



# The Blurb



## The New Arrivals (or Soon to Come)

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## Prez Sez



Alan Lytle

Yes ... there is a Blurb, and congratulations to Dave Farmer for putting together such a great spring issue. Now there are three ways to keep in touch. The seasonal Blurb, the immediate web site and the monthly Blurb Lyte with the fast breaking headlines!

Welcome to a new Morgan year in Canada. We start our program with a get together at the Canadian Warplane Heritage in Hamilton in April, followed in May with a Sheep Dog Shindig, Fleetwood Cruize in London in June and then the annual picnic in July, this year hosted by Don & Cathy in Burlington. Details in all the aforementioned media outlets so we hope to see you out with the Morgan.

We also start the year with news of three "new" old cars in the club and so far good turnouts at the monthly pub lunches. The April meeting saw four or five cars on the road enjoying the balmy temperature (13C) that day and braving the high winds which made the trip home a little exciting. I find the home made wind deflectors do not work so well when the wind is blowing at 60kmh at right angles to the car. That is when you need the Snoopy helmet and goggles! Or, in my case, a lid leash to save losing the old battered baseball cap. One of the surprises we found was that our heater was indeed working. Most of the time we can't tell if it is on or off. So that augurs well for the year. Or perhaps it only works when we don't need it.

Best wishes to you all as you get your cars on the road, and also to the Chump Car guys who will be in action at Watkins Glen on the weekend of April 12-14.

Keep the top down and the shiny side up ... Alan

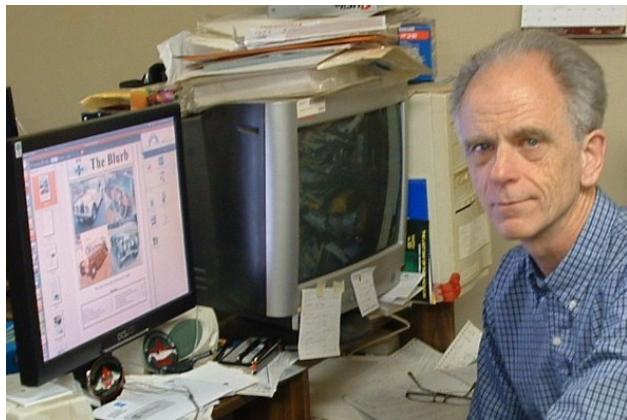


## Welcome New Members

Chris & Ann Blackmore  
Phil & Wendy Miller  
David Plumb  
Richard & Alison Sharpe



## Editor's Message



Dave Farmer

Ahhh. Winter is over, the season that around here, with all the winter salting of the roads, leaves us just fantasizing about driving our Morgans. My fantasizing started this past year with the 1950 Drop Head Coupe model in the cover collage. (I'm not likely to get on the cover of Rolling Stone.) The next fantasy started after installing a statistics package on the web site which revealed that the build for the 3wheeler model got frequent visitors from all over the world. So I fantasized the 3 wheeler

into pictures from the towns of the visitors. A batch of these are posted on our club blog and I have a growing list of other towns to add ... sometime. When I posted an other entry on the blog with my animation of a Morgan driving the Jaguar Club Slalom, I remembered that I was sure there must be a faster way to drive that course. I've filled some pages of this issue with the results of an optimization program I wrote. Gabby & Glen transformed their Morgan fantasizing into reality late last fall, you can read about their purchase in "The Morgan in the Storage Locker". I hope Glen will excuse me for appropriating a typo he made as I introduce the "Morgan Mystic" with a puzzling problem for you to think about. Rob Fournie is in the process of buying two flat rad Morgans. Now there is a fantasy for you. But the pictures in this issue prove it is reality. Gil Caratin and John Fitchie supplied a write-up and pictures of Gil's Morgan which is on track to be ready for British Car Day in Bronte. Fantasy or reality? We'll know by September.

Our events calendar is filling up and I have also received notices of other events that may interest our members that fill the back pages of this issue. These are also added to our web site's Events Calendar. If you are traveling across Canada and are curious if there is a British Car event on where you are going, scroll down on our Events page to David's Canada Wide British Car Events. David Wood keeps a comprehensive listing of events across Canada and the northern USA.

## Central Canada Morgan Events

April 21  
April 28  
May 25  
June 8/9  
July 14  
August 10  
Sept. 8  
Sept 15  
Sept 20/22?  
Oct. 6  
Dec. ???

Ancaster Flea Market (<http://www.andasterbritish.ca/>)  
Brave Souls Rally Canadian War Plane Museum  
Sheep Dog Festival St. Catherines  
Fleetwood Cruize, London, (<http://www.fleetwoodcountrycruizein.com/>)  
Annual Picnic at the Allen's, Burlington  
Edenvale Air Show, (<http://www.classicaircraft.ca/Home.html>)  
Brampton Flying Museum  
(Sunday) British Car Day, Bronte Creek Park, Burlington  
Beechwood Trip  
(Sunday) B.C.C.I. 'Toy Run' and Drive, Country Heritage Park, Milton  
AGM & Christmas party at the Lytle's, Mississauga

Don't forget - Monthly Club meetings, first Sunday of every month, Queens Head, Burlington, 12-2  
Check for updates and other events of interest on our web site at:  
<http://morgansportscarclubofcanada.com/events.php>

## The Morgan in the Storage Locker

(by Glen Donaldson)

The story of Gabby's Morgan goes back to a cold January night in 2012. We were relaxing in the family room after dinner: Aggie, the dog roasting herself on the rug by the fire, Gabby working on the crossword and yours truly surfing the web, dreaming about Morgans. I saw this obscure advert for a 1985 Morgan 4/4 4-seater in Thunder Bay - never heard of the website before but found the same car on two different sites. Pictures looked good and car sounded great with only 24,000km. As I described this find, I think Gabby said something along the lines of "that's nice, dear", "where will we put it?", and "it's awfully cold in T-Bay these days". As luck would have it, the advert stayed online until the weather warmed up and 'we' decided to give the numbers a call. Sadly, by then, both numbers and e-mail were no longer in service. Ohh, what to do – was she sold? Did the owner thaw out and decide to keep the Moggie?

Fast forward to a MSCCC meeting when I asked President John if he had heard about the car or a sale, etc. It turns out that John & Sharon had purchased their Morgan from the same gentleman many moons ago. Gabby and I both kind of figured that it was a lost lead. Upon a quick visit to Google, I soon learned that the seller had passed away at the end of March so that explained the expired contact information. I then thought, what the heck, I shall put pen to paper and send a letter of inquiry off to the late owner's residence. A few weeks later, the widow replied. She thanked me for my inquiry and gave me the good news that the Morgan was still there and, as the Estate was to be settled, the Morgan was to be sold. She would be happy to give us first refusal on the car as she really wanted to find 'her' a good home - the Morgan held so many happy memories for them.

Through the rest of the summer there were e-mails back and forth and discussions about the car. By mid-September, the widow had moved to Nova Scotia and the Morgan was driven into a storage locker awaiting the settlement of the Estate. It lingered in our minds as we enjoyed the rest of the season in the Spitfire and took in the Sands BBQ, Thornbury and British Car Day.

In late October, Gabby and I were in the U.K. visiting her parents and we managed to get a small side trip planned to Malvern to include a Morgan Tour, plus a trip to Bath. We both enjoyed the Morgan Tour - walking around and taking in the magic that is Morgan. Touring Bath was excellent, too, with the Baths and the Abbey and

a fantastic Moroccan restaurant, but I digress. Gabby said to forget about the T-Bay car as it was taking too long and we would look again in the spring. The new Morgan would have to be British racing green or royal ivory and she wanted a tan leather interior, chrome wire wheels, walnut dash, bonnet strap, etc. Talk about finding a needle in a North American haystack! As we were in the Morgan shop, I bought two hats - a ball cap and a woolie toque - hedging my bets and telling Gabby the story that Kathy Lytle had told me about Alan's hat purchase when they toured Malvern and how it had aided in their quest for a Morgan.

Mid-November and in pops an e-mail asking if we were still interested as the car was now for sale. Now this is where Gabby 'may' suggest that I was devious - it seems that some people think that if you get an e-mail early in the am and don't mention anything about it until after you are home, have walked the dog, made dinner and enjoyed said dinner with wine, that it can be viewed as being devious. I thought it was just choosing the right moment. Great news was that Gabby was totally on board as the Moggie seemed to tick all the boxes: right colors and options plus low mileage and an Ontario car.

That Sunday saw me on a flight to T-Bay to see what lurked in the storage locker. I was pleased with what I found - a car that we could use and enjoy and do a few updates on as time and funds permit. She was complete and seemed to need someone to take her in and get her ready for the road again. The following Wednesday saw Gabby on a long layover in Halifax. She was able to meet with Carol (the widow) and the two ladies finalized the deal. I contacted Mackie transport and they had space on an enclosed trailer that would be passing through T-Bay that weekend - all they needed was a Visa number and an address. November 29<sup>th</sup> saw a very large transport truck on our court and, when the back





## MORGAN SPORTS CAR CLUB OF CANADA



doors opened, Gabby was able to see her new car. I was relieved when Gabby sat in her 4/4 and loved it - the

her for sale before he passed away in March 2012. It would be interesting to know if any MSCCC members



royal ivory and tan leather, the chrome wire wheels, the bonnet strap the polished dash as well as the back seat just right for a pair of West Highland White Terriers to ride in. (Yes, Aggie got a wee friend on November 28<sup>th</sup>: a puppy to keep her company. We called her Dalwhinnie - Whinnie for short).

Turns out that the car is known to the Morgan Car Club. It has been an Ontario car most of its life and the Beers did the federalizing of the car when it first arrived in Canada. They also installed the sports exhaust kit and goodies for the second owner who was also the fourth owner. The first owner was Donald Hersey of Toronto who took delivery in September 1984. Donald seems to have passed away as his wife Karen Hersey was the registered owner in August 1988. It is believed that she stored the Morgan until June 1993 when it left Toronto and went up to Thunder Bay to Patrick Weir. Paddy kept the car until selling it in July of 1996 to Margot Heyerhoff of Oakville - so the Morgan was sent back to the south. At some point, Margot moved to Quebec and the Morgan went East along with her. That was until she decided to sell the 4/4. Enter Patrick Weir again who was most anxious to get his 4/4 back. He took her back to Thunder Bay in July 2009. Patrick had enjoyed the car again for almost 2 ½ years when he was listing

recognize the car or the previous owners. We do know that the Roden's Morgan was owned by Paddy Weir before they bought it from him. As Paddy was restoring a two tone blue +8 at that time, he sold his yellow 4/4. He must have sold the +8 and maybe bought the royal ivory 4/4. He is also a past owner of a very shiny green Morgan - and then, we think, came the royal ivory 4/4 the second time. On the topic of the 4/4's past, I have a picture that I took of some Land Rovers at the 1998 British Car Toy Run and there, in the foreground, is Gabby's 4/4 – then owned by the Oakville owner, Margot. A small world this Morgan World - or maybe it





## MORGAN SPORTS CAR CLUB OF CANADA



was a glimpse into my future.... I still keep looking for 649 numbers and a bonus number but to no avail. Gabby and I look forward to this spring: testing out the 4/4 and learning the ups and downs of the Morgan Mys-

tique. The Spitfire will stay in the garage since, after 29 years of ownership, I doubt I could let the old girl go, plus it will be good to have the Spitfire around if you have the urge for wind up windows and a boot.





## Rob's Two Flat Rad Morgans

Rob Fournie has found that leaving the editorship of the Blurb has freed up so much time that he has had to buy two flat rads to fill the free time...



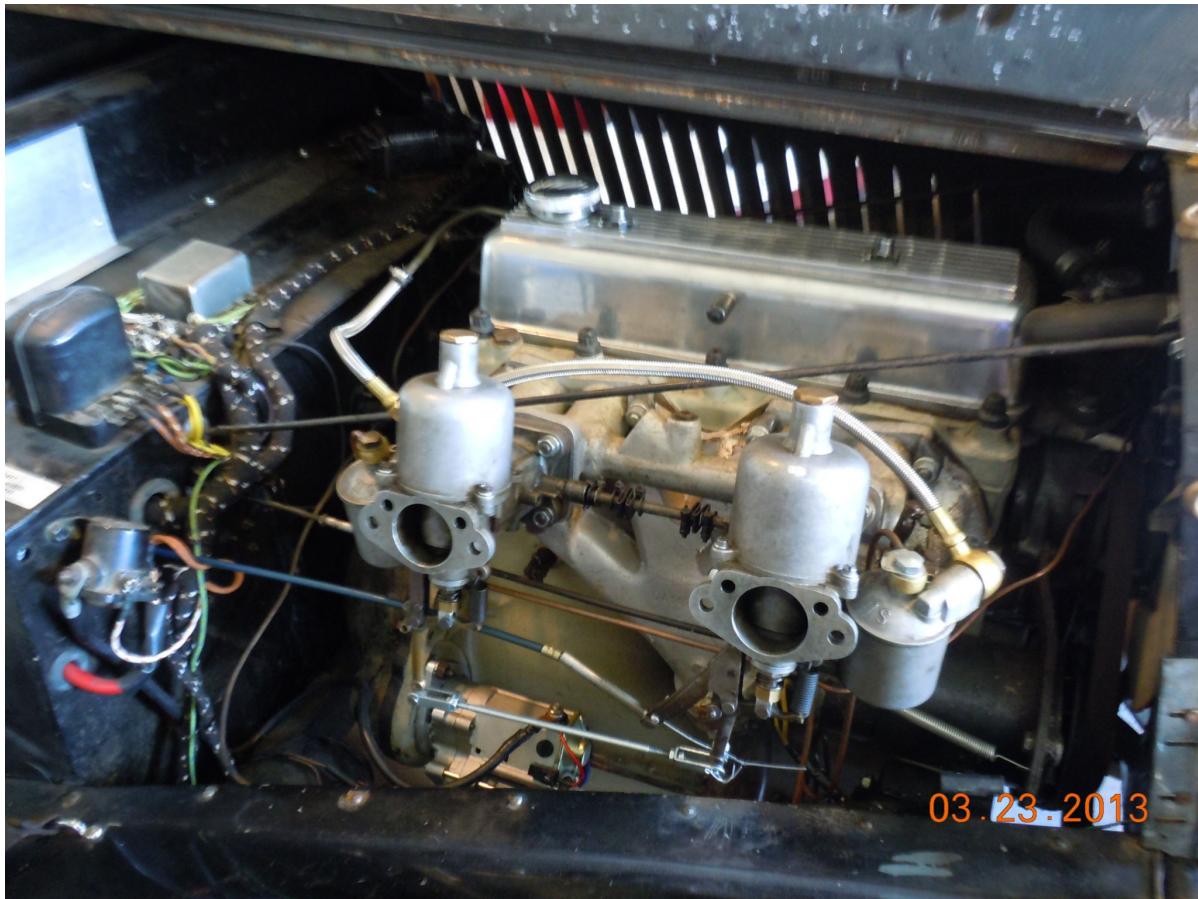


MORGAN SPORTS CAR CLUB OF CANADA





MORGAN SPORTS CAR CLUB OF CANADA





## Rebuilding of Chassis No. 3392

Since joining the Morgan Sports Car Club of Canada a couple of years ago, my wife and I have become more and more interested in the Morgan Car "culture" and decided that we too should own a Morgan.

The search was on for "the car". As everyone knows, there are not a lot of Morgan cars available for sale, so our search progressed fairly slowly. Being members of the MSCC gave us an opportunity to meet several Morgan owners (and others looking for Morgans).

As luck would have it, we met club member Al Sands who owns two Morgans (among several other cars). Al has owned one of his Morgans since new. He purchased this car from a Morgan dealer in Windsor in 1958. Al told me the story of

4 first sold and registered in 1958. Peter was only supposed to give Al a ride to the dealership, not buy a car!

Peter enjoyed his car for many years, and about 15 years ago the time had come to restore the old tired chassis. Peter disassembled the entire car and proceeded to meticulously restore the various pieces. The engine was rebuilt, the chassis was sandblasted and powder coated, the body panels were stripped by dipping, the brake lines were replaced and so on. Peter did an excellent job of renovating the various bits and pieces. When I first saw the project earlier this summer, I was very impressed. It looked like a brand new car being built from scratch. In addition, Peter had purchased several new parts to replace the worn out original parts.

Unfortunately Peter did not have the op-



his friend Peter McCowan who gave him a ride to Windsor to pick up his car. While Al was looking into getting his car, his friend Peter McCowan decided that he too should own a Morgan, and made the impulse purchase of chassis 3392, a 1956 Plus

portunity to complete the project due to a combination of health reasons, advancing age and lack of interest. Al remembered that I was looking for a car and suggested that I meet Peter and take on the rest of the project. As the saying goes, the rest



is history.

Arrangements were made to pick-up the project from Peter's place and complete the assembly. Easier said than done. I had just finished cleaning and organizing my garage and I thought that I had the ideal place for the project. It did not take me long to figure out that I was only lacking two very important things. I needed the skills and the tools to assemble a Morgan – and I have to admit that although I had been working on my TR6 for the past 20 years, it is nothing like working on a Morgan! and the work that I had been doing on the TR6 did not involve bending sheet metal, wood frames, welding, grinding, etc...all things needed for the Morgan assembly.

Fortunately I had met another club member – John Fitchie who bought his Morgan some 45 years ago as a wreck from a wrecking yard. John

sult is a prize winning car. Fitchie's Morgan won first place in his class at the British Car Day in Bronte Creek this year.

The decision was made to take "the project" to Fitchie's garage. The shop is fully equipped with every imaginable tool. Over the last couple of months Fitchie and I have been working on 3392. Truth be told, I have been supervising his work and handing him the tools. He does allow me to turn the odd screw or bend a piece of sheet metal. As it stands at the moment, the "tub" is almost complete and will be transported to a body shop for painting in the next couple of weeks.

The goal is to have the car completed in time for the 2013 British Car Day and to challenge John's crown. Will keep you posted.



paid the equivalent of scrap metal price for his car and he spent the last 40 plus years restoring it. He finally completed it in the spring of 2012. Fitchie as he is known to the club members, did not work steadily on his car all these years, but the end re-

Gil and Anne Caratin



## Fantasizing About the Jaguar Club Slalom

### Background

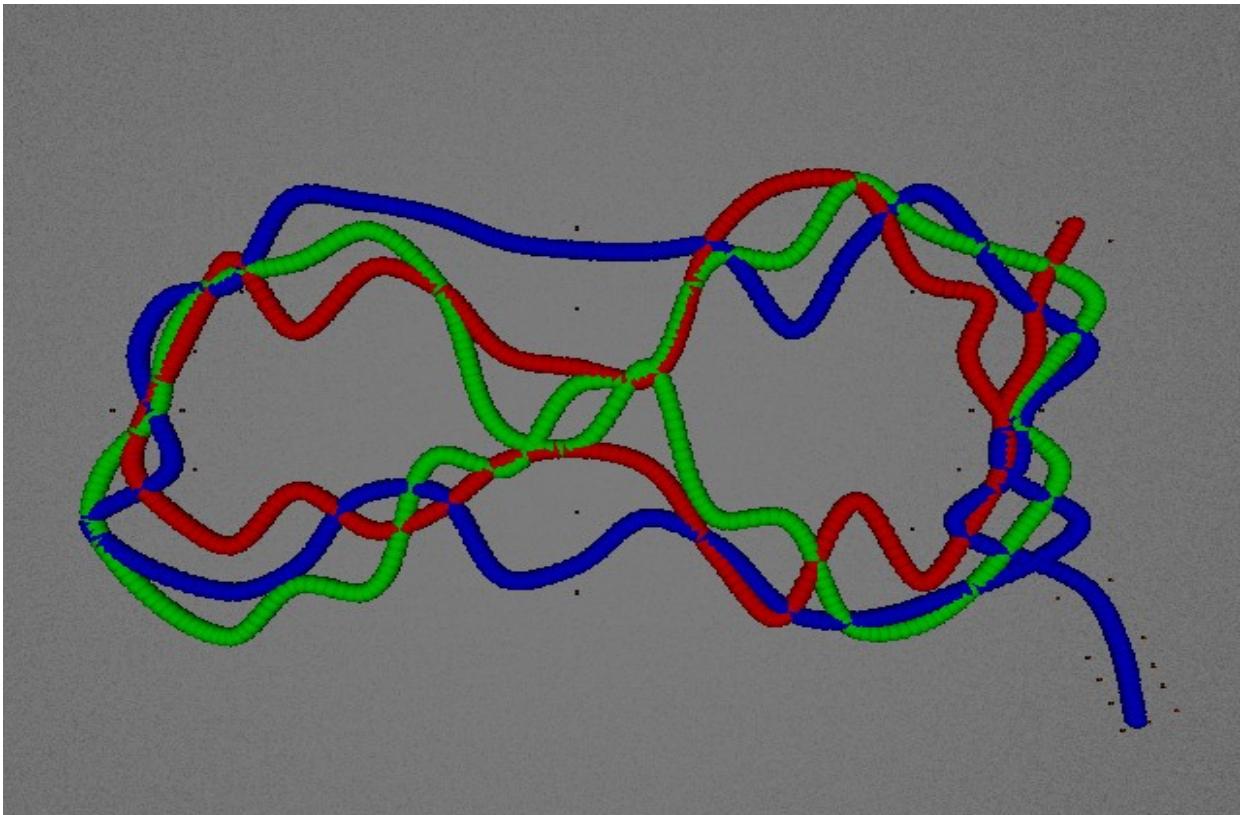
Two or three years ago our Jaguar friends in “The Jagged Edge” invited our club to participate in a run of the Jaguar Club Slalom. My stock '59 +4 would not have passed the scrutineering, but I did get a ride with Alan Lytle. You go around the pylons three times following first an hour glass path, then a figure eight, and lastly an oval. Easy to mix it up if you are also trying to go fast. When it looked like they were planning another one a year later I decided to cheat and built a computer model of the course so I could get used to the layout. This resulted in the Youtube videos I posted, search for “Virtual Morgan Runs the Jaguar Club Slalom”.

The path the car follows in the animation was basically created with compass and ruler on some graph paper, all straight lines and arcs of circles. I used performance data from a road test of the 1967 Morgan Plus 4 from an

old Car & Driver magazine to calculate the acceleration and deceleration. After some experiments with the route I got the time down to just under 45 seconds. But I was sure that a faster time was possible if the route was not restricted to circles and straight lines.

### New Work

Rather than try to think my way to a faster route I chose to let the computer do it all using an optimization approach called Genetic Algorithm. You can think of it as a computer implementation of the Theory of Evolution. You need some parameters to serve as the DNA to identify an individual and a test of that individual's fitness for its ecological niche. For the slalom runner the parameters are where the car crosses each slalom gate and the test is the total time it takes to go from the start line to the finish line. You tell the program how big the population will be and it then generates individuals by randomly picking spots on each gate for each individual and then calculating the speed for the individual at each gate. This takes three passes. Initially the speed limits for all gates is the car's maximum speed except for the



Fastest Random Path

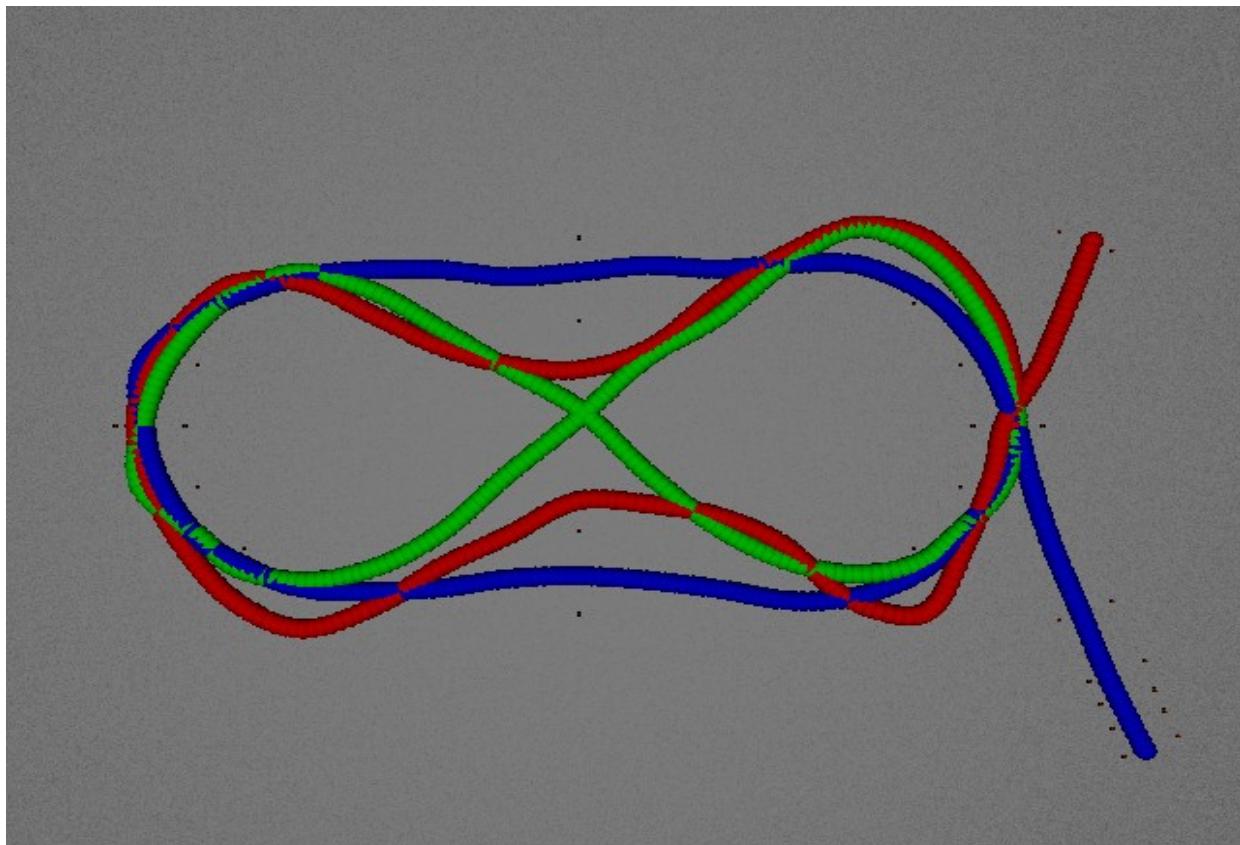


first and last gates where the speed is zero. On the first pass each group of three points is used to get the radius of the circle through those points. Then with the maximum cornering force (I picked 0.8g.) you can calculate the speed that will produce that much force and if that is less than the car's maximum speed it is substituted in for the car's speed at the middle one of the three gates. After getting to the end (where the speed is zero) the deceleration formula is used to calculate the maximum speed the car could have at the prior gate and be able to slow down to the speed at the current gate. Again if the calculated speed is less than what is assigned to the prior gate the lower speed is assigned. Back at the beginning the acceleration formula is used to check what speed the car could reach by the next gate from the speed at the current gate. If that speed is lower than the speed currently recorded for the next gate substitute the lower speed. Now with the speeds calculated at each gate and the distance between each gate you can calculate the time between each gate, add them up from the start gate to the finish gate (which is not the last gate where you must be stopped) you have the individual's score. The

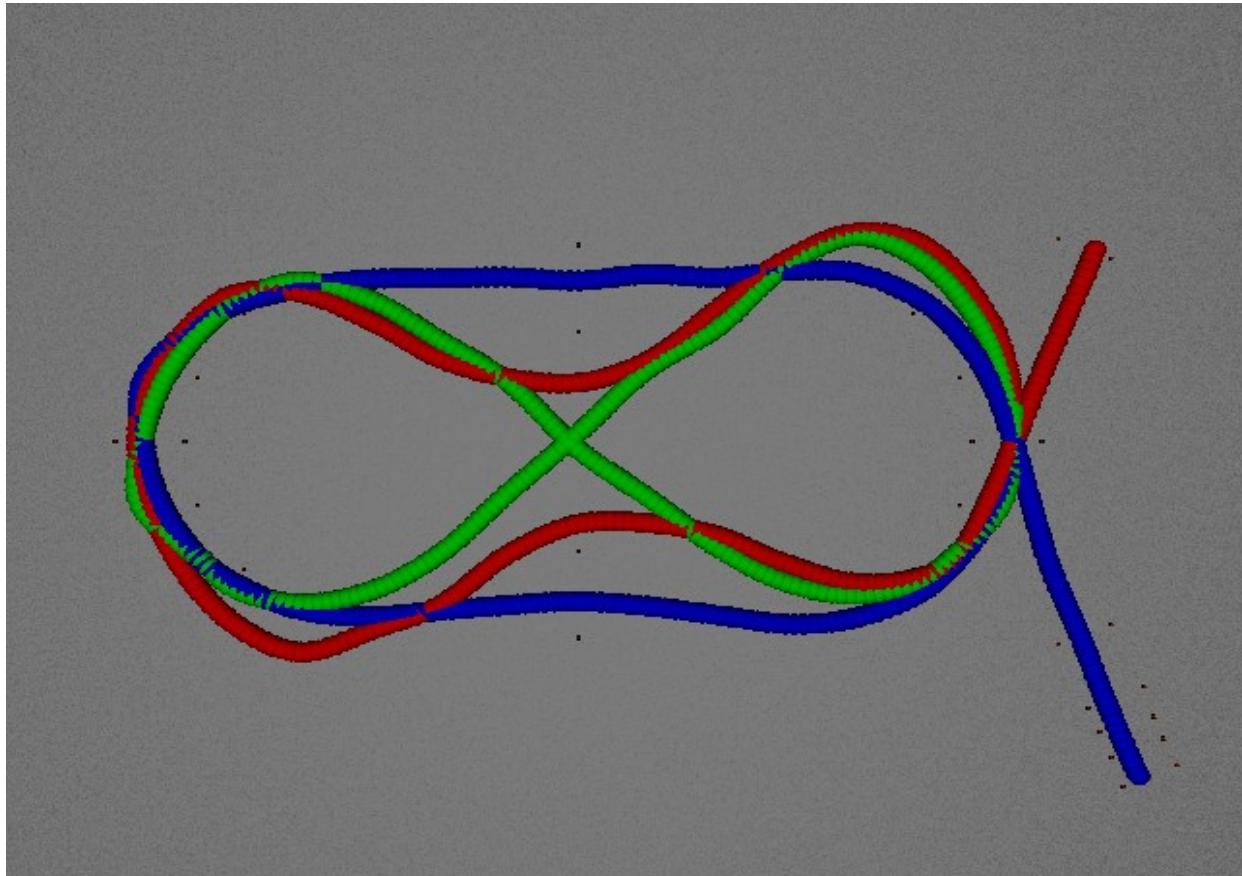
score and the gate coordinates are then added to the population list.

Next is the breeding phase. Two parents are picked from the population and a child is made by randomly selecting each gate coordinate from one or the other of the parents and then working out the speeds and elapsed time for the child. If its time is faster than the slowest in the population the child replaces the slowest one. Evolution is often described as "The Survival of the Fittest" but is more like the "The Lack of Survival of the Least Fit" which just does not have the same ring to it. The hope is that there will also be offspring that have a faster time. I let the breeding run until the difference between the fastest and slowest is less than a thousandth of a second

The first picture is the fastest random path from my runs using 105 gates to guide the car around the slalom. Taking 96.470 seconds on the track. Lap 1 is in red, lap 2 in green, and lap 3 is in blue. At this scale the pylons are tiny dots.



First Best Path



After Feeding Back Best Paths

Next is the fastest path at the end of the first run with 105 gates, with a timing of 44.410 sec.

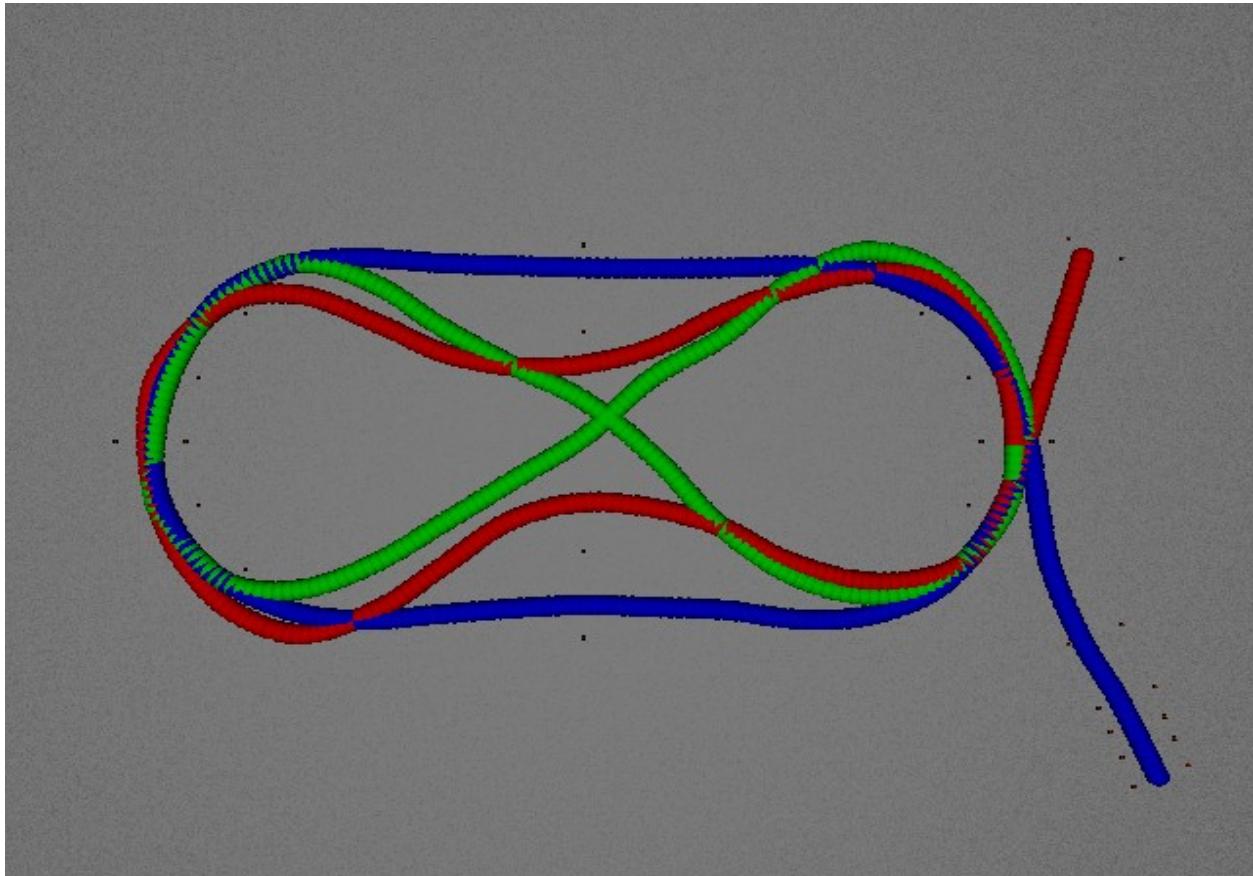
I started reading the previous best paths back in to seed the population with some good paths and the time steadily improved. Getting down to 42.6 seconds, but the path is still wobbly.

But evolution works through mutations. I added a mutate module that would occasionally make a small shift of the child's coordinate at a gate. Starting with 10,000 random parents and mutating at a rate of once every 1,000 coordinate transcriptions and going until the slowest was within .001 second of the fastest I got a path with a time of 42.229 sec. on the first go. Much smoother looking.

Now that the genetic algorithm was working it was time to improve the physics I was using. I was still applying

acceleration and deceleration independently from the cornering. This was OK for the ruler and compass routes but here the path is made of continually changing curves and the combined forces for cornering and speeding up or slowing down must not exceed the car's tire grip. This should penalize paths that have wiggles like in the figure 8 cross-over section above. That proved to be true and the smoothing of the path made it faster. One of the test runs came in at 40.365 seconds. See page 16.

I was surprised at how far it stays away from most of the pylons, but this turns out to be an artefact of the tendency of randomness to converge to the mean. That means the path is more likely to go through the middle of the gate as the more extreme points get dropped during the breeding phase. But when I went to a population size of 10,000 and a finished test of .001 second the program ran for four days on my computer and slowly moved the path in close to the pylons. But the start and finish came out the same, starting out aiming outside the end pylon



With Mutation

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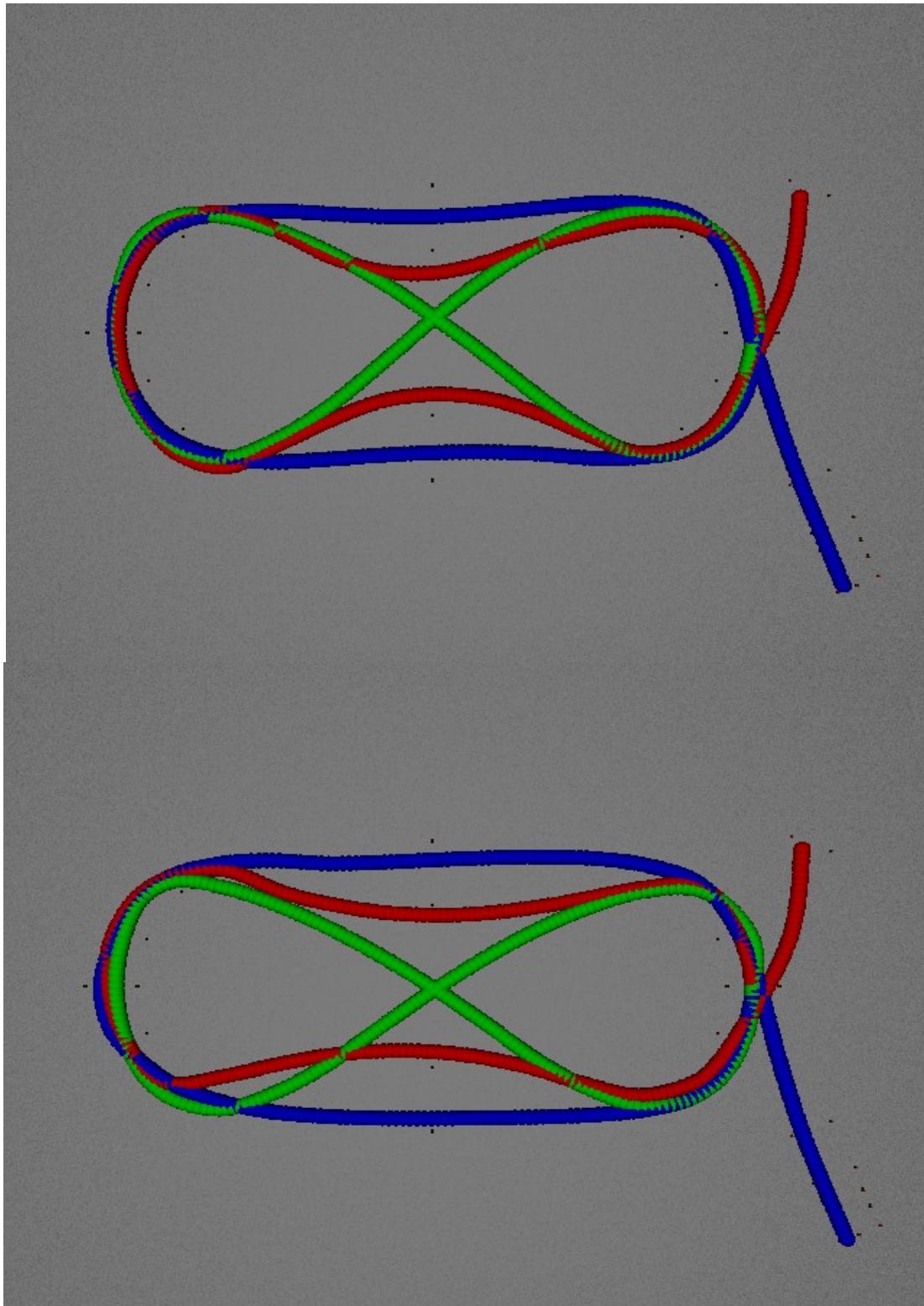
then curving in to just miss the pylon, and at the end, hugging the right side of the finish line.

The times seem optimistic, a stock TR4 powered +4 beating every class in the J.C.N.A. results except the modified and street prepared classes? The 0.8 I used for the tire's coefficient of adhesion is probably high, a lower value would slow the car. The gates I used are spaced from 10 to 20 feet apart, the timing is along the straight lines between gates so this is cutting corners. And the car's acceleration rate drops off as it speeds up but the program can only calculate it at the gates, meaning it applies the acceleration rate calculated at the slow end across the whole distance to the next gate making it faster. I'll add gates in between the current ones to see if that will push up the time closer to the mid 40s.

I'd love to get feedback from some people who have driven the Jaguar Club Slalom on whether this program is generating anything near the path you would follow.

And would the Chump Car racers like to analyse their lines on the tracks where they race?

Dave Farmer



Updated Physics



## The Morgan Mystic

### Wiring Harness Conundrum

Desi was getting her Morgan rebuilt over the winter and decided to put in a new wiring harness to solve a variety of electrical problems. She bought an inexpensive one on ebay and got it installed and fastened down and then went on to other work. When she got back to connecting the wiring she discovered that the wires in the harness did not have the standard colour coded insulation. All the wires were identical looking. How was she to identify which wire at the front was which wire at the back?

She called the Morgan Mystic. "That is simple.", he says, "All you need is a flash light battery and a flash light bulb you can connect to the wires in the harness and two sets of numbered labels to put on each end of the wires as you identify them. Also you will be able to do most of the work at one end of the car going to the other end of the car just once and then returning to finish at the end where you started. And do not trust the body and chassis as a conductor for this." "Oh." he added, "If there are only two wires in the harness you cannot sort them out this way."

Well he is the Morgan Mystic so she knew she wasn't going to get a perfectly clear answer. How does she get those wires labelled using just those tools?

P.S. John Fitche knows enough to label everything before the harness goes near the car.



Georgian Bay British Car Club Events for 2013

March-31-2013

May 13<sup>th</sup> Meeting - "Bloomin' Brits" Show & Shine" followed by DVD on Stirling Moss.  
Our Meeting venue is the Huron Club restaurant, Pine and 2<sup>nd</sup> St, Collingwood.

May 17<sup>th</sup> (4pm Friday) George Christie's "Spring Fling" cruise through the hilly country side south of Collingwood with dinner at Mylar and Loretta's restaurant in Singhampton

May 25<sup>th</sup> AM Collingwood Farmers' Market "Show and Shine"

May 25<sup>th</sup> PM\* "Brits in the Village" car show. Our annual signature event in the plaza of the village of the Blue Mountain resort. Over 50 cars displayed in 2012.

June 1<sup>st</sup> "Doors Open" Show & Shine at Collingwood Museum

June 21 - 23 Collingwood Weekend with 3 British Car Clubs; Niagara, Headwaters and the Georgian Bay British Car Club.

June 29th Bob Muir cruise to Port McNicoll & and tour of a 1920/30's great lakes steamer, the SS Keewatin

July 21 Sun Bill North Memorial Fun Rally thorough the many back roads of southern Georgian Bay

August 10<sup>th</sup> "Gathering of the Classics" at Edenvale Aerodrome. A vintage car show and a fly-in of many vintage aircraft and warbirds.

August 17<sup>th</sup> Sat "Tall Ships 1812 Tour" - Show & Shine @ Collingwood Harbour.

August 18<sup>th</sup> Sun GBBCC Annual BBQ at a members horse farm that has a covered horse arena that keeps the cars, and participants, dry in case of rain.

August 24 Sat "Copper Kettle" Classic in Creemore. A wonderful festival of cars and activities. Home of Creemore Brewery and great food.

September 15<sup>th</sup> - British Car Day, Bronte Park

October 15th (Tues) Meeting "Memories of Spa, Brands Hatch & Goodwood." Plus a video of the Goodwood Revival.



## Peter Morgan Memorial Race V and Fifth Annual Put-in-Bay Vintage Road Races

Need more information about the Morgan three wheeler gathering at Put-in-Bay?  
Click here for update information:  
[Put-in-Bay updates](#)

[Put-in-Bay FAQ](#)



 Email Me

### Put in Bay info:

[http://www.ironbridgefarm.us/Ironbridge\\_Farm/Put-in-Bay\\_updates.html](http://www.ironbridgefarm.us/Ironbridge_Farm/Put-in-Bay_updates.html)  
[http://www.ironbridgefarm.us/Ironbridge\\_Farm/Put-in-Bay\\_FAQ.html](http://www.ironbridgefarm.us/Ironbridge_Farm/Put-in-Bay_FAQ.html)



## BRITS -IN-THE- PARK



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SUNDAY JULY 21st 2013  
DOWNTOWN LINDSAY  
CITY OF KAWARTHA LAKES  
ONTARIO

[www.victoriabritishcarclub.ca](http://www.victoriabritishcarclub.ca)



Come join us in the community of Lindsay, City of Kawartha Lakes, as we celebrate the 60<sup>th</sup> birthday of the Austin Healey in picturesque Victoria Park, downtown Lindsay.

The Victoria British Car Club proudly presents one of the most authentic British Motoring events with well over 200 classic British vehicles entered each year!





**COME OUT AND ENTER  
YOUR CLASSIC BRITISH  
VEHICLE!**

All British makes and models welcome.  
\$10.00 registration/entry fee.

Park opens at 9:00AM  
People's choice judging from  
11:00AM till 1:00PM.  
Awards presented from 2:00PM.

Door prize draws announced  
throughout the day and posted  
starting at 10:00AM

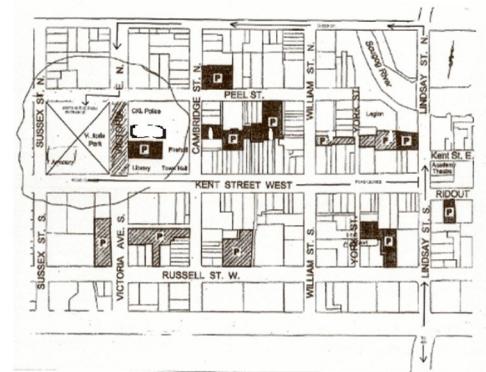


Please join us, rain or shine!  
Meet with friends and make new  
ones that share your passion for  
British vehicles!

For more info contact:  
Tim Hall  
[timhallthfc@gmail.com](mailto:timhallthfc@gmail.com)

**BRITS-IN-THE-PARK  
CLASSIC BRITISH MOTOR  
SHOW.**

People's choice awards, Door  
prizes,  
Pub and food bar.  
Automotive Vendors Market.  
([www.lindsayautomobilefleamarket.ca](http://www.lindsayautomobilefleamarket.ca))  
And a visit from Queen Victoria  
herself!  
While at Brits-in-the-Park, be sure  
to take in "The sights, shops and  
restaurants on Kent".





MORGAN SPORTS CAR CLUB OF CANADA



**CANADIAN HISTORIC  
GRAND PRIX**  
Canadian Motorsport Park  
JUNE 14 – 16, 2013



For more information go to:  
[www.canadianhistoricgrandprix.com](http://www.canadianhistoricgrandprix.com)



## Regalia



Car Badge \$80.00 CAD taxes included.

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**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@jdirect.ca](mailto:cmcmog@jdirect.ca)

**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:  
Mrs. Cathy Allen,  
201 Penn Drive,  
Burlington, Ontario  
L7N 2B6,  
(905)-634-4704

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Dues are payable before January 31st each year to the treasurer. The Blurb is published 4 times/year. Please forward address changes to the TREASURER.

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