

November 2009

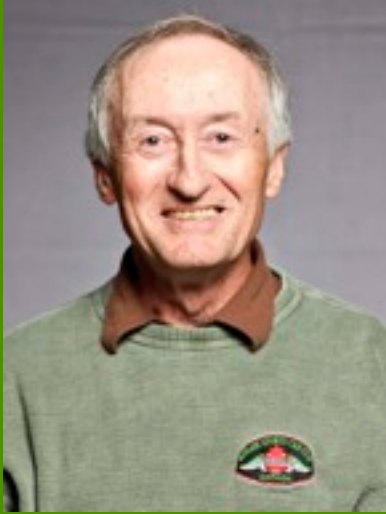
**THE BLURB**

**Morgan Sports  
Car Club of  
Canada  
Newsletter**

# MORGAN



# PREZ SEZ



I just received 4 pictures of the Avro Lancaster. That's "our" Lancaster, based in Mt. Hope, that frequently graces British Car Day with a fly over. The pics. came courtesy Glen Donaldson, a long time member of the Toronto Triumph Club, and now a member of the British Sports Car Club. The photos were taken in Saskatoon last summer, when the Lanc was on a tour of western Canada. One of the crew members was Jeff Young, who is also a member of the British Sports Car Club, and he told many of us that the trip had been grueling-long days, and not much sleep. The thrill of riding in the old war bird does wear thin.

Not much happening with the TR3 at the moment. If you are monitoring our latest project, the car has been painted [red, of course] and is back in our garage waiting to go to Steve Bridges to have the engine and tranny re-installed, and then the interior and all the bits and pieces that we took off before painting. Still aiming for spring and no snickering please!

Talking about old planes-I'm not the first to note that old cars and old planes seem to go together. Sharon talked me into going to the Fonthill Legion for their Remembrance Day service. I haven't been to a service since my days at Westdale Secondary School in Hamilton. The service was, as you might expect, moving, and well attended. At about 11:00 AM, 2 single-engine, propeller-driven aircraft flew over the Legion and circled to the north and then repeated their fly-over from west to east. I couldn't identify them at the time but was told later that they were Grumman Avengers. This aircraft was a WW2 era, carrier-based torpedo bomber which served with the navy's of Britain, Canada and the USA. The 2 planes are apparently based in Welland. Incidentally, I'm told that the Remembrance Day service held in the hangar at Mt. Hope, amidst all the old war birds, and with a fly-over by the Lancaster, is well worth attending. Maybe we'll see you there next year.

Morgan business. The AGM is upon us, with a review of the past year, elections and a look ahead to 2010. Here in the east, the driving season traditionally kicks off with the Ancaster Flea Market in April. It's not a Morgan event, but draws many of our members. May saw us celebrating the Morgan Centenary with a run to Mono Centre for lunch, and then a drive through the countryside to the Sands for refreshments before heading home. June was picnic time at the Lytle's, an event that has become a popular date on our club calendar. July was Centenary celebration time in England and some of our members travelled to England to attend the celebration. A new event in August was the run organized by the Allen's from Ancaster to Long Point on Lake Erie. I missed this run due to a prior commitment, but Sharon went, and the event was a hit. September was busy with Watkin's Glen (well attended by our club members) followed by British Car Day at Bronte and then 4 couples went to one of my favorite towns, Auburn, Indiana, to attend MoG MidWest.

Our current executive has indicated that they will stand for re-election, but volunteers and nominations are welcome at the AGM. We don't yet have a program for 2010, but we will start working on that at the AGM, and at the January pub.

If you are looking for a way to fill in about 6 weeks of your summer, and want to drive your Morgan for most of that time, get in touch with our director out west, Ken Miles who is the route master for MOA V. He has a route devised, starting in San Francisco that will keep you busy seeing the sights of the western U.S. and B.C. I have a copy of the itinerary, if you are interested.

Almost time to put the cars away--but first we have to get the TR3 to Steves, so that I will have room in the garage to service the other cars. That's my story, and I'm sticking to it

See you at the AGM --and keep the top down.

**QUESTION:** Did Morgan ever produce a three-wheeled car ?

**ANSWER:** Further to earlier answers, the early JAP-engine Aero Morgan had one wheel at the back and two front wheels, positioned so far forward that the wheel rims were beyond the front of the car. The front mud guards were described as 'quarter guards' meaning they stopped at the top of the wheel. A well attested story goes that a stolen car report was received by two policemen, sitting in an Aero at the top of Shap Fell. They saw the stolen car but it was heading in the opposite direction and the Aero didn't have a reverse gear. The police driver made his car leap forward, towards a wall, the two front tires hit the wall and the car rebounded backwards far enough for him to effect a three-point turn and roar off in the right direction. It's said they caught the stolen car. The Sands clipped this from a U.K. newspaper.

Thanks to Valentin Tanase for his Christmas cover art. The man loves Morgan cars!

My Morgan was recently involved in a movie shoot in Toronto. The movie which will air in March of 2010 on TV is called Clark Rockefeller and stars Eric McCormack who was the star of "Will and Grace". Clark Rockefeller, whom prosecutors say is really a Bavarian con artist named Christian Karl Gerhartsreiter. The FBI say that his deception was the longest in their history. He has claimed to have been a member of the storied Mountbatten family, to have attended Yale at 14, to have sold a jet propulsion lab to Boeing, and to have been a ship captain in South America, according to witnesses at his custodial kidnapping trial."

Richard-Shepherd-Barron advises that Limited Edition DVD "Behind The Pits" is nearing the end of its production. If any of our members wish to have this (perhaps as a Christmas present?) then please order now from [www.morgancars-dvd.com](http://www.morgancars-dvd.com). Richard will autograph each of the last copies.

Simon Coates writes to us "I am trying to trace a Morgan that I owned in the 1970's. It was a 1955 Plus Four, originally registered in England GEE 532, painted dark green and black. I believe it to be unique as one of the twin spare wheels had been removed and the rear of the body extended by a previous owner, who needed to fit in his euphonium, which he played in a jazz band. I sold it in about 1981 to Mr. Abernethy, who I believe was in the USAF and took it back to the States with him. I would be very pleased to hear from the current owner, if he is a club member as it was one of the best cars I have owned." If you know where this car resides please contact Simon at [coutene@googlemail.com](mailto:coutene@googlemail.com)

I would just like to thank all the people that helped with the production of the "Blurb" this year by providing articles, photographs and ideas. Those people include the Brays, Stevens, Ken Whightman, Don Allen, Mike Powley, Ken & Pat Miles, Vern Dale-Johnson, Shiers, Lytles, Martin Beer, John Colins, Rodens, the Sands, David Farmer. I am sorry if I missed your name but it sure makes things easier for me.

## BLURB EDITOR

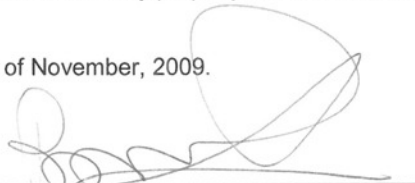


NOTICE OF THE ANNUAL GENERAL MEETING OF  
THE MORGAN SPORTS CAR CLUB OF CANADA (the "CLUB")

NOTICE IS HEREBY given that the Annual General Meeting of the Club will be held on Sunday, December 6 2009, at the hour of 2.00 o'clock in the afternoon, at the home of Don and Cathy Allen, 201 Penn Drive, Burlington, Ontario, for the following purposes:

1. Report of the Directors: To receive a report of Club activities in the preceding year
2. Financial Statements: To receive the preliminary financial statements of the Club for the 2008 year to date, a copy of which will be available to all Members prior to the meeting.
3. Doug Price Award: To present the award for the "Most Enthusiastic Member", as proposed by the membership.
4. Election of Directors and Officers: To elect the members of the Board of Directors of the Club for the next ensuing year. (Note: Members should be prepared to nominate members for the Board of Directors and for the positions of President, Secretary and Treasurer at the meeting).
5. Forthcoming Events: To discuss upcoming and proposed Club activities for the ensuing year.
6. Other Business: To consider such other business as may properly come before the Meeting

Dated at Burlington, Ontario this 3<sup>rd</sup> day of November, 2009.



Rod Wilkinson, Secretary



The Annual General Meeting and Christmas Party will be held on Sunday, December 6th at the Allen's home in Burlington, Ontario commencing at 2:00 p.m. 201 Penn Drive, Burlington 905-634-4704 OR [dallen1@cogeco.ca](mailto:dallen1@cogeco.ca)

<http://www.mapquest.com/maps?city=Burlington&state=ON&address=201+Penn+Drive&zipcode=L7N>)

We ask that you bring either an appetizer or a dessert and beverage of your choice. Coffee / Tea will be served. Please RSVP by December 1st.

\*\*\*\*\*

Please note that the Board of Director's meeting will take place from 12:00 noon to 2:00 p.m.

\*\*\*\*\*

We look forward to a great turnout! Cathy & Don Allen



## MORGAN FACTORY VISIT.

Having missed the Morgan Centenary celebrations in July due to knee surgery, we arranged to visit the factory while on vacation in the U.K. in September.

The visit was booked "on line" prior to leaving home, found it is no longer free but Ten pounds per person, so set visit for 3 persons September 22nd @ 2pm.

The day arrived sunny, cool some cloud so Liz her sister Ruth and myself looking forward to an interesting day. On arrival at the reception area around the corner from the factory at Pickersleigh Road at 1.30pm found our schedule tour was the with a large school group from London, we were offered a later time of 2.30pm and accepted which enabled a quick visit to an old English pub for a pint and lunch. (Good food, Good

beer, great atmosphere, the best!)

Back at the factory a group of vets and ourselves gathered for the tour which commenced



at the reception area and store. Liz heard and watched a helicopter land close to the factory, and wondered who it might be?.

Our tour commenced in a small showroom area that housed a 3 wheeler, Jane Morgan's JM 53 two tone blue car fitted with what I believe the only automatic shift from the factory. An Aero 8 and racing model blue MMC 11 and the latest edition 3 wheeler, 3 gear peddle car - 500 scheduled for production with 350 firm orders already placed. @ 5000 pounds each.

From there we moved to the dispatch department (no photos) but took a crafty shot of a nicely finished dark green roadster waiting for its new owner. At this point a gentleman who we realized was the helicopter passenger, was about to pick up his new Aero-Max (judging by the "Bling" worn money was no object), his choice of colour left a little to be desired - an awful shade of green - he appeared not to be too excited by his new acquisition. I later learned from our guide the Aero Max was the same colour as his Lamborghini and he also had three other Morgans. Hopefully, better colour choices.

Our tour continued through the factory Bay by Bay and while there were a number of Aero 8, Aero Max, being built felt there was equally models of standard roadsters/plus 4 2 and 4 seaters being assembled.

Currently Morgan company appears to be recession proof our guide claimed they were building more cars this, than previous years. The Big 3 would love to be in this position!.

Little appears to have changed since our last visit except the models, still has the same chassis erection, wood shop, sheet metal shop, paint, trim, electrical and dispatch shops. Each car is built from the ground up by one individual, to the stage where it is assembled chassis, frame, body, engine, wiring wheels ready to be moved to next stages of painting, dash and instruments, trim, seats, tonneau's etc and final road test. Completely different to the modern assembly line with its set pattern of assembly and person(s) add the same part on its travel along the production line until complete. The Morgan factory has a more relaxed and controlled situation or so it appeared. But difficult to follow as we did not cover all the Bays. I found that the wood shop was still one of the most interesting sections with the forming, cutting, shaping, gluing takes place, and the many parts stacked ready for use. The wood frames taking shape before fitting to the chassis. The wheel arches being being pressed/formed to shape in the jigs, side panels cut etc. along with that special smell from the wood itself.

There was one piece, and not sure if it was experimental but consisted of back support, head rest, seat, floor, and dash area all in one for one side of the "Life" car (see picture) It would have been interesting to see it being formed.

The trim shop was our last on the tour and was great to see the really new smooth finished seats trim, side panels etc. completed cars with seat belts, tonneau covers, no wrinkles, cracks, yellowed windows as most of us with older cars know.

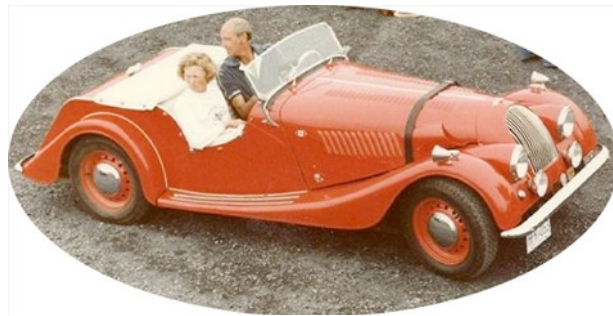
I think the tour overall was enjoyable but not the same as the old self guided tour where you could take the time to stop and chat to the folks on the shop floor. I guess with production, they prefer the assembly not to be held up. Surprisingly, Liz's sister Ruth enjoyed the visit and did take a liking to a white Aero 8 ready for final inspection and road test. Looking back it appears the Morgan company is going to be around for a number of years yet. Still a Classic car and one of a kind.



Ray Stevens

# How Deborah's Morgan Found Her

by  
**Deborah  
Wilcox  
and  
David  
Farmer**



Children, gather 'round, its story time. This is the true story about how Deborah's Morgan found her.



Once upon a time many years ago, in the city called Tarawna by its inhabitants, lived a little girl named Deborah. One day she went for a walk to the variety store to see what she could see. Parked in front of the store was the most beautiful little sports car she had ever seen. As she was staring at the car a tall gentleman came out of the store and walked over to it. She started asking him questions about the car. She learned it was call a Morgan. He let her sit in the car. He was not at all touchy about her touching the beautiful little car.

When they said goodbye to each other Deborah was hooked. She said to herself, "One day I will own a Morgan." Deborah grew up. She got a job, and she saved her money, but she could not find a Morgan to buy. She bought an MG Midget, and it was fun, but she still wanted a Morgan.

Deborah got married. Soon her husband, Steve, learned all about her desire to buy a Morgan sports car one day. And how it would be a 1956 model, and it would have been owned by a little old lady. So he was ready when a co-worker told him one day about having been in a Morgan that was for sale.

"Tell me more." said Steve, "My wife has always wanted a Morgan." A few days later the man came back to say, sadly, "Sorry, they changed their minds and the car is not for sale." But two months later he came back with the good news that the sellers had changed their minds again and the car was for sale again. So Deborah and Steve rushed up the highway number 50 to see Steve and Martin Beer and look at the Morgan they were selling.



It was a 1956 Morgan and it had belonged to their mother Audrey. That was good enough to satisfy Deborah's wish list and the deal was done before the boys could change their minds again. They also told her about the Morgan Sports Car Club of Canada. She joined the club so she could meet and have fun with other Morgan owners.

The following December she went to the club's Christmas party at Martin Beer's house. When he introduced her to his father, Reg, she said, "Oh my gosh. You're the man I talked to when I saw my first Morgan!"

And told him she had finally bought a Morgan, from his sons. "That would be my late wife Audrey's Morgan." said Reg. "And back when you first saw me, I would have been driving her car. You bought the same car that you sat in so many years ago."

And that is how Deborah's Morgan found her.



**An Audience with Charles Morgan, Moderated by Zog Ziegler, 11 am, August 2nd, 2009  
(Reproduced from notes taken by John Collins – not a verbatim account)**

**Q1 What one question would you ask HFS?**

I knew him relatively well (I was almost 9 when he died). He was greatly child centered, was a great manufacturer and made toys for kids. Does he think the Life Car is a good bet, and would he reintroduce the 3 wheeler? I think the answer is Life Car

**Q2 When will you come to Australia?**

I was there. I came twice in one year, and had serious jet lag. Wonderful country – new but with great facilities e.g. restaurants. Australia is close to the Far East, which is relatively prosperous now, and a future market. We're quite well known in Japan, but China has potential. I hope to convince the Australian authorities to readmit the classic car. I love the Australian story – we shipped about 25 Plus 4's, and some were converted to very fast race cars. One fellow who was a dental technician stripped one down and entered it in the Australian Grand Prix and came 6th. That was when I was about 2.

**Q3 (From Sweden) How will the Morgan look in about 15 years? The people in this room are a pretty old bunch – what about younger customers?**

Morgan is in a pretty good position. We have a full order book and a full range. The Aero is now over 1,000 cars and has spawned the Aeromax. We build with aluminium, which is light, and we are a sustainable manufacturer. People from Cardiff University asked to study Morgan. They feel big plants may become redundant and the future may be small plants serving specific markets – Morgan could be a model. We're committed to producing an electric car which appeals to a new client base. The classic cars are selling better than ever – one of the sportiest and greenest cars in the world.

**Q4 How do you keep the “family feeling” at Morgan, or do you move to fill back orders and expand?**

We are a family, and family members look after each other, including the dealer network and the people here. It is growing but I don't see any slackening in enthusiasm. Let's be clear – Morgan did not expand when there was a big demand for sports cars (still 165 people). Aston and Bentley did, and have now halved their workforce. Even Americans are prepared to wait for a Morgan.

**Q5 What is the sales strategy?**

We monitor sales through every dealership in the world. We intend to expand cautiously into new markets. We keep the supply a little short. We intend to move up market. The Aeromax and SuperSports – all cars were sold before production started. Generally 20% to 30% of the cost of a car is marketing – it's about 5% for us.

**Q6 Isn't there a big void between the roadster and the SuperSports?**

No. We have a range with price breaks all the way. But if you stop building the Aero 8.

Who said we're doing that? There's a rumour.

I don't comment on rumours. We must change and improve. There are enormous legislative constraints – mainly environmental.

**AT THIS POINT THE FIRE ALARM SOUNDED, AND THE ROOM WAS VACATED. THE INTERVIEW RESUMED.**

**Q7 What about new products and new materials?**

We're very proud of our bonded aluminium. Ours was the first at the Geneva show. Now Aston Martin and Jaguar do it, but we're still lighter. We are state of the art at the moment. Carbon Fibre prices have come down but are still not that low and have different characteristics. Forming of all panels is quite right for low volume production. Building a car like a jet engine is great – just polish the aluminium don't paint it – the primer is very heavy.

**Q8 What's your greatest growth area at the moment?**

France. I don't know why except they love the four seater. The dealer in Paris is doing a great job. France is a great place to drive a Morgan. Germany is coming up strong now. They were devastated by the cessation of the Plus 8 but have come round even to a car with a German engine, which they did not like at first.

**Q9 (Vern Dale-Johnson) Canada and Australia can't import the traditional car or the Aero.**

Not true – the Aero is in Australia.

A few. What's the future of the traditional car, and when will it be back in Canada and Australia (and US – audience comment)?

Wings were superformed in 1995 and other specifications changed to make production more streamlined. I have to be careful with some of my comments, but some aspects of legislation are simply wrong. For example, in Australia we must test a car as a right hand drive when it's already been tested as a left hand drive. I know the exhaust is on the other side, but why?

**AT THIS POINT FIRE OFFICIALS ENTERED THE ROOM AND SAID PEOPLE SHOULD NOT HAVE REENTERED THE BUILDING. WE HAD TO LEAVE, AND THE INTERVIEW TERMINATED EARLY.**

# NOTES FROM THE WEST

BY MIKE POWLEY

## Morgan—"Around the World in 80 ways"

Aka....from sewer to sewer and back again.

Let us then begin the maneuvers. Aerial photo view of the starting grid.



Drill one we leave the Annis Island Sewer treatment plant via McDonald's, this is our first choreographed effort by Major Muehling.

We turn right to go west ..and right



again executing a perfect "U" turn in the middle of the road to now be headed east and the Morgan Drill Team does a splendid pass by the rest of us ...the Drill Team being lead by Major Muehling in his drop head followed by his team the Burkholders, the McDiarmid's in their drop head, the Barn-Swallow team and the Theroux's. What a grand introduction and skill display for the non-Morgan observers and judges that being the Fraser's in their Porsche hoping it doesn't snow, the Powleys in their Ford knowing it is going to rain, Chris & Pam in the Jaguar XJS and the Barne-Sparrow team in the "back up thingie", a most qualified group to judge these kind of things. (Seager's were scheduled to meet us at the "OVAL" and the Miles were on the sick list)

Sorry we did digress here and you probably have lost track of the direction we were headed ...ummm well it was heading east from the McDonald's ....yes yes we know the Olympic Oval is west of this place but under the Major's directions we will

find often that east is west north is south and

somehow we will get to each destination with a bit of a Drill Team display to boot..

We arrive at the Oval in the west sector of Richmond; somehow we got right to it after the short run.

Parking is pay parking but covered under the "rink". We assemble for the tour, muster at the reception desk only to find out that there is a private function in process and we could be denied access for the "lookie-loo" ...but Major Muehling works his charm with the lady at the desk and we are granted 15 minutes on the rink level ...no access the next "exercise level" all are happy with that. So up we go and at the right this kind of what we see but not with the crowds etc. We are also able to look up at the "exercise" level, some of us break out in sweat just thinking about it as it is in full swing. The team and others now engage in our usually social banter ....time passes and next thing you know the lady at the desk comes up to tell us our 15 minutes (of fame?) are now up...please leave ...so down we come.

## Morgan—"Around the World in 80 ways" (continued)

Down we come and here we are greeted by Major Muehling's Drill Team majorette (SUGAR) at this point the Drill Team and the observers are invited to sit for a group portrait as below.

Great photo by our Major ....we must now muster again in the parking lot for the next leg. A



surprise “Drill” #2? awaited the observer team as we leave the lot heading south (were we not to go north?) we then turn east (were we not to go west?). However it was a “smart” short run east on the New Westminster Hwy, then craftily a cutting sharply across 2 lanes of west bound traffic to a empty parking lot the observers were treated to a precision “drive by” now heading west to go north. Well done we all say later (no one was killed attempting the tricky turns).

We are now on our way to our next sewer plant and

photo

op. the ancient Iona treatment plant, pictured here fully engaged and happy at it’s work. This of course was a photo opportunity to die for.

### **Morgan—”Around the World in 80 ways” (continued)**

This being a rare opportunity to view the Major’s Drill Team at rest over looking the settling ponds on the Iona Island nature reserve. “Comfort” facilities are to the left.



Why this stop got all thinking about lunch we have no idea, but it did and the cry for muster was issued. All watched in awe as the drill team pulled out without hitting any strangers in the lot and now correctly heading south to go west to the Abercorn Inn.

When we get close to the Russ Baker Way/Miller Rd. etc. over/under and over and out passes we get a surprise opportunity to review the Major’s drill team once again ...we find that we are now heading south on the Russ Baker Way diversion and we look to see the Drill Team heading North on the main road ....what a show, the colour, the close formation, amazing. We could only wish they were issued big flags to wave as the go by.



The remainder of us heading west now struggle to catch up and be sure to have a timely arrival at the lunch at the Abercorn Inn at the site's Bobby G's Pub. What a splendid back drop we all think to display the newly formed and now practiced "Major Muehling of the North" and his "Coal Cart Flyers". They are not there! As we wander aimlessly around the parking area wondering where we went wrong .....we hear off in the distant EAST the throb and purr of Morgan engines—now we only wish we had flags to wave as they come by ...but wait ...they turn not to the parking lot but head north on the Costco auxiliary road and then execute a perfect mid road circle to return smartly south to the our lunch destination parking lot. All mumble "show off's" and can hardly wait for the next time so they can join the "ranks".

The call for "lunch" was far greater than our envy so into Bobby G's we go. As the establishment wanted the "room" for a major seating at 2:00PM the service was so good we had a hard time keeping track of the last person served for the Al Allinson Last Supper Reward ...but the "CUP" went to Judy McDiarmind.

Boy! Four Drill team displays, all thought the Wet Coast MSCCC Halloween run was spooky indeed!

### Central Canada Morgan Events

January 3 Pub Lunch, Queenshead Pub, Burlington  
 February 7 Pub Lunch, Queenshead Pub, Burlington

### Western Canada Morgan Events

December 12 Northern Pod XMAS Party, 5:30 PM onwards.  
 Address is 15410 Kildare Dr., Surrey, BC - 604 576 8036, [kengmiles@shaw.ca](mailto:kengmiles@shaw.ca)



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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](mailto:jroden@vaxxine.com)

### **TREASURER:**

Martin Beer  
33 St. Michaels Court  
Bolton, Ontario  
L7E 5Z3  
905-951-6442  
[mpbeer@sympatico.ca](mailto:mpbeer@sympatico.ca)

### **SECRETARY:**

Rod Wilkinson  
427 Mackay Court  
Burlington, Ontario  
L7L 5M8  
905-639-8340  
[rwilkinson@cogeco.ca](mailto:rwilkinson@cogeco.ca)

### **BLURB EDITOR:**

Thomas Van Zuiden  
15 South Street West  
Dundas, Ontario  
L9H 4C3  
905-627-3991  
[tvanzuiden@cogeco.ca](mailto:tvanzuiden@cogeco.ca)

### **PAST PRESIDENT:**

Glenn Nigh  
29 Palmer Road  
Grimsby, Ontario  
L3M 5L5  
905-309-0850  
[reneglen@vaxxine.com](mailto:reneglen@vaxxine.com)

### **DIRECTORS AT LARGE:**

Ray Stevens  
154 Gracehill Crescent  
SS#9, Freelton, Ontario  
L0R 1K0  
905-659-6366  
[rstevens11@cogeco.ca](mailto:rstevens11@cogeco.ca)

Ken & Pat Miles  
15410 Kildare Drive  
Surrey, British Columbia  
V3S 6B9  
604-576-8036  
[kengmiles@shaw.ca](mailto:kengmiles@shaw.ca)

### **REGALIA:**

Sharon Roden  
3 Leslie Place  
Fonthill, Ontario  
L0S 1E3  
905-892-6907  
[jroden@vaxxine.com](mailto:jroden@vaxxine.com)

### **WESTERN SCRIBES:**

Ken & Pat Miles  
15410 Kildare Drive  
Surrey, British Columbia  
V3S 6B9  
604-576-8036  
[kengmiles@shaw.ca](mailto:kengmiles@shaw.ca)

### **CLUB LIASON:**

Thomas Van Zuiden  
[tvanzuiden@cogeco.ca](mailto:tvanzuiden@cogeco.ca)

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