



The Blurb



Spring Run 2010

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Jay Leno with Charles Morgan on Morgan

“ Morgan premiered its AeroMax at a house in the Hollywood Hills. The car was in the driveway. There were 14 people there. It was hilarious – and I loved it! ”



PREZ SEZ

By John Roden

First off, there is a new name on the masthead. Rob Fournie has taken over the editor's job from Tom Van Zuiden, and this is his first issue.

Secondly, some members have not paid their dues. Haven't renewed their membership in the best Morgan Sports Car Club in Canada !!

Can't believe it--but it's true.

No more Blurbs, no more event announcements, no more events--worst of all, they lose touch with a great bunch of Morganeers. If you fall in that group, and you have simply neglected to pay up, then do it now. Pay your dues for 2010 now--before the 2011 dues become due.

Some of us have been talking about purchasing car badges from the Romanian Morgan Owners Group--Dracula MOG. Good looking badge, but the price seems too high. Our Morgan's badge bar currently sports the current MSCC badge, the 100th anniversary badge, and one from MOG 34. Dracula MOG would have replaced the MOG 34 badge. I'm not a badge collector--Bob Tescione of the Western New York club is a collector--but I do have a few that I have acquired over the years. For example, I have a POL MOG badge. That's the Polish Morgan Owners Group, founded by Kathy Hoffman (also the only member) who is an American, was on a job assignment in Poland in the 80s, had her car with her, founded the club on a lark, and ended up organizing runs to Poland from other European countries. We met her at the 75th celebrations, and bought one of her badges. We met her again at MOG 34, judged the competition class together, and haven't seen her since, although we hear that she has retired to Mexico, or somewhere south of that where it's warm all year 'round. The badge is rare--but it's the memories it evokes that I treasure.

Last week, Sharon surprised me by showing me 4 badges that had been stored out of sight in a cupboard for so long that I thought we had lost them. They brought back more memories. One is a MOPS badge--that's the Morgan Owners of Philadelphia, and I bought it from Gus Spahr, a Morgan owner, an engineer, a good guy to know, and another old Morgan friend whom we have lost touch with. Gus was the first car guy to suggest to me that a concours should have 2 classes--one for cars trailered to the show, and another for cars driven to the show. I thought that made sense back in 1981, and still do to-day.

Another badge was a Toronto Morgan Owners Group badge--black and chrome, rectangular in shape. This badge dates from the 1980s, and was produced while Audrey Beer was President. I remember the discussions regarding the design of this badge. We couldn't agree on a design, until I suggested that the design of the lapel pin



John Roden - April Meeting

that we were currently selling would make a good design for the car badge. To my surprise, Audrey agreed, and so we have that badge. But now I have to 'fess up. I never meant that we should repeat the shape of the pin for the badge. I thought that the pin design, produced in a round or oval shape, would look terrific as a badge. Oops. Incidentally, we were then the Toronto Morgans Owners Group. Toronto was, and maybe still is, Hogtown. Hence, HOGMOG, and Miss Piggy and her fellow porkers as our mascot.

Third badge in the group is a Morgan Sports Car Club badge--that's the British Morgan Sports Car Club--and a badge that was purchased in 1984, in England at the 75th. There is no story with it--except all the stories, and all the memories, that are still so vivid to us, 25 years later.

The fourth badge was a surprise. I don't remember buying it, and I had forgotten that I had it. It's the MOA badge--from the first MOA, which went through Niagara [on its way from somewhere to somewhere else]. I still have 3 sweatshirts I bought as souvenirs of that event, and now we have rediscovered the badge. MOA didn't mean much to me at the time, but has gained in importance over the years, especially after MOA IV and our club's part in that event.

The badges cost what they cost. The memories they evoke--priceless.

See you in London on the 5th, see you in Fort Erie on the 18th, and at the Lytle's on the 26th.

Keep the wheels turning.



Your New Editor

By Rob Fournie



“The changing of the guard has now occurred”

Departure of THE Editor

We must thank Tom Van Zuiden for his years of dedication as editor for the BLURB. Tom has produced one of the best club newsletters you will ever find.....KUDOS to Tom. At the April meeting, Tom officially stepped down as the BLURB editor and transferred the role of BLURB Editor and Club Liaison to me.

As your new BLURB editor, I have researched several other Morgan clubs and their newsletters as well as numerous “other car” club publications for some ideas. I quickly realized that the MSCCC Blurb is one of the best and that I have some big shoes to fill as the new editor. I may find that only being a size 9 shoe, following in Tom’s footsteps will be more of a challenge than originally thought. (even if he has two left feet as noted when he purchases shoes)

A very grateful thank you goes out to Tom and we can not forget Linda who spent hours helping Tom assemble the copies for distribution.

I am relatively new to the MSCCC and many have not yet met me and I am trying to remember the names of those I have met. As an introduction to who Rob Fournie is, I believe that I should provide some background about myself.

My life-long love of autos goes back to my childhood. They say your parents shape you into who you become. My father loved unique cars and that was passed to me. I grew up only a mile from our local London British Car dealer, Leavens Motors. They specialized in MGA’s, Austins, and Triumphs. On a very rare occasion a used Morgan would be seen on the lot. I would frequently bicycle there just to admire and dream of owning one when I was “old enough”.

Old enough had to wait until 1987 when, in an issue of Auto Trader, I found two great buys, a 1935 Rolls Royce 20/25 in Ancaster and a 1959 Aston Martin DB4 in Burlington. I faced a dilemma, which car should I buy. My plan was first stop to see the RR then continue on to Ancaster to see the DB4. The RR was fabulous and the seller accepted a very low offer, my 3 year old



Arrival of your New Editor

daughter calling the seller grandpa sure helped seal the deal! Unfortunately, I never made it to the Aston Martin....regrets I have to this day.

With a young family I eventually sold the RR to meet family obligations. However, that only lasted a few years when I found a 1959 100-6 Austin Healey in a dilapidated shed near Grand Bend on Lake Huron. It was the kind of barn find you hear stories of, it had a body in incredible condition and the engine turned freely! My extensive business travel delayed restoration efforts and then due to some life changing events, I was forced to sell my semi-restored 100-6.

I year later I had a weak moment, (my son said mid-life crisis...hmmm) and purchased a Porsche 928. The Porsche was great, but with the union jack running through my veins, it was not long before I purchased another British marquee, a 1960 MGA 1600. I quickly realized that it required a more ambitious restoration than I wanted to get into, so 2 years later I sold it to buy a 1958 MGA 1500. The garage was now full, British and German (reminds me of the Royal Family) but that did not stop me from looking for “IT”.

One late night in 2009 while surfing e-bay under “other makes” I found IT.....a 1969 Morgan 4/4 with the 1600GT engine. The Morgan was in Winnipeg half a continent away. I now faced a difficult decision; do I trust the seller and buy it based on a three vague photos? With a great deal of trepidation, I made an offer



My Morgan as found on Ebay



Your New Editor (Cont.)

and became the owner of my first MOG. My friends thought I had taken too much of a risk buying a car unseen. It took 2 weeks to arrange transport to London. It was 3 AM when it arrived at my house and yes, love at first sight! Overall, it was what I expected and the seller was very honest. Two days later, even with a rough body, it flawlessly passed an Ontario safety inspection.

My Morgan has gained some notoriety being in both the MSCCC 2009 calendar and the London British Sports Car Club 2009 calendar.

Bronte 2009 was the first test of reliability. It was a bone chilling 3C day, Ken Wightman and I set off in our MOGs to Bronte. We drove there and back the same day, 400kms without a problem (smile).

I will continue to look for my next MOG. Some of you

prefer +8's but for me a flat rad, a trike, or even better yet...the Interim Cowl MOG!

I will endeavor to ensure each BLURB issue is out on time. I will ask your patience if I am late. I will also try to obtain a Morgan story from the clubs around the world. This issue includes the first article from my recent trip to New Zealand where I toured the Southward Auto Museum on the North Island.

The BLURB is **YOUR** magazine and I will be looking to the membership for articles and ideas. Morgans are fabulous works of art and our newsletter should reflect that. I would like to start with petitioning the membership for ideas and suggestions for the newsletter.

I trust that I will be able to provide you with a publication which maintains the high standards established by Tom.

Central Canada Morgan Events

- June 5th Fleetwood Country Cruize-In, London, Rob Fournie, see ad in this issue
- June 18-20 Frank Lloyd Wright Tour, Buffalo to Pittsburgh and back, Thomas Van Zuiden
- June 26 Lytle Club Picnic, 4 PM
- July 2-5 Mog 39, Staunton Virginia, see ad this issue.
- August 13-15 Prince Edward County & British Car Day-Kingston, Don & Cathy Allen

Western Canada Morgan Events

- June 10/11 Devil's Punch Bowl - Contact Heinz Stromquist 503-224-9576
- June 11 Morgans Over America V begins - Contact Ken Miles 604-576-8036
- June 20/21 FATHER Day's Picnic - Contact Kit Raetson 250-544-2026
- August 21st Rally In The Valley 2010, 10:00AM, Peachland, BC, Contact Bruce Stevenson, brucethebrat@telus.net

Mystery Question



Here is a traffic sign that you will not see every day and one that you should know if you travel to this place.

Where will you find this sign?

What is the turn commonly referred to as?

Answer...Next BLURB



Tassie trip, April 10-26, 2010

By Vern Dale-Johnson



It has been some time since I last contributed to The Blurb. So long I see I'm no longer listed as a contributor or "former exec" on the back page! I really appreciate John's President's messages, and Tom's reports on both his activities and those of the MSCCC group. The exec is doing an excellent job!

I note Ken & Pat continue to contribute their comments from the west. Amanda & I did spend time with the Miles', Stinson's, and others from MSCCC West and other NA Morgan clubs last year while at the Centenary. Included was a MOA reunion hosted by Colin & Calli Cundy. I was really tempted to cancel our Aussie plans for June-July, doubly tempted when this week Richard Cressy sent a link to his blog for MOA V (organised on the NA side of the pond by Ken & Pat). I'll be following the run's progress.

Ted Zurbrigg called just before we headed out to Tasmania. He and Lily had been touring New Zealand and just arrived for their tour of parts of eastern Australia. Unfortunately there wasn't time for us to get together however... Amanda and I will be in Toronto during August and hope to spend a few days in the London area so, Ted, expect a call! Likewise our Toronto friends can expect to hear from us.

On to the subject of this article. Preparation of our +8 included installation of the new wiring harness I bought from CMC before we packed up for the move to Oz (too many gremlins in the old harness). Purchase of a new

soft hood (serendipity after arrival in Oz... a story in itself of how we acquired the hood... we could leave the noisy hardtop at home), creation of kidney covers for the cooler days we expected in Tasmania, removal of useless heater fan.... and a general tidy up of the car. Otherwise, set to go on what would be Amanda's first real Morgan road trip!

April 10. Run down to New South Wales Southern Highlands via the Illiwarra Highway (a very twisty route up to the interior plateau from the coastal highway), we decided our rendezvous point on the Hume Highway was north of our intersection.... wrong... first of several illegal U-turns before we finally connected, had our morning coffee, and were on our way south towards Gundagai (just north of the Victoria border) for our first overnight stop. (296 miles for the day)

April 11. Second day out, engine stopped just outside Benalla in Victoria... immediately realized I'd forgotten what "empty" means on this petrol gauge! (Steve & Martin might remember a similar out-of-petrol experience during our first MSCCC run back in 1990). Fortunately Sue & Peter Chatfield were not far behind and made a run to the nearest petrol bowser. The 5 litre can cost \$18! Plus \$7 for the petrol. Plastic container is "made in Canada".... I wonder.... This little episode will show up later in the MOCA meetings, I'm sure. (201 miles)

April 12. Visit to Chris Van Wyck, the Australian Morgan / Caterham agent in Melbourne. He's parked his Aero 8 in the showroom, along with his Caterham.... Amanda realizes the Aero has an "automatic" and starts scheming to wangle a purchase (for close to \$300,000??). She keeps buying those lotto tickets in hope of a big win. That afternoon, onto the dock to load for the ferry crossing to Tasmania. Has to be the most inefficient ferry loading I've ever seen and the lost marketing opportunities (pre-loading, and on the ferry) are many. (171 miles)



Mac and Marje Russell's shed



Tassie trip, April 10-26, 2010 (cont)



April 13. Into Devonport the next morning after a rough (and thus restless) ferry ride for a quick run to Mac and Marje Russell's shed (they were preparing for their 18th consecutive run of Targa Tasmania in their 96 +8... probably their last in this car as continuing to meet the regs would require chopping up the car to install a full cage). Now this is a shed! We parked all of our Morgan's inside (12 from NSW and Queensland), plus 3 Tassie Morgans and a Marje's BMW Z4 and still had enough room for the breakfast tables. Martin & Steve would love to have the space as their total facility! Later in the

“ perhaps Aussies don't understand the French”

morning off to our first stop, Swansea on the east coast of the island. En route, we note Ian & Barb Smith's 4/4 has a flat front tyre... once we locate them Barb comments on feeling the steering was “heavy” but otherwise... wasn't concerned! Note to Ian... carry a spare tube for those 15 inch tyres. (158 miles)

After a couple of days running up and down the east coast of Tassie, complete with a brunch stop at “elephant pass” (on one of the Targa stages) for their world famous pancakes (really, crepes, but perhaps Aussies don't understand the French) we are off to Hobart. (178 miles)

April 16. Hobart, capital of Tasmania and a beautiful mid-sized Aussie city. Amanda & I had spent several days there last February so this year we took the time to do a bit of relaxing as well as local touring, including a run up to the top of Mt Wellington (25 km and an elevation change of 1270 metres). +8 enjoyed the run up the mountain but didn't like all the engine braking on the way

down. Fortunately the next day was a display on the grounds of Tassie's Parliament House in downtown Hobart where I had the opportunity to pull and clean the plugs.... front left plug the culprit, so carboned up the electrode was invisible! (114 miles into Hobart, 161 miles in local touring).

Highlight of our time in Hobart was catching up with one of the winemakers Amanda used to work with. We attended a BBQ hosted by Ashley Huntington and his wife Jane at what has to be one of the world's unique breweries... Two Metre Tall (www.2mt.com.au) where Ashley



has turned his wine making skills to making beer the historical way – hops & barley grown on his farm, with yeast, heat, and time. Great evening and Angus beef dinner (also farm raised, on the spent beer barley) with our Morgan friends David & Jenny Fletcher and Graham & Kay Dell. Made more special by the interaction between Ashley and Amanda... and the eclectic crowd that attended the evening.

April 19. The long, winding drive from Hobart to the south eastern town of Strahan. Visits en route to “The Salmon Farms” - oldest trout hatchery in Tasmania where they still have whoppers in their rearing pools (some



Tassie trip, April 10-26, 2010 (cont)

could go 25 lbs / 10 kg). Not allowed to wet a line here however, so on to Hamilton and breakfast, then further onwards and upwards to Derwent Bridge and lunch in the centre of Tassie, with an afternoon coffee stop in Queenstown before the final run down to arrive in Strahan as the sun was setting (shades of our drives in NZ with thousands of corners to negotiate). (231 miles)

This is truly wild country, hardly any roads penetrate the South Western part of Tasmania, two National Parks – the Franklin Lower Gordon Wild Rivers National Park that we traversed and even further south the South West National Park (I guess they are saving this for some future politician to name after himself... hopefully someone who does something worthwhile for Oz or Tassie – I won't be voting for the "Rudd National Park"). These parks encompass unique flora including the famous Huon Pine.

April 22. After time in Strahan, and a train ride on the old copper train from Strahan back to Queenstown, we headed north for our next stop at Stanley on the Bass Strait. As I had sampled some venison-wallaby snags (sausages to your northern folk) during our last meal in Strahan that totally disagreed with my alimentary tract (I was referring to it as a "wallagy enema"), I asked Julia Woolgar, an acquaintance from previous MOCA international events and the Morgan Centenary if she would mind driving "the Beast" for the day... No second requests needed! As I hung on, strapped into the passenger 4-point, Julia did her best to shake the beast's tail. Her comments – great fun, loved the ride, the best +8 she has driven. Hmm... perhaps an Aero 8 isn't the answer! Amanda, meanwhile accompanied Linda Greer in her 4/4 for the run into Stanley. Julia and I did arrive about a half hour ahead of the herd. (174 miles).

Recovery time around the charming village of Stanley before heading back east towards Cradle Mountain on April 25. Included was a stop at the Seven Sheds Brewery in Railton, not quite the experience of Two Metre Tall but still a great place to have lunch and a brew before heading into Sheffield for our final nights in Tassie. (114 miles)

Touring around Cradle Mountain involved several nominated Targa Tasmania stages, great fun in the +8 even though we didn't do them quite as spiritedly as we would have had we been actually competing (something to do with Amanda's lower fear factor than I have when in the passenger seat with Neil Young as driver). A visit to Tassie's distillery for a sample of their whiskey put us into a mellow mood as we entered the cue for the ferry back to the mainland on April 27 evening. (146 miles) A smooth crossing, good night's sleep in our cabin meant we were ready for the run from Melbourne to Rutherglen on April 28. After a McDonald's breakfast in the St Kilda

area of Melbourne we played follow-the-leader-as-the-GPS-gives-us-wrong-turns out of Melbourne and north towards Rutherglen. Stops along the way in Nagambe and Wangaratta before we found our first winery stop – All Saints Estates on the outskirts of Rutherglen. (244 miles).

Our last day was a run from Rutherglen to our home in Cronulla, most of the day along the Hume Highway. Some sections of this highway, the main artery from Sydney to Melbourne, are in worse shape than the worst road we traversed in Tassie! Out of Rutherglen at 12:30 noon, home just after 7 pm. 416 miles for the day, just over 2700 miles (4325 km) for the entire trip. Petrol economy – about 11 litres / 100 km.

No real problems with our Morgan (although a loose lower rad hose clamp did result in a small puddle of anti-freeze discovered the morning after arriving home). Others – a distributor problem on an early 50's +4, fixed just out of Hobart by Julia and one of the Tassie Mog owners; a cracked exhaust header on a 4/4 fixed in Stanley, also fixed in Stanley was a broken rear shock mount tube – both by a local welder who couldn't be more helpful.

All in all, great trip, good roads and food (except for those snags), and incredible camaraderie from both our tourers and those we met en route. Oh yes, and great fall weather!

For those northern hemisphere Morganeers who want to explore Australia, Tasmania should be on your list. Flights from Sydney or Melbourne into Hobart can be had for about A\$100 each way, rental cars are readily available, and from spring (Sept – Nov) through fall (Mar - May) you can expect the weather to be changeable but comfortable.

Vern & Amanda DJ (verndj@optusnet.com.au)





British Car Council Inc
Bayview Village, P.O. Box 91135
Willowdale, Ontario
Canada M2K 2Y6

Long Distance Award, 2011

The purpose of this "award" 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 our 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" – however, club executives should use discretion, final judgment is up to the BCCI executive.

To help and encourage all participants, the British Car Council Incorporated offers a "Long Distance Award". The award, a specially struck plaque with the participant's name and vehicle particulars, is presented to those who have traveled the pre-requisite mileage (kilometerage) during the season of April 1 through October 31.

The logistics, rules and regulations are as follows:

1. Vehicles participating will not be "daily drivers" (that is, only classic cars used for appropriate events and pleasure during the season are eligible).
2. Timing will be April 1 through October 31. Recording of mileage will not begin prior to April 1 or end after October 31. Anyone in violation of these dates will be disqualified.
3. The award is available to all members of BCCI participating clubs regardless of residence.
4. Each participating automobile will have the odometer read by a respected member of their club's executive at the start and end of the time period.
5. The club's executive will be responsible for recording the starting odometer reading and the ending odometer reading on the attached form (need not be the same executive member for both readings).
6. Any and all defective mileage/kilometerage instruments are the responsibility of the car's driver/owner to repair (no verbal estimates of distance traveled will be accepted).
7. Dash plaques will be awarded to every driver successfully completing 3000 miles or 5000 kilometers during the period being measured.
8. Dash plaques will be given to each club's BCCI representative and distributed to the appropriate club members by that representative.

Let's get out and drive those cars! Good luck and remember... have fun and drive safely.



Contest runs from April 1 through October 31

Please copy and distribute this form to your club members.

CONTEST COMMENCEMENT

Club Name (Please Print)	Car Make, Model, and Year (please print)
Principle Driver's Name (please print)	Mileage / Kilos reading as at April 1st 2006
Odometer gauges in working order?	Name & Signature of Club Executive Member Date

CONTEST CONCLUSION

Name (s) to appear on award (please print)	Mileage / Kilos reading as at October 31, 2006
Distance Travelled	Name & Signature of Club Executive Member Date

Submit this completed form to British Car Council Inc no later than December 1. Awards will be presented to your BCCI representative as soon as possible. All enquiries should be directed to the BCCI at the above address. Illegible or incomplete forms may be rejected.



Morgan's Around the World

By Rob Fournie



As a new feature for the BLURB, I shall try to include stories of Morgans sighted around the world or events our membership have been fortunate to participate in. This will require stories from you the reader.

Recently I was sent to Wellington, New Zealand on business, some may consider this very fortunate while others may say not so. It depends on how well you can hold up during a 34 hour trip spent on airplanes and in airports. As we all know sleeping on an airplane is a challenge and at best not very restful. Vancouver to Sydney is a non-stop 17 hr flight!

Prior to my trip to New Zealand, I attempted to reach Morgan owners in New Zealand. According to the MOG registry, there are 26 Morgans in New Zealand, of which Gary Moles owns five. Possibly the Lytles met Gary when they toured New Zealand in their Morgan? Gary and I were not able to coordinate a meeting and unfortunately never did get together.

However the Morgan's abroad story does not end here!!!

Being your new and determined editor not ready to give-up on a New Zealand MOG story, I knew that the Southward Auto Museum was 45 minutes north of Wellington

on the island's west coast. According to the internet, the museum collection included two trikes. Knowing this, I scheduled my free Sunday to visit the museum.

This was a drive that I was looking forward to but sadly without a Morgan. For those unfamiliar with New Zealand, the country is very mountainous and the climate varies significantly depending where you are, north or south island and west or east side of an island.

I was saddled with a new Toyota Camry, and yes, I was diligent with the accelerator and brakes. For those who have driven modern right hand drive cars, you will probably have experienced frequently turning on the windshield wipers to indicate a turn. (Just to clarify, New Zealanders do not use wipers to indicate turns) It just took time to orientate myself and manage to use the right hand lever to activate turn signals. It was good to be alone and avoid embarrassment during the drive. Believe me every North American driver will do it!

I have digressed enough....back to the Southward Auto Museum (www.southward.org.nz)

Southward was founded as a charitable trust in 1972 by benefactor Sir Len Southward who began collecting cars in 1956. He was involved in the New Zealand Motor Industry since 1919 when he was a message boy for the Wellington Motor Warehouse. He was also well known for his championship wins in the "Redhead" speedboat being the first man in the region to travel over 100mph on water.

The objective of Southward Auto Museum was to preserve the largest auto collection in the Southern Hemisphere. Today, it has the largest and most comprehensive

(Continued on page 11)



Morgan's Around the World (Cont)

sive privately owned collection of veteran and vintage cars in the southern hemisphere. The collection has over 350 vehicles dating back to 1895 and includes vintage engines, motorcycles, cycles, a wide variety of stationary engines as well as motoring memorabilia.

As I arrived I noted the car park was empty, except for 3 cars. I thought this was my lucky day I had an entire Auto museum to myself! As I entered the facility the lobby display there was a very rare 1930 Alfa Romeo Speedster.

Our Canadian accent is just as noticeable in New Zealand as theirs is to us, so I was quickly identified by the curator as North American. We chatted about cars and he noticed our MSCCC logo on my golf shirt. I told him about our club, where upon he directed me to the entrance to the museum. To my surprise the very first two cars you see are Morgans! A beautiful 1935 Red trike and a nice blue example of a 1921 Trike.

As I toured the museum I was surprised by the number of British Automobiles and Motorcycles on display, there were a few North American cars thrown in to keep it interesting.

I think of auto museums as art galleries and each car as an individual work of art, the curves or razor edged bodies with elegant or racy lines. Each designer has produced his vision of art. While many cars change through the years we all know that Morgan design has remained constant. Morgan had it right so why change a masterpiece of style and elegance!

I have toured many automotive museums but have never seen so many Austins in one location. I believe close to every model was exhibited.

There is a very impressive variety of autos. If you have the opportunity to visit New Zealand, make time to visit Southward Auto Museum. It is every bit as much a must see as Malvern factory or the Ford museum is in Detroit.



1921



1935

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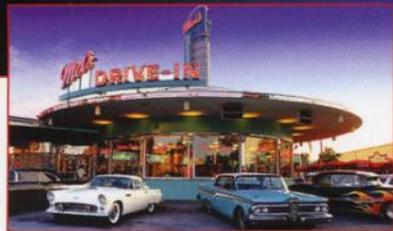
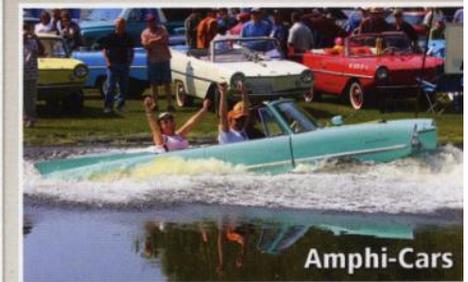
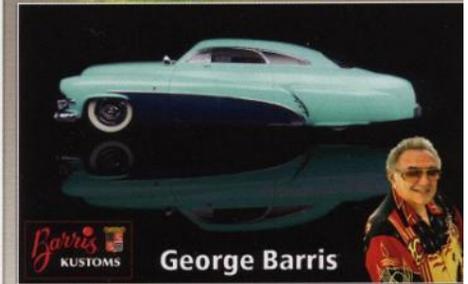
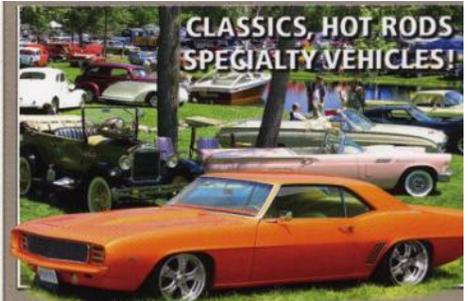
JUNE 4 & 5th, 2010 LONDON ONTARIO CANADA

A multi-charity event presented by Steve Plunkett
9282 Elviage Drive, London, Ontario
For information on the show contact Steve at: 519-657-9040
Evening Show tickets at Centennial Hall 519-672-1967
www.centennialhall.london.ca

FRIDAY June 4th, 2010 - EVENING:
Drive-In Movie on the 24 Acre Overflow Field Showing "AMERICAN GRAFFITI"
AND - OR

Attend Dance under **THE BIG TOP** (Dress casual)
Featuring: **Brad Rose & SPIRIT** and **The Jim Chapman Band**
Food available... Doors open at 6PM **\$15.00 PP** (includes both events)

SATURDAY: June 5th, 2010 - Gates open at 7AM
CAR SHOW featuring 3000 classic cars, hot rods & specialty vehicles - **\$10.00 PP**.
Proceeds to go to multiple charities. **FREE SHUTTLE BUS FROM PARKING LOTS.**



American Graffiti Reunion Event

Meet the stars of the movie.



Largest assembly of the original actors ever!

SATURDAY Evening: June 5th - Under The BIG TOP **\$120.00 PP** (Dress Casual)
Double Feature **DINNER SHOW** Featuring Brad Rose & SPIRIT followed by:
LOU CHRISTIE: (*The Gypsy Cried, 2 Faces Have I, Lightning Strikes, Rhapsody In The Rain, Gonna Make You Mine*)
JOHNNY MAESTRO & The BROOKLYN BRIDGE: (*16 Candles, Angels Listen In, Step by Step, Trouble in Paradise, Worst That Could Happen, Blessed Is The Rain, Welcome Me Love, You'll Never Walk Alone*)
MANY MORE ATTRACTIONS TO BE ANNOUNCED...

Tour the stunning new
FLEETWOOD AUTO SALON



www.fleetwoodcountrycruizein.com



Jay Leno on Morgan

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Jay Leno—April 2010

As a kid, the big magazine in America was called Road and Track. Everything's done on the Internet now, but 25 or 30 years ago the classifieds of *Road and Track* always had the coolest cars. Most newspapers just had the usual Fords and Chevys, but Road and Track had Ferraris, Lamborghinis, Duesenbergs... and it was always my dream to one day buy a vehicle out of the back of that publication.

So in the mid-1980s when I started to get successful, I saw a three-wheel Morgan in those pages and I bought it. It was exactly as I hoped it would be: a wonderful, wonderful car. So, when I heard Charles Morgan was coming to California to show the new AeroMax, I invited him to come by the garage. I called him Sir – I have no idea whether he is or not. Any time Americans meet people from England, they just assume they're a Sir. So he brought the AeroMax to my place.

Now I've had the pleasure of meeting the great-grandson of Henry Ford, but I never got to see William Lyons or WO Bentley. So to meet Charles Morgan, and shake the hand that goes all the way back to the very beginning, was a thrill. He was very down to earth and told me the firm was premiering the AeroMax in LA. He gave me the address.

Now here's what made me laugh. The Maybach, and a number of other cars like that, have been premiered in Los Angeles, and it's usually at downtown's Staples Centre arena, with photographers and people all about. Charles said the AeroMax would be premiering in Hollywood, and the address he gave was a house high up in the hills. And in the Charles Morgan typical small-town way, there were 14 people there.

The 14 people could not have been bigger enthusiasts. They'd come from all over the mid-west and from San Francisco to see this car, and I love that. The actor Malcolm McDowell was there. It just sort of made me laugh, because it was as if you were going to a family gathering. By comparison, I hosted Jaguar's XJ launch in London last summer. It was a huge, worldwide event. And here was Morgan premiering the AeroMax in a Hollywood Hills home. The car was in the driveway. It was hilarious.

I actually really liked it because you could talk to everyone there, including the guy who owns the factory. He gives you his card, and you can call him up. The days of a customer ringing up Enzo Ferrari on the phone are gone. To actually talk to someone who has anything more than a tenuous connection with the factory is almost impossible.

The sense of the DNA of the firm comes when you say to Charles: 'Boy, the aluminium on the fender is nicely done,' and he says: 'Oh yeah, Graham did that.' He'll tell you the name of the guy! It's done in a much more modern way, but the cars are still put together by hand. The other endearing part is that so many factory staff are the children of previous workers. Now you think of Morgan as an old company, but the average age there is 34. In America, if every year your firm doesn't get bigger, then it is somehow failing. Morgan makes one less than people want and so keep things at a manageable level. It does exactly what it can do. That's it. Thank you. Nobody is working triple shifts to get the cars out. They come out when they come out. You don't really see that anymore.

I think Morgan is very smart, in that as much as I admired TVR for building its own engine, it was such a huge undertaking that anything less than 100% success would mean total failure. So Morgan very wisely searched the world to find the best unit... in this case, a BMW.

The AeroMax is a very lightweight car, about 2800lb, and about 37bhp. It's fast and very Morgan-like. I'm the opposite of claustrophobic: I enjoy English roadsters that are snug and you feel like you're in this little leather cabin. It has the old-school leather that I like.

The thing that's unique about this car is that it's not done by committee. In some ways it's a bit like the Dodge Viper: this is what it looks like – you either like it or you don't. The look, for a lot of people, is polarising. They either can't stand it or they love it. The Morgan strikes you emotionally, which is OK because if everybody loved it the factory could not make enough. So it is built only for those whose fancy it strikes.

Morgan is able to survive because it never puts more food on the plate than it can eat. When times were good it didn't expand the factory, and when times were bad it wasn't closed down. WO Bentley was always reaching for the next big market – 'We've got to compete with Rolls' – but Morgan is just Morgan. I'm not sure who its rivals are, and I'm not sure it knows. It's a bit like Harley: no matter what year Morgan you have, it'll never be old-fashioned because the new ones are old-fashioned.

http://www.classicandperformancecar.com/features/columnists/251044/jay_leno_april_2010.html



MSCCC First Run 2010

By Rob Fournie



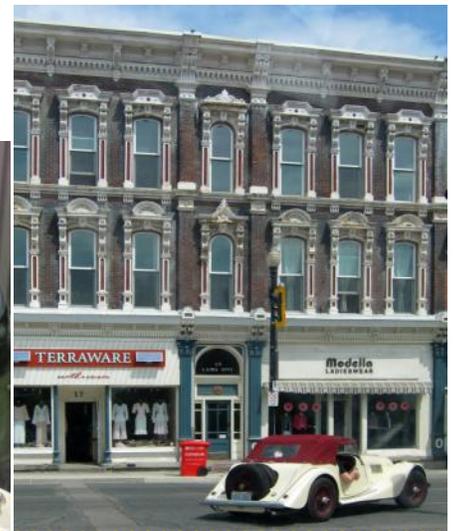
It was the 3rd of May and it was to be our first run of 2010!

May 3 came with dark skies and rain showers but it did not stop 7 moggies and 1 MGB from braving the elements. And why should rain stop us, after all these are British cars!

Kudos to Ted and Fred for making the drive from London. I must admit that Ken Wightman and I looked at the threatening sky at 7 am and decided it was too menacing for our Mogs so we elected to participate in my tin-top. A few members were prepared for the weather as Don in a rain parka, the Lytles with the new Morgan umbrella option, and the Brays were. The rain ended early in the run making it a good run to start the season.

This was my first run with the MSCCC and I was very impressed with the route. The run started at Tim Hortons near Bronte park and ran 70 kms through fabulous winding and hilly roads ending at the Royal Coachman Pub in Waterdown. Along the route the Morgans effortlessly climbed snake hill. This snake hill made London's snake hill look like an ant hill in comparison. I realized that we in London are at a significant disadvantage since we do not have the hills provided by the Niagara escarpment nor the corresponding winding roads.

I will definitely participate in every run possible, I just hope my "well used" Morgan will make it until restoration this winter. I may just need to use my other British Sports car (MGA) to get me through the runs this summer.





Notes from the West

By Ken and Pat Miles

April 11th was our last drive and it was a beautiful sunny day without a cloud in the sky. We met at McDonalds in White Rock at 10:00 and after a quick coffee and some breakfast we took off for the chicken farm in Langley.

Chicken farm is a misnomer in that in reality it is a chicken farm but one barn has been converted to a setting on Route 66 with back of the garage housing a fabulous display of North American cars from the fifties and sixties. On show were Thunderbirds (55, 56, and 57), Corvettes and other muscle cars such as Chevy Nova, Dodge, Plymouths and pick-up trucks. After enjoying another cup of coffee and spending some time in the old diner and garage, we toured the cars in the garage.

After the showing, we adjourned to the Fox and the Fiddler Pub in Langley where we enjoyed a few pints and a good lunch. Thanks to Chris Allen and Pam Mahoney for organizing a great run.

Chris and Pam were presented with the “eternal turn signal award” for forgetting to turn off their signal light for approximately 2 miles.

Morgans in attendance were Les and June Burkholder, John Renney, Ken and Pat Miles, Win and Christine Muehling, Doug and Gill Seager, Ron and Yvonne Theroux, Mike and Rosemary Powley, Chris Allen and Pam Mahoney, Steve Blake, and Doug Robb. James Theroux brought his Tiger and Laurie and Verna Fraser were in their Porsche.



Line up of cars. Morgans of Burkholder, Renney, Miles, Muehling, Seager and Tiger of Jamer Theroux



Chris Allen and Pam Mahoney receiving the eternal turn signal



Texaco garage



Picture of Diner



Ken and Judy Wightman's Continental Adventure Begins By Ken Wightman



At Beers Shop for pre-trip inspection

Date: May 28, Friday Day 1
Start: London, ON
End: London, ON
First day cancelled. Staying in a pleasant home overlooking London, Ontario

Date: May 29, Saturday Day 2
Start: London, ON
End: Clarkson, MI

Date: May 30, Sunday Day 3
Start: Oxford, MI
End: Grand Rapids, MI
Visit Frank Lloyd Wright designed home
<http://meyermayhouse.steelcase.com/>

Date: May 31, Monday Day 4
Start: Grand Rapids, MI
End: Cedarburg, WI
Taking Lake Express Ferry across Lake Michigan

Date: June 1, Tuesday Day 5
Start: Cedarburg, WI
End: La Crosse, WI

Date: June 2, Wednesday Day 6
Start: La Crosse, WI
End: Pipestone, MN

Date: June 3, Thursday Day 7
Start: Pipestone, MN
End: Wall, SD
<http://www.southdakota.com/top-south-dakota-motorcycle-roads-and-routes/124>

Date: June 4, Friday Day 8
Start: Wall, SD
End: Custer, SD
Mount Rushmore 50 mi. 1 hour.

Date: June 5, Saturday Day 9
Start: Custer, SD
End: Sheridan, WY
Mount Rushmore

Date: June 6, Sunday Day 10
Start: Sheridan, WY
End: Yellowstone Park

Date: June 7, Monday Day 11
Start: Yellowstone Park
End: Jackson Hole, WY

Date: June 8, Tuesday Day 12
Start: Jackson Hole, WY
End: Providence, UT

Date: June 9, Wednesday Day 13
Start: Providence, UT
End: Ely, NV

Date: June 10, Thursday Day 14
Start: Ely, NV
End: Tonopah, NV

Date: June 11, Friday Day 15
Start: Tonopah, NV
End: Yosemite – MOA V is at Yosemite
Look for: Tioga Pass Road from U.S. 395 and Lee Vining. Ascends for nearly a mile to 9943 feet, the highest pass in California and it overlooks a canyon. Can be chilly and there may still be snow. The road traverses by Tenaya Lake and Tuolumne Meadows.

Date: June 12, Saturday Day 16
Start: Yosemite – MOA V tours Yosemite – this is a free day for the MOA
End: Yosemite

Date: June 13, Sunday Day 17
Start: Yosemite
End: Jolon, CA

Date: June 14, Monday Day 18
Start: Jolon, CA
End: Jolon, CA



Steve Beer adds GPS.... Will Ken get lost?



MORGAN SPORTS CAR CLUB OF CANADA



Date: June 15, Tuesday Day 19
 Start: Jolon, CA
 End: San Simeon

Date: June 16, Wednesday Day 20
 Start: San Simeon
 End: Santa Cruz

Date: June 17, Thursday Day 21
 Start: Santa Cruz – Take Car to Greg Solow for check over
 Greg Solow, The Engine Room
<http://engineerroomsantacruzcom/>
 End: Novato, CA

Date: June 18, Friday Day 22
 Start: Sonoma, CA
 End: Sonoma, CA

Date: June 19, Saturday Day 23
 Start: Sonoma, CA
 End: Sonoma, CA

Date: June 20, Sunday Day 24
 Start: Sonoma, CA
 End: Garberville, CA

Date: June 21, Monday Day 25
 Start: Garberville, CA
 End: Gold Beach, OR

Date: June 22, Tuesday Day 26
 Start: Gold Beach, OR
 End: Lincoln City, OR

Date: June 23, Wednesday Day 27
 Start: Lincoln City, OR
 End: Goldendale, WA

Date: June 24, Thursday Day 28
 Start: Goldendale, WA
 End: Spokane, WA

Date: June 25, Friday Day 29
 Start: Spokane, WA
 End: Jaffray, BC

Date: June 26, Saturday Day 30
 Start: Jaffray, BC
 End: Medicine Hat, AB

Date: June 27, Sunday Day 31
 Start: Medicine Hat, AB
 End: Moose Jaw, SK

Date: June 28, Monday Day 32
 Start: Moose Jaw, SK
 End: Brandon, MB

Date: June 29, Tuesday Day 33
 Start: Brandon, MB
 End: Kenora, ON

Date: June 30, Wednesday Day 34
 Start: Kenora, ON
 End: Mine Centre

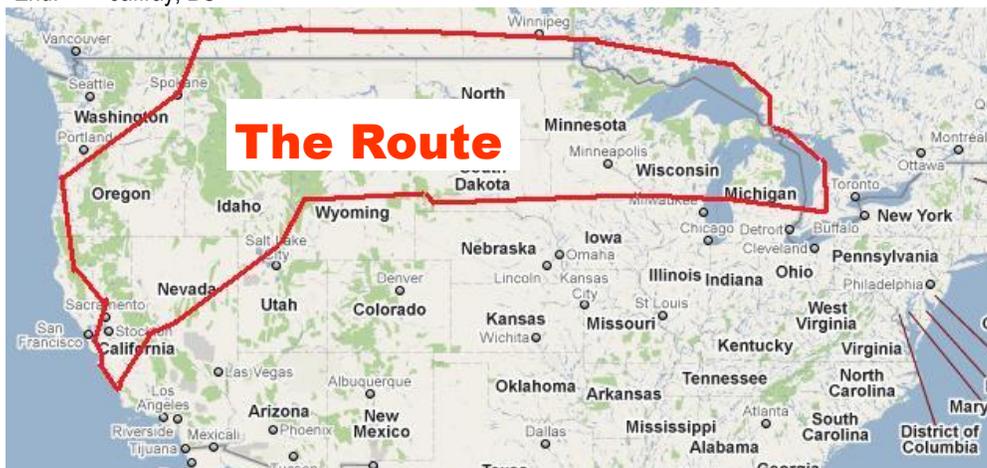
Date: July 1, Thursday Day 35
 Start: Mine Centre, ON
 End: Red Rock, ON

Date: July 2, Friday Day 36
 Start: Red Rock, ON
 End: Wawa, ON

Date: July 3, Saturday Day 37
 Start: Wawa, ON
 End: Thessalon, ON

Date: July 4, Sunday Day 38
 Start: Thessalon, ON
 End: (South Baymouth) and finally Tara, ON
 Taking the Ferry to Tobermory

Date: July 5, Monday Day 39
 Start: Tara, ON
 End: London, ON
 Inn: **HOME!**



**Estimated miles covered:
8000 miles or
12960 km.**

**Total cost:
Groan . . .**



**20TH ANNUAL LAKE SUPERIOR VINTAGE SPORTS CAR RENDEZVOUS
JUNE 17, 18, 19, 20, 2010
THUNDER BAY, ONTARIO, CANADA**

Many of you have already registered to "Wake the Giant" in [Thunder Bay](#) at the 20th Annual Lake Superior Vintage Sports Car Rendezvous.

This letter provides an event update and highlights some exciting new developments.

Early registrant numbers are continuing to grow and many are bringing their golf clubs to take advantage of the Thursday morning best ball golf tournament. No talent needed here, just a willingness to have a swinging good time. The hospitality will continue well on into the night as we once again partake of all the Neebing Roadhouse has to offer – a short stroll across from the Hotel.

Friday dawns with a selection of tours, some guided and some self-guided. Take in the sights and sounds of Russ Wanzuk's collection of dirt track racers and automotive memorabilia - always a big hit. Explore the artsy side of Thunder Bay and area on the arts and crafts tour or relive the past at the world class [Fort William Historical Park](#). Those wanting to walk on the wild side can take a drive out to [Eagle Canyon Adventures](#) and stroll on the longest suspension bridge in Canada or try zip-lining – check it out http://www.youtube.com/watch?v=iDgHiW_RZy0 . Along the way you may collect some amethyst at one of the [local mine sites](#). The afternoon will offer up some great precision driving through the cones on the free-wheeling funkhana course or try your hand at the team pit-stop challenge. An open invite has gone out to all the local and regional car clubs to join us at [Chippewa Park](#) on Friday night for the show by the lake – sure to offer a little something for everyone.

Both serious and not so serious rallyists will enjoy a jaunt through the countryside on Saturday morning followed by a great lunch. We are excited to announce that [OLG Casino Thunder Bay](#) is sponsoring the "Wake the Giant Car Show" providing both a great venue and wonderful entertainment for the afternoon event. The evening wraps up with the always enlightening awards banquet back at the [Best Western Nor'Wester Resort Hotel](#).

REGISTRATION: Still need to register? [Click Here to download a Registration form](#)
Register by May 1, 2010 to receive a free commemorative T-shirt and to qualify for the Early Bird Draw for one free night at the Hotel!

HOTEL: Best Western Nor'Wester Resort Hotel @ 1-888-473-2378. Rooms are going fast. A block of rooms is being held until May 1st.

Come celebrate 20 years



of cross-border motoring.

E-mail – info@tbvsc.ca

Website – www.tbvsc.ca

Call – 807-344-7894



New Morgan 4/4 Book

By Michael Palmer

THE CROWOOD PRESS

We received the following request the UK, if you can help Michael please do what you can

Dear Centre Secretaries,

My name is Michael Palmer (member No. 11797). I have been commissioned by Crowood Press to write a book on the Morgan 4/4. The book will cover all 4-4 and 4/4 models from 1936 to the present.

At the moment I urgently need information on the 4-4, 4 seater, Drop Head Coupe, TT replica and Le Mans replica. If you have members in your area who have one of these models, I would be grateful if you could put them in touch with me at this e mail address, or by telephone (01795 474140 / 0779 066 2098 mob).

If anyone has any information on the prototypes and development and testing of the 4-4 or the 4/4 series2, I'd be grateful to have that too, as well as any information on any of the special bodied vehicles. I need pictures too, so if anyone wants to see their car in a book or would like to share a special 4-4, 4/4 experience, get in touch.

A photo shoot is to be arranged and it would be nice to get as many of the cars from across the years together.

I have until October 31st to finish the masterpiece, so time is of the essence! More requests will probably follow, but your help will be greatly anticipated and appreciated. Thank You.

Best Wishes
Michael Palmer

New Members to MSCCC

The following new members have joined our club.

Welcome New Members:

- Richard & Pat McCleary of Oakville
- Wallace & Ruth Smith of London
- Keith & Cynthia Struthers Powell of Mississauga





Feature Car - Wallace Smith's 1957 Morgan Plus 4

By Wally Smith



My dream of owning a Morgan began when a fellow student at the Ford Trade School in Windsor, had a Morgan with the double spare tires. It was fast, hugged the road and the open air ride was exhilarating. This was in the late 40's and early 50's. Joining the work force, establishing a family and allocation of finances delayed any thought of owning a Morgan. At the Ancaster car show, in 2007, a 1957 Plus 4 was "for sale", the owner getting married and needed money for the wedding. I made the "deal" and if he could drive it to London to show it was drivable, with no immediate restoration or repairs, I would buy it. The car arrived at my metal finishing plant, one evening in April. The deal was completed and my dream realized. I drove the car for the summer, replacing the aging tires as they continued to lose air. In september of 2007 I was in England and visited the Morgan factory at Malvern. Upon returning the restoration began.

The car was stripped of all the chrome, aluminum, lights, windshield and dash. While it spent the next 10 months in the paint shop getting a complete dismantling of the body panels stripped and repainted. The engine head was removed for rebuilding. The tach, speedo and cluster gauges were sent to California for refinishing and calibration.

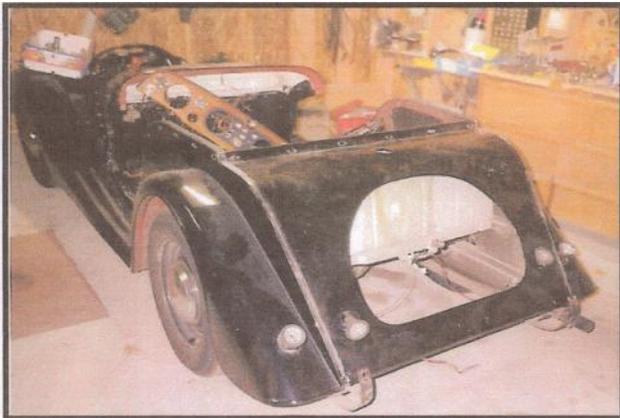
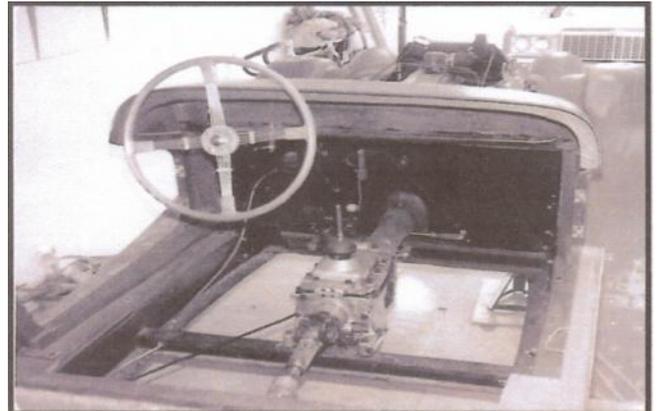
During this time I researched the history of the vehicle starting with the build sheet from the Morgan Motor Co. The car was shipped to Fergus Imports of New York on July 31, 1956. I could not find any history from '56 to early '70 when Mr. W. Norgate (Scarborough) spotted it in a field in the Kingston area. Mr. Norgate did a restoration including a new wooden frame and the car stayed in the family until it was sold to Bradley Morgan, Jordan Station in 2004. By the time the car was returned from the paint shop I had all the chrome refinished and the aluminum polished. A new top, tonneau cover with side curtains was made.

After reassembling the chrome, lights and some wiring, there were a just few days of driving before winter storage. 2009 has been a more enjoyable year so far, with attendance at the Plunkett and BSCCof London shows and a number of around town trips.

Files and pictures were passed along to me from previous owners and along with my own, I have a very complete history of the restoration and cost involved to date.



MORGAN SPORTS CAR CLUB OF CANADA





Morgan Mad Chump Racers

By Don Allen

A group of Morgan owners and other racing enthusiasts, led by the Beer brothers, participated in the inaugural Canadian Chump Car Race Series on the May Victoria Day weekend at Shannonville Motorsport Park. The basics of Chump Car is that the car cannot cost any more than \$500. Parts related to safety can be added at will, subject to a 2 times OEM cost rule. Other than that, the race and drivers are subject to full race rules. A 1998 V6 Ford Contour with 278,000 kms, which became known as Crappy Contour (for reasons you will soon learn) was purchased and race prepared over the course of the spring. The interior was stripped, a full roll cage installed, windows removed, battery relocated to the trunk and wired to a cut off switch, two new front struts and one rear strut plus springs, new front disks and callipers and front and rear pads. The air conditioning system was removed to further lighten the car and provide a few more horsepower. Other than a new water pump, nothing of any consequence was done to the motor.

The Chump Car event consisted of two 7 hour endurance races, one each on the Saturday and Sunday. The field started on Saturday with 19 cars. Crappy Contour ran slow but well on Saturday, finishing 6th with a somewhat dodgy transmission. Sunday began with a line up reduced to 10 cars (they really are \$500 cars). But it was a different story for us than on Saturday. For reasons unbeknownst to us Crappy Contour began to overheat from the start of the race. Off into the paddock, where the thermostat was replaced and to let the car cool down. Gallons of hot water was added, trying to bleed the system of any air locks. The car went back on the track only to come off again with Crappy Contour on a hard boil. After a total of 40 minutes off the track, the decision was made to run the car with our eyes on the temp gauge. It must have been an air lock somewhere in the system, because about 2/3's through the race the temp gauge suddenly returned to normal. But that wasn't the only problem with the car. The dodgy transmission from Saturday became a full time problem on Sunday, and the whole 7 hour race was run in third gear.

Despite a severely underpowered car, we finished. In 10th place. At the awards ceremony, we were the proud recipients of a trophy called "Should



**Beer/Wilkinson/Allen
CHUMP Car Coming
together**



The Morgan Car Club of Washington, DC invites you to
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Morgan Owners Gathering

July 2 – 5, 2010

Staunton, Virginia

Beautiful Downtown location with many shops and
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Plus concerts & fireworks in nearby Gypsy Hill Park

Host Hotel: Stonewall Jackson
24 S. Market Street
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Book on-line at www.stonewalljacksonhotel.com
Or phone (888) 419-0381 Use Group Code: **MOG**

Garage parking for Morgans & Hotel Guests
City provided lot for trailer parking nearby (no charge)

Events: July 2 Registration & Welcome Noggin
July 3 Concours d'elegance & Gymkhana
July 4 Autocross & Barbecue Luncheon
July 5 Rally & Awards Banquet w/door prizes
Nightly Noggins & Auctions 8:00 PM – 12:00 M

For additional information contact: Tom Warden - Morgan47@comcast.net
Or visit our website at: www.morgandc.com



MSCCC August 2010 Run

We have been planning a weekend in Prince Edward County/Kingston for the August 13/14/15 weekend this summer.

The current plan is to travel on one's own (or self organised groups) to the designated hotel/motel in the county on the Friday evening. Saturday will be a leisurely day, with winery tours, art studio visits, cheese factory visit, visit to the sand banks, Lake on the Mountain, or toddle around the County. We'll firm up some plans for group tours later. Visit <http://www.pec.on.ca/> to get an idea of things to do and see in the County.

On Sunday morning, we will take the Glenora Ferry to the mainland, and on to Kingston to participate in the Boot'n Bonnet Club British Car Day . Depart for home at your leisure Sunday afternoon.

See Boot'n Bonnet site for registration <http://www.britishcarenthusiast.com/BNB/PDF/BCD2010flyer.pdf>

There are two motels in the area and the county website above has links to all sorts of other accommodations, from B&B's to elegant inns. <http://www.pec.on.ca/visitorsguide09/index.html>

For those that wish, we will have an option to return home via the south shore of Lake Ontario. This will entail an additional night. (accommodations to be decided on at a later date).

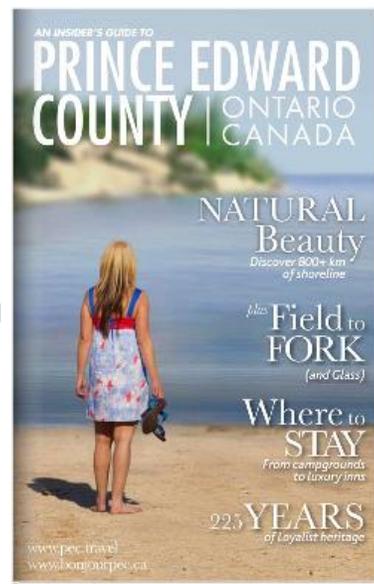


Please RSVP to Cathy or Don by May 31, 2010 and let us know:

- if you are joining us and where you have booked and
- if you would like to go the south shore route and stay the extra night

This will help us to better organize the weekend so that a good time will be had by all!

Happy Mogging!
Don & Cathy Allen
905-634-4704



THE BOOT 'N BONNET CLUB'S

21st ANNUAL BRITISH CAR DAY

Held in Kingston City Park
Sunday August 15th, 2010
10:00 a.m. - 4:00 p.m.

*This year celebrating
the 75th Anniversary of Jaguar*



JAGUAR

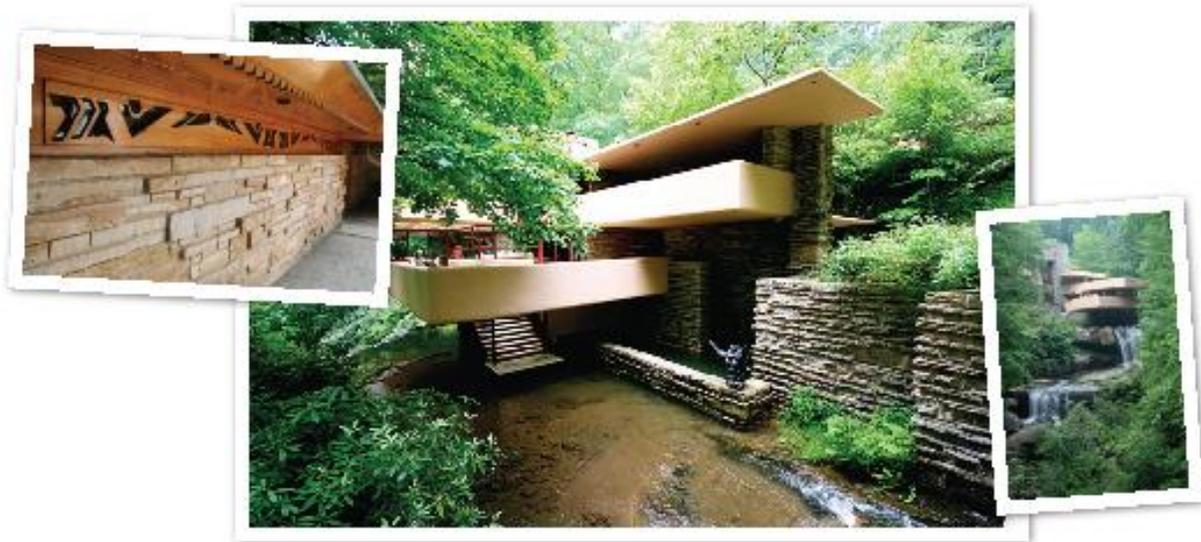
PARTICIPANT'S CHOICE VOTING
REGISTRATION GIFT FOR THE FIRST 150 REGISTRANTS
BBQ LUNCH, VENDORS
MANY, MANY VALUABLE DRAW PRIZES

ADMISSION: \$25.00 PER CAR (includes BBQ lunch for 2)

I/We will be attending BCD 2010 _____

Make, Model and Year of Vehicle _____

Please make cheque payable to The Boot 'n Bonnet Club and send to Linda Thomas, 92 Wyona Lane, R. R. #1 Wolfe Island, ON, KOH 2Y0



Fallingwater

Morgan Sports Car Club of Canada

Saturday June 19th – Tour

8:30 AM

Join the Morgan Sports Car Club for a drive from the Holiday Inn at Indiana Pennsylvania to Ligonier and down scenic route 711 and enjoy the Mountain Laurels in bloom on our way to Fallingwater (approximately 2 hours).

11:00 AM

Join the Morgan Sports Car Club of Canada while we tour Frank Lloyd Wright's architectural masterpiece, Fallingwater. We have arranged for the one hour tour at 11:00 AM and will have lunch in the cafe at the visitors Center following the tour.

2:00 PM

We drive from Fallingwater 7 miles south to Kentuck Knob for a 2:00 PM tour of the I.N. Hagan House and a walk on the premises to view the sculpture garden.

4:30 PM

We return to Indiana, Pennsylvania to the Holiday Inn and a group dinner at the Coventry Inn.

If you might be interested in joining us please contact Thomas Van Zuiden at 905-627-3991 or at work 1-800-263-0914 - tvanzuiden@cogeco.ca.





Newsletter

Melvyn Rutter Limited



International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England

Tel: 01279 725725/726605 Fax: 01279 600498 (Parts) Email: mr@melvyn-rutter.net



New Rutter Web Site

After a huge amount of work by Speedster-IT (www.speedster-it.com) and myself, that started well before Christmas, we have now gone live with our totally new interactive Rutter web site.

Please drop in and have a look here »» www.melvyn-rutter.co.uk





British Marque

CAR CLUB NEWS

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Five, 60 spoke, painted wire wheels, that appear sound and true, off a 1968 4/4. Asking \$250.
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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:
Mrs. Cathy Allen,
201 Penn Drive,
Burlington, Ontario
L7N 2B6,
(905)-634-4704

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