



The Blurb



Great day out at the annual Morgan Picnic

Above: Al Sands inspecting his Morgan +4

This Issue

Prez Sez	2	Morgans over America	13
Editor's Message	3	May Run.....	14 & 15
Central Canada Morgan Events	3	This Months Mystery Car.....	15
Mystery Car—from March BLURB.....	4 & 5	New members.....	16
New Morgan emerges after 44 years!	6	Morgan Sports Car Club Takes Thornbury	17
Morgan in the news.....	7 & 8	Monthly Meeting Minutes April 2012	18
BCCI Toy Run and Drive.....	9	Monthly Meeting Minutes May 2012.....	19
Morgan Club Picnic.....	10,11 & 12		



Read Format this morning, courtesy of TVZ, and was saddened to note that Carroll Shelby had passed away at age 89. Carroll had no connection to Morgans, but was a successful racing driver in the 1950's, becoming the second American to win at Le Mans. He went on to develop the Sunbeam Tiger, and more famously, the Cobra, using a Ford V8 in the AC Ace chassis.

On a happier note, I was at the barber shop the other day and overheard this gem. A customer was describing a new and large sub-division in nearby Thorold and pitched the need for a new grocery store by stating that people were too lazy to drive very far these days. Too lazy to drive! What next? Too lazy to change channels? Too lazy to chew our food? (Going to be some interesting smoothies created) Okay, I'm biased. When I was a kid, we walked or rode our bikes, and it was considered lazy to ride in a car--except for long trips, of course. Now we are too lazy to drive very far. Unbelievable.

Our TR3 is back on the road after a 3 year engine rebuild and paint job. There was one last glitch, as you might expect with a rebuild. I was out putting some miles on it, when the engine lost power and began to run very roughly. Stopped, called CAA, got a lift home, Steve came to have a look, noted that the fuel filter and the sediment bowl were full of rust, and so a new fuel tank had to be ordered and installed. The old tank was original to the car--a 1956. The new tank is fine-but it comes without fittings. That meant finding a new drain plug (metric threads in a Brit made tank) fabricating a new vent plug, modifying the new filler pipe and making an adaptor for the fuel pick-up. Why wouldn't Moss Motors sell those things as part of a fuel tank kit, making extra money on the sale? Makes little sense to me.

Knowing that the TR3 was coming back to us, I knew that I would have to make sure that we had enough room in the garage to park 3 of our sports cars plus Sharon's Toyota. Looking at the garage, I realized that I had accumulated a lot of stuff, and that the stuff was gradually taking over the garage. What is stuff? It's difficult to define. It's what you accumulate if you have a hobby, and especially if your hobby is cars. Sometimes you inherit stuff. I inherited a lot of stuff when we bought the MGA, including a lot of rusty hardware, and 3 used brake drums. Three used drums? The car has front disc brakes, and drum brakes on the two rear wheels. So why 3 drums? Because they are stuff. The rusty hardware was stuff--keep it, you never know when you are going to need rusty, used hardware to rebuild another MGA. Not likely, Stainless is much more durable. So, remembering that I needed space for the TR3, I threw out the MGA hardware. Didn't really free up much space, but then I brought home all the left-over stainless hardware from the TR3 repairs, and guess what? That became more stuff, and went right into the containers that formerly held the rusty MGA hardware. About all that can be said for that exchange is that the new stuff is shinier than the old. I have managed to scrap some stuff. Two well used timing gears and chains are gone. Why were they still in the garage? Same answer--they were stuff, and you never know when you are going to need a used timing gear. Couple of used clutches went, too. More stuff. Stuff accumulates, all by itself. If you are not careful, it will take over your garage, and then you will find stuff in your basement. Stuff has even been known to invade the living rooms of some enthusiasts, as well as neighbours' garages, basements and friend's barns. Constant vigilance is required. Was I too ruthless in scrapping some stuff? I still have a used Morgan oil pump, and a well-used TR3 water pump. How about a TR3 transmission housing? Housing only--I stripped the gears out some time ago. It's on a shelf--more stuff.

Is there a way to classify stuff? You know --like good stuff and bad stuff. Or useful stuff and useless stuff. Nope--stuff is stuff, and that makes it almost impossible to stop stuff from accumulating, and from filling all the space you have. I can hear some wives scoffing. Are you a gardener? Is your shed full of stuff? How about the garage? The basement? Stuff is stuff--doesn't matter what your hobby is--you have stuff.

One last observation. Have you ever tried to make a left turn across traffic and found yourself behind someone who creeps through the turn and then ever so slowly drives on down the road, leaving you still in the turn and seeing on-coming traffic bearing down on you? We seem to have a lot of those kinds of drivers in the Peninsula. Drives me crazy.

All set for the pub crawl? Should be a super week-end. August brings the Edenvale car and air show, ending at the Sand's for a B-B-Q. September is Thornbury, and then Bronte.

See you at the pub



Colin Bray

I'm sure some of you are thinking what has happened to the BLURB but are far too polite to say anything..... Yup, its about six weeks late. As some of you will know I've had the engine and gearbox out of our Morgan and it took way longer to get the engine rebuilt and then put back in the car. I did all this work with enormous help from member John Fitchie at his workshop, but this did involve a drive of 3-4 hours each time. So BLURB had to wait I'm afraid. Hopefully things will get on a better schedule, however, I need help! It would be nice if members could write a short article now and again but our fearless President has put me straight about that! But there is another way members can help enormously—just take photos when you are at an event and send some to me. I always need photos, the newsletter has an absolute craving for them. So send 'em! You may have noticed I include non Morgan car related stuff too.

No contribution this issue from Quentin M.L. Ponsonby-Smythe. We understand he is trying to write a semi regular article entitled 'Connections' but he couldn't make the

deadline for this issue. Back in the 1970s before I left England there was a wonderful TV program called, I think, Connections—or at least something very similar. That program was about the connections between all sorts of things in the real world but Quentin is zeroing in on what you might find on your Morgan. I understand Quentin is currently in England researching for his article and it has been reported he had lunch at his club in Mayfair recently with his old friend Cuthbert J. Twillie of 'Morgan North-West' fame. Apparently they used to shoot Tigers together out in India and hadn't seen each other for many years. I received a Telegram yesterday from Quentin informing me Cuthbert has agreed to have his syndicated columns printed in the BLURB—quite a coop for the MSCCC.

Also heard from member Anthony Steward a few weeks ago. He is starting his third yearly contract in China but still hasn't spotted a Morgan over there yet.

I leave for England in two days time—to attend yearly accent retraining courses so don't expect the next BLURB til August!



Central Canada Morgan Events

- | | |
|------------------|---|
| July 20-21-22-23 | (Friday, Saturday & Sunday leaving Monday) Great Lakes Pub Crawl |
| Aug. 11 | (Saturday) Gathering of the Classics - Edenvale Car and Aircraft Show |
| Sept. 7-8-9 | (Friday, Saturday leaving Sunday - Morgan's Take Thornbury |
| Sept. 16 | (Sunday) British Car Day, Bronte Creek Park, Burlington |
| Oct. 14 | (Sunday) B.C.C.I. 'Toy Run' and Drive, Country Heritage Park, Milton |

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2

Mystery Car — from March Blurb

By Colin Bray

In the March issue of the BLURB I printed two photos of a car spotted on the M11 in England in August 2011. The car is, amazingly, made in England and is officially a kit car—meaning that it is based on an existing car. However, the kit comes with its own chassis, aluminium bonnet, fiberglass wings, doors, internal steel body frame, dashboard and just about everything you need except for the engine, gearbox, transmission, front and rear suspension and wiring loom. These all come from a Ford Sierra, Scorpio or Granada although some owners have used engines from other vehicles.



The design was the brainchild of a John Barlow in 1991 when he formed the Royale Motor Company and is based on the grand tourers of the 1930s and 40s. The company and design seems to have gone through several ownerships including the Vintage Car Company and more recently, from 2011, to Automotive Creation Limited.

The car seems to have a very high reputation because unlike most other kit cars the build quality is very high. As well as the UK there seems to be an enthusiastic following in Germany and the



Mystery Car — from March Blurb contd.

By Colin Bray

Netherlands.

The basic kit costs 6,700 GBP although owners reckon the final cost including engine etc will be around 16,000 GBP. Automotive Creation Ltd. also offer a turnkey car for 29,500 GBP utilizing all new major components which includes the Ford 2 litre 16 valve Zetec engine with 5 speed gear-box, the whole package producing in excess of 170 bhp in a car weighing around 1200Kg. In other words, this car really GOES.....



Having seen the car in the flesh on the road I must say it is a lovely looking car. Reminiscent of a prewar BMW from the front and a Jaguar XK120 from the rear.



For more details: www.automotivecreation.com

Owners Club: www.royaleownersclub.org.uk



New Morgan emerges after 44 years!

By Colin Bray

A momentous occasion took place at the recent annual Morgan Picnic at the Lytle's in June. After 44 years, John Fitchie's Morgan finally made its first appearance. John bought the car as an accident victim so has never driven it until now.

Other than the engine, which was rebuilt by club members Martin and Steve Beer, and the superb paint job, virtually everything has been done by John himself. Everyone agreed the car is a wonderful addition to the club and a credit to John's perseverance.

When John started work on his rebuild he had no house, no children, no debt and..... hair!



Morgans in the news

Reprinted from the Globe and Mail, April 2012, by Bob English

Pulling up in front of the shop beside Jim Williams's home in the Oak Hills near Sterling, at the wheel of my 1968 Morgan 4/4 my eyes were immediately drawn to a familiar white shape pointing nose foremost out of one of the bays.

The flaring front fenders and fared-in headlamps framing a vertically slatted grille immediately provide the appropriate visual clues, and the personalized license plate hung on the front bumper reading "MORGAN" should have removed any doubt as to what it was. But wait a sec, isn't that grille about half-again as wide as it should be, along with the hood behind it? And aren't those headlights much wider spaced than they out to be?



Williams had allowed, while chatting over the phone, his 1958 4/4 Morgan was "highly modified" what he hadn't revealed was that it's very possibly the only fully hot-rodged Morgan on the planet

Closer inspection reveals that under the widened by about a foot classic Morgan bodywork, the original wooden cabinetry it was once nailed to, the flimsy chassis that supported it and the small-bore four-cylinder engine that powered it are long gone. Replacing them are a 1951 Ford frame with a straight-up, 400hp-plus shot of 355 cubic inch Camaro Z28 V-8 wedged between its rails with a Muncie four-speed back.

The shudder of horror running through Morgan purists reading that is almost palpable, but in fact this is a story of resurrection rather than desecration.

The hot-rod Morgan tale unfolded after Williams, who grew up in Malton, moved in the late 50s to Sterling where his grandfather had been a blacksmith. And then, after studying industrial engineering at Ryerson in Toronto and getting married to his high school sweetheart Sue, worked for the nearby Bata shoe company before moving on to management roles in other area industries.

He was 23 in 1963 when he and his father Ray were wander-



ing around a local wrecking yard and he spotted the Morgan in the weeds. "One fender was white, everything else was rust because it had burned out. I said to dad look at that. He said what is it? And I said I don't know, but I love it, and I've got to have it," recalls Williams.

After dickering with the yard owner a price of \$95 was agreed, which Williams borrowed from his father. "It was a lot of money, about a week and a half's pay."

After dragging the remains home and doing some research into a car very few Canadians had even heard of it was determined it would be too expensive to restore, so he decided to employ the talents developed as a teenage hot-rodder.

Williams says he's had gasoline in his veins for as long as he can recall and grew up as part of the Toronto area hot-rod scene in the 1950s. "Before we were 16 we'd buy these \$10 and \$25 cars drive them in the fields." His high school rides, paid for with a job at an Esso station across from the airport (that's still there), included a 33 Ford Roadster and a highly



Morgan in the news contd.

Reprinted from the Globe and Mail, April 2012, by Bob English

customized 53 Meteor convertible.

With not much left of the Morgan to work with Williams found a 51 Ford frame and “Z-ed” it, an old rod-builders trick involving cutting and welding to drop the front section, in this case to make the Morgan bodywork ride at the right height. The Ford suspension and rear end were retained, but the four-cylinder engine (Williams recalls a flathead Vauxhall, but a 1,267cc Standard Special would have been original) was replaced by a Chevy Power Pack 283 V-8.

The bodywork was “cut right down the middle, not a big job as most of it was burned wood” and widened, and a complete new hood hand-rolled by Williams. Other panels that had been warped by heat were made true again and attached to a metal framework. A new grille was fabricated, bumpers and taillights provided by an Austin and an all-red interior created.

Williams put the hot-rod-Mog on the road in 1967 beating by a year Morgan itself, which rolled out its V-8 engined Plus 8 in



1968.

With its new Z28 V-8 it's a missile that will spin the rear tires in third gear. After a lapping session on the Shannonville track recently Williams says, “it took me a week to stop smiling.”

The Morgan, which is what it's still registered as, was used by his wife Sue (now passed on) to take their two girls to a Huntsville family cottage and despite myriad other projects is obviously still a favorite.

“I just love to build stuff. You've got to do something when you get up in the morning or you just vegetate,” says Jim Williams' who retired in 1980. “I decided to play, and I've been doing that ever since,” he says.

And to prove he's been doing so successfully his shop walls are hung with framed snapshot collections of cars, bikes, boats and other things he's turned his rarely idle hands too.

“Things” that include the large replica steam train engine that sits in Sterling's park, a recently completed miniature train

with towed dining car, goods wagon and caboose along with a working carousel for his grandchildren. Plus a very neat looking motor home made from an Airstream travel trailer and a truck chassis and cab, a 1935 Mercedes-Benz 500k kit car, and a 1978 Cadillac “pickup.”

And one of the more off-the-wall vehicles you'll likely ever see, that Williams calls the Spider and created from a 2001 Honda Civic that was chopped in half behind the windshield and the rear replaced by a structure that mounts a pair of side-by-side rear wheels. Driver and passenger sit in tandem on a motorcycle type seat with the former using the now mounted-in-the-middle Civic wheel to steer.

“You can build a lot of stuff in 32 years,” he says, looking at the Spider and grinning.



Editor's note: Bob English kindly supplied extra photos not included in the original Globe and Mail article.

B.C.C.I. 'Toy Run' and Drive

by Liz and Ray Stevens



Location: Country Heritage Park — Heritage Museum, Milton.

Time: Starts in the morning, to be determined.

Run: Possibly groups of 10 depending on turnout. Approx. 11.30 am to 1 pm (fall colours)

Toys: Price of admission. 1 unwrapped toy/gift Ages baby to teens.
e.g. Soft Toys, Gifts, Books, Games. Teens: Watches, Hairdryers etc.

Organiser: Phil and Wendy Miller working with a committee. Liz and Ray Stevens from MSCCC have volunteered but they are looking for help from other BCCI members.

Proceeds: Possibly working with AM740 and sister station, Halton Police and/or Salvation Army.

Participants: All car clubs under the BCCI banner.

Other contributions: Small gifts for draws e.g. Gifts no longer wanted but unused, items from Dollarama stores.

Christmas Tree in Gazebo: Toys to be placed around a Christmas Tree, may have visit from Mr. And Mrs. Claus.

Lots to see and do at heritage Park including photo op with your classic car at a hand operated vintage gas pump.

This could be a fun day with other British car owners before putting your classic away for the winter.

More details later including food and refreshment availability.

Visit Country Heritage website at www.countryheritagepark.com

Editor's Note: President John Roden reports this event was last run in 1999 and was extremely successful. Only reason it didn't continue was because of the enormous amount of time needed to organize it!



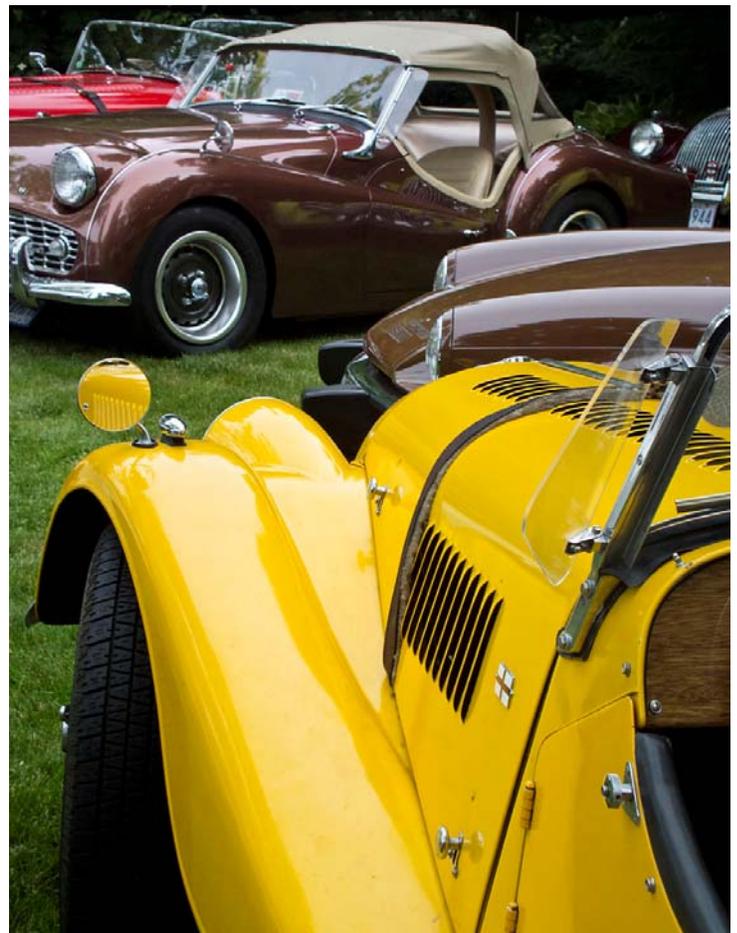
Morgan Club Picnic

Photos by Ken Wightman

Yet another great picnic at Kathy and Alan Lytle's lovely home in Mississauga on June 16th. Right: Kathy and Alan surrounded by Morgans!

Bottom left: Stu Harvey's Flat Rad 4 seater +4. From L to R: Colin Bray, Brian Hawkins, John Fitchie and Stu Harvey.

Bottom Right: Morgans and Triumphs



Morgan Club Picnic contd.

Photos by Ken Wightman and Sharon Roden



Top, L to R: Malcolm Taylor, Alan Lytle and Brenda Taylor.

Left — Mmmm.....

Submitted by Ken Wightman



Bottom left: Judy Wightman and Mary Shier.

Bottom right: Brenda Morgan and Sharon Roden.

Submitted by Sharon Roden.



Morgan Club Picnic contd.

Photos by Alan Lytle



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: cmcmog@tdirect.ca

Morgans Over America

By Ken Miles

Fellow Morgan lovers;

It is with great pleasure that Elaine Fisher and I announce the commencement of planning for MOA VI in 2015. As many of you know Morgans Over America since its inception in 1990 has provided Morgan lovers from several continents including North America, Africa and Europe the ability to drive the great roads of the US and Canada along with the experience of learning some of the history of this continent. The continuation of the high standard exhibited by MOA I will be continued in MOA VI as Elaine has participated in five MOAs and worked as an organizer on four and I have participated in 4 MOAs and worked as an organizer on two.

We are asking for your help in distributing the information about MOA VI in the attached announcement to the Morgan fraternity at large so that we can continue to have members from various clubs attend this great event. If you have a club magazine, we would appreciate having the announcement published in it. If you don't have a club magazine, perhaps you can get this announcement out by your usual method of communication. We plan to update this announcement every six months.

Thanking you in advance for help in this matter.

Yours fellow Morgan lover,
Ken Miles

ANNOUNCING MORGANS OVER AMERICA VI- 2015

Experience North American History while driving your Morgan over scenic roads in the Eastern US and Canada. Join with Morganeers from America, UK and other countries on a 38 day journey through 14 states and 5 Canadian provinces.

The **Steve Roake Memorial Morgans Over America VI** will start about September 10, 2015, in Savannah, Georgia, and ending in Williamsburg/Norfolk West Virginia. It will include some of the roads and sites visited in Morgans Over America IV, with many new places to see and visit.

This adventure is being organized again by Ken Miles of the Morgan Sport Car Club of Canada, the Morgan Owners Group North West, and Elaine Fisher of the Morgan Sports Car Club of Northern California, and the Morgan Sports Car Club UK. Elaine and Ken organized MOA IV and V, with able assistance from UK Morganeers in shipping the vehicles to the US.



Steve Roake, in whose memory we are doing this trip, a long time member of the Morgan Sports Car Club of Northern California and many other antique car clubs, along with Jeremy Harrison and Keith Cox of the UK Morgan Clubs, organized the first three Morgans Over America Trips.

Mark your calendars, indicate your interest in the adventure, and follow along on our blog <http://morgansoveramericaVI.blogspot.com> for updates on the planning, with links to previous Morgans Over America websites.

To indicate your interest in joining us or meeting with us, please email Elaine at togetelaine@gmail.com or Ken at kengmiles@telus.net

May Run

By John Roden

A pleasant early Sunday morning in May. Wonderful day for a Morgan outing, so I jumped into my MGB and headed out for Timmy's on Burloak Drive in Oakville. Sure, Timmy's is on the west side of Burloak--maybe it really is in Burlington. Hang on, here. What is that MGB doing in the Blurb? Isn't this the Morgan Sports Car Club? Back in 1980, Sharon was negotiating to buy Steve Bridges' TR3. That was going to be her toy, I determined that I wanted my own toy, found the MGB for sale in Niagara Falls and bought it. Thirty two years later, we still own both cars. We bought the Morgan in 1981, after our trip to MOG 11--our initiation to HOGMOG. That explains why we own an MGB, sort of, but doesn't answer the question.

The answer is simple. The Morgan needed front end work--remember it had developed the dreaded Morgan wobble- and was resting comfortably in our garage, waiting for Steve and me to finish the TR3 re-assembly after its painting and engine rebuild. The MGA was also resting in our garage, in need of new rear wheel cylinders and brake shoes. These were in boxes, in the car (where they did nothing to help retard the vehicle) so the MGA was also temporarily out of action. So, as noted, jump in the MGB and drive to Oakville (or maybe Burlington) to join the run.

Got to Timmy's in plenty of time to have breakfast, and then to wonder if anyone was going to show up, especially when a Jag E-type series 1 pulls into the lot and parks beside the B. I think the B blushed. The car is owned by John and Wendy Tysall of Toronto, who surprised me by saying that they were members of the MSCCC, that this was their first Morgan event, and that John has a flat rad that he is restoring. Now we are cooking. Two Morganeers, one MGB and one E-type. That didn't last long. Alan and Cathy Lytle, in a Morgan, soon showed up and were followed by Dave Farmer, again in a Morgan. Then Chris and Gayle Taylor, in their TVR, put the Morgans in the minority again. However, the Van Zuidens and Wightmans, in Morgans, put the Morgans back in the majority for good. As we were preparing to set out, a young couple in a Porsche 914(or Portia, if you want to be semantically correct) pulled into the lot and parked by our cars. Naturally, they introduced themselves and told us that they live in Guelph. They had been looking for the Cana-

dian Morgan dealer, but couldn't find one. (You guys in Bolton reading this?) We told them who to contact, and they went on to say that they had seen the announcement for the run on our web-site and so drove in from Guelph, hoping to see some Morgans, a car that they had never seen. They then accepted our invitation to join us on our run, and finally left for home when we stopped for lunch. I think that the Porsche's license plate read NOT A VW, which refers to the Porsche 912 which looks the same as the 914, but is powered by a VW engine. Controversy in the Porsche world ? Shouldn't be. Dr. Porsche designed the VW, and then post war developed the car bearing his name, using, initially, VW engines.

The run itself was one we had done a couple of years earlier, using back roads around Ancaster and Dundas,



finishing at the Royal Coachman in Waterdown for lunch. Can't do a run in that area without going up Appleby Line (Rattlesnake Hill) where sports cars used to do timed hill climbs back in the fifties, when the road was gravel. Also need to take Concession 2 and Concession 4 between Appleby and Walker's Line--both are narrow, winding, and reminiscent of English country roads, perfect sports car roads. As we approached Ancaster and our only pit stop, the convoy stopped on Sulphur Springs Road. I was sweep--the last car--and could see Tom Van Zuiden, who was leading the parade, out of his car, walking back along the line, talking to the drivers. Wondering what was wrong, and needing the pit stop, I was glad to see Tom

May Run

By John Roden



the run. I hope I named everyone who participated. If I missed you, please let me know, and I will mention you in the next Prez Sez. Of course, if your name appears as a participant, and you didn't participate, you needn't bother to let me know. Why spoil my story.

— o —

Photos supplied by Chris and Gayle Taylor



get back in his car and the convoy start to move again. The explanation was not long in coming. The convoy was making a left turn-into the condo development where Tom's father lives. That wasn't on our route, but was a great idea. After a visit with Mr Van Zuiden, we travelled on to our lunch stop, ate, and then headed for home. I'm writing this from memory, more than a month after

This Months Mystery Car

By Colin Bray

Well, I had absolutely nobody hazard a guess at what the mystery car was in the last issue. So, here we have another one. These photos were supplied to me by a good friend from overseas, I'm not going to tell you where or it will make guessing what it is easier. But take a look at that radiator grille. Yup, you are correct, it's a Morgan grille. So is it a prototype Morgan that didn't see the light of day. Or maybe it's a preview of a car that Morgan are working on. Exciting eh?



Welcome new members !

By fellow members of the MSCCC

Good to see the club is still attracting new members. Gabby and Glen Donaldson joined the club recently. I knew Glen way back when I was in the Toronto Triumph Club back in the 1980s. The Donaldsons still own a Triumph but are on the lookout for a Morgan. They are doing the correct thing, join the club, learn about the cars and then make the buy. Best way is to let them introduce themselves to the club, so here goes.... Colin Bray

— o —

Ah yes, the Morgan Sports Car Club of Canada has acquired some new members and, yes, they too belong to the 'Triumph' persuasion and have joined because a) rumour has it the MSCCoC is a great bunch of friendly people and b) to learn about the



mystic that is Morgan. Plus, with any luck, the trusty Spitfire may just morph into a Morgan one day. Gabriella Eustace and Glen Donaldson live in south-east Burlington along with the shotgun riding Westie named Aggie. You will likely see her harnessed in and nose to wind in the Spitfire enjoying the top down drives. Just try and get out into the garage once Aggie has heard the old Spitfire start up – then again, maybe she smells the high test gasoline and smoke in the air and is trying to escape.

Sports car history: mainly Triumphs have featured in the past. The Spitfire I have owned since 1984 and am the second owner, having carefully polished the original russet brown (insert brown jokes here) for 28 years. Gabby keeps asking when we can paint it green or red – or anything but brown. I did have a matching brown TR7 Coupe that I sold last year after having that for almost 20 years – a very comfy,

almost modern sports car. There was also a periwinkle blue TR3A that I owned one summer – neat old car. However, having 3 Triumphs was a bit much and, to make the 3A a really good car, it would have meant a large investment so she was enjoyed then sent off to a 3A fanatic in Windsor. The other sports car that lives in the garage is a Nissan 370Z – my midlife crisis car that was slipped in to fill the TR7 void. Plus, growing up I always loved the Datsun 240Z but somehow got hooked on British cars. I guess that came from Dad's stories of his 1937 Morris 8 and Morris Minors, and Hillmans that followed as they came to Canada as well as rides in neighbours' MGBs when I was growing up in Toronto.

We should be out and about in the car this year. Last year we moved to Burlington and have been busy setting up the house and getting settled in. The garage is an article that I should send in to Colin and The Blurb as the sports cars are stacked on my side while Gabby likes to keep her car on her side of the garage. Something about it being warmer in the winter and cooler in the summer. A radical concept if you ask me. I just like the usefulness of the parking lift for doubling my space and stopping the dreaded crawling around on the floor trying to do oil changes. Plus it stops me from playing the old game of bumping my head on a sharp object under the car then bumping my head on the floor then the sharp object etc until I pass out from the pain for a short while. So these are the new faces you will hopefully see tagging along in another Triumph – that is all systems and Mr. Lucas willing.

Thanks Glen & Gabby





**Morgan Sports Car Club
Takes Thornbury**
September 7-9/12
Royal Harbour Resort



www.royalharbourresort.com

A limited number of rooms are on hold till April 15th. All rooms face the marina
 Parking behind (private)
 Tennis Court & fitness room
 Salt water Indoor Pool & hot tub
 Dry Sauna
 Two bedroom/2 bathroom unit Studio Efficiency Unit
 (sleeps maximum 6 people) (sleeps maximum 4 people)
 \$175.00 night less 15% discount \$125.00 night less 15%
 Full Kitchen/Fire place Full Kitchen/Fireplace
 Party time will be on the large second level outdoor patio facing the marina.



Arrival time late Friday afternoon

Gather on the patio for drinks along with the Georgian Bay Club.
 Dinner to be announced.
 Then party on patio or around the pool

Saturday the Georgian Bay Club will host a run- returning by three - gathering on patio
 Dinner to be announced
 Then party on patio or around the pool

Sunday morning a run thru the Beaver Valley and lunch before saying good bye.



**RESERVATIONS WILL BE HELD TILL APRIL 15TH.
 DON'T BE DISAPPOINTED.
 BOOK JANUARY 1ST
 Phone: 1-877-540-8633 ask for Tammy at ext. 279
 Reservations under Morgan Sports Car Club**



Monthly Meeting Minutes April 1, 2012

By Brian Hawkins



Minutes of the April 1st lunch meeting at the Queens Head Burlington.

Colin Bray was congratulated on his first edition of the Blurb as the “temporary” editor (with more than a little assistance from Barbara). Colin reminded everyone to keep sending in articles and pictures.

Event update

April 22nd the Ancaster Flea Market is the unofficial start of the sports car season in Southern Ontario.

The May run to London to see a production of Hair has been cancelled so we are looking for another run in May

June 1st 2nd and 3rd Fleetwood Country Cruise in see their web site for details <http://www.fleetwoodcountrycruisein.com/>

June 16: British Sports Car Club of London car show at Bellamere Wineries,

June 16 (Saturday) Lytle's Picnic

July 20-21-22-23 (Friday, Saturday & Sunday leaving Monday) Great Lakes Pub Crawl with 16 US Morgan owners in the Niagara Region

August 11th with a rainday of August 12th is the Edenvale Gathering of the Classics (planes and cars) in Stayner Ontario. Check out their web site www.classicaircraft.ca for details. We will get preferred/group parking if enough cars sign up for the run.

September 7th to the 9th 2012 we now have 20 cars signed up for Thornbury weekend.

Other topics

Haggerty Insurance from the United States has bought out Silver Wheels / Lant insurance who insure the majority of our cars. The big change so far is that they no longer require an appraisal on purchase and a regular update to insure the car.

Bob English the Auto journalist and Morgan owner had contacted Colin Bray to see if there was interest in holding an event in the East end for those members living East of Toronto. Colin will follow up with him.

There was a big discussion about preparing a special car badge to celebrate the 45th anniversary of the club in 2017. However there seems to be some confusion about the actual date the club was formed! John Roden volunteered to clarify this important point!

There is a strong rumour that a certain red car with black wings that has been restored over the past 40 years may be very close to making its maiden voyage! Watch this space!



Monthly Meeting Minutes May 5, 2012

By Brian Hawkins

Minutes of the May 5th 2012 lunch meeting at the Queens Head Burlington.

Guests: Gary McCort Burlington Sports Car Club
Mike McGraw who was looking at a +4 4 seater barn find and was looking for some advice (don't do it!)

British Sports Car Council

Ray and Liz Stevens were at the British Sports Car Council meeting on behalf of our club,

Morgan Monster

Copies of the Morgan Monster Hotrod article from the globe and mail were circulated.

Events Calendar

May 20th Run from Burloak Drive to Waterdown starting at 10 am

May 26th June 1st 2nd and 3rd Fleetwood Country Cruise in see their web site for details
www.fleetwoodcountrycruisein.com/

June 16 British Sports Car Club of London car show at Bellamere Wineries,

June 16 (Saturday) Lytle's Picnic

July 20-21-22-23 (Friday, Saturday & Sunday leaving Monday) Great Lakes Pub Crawl with 16 US Morgan owners in the Niagara Region

August 11th with a rainday of August 12th is the Edenvale Gathering of the Classics (planes and cars) in Stayner Ontario. Check out their web site www.classicaircraft.ca for details. We will get preferred/group parking if enough cars sign up for the run.

September 7th to the 9th 2012 we now have 20 cars signed up for Thornbury weekend.

Now look dear, you can recognize a 4/4 from a +4 by there not being any louvres on the top of the bonnet.



...yawn... oh God Philip, I wish you'd stick to Polo!

Membership Application / Renewal

Name: _____
Spouse: _____
Address: _____
City/Province: _____
Postal Code: _____
Email Address: _____
Tel. 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:
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(905)-634-4704

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