchcombe where we spent our nights during the celebrations. The following members of either MSCCC or MOGNW were staying here, Loyd and Tracey Reddington, Jack and Jean Tinnea, Gil and Barb Stegen, Craig and Judy Runions, Ken and Leslie Douch, Kit Raetsen and Joanne Cockshutt, Bob and Barb Stinson, Bob and Joyce Algar, Larry and Tina Sharp, Graham and Val Bailey, Gerry and Tanya Seligman, Lee and Judy Harman, Win and Christine Muehling. Of this group the Miles', Harman's, Bailey's, Seligman's, and Hunter's took their cars. On the 24th, Pat and I attended the Welcome to Malvern party where we met Vern and Amanda Dale-Johnson along with other MOA members. The next day we were off to the Prescott Hill climb for the day. The next event we attended was the

steam train tour, which we were glad we did as it poured all day.

Vern and Amanda Dale-Johnson



The men's restroom in the train station had an unusual warning.



On the Friday before Cheltenham we visited StokeLacy church and saw the stained glass window memorial to Peter along with the family grave. The next few days we spent getting our car prepared for the concours event on Saturday. The Welcome



to Cheltenham party went very well with a good speech by Charles which drew lots of laughter when he stated Morgans were building high quality and reliable cars. Prior to this party over 50 Morgans in a cavalcade led by an unusual police car arrived at the venue.

Morgans in different events such as driving skill tests, pylon racing and concours shows. The day ended with emotional nationalistic British songs by the orchestra and professional singers which made the Americans in our group comment that they did not know that other countries could be as nationalistic as the Americans. These songs were followed by a half hour of outstanding fireworks



On Saturday, Pat and I were entered in the concours in which we finished second in class and tenth overall with less than 35 out of 600 points separating us from the 4th place car. I think we were very presentable and surprised the eight judges by the comments of the chief judge Jeremy Harrison "Ken now knows he should have done the Grand Tour after the competition and not before" On Sunday it was a wind down of the week with 3200 Morgans in attendance and a great performance of the English Symphony Orchestra in the stand that night. The weather contributed to the event, being sunny and clear skies. It was just a wonderful and emotional week, meeting old friends, seeing

to the music of the orchestra. It was a great finish to a wonderful week.

Pat and I finished the trip off by driving to Cornwall and Devon



before turning the car into the shippers on August the 17th. A great way to spend a vacation, driving 4000 miles in the your favourite car, visiting the tourist sites, looking at different countryside and meeting old friends and making new ones.



Shmatteh Sharon

Bringn' us the deals!

Yah just gotta ask Sharon fa the prices!

Specials \$16.00 includes logo
+ tax + \$2.00

TRIMARK OUTLET ~~\$20 & under~~ TRIMARK

MEN'S 17924 TWO COLOUR Pinstripe OXFORD SHIRT - reg. 219 ~~\$119.00~~ \$102.00 SAVE 26%

MEN'S 17925 TWO COLOUR Pinstripe OXFORD SHIRT - reg. 219 ~~\$119.00~~ \$102.00 SAVE 26%

MEN'S 16203 • WOMEN'S 96203 COTTON PIQUE POLO - reg. 47 ~~\$149.00~~ \$112.00 SAVE 30%

MEN'S 16254 • WOMEN'S 96254 COTTON POLO WITH PIPING - reg. 45 ~~\$149.00~~ \$112.00 SAVE 30%

MEN'S 17926 • WOMEN'S 97926 100% COTTON DRESS SHIRT WITH OTTOMAN DESIGN - reg. 79 ~~\$149.00~~ \$112.00 SAVE 38%

MEN'S 16900 • WOMEN'S 96900 JERSEY SPANDEX COLOUR BLOCKED MOCK - reg. 219 ~~\$149.00~~ \$112.00 SAVE 37%

MEN'S 13201 • YOUTH 92201 TRACK PANT - reg. 540 ~~\$149.00~~ \$112.00 SAVE 45%

MEN'S 16647 • WOMEN'S 96647 COTTON MERCERIZED JERSEY POLO - reg. 45 ~~\$149.00~~ \$112.00 SAVE 30%

MEN'S 16330 • WOMEN'S 96330 PIQUE STRIPED POLO - reg. 31 ~~\$149.00~~ \$112.00 SAVE 31%

MEN'S 16360 • WOMEN'S 96360 HANK PIQUE POLO - reg. 44 ~~\$149.00~~ \$112.00 SAVE 31%

www.schmiedegger.com/en/online Best Pricing 24 hours a day on first offer valid through May 1 10 - June 2016

Ah members have nevah looked so good!



MorganWest proudly announces the arrival of The 100 Years of Morgans Centenary Teapot. Individually numbered 1-50, signed by Tony Carter, these are incredibly charming and feature the Morgan Centenary logo on both the driver's helmet and on the front bonnet of the racecar. They feature racing number 100, designating the 100 years of Morgans. Tony Carter is perhaps the most eclectic and collectible manufacturer of teapots in the UK.

They are now in stock, priced at \$125 each plus P and P, sales tax if you're in California, #s 2-49 are available.



Please email:

Suzanne@morganwest.net with a credit card #, expiration date, and security code and don't forget your mailing address. This is the best 100 Years of Morgan Anniversary collectible yet! Functional and puts a big smile on your face every time you look at it-be the envy of all your Morgan brethren-get your's today, only 48 available to the world!

Registration



MOG MIDWEST 2009

Sept. 24, 25, 26, 27

Thursday afternoon, Friday, Saturday, Sunday morning

Full Name: _____ Spouse or 2nd Person: _____

Children (12 and under) _____

Home Address _____ City: _____

State and Zip: _____ Phone#: _____

E Mail: _____ Cell Phone# _____

Car Model: _____ Year _____ Color: _____

License # _____

| Registration Fee Schedule | Cost | Qty | Total |
|---|--------|---------|-------|
| Basic (first person) Registration | @ \$45 | x 1 | \$45 |
| Full Registration with car. Includes Hospitality, poster etc. | | | |
| Registration for Spouse or 2 nd person (Same car) | @ \$15 | x _____ | _____ |
| Saturday Brats & Burgers grill out lunch | @ \$12 | x _____ | _____ |
| Saturday Silent Auction & ACD Tour and Banquet (per person) | @ \$47 | x _____ | _____ |
| (Includes admission to entire ACD museum showrooms, open bar and banquet) | | | |

check your entrée choice(s): glazed salmon _____ roast pork _____ bruschetta chicken _____

Late Registration: Postmarked after August 22, add: \$30 x 1 _____

TOTAL ENCLOSED \$ _____

Make your own Lodging Reservations at Auburn Inn.(full as of 2/09) or the Holiday Inn Express (available) or La Quinta Inn (available)

Make Check for Registration Payable To: OH MOG
Mail to: MOG MIDWEST c/o Gary Kneisley
39048 Robson Rd.
Grafton, OH 44044

Inquiries to OhMog@oh.rr.com or Gary Kneisley 440-458-5955.

Oh, and please remember to bring something to donate for the silent auction.

The undersigned desiring to enter and participate in the MOG MIDWEST MEET 2009 does hereby tender his/her application. In consideration of acceptance by OhMog of this application, the undersigned does hereby: 1) release, indemnify and hold harmless OhMOG, and its agents against any and all claims for loss, injury or damages to person or property arising out of said event. 2) Give permission to use any information, photographs, or video information obtained prior to and at event for publication, promotion, advertising or video filming. 3) Attest that I (we) have current automobile liability insurance and valid drivers license. The event is rain or shine.

X _____ Date: _____
I (vehicle owner) have read the above and accept the terms and conditions.

ALL MORGANS ARE HEADING FOR:



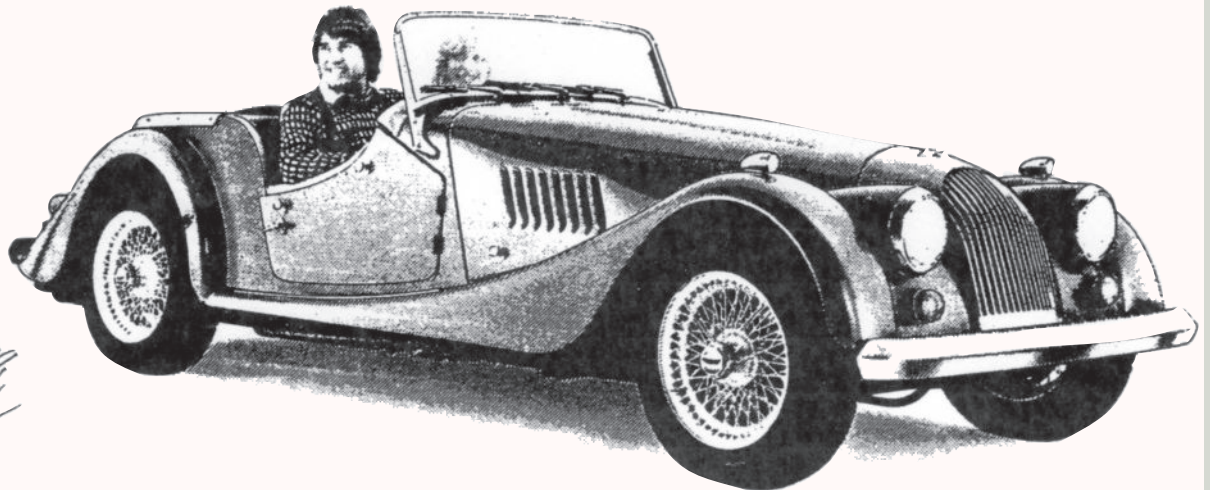
"THE GLEN"

SEPT. 10-13, 2009

MARK YOUR CALENDAR!!

FEATURING: Morgans as the Festival Marque
Finger Lakes Winery Tour; The BIGGEST

vintage sports car race event in the USA at the
world famous road racing circuit; AND a driving
tour of the track.



ALSO

special Morgan get together • participation in the race re-inactment
activities over the original 1948 road circuit • wine tasting • live music •
fireworks – all part of the Watkins Glen Grand Prix Festival.

JOIN US!!!!

Morgans coordinated by:
Western New York
Morgan Owners Group

Indicate interest by contacting:
Dick Powers
email: mgahmogca@rpa.net

Classy Chassis

Parmy Olson, *Forbes*

Magazine dated April 13, 2009



© Graham Trott for Forbes

Morgan Motor has banked on sleek designs and small production for a century.

While American auto titans go begging for their lives, England's tiny Morgan Motor Co. keeps making snazzy, old-school roadsters straight out of Bugsy Malone. Founded in 1909 when Harry Frederick Stanley Morgan (a.k.a. H.F.S.) assembled his first three-wheeled vehicle in a small repair shop, Morgan is the planet's oldest privately held automaker. It's been a family affair ever since. Now at the helm: Charles Morgan, H.F.S.' 57-year-old grandson, a tall man with a deep voice, hurried gait and taste for pinstriped suits. Morgan cranks out only 700 cars a year at a modest 5-acre factory in hilly Malvern, where potholes are marked with fluorescent chalk. Its most popular model is the \$37,500 4/4 Sport--in production since 1936, with a 14-month backlog--marked by a signature bulbous nose, owl-eye headlights, tiny windshield and 1.6-liter engine that rivals the 30% heavier) Miata. The wait for the curvaceous \$151,000 Aero 8--with an all-aluminum chassis and better power-to-weight ratio than the Porsche.

(Having a distinctive product always helps; staying small and

flexible does, too. In the early 1930s Morgan dropped the price of its original three-wheeler by two-thirds, to ??95 (\$6,200 in today's dollars), as rivals stepped up mass production. H.F.S. didn't try to overtake them: He introduced the 4/4 but made few, thus avoiding an inventory glut when the Great Depression hit. Controlled reinvestment served him well the next decade, too, when the government leaned on Morgan to make airplane parts for World War II.

Peter Morgan, son of H.F.S., took the wheel during the second half of the century, keeping production steady while cultivating international demand. When sales flattened in the 1980s as Japanese companies got more of the British market, Peter's son Charles decided to pitch in, ditching his job as a television cameraman to snag a degree in car manufacturing at Coventry University. "I was woefully unqualified to manufacture cars," he admits.

But Charles knew enough to focus on efficiency over expansion. Workers used to stand around, waiting for a parade of chassis to be completed before they worked on the body panels (strengthened, as they always have been, with frames of ash, a light wood that helps absorb shocks and cuts down on weight). Charles adjusted the assembly line so that more of each car was worked on at any given time. As a result, production time per vehicle fell to two weeks from three months, boosting output by a third, to 550 cars a year, and giving a quick lift to Ebitda, from 5% of revenues to 10%.

The next big challenge came in early 2000 when the European Union introduced a wave of safety and emissions standards (the U.K. has slightly looser laws). Morgan crashed ten cars to meet the rules, a huge but smart investment as the continent now accounts for 60% of the company's top line.

Despite the current crisis, Morgan is gaining ground. Charles figures sales will hit \$38.5 million this year, up 14% from 2008. Morgan makes only cars to order; it sells via 18 dealers in Britain, 13 in Europe, 6 in the U.S. (only for the Aero 8) and a handful elsewhere. Customers must put down a nonrefundable 20% of the purchase price to secure a "build slot." Cancellations are rare, about five a year.

Better yet, Morgan carries no debt and hasn't let go of a single one of its 155 employees in the recession. Meanwhile, British automakers Jaguar and Land Rover are seeking government handouts. Bentley, which makes 7,600 cars a year, recently cut back to a three-day workweek on one of its lines, while Aston Martin in Warwickshire chopped its workforce in half to 600.

On the distant horizon: the Morgan LifeCar, powered by a hydrogen fuel cell supplemented by stored electricity. The British government paid half the \$2.5 million in development costs to bring a working model to the 2008 Geneva auto show, while Morgan and four other partners, including the University of Oxford and British defense firm Qinetiq, covered the rest. Full production of the aluminum car, about half the weight of a conventional steel vehicle, isn't planned for another three years. This year Morgan Motor will be 100years old. It might even outlive the hydrogen car.



CLASSIFIED ADS



British Marque Car Club News

British Marque Car Club News is a tabloid newspaper, **published** eleven months per year, composed of complete and partial newsletters of over 120 Participating **British Car Clubs** plus regular columns, tech tips, and **event schedules**. For a sample of our articles, see the **Stories** page. Also, a complete listing of British Car Events from around the country are available on our **Events** page.

Participating Member Subscription - 11 IssuesCanada - \$17.00 US\$

<http://www.britishmarque.com/britishmarque/subscribe.cfm>

British Marque Car Club News - 5 Old Nasonville Road, Harrisville, RI 02830 - (401) 766-6920

LANT & CO.
INSURANCE BROKERS LTD.



Lant & Co. Insurance Brokers Ltd.
37 Sandiford Drive
Suite 100
Stouffville, Ontario, L4A 7X5

Telephone: (905) 640-4111
1-800-461-4099 (toll free)
E-mail: tony@lant-ins.ca

If you own an antique car, classic car or a special interest automobile our Silver Wheel Plan™ is ideal for all your insurance needs.



CMC ENTERPRISES 1990 INC.



SALES SERVICE PARTS RESTORATION

12944 Albion Vaughan Road
R.R. 3 Bolton, Ontario, L7E 4C6

E-mail: cmmog@idirect.ca
Ring/Fax (905) 857-3210

Membership Application / Renewal

Name: _____

Spouse: _____

Address: _____

City/Province: _____

Postal Code: _____

Email Address: _____

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 membership dues please.**

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

Mr. Martin Beer, 33 St. Michaels Court, Bolton, Ontario, L7E

PRESIDENT:

John Roden
3 Leslie Place
Fonthill, Ontario
L0S 1E3
905-892-6907
jroden@vaxxine.com

TREASURER:

Martin Beer
33 St. Michaels Court
Bolton, Ontario
L7E 5Z3
905-951-6442
mpbeer@sympatico.ca

SECRETARY:

Rod Wilkinson
427 Mackay Court
Burlington, Ontario
L7L 5M8
905-639-8340
rwilkinson@cogeco.ca

BLURB EDITOR:

Thomas Van Zuiden
15 South Street West
Dundas, Ontario
L9H 4C3
905-627-3991
tvanzuiden@cogeco.ca

PAST PRESIDENT:

Glenn Nigh
29 Palmer Road
Grimsby, Ontario
L3M 5L5
905-309-0850
reneglen@vaxxine.com

DIRECTORS AT LARGE:

Ray Stevens
154 Gracehill Crescent
SS#9, Freelton, Ontario
L0R 1K0
905-659-6366
rstevens11@cogeco.ca

Ken & Pat Miles
15410 Kildare Drive
Surrey, British Columbia
V3S 6B9
604-576-8036
kengmiles@shaw.ca

REGALIA:

Sharon Roden
3 Leslie Place
Fonthill, Ontario
L0S 1E3
905-892-6907
jroden@vaxxine.com

WESTERN SCRIBES:

Ken & Pat Miles
15410 Kildare Drive
Surrey, British Columbia
V3S 6B9
604-576-8036
kengmiles@shaw.ca

CLUB LIASON:

Thomas Van Zuiden
tvanzuiden@cogeco.ca

Dues are payable before January 31st each year to the treasurer. The Blurb is published 6 times/year. Please forward address changes to the TREASURER.

Material is not copywrited, however please notify author and source if using. We do not intentionally infringe on copy- rights of material borrowed for publication.