



The Blurb



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Glen Donaldson

Presidents Burble....

Welcome to the Winter Blurb as the club puts the wraps on 2018 and a year filled with activities, losses and a few changes and we prepare for 2019 with new and interesting events – plus the 110th anniversary of Morgan Motor Car Company.

Our monthly meetings were well attended with an average of 24 Morganeers turning out for each meeting – 10 meetings were at the faithful old Queens Head Pub on Brant Street in beautiful downtown Burlington. March we moved up Guelph Line to Wundeba – a small family owned restaurant – that may not look like much from the front, but the food, service and back room are fantastic – we had 29 people squeeze into the room for a wonderful lunch. The December Christmas Party/Annual General meeting was at Gabby and my home and we had 39 people attend – I think it is safe to say a good time was had by all – and there was ample food, apologies to those who had leftovers to take home, next party we will have to arrive with no lunches, ready to clear the plates and platters.

A quick recap of the year's events – April 7th was our shop tour and chin wag at the Beers shop in Bolton – we had 38 people out for this favorite event which we wrapped up with a great lunch at the Wishbone restaurant. Kudos to Donna and Jenny as they managed to make sure that Martin & Steve were able to join the group so we could all dine together. April 22nd we had a club table at the Ancaster British Flea Market and 30 members popped by eager with anticipation of the coming driving season. Thanks to Ray & Liz, Dave & Pauline and Ray Shier – for helping to look after the table. It was the second year in a row that Ancaster was not freezing cold with howling winds – maybe there really is global warming?

May was a regal month with the Royal Run to Legendary Motors on the 19th – same day as Harry & Megan's nuptials – oh yes and a big footie game. Norm & Lydia organized the visit complete with Lydia's homemade royal cookies. We had 14 people out but only 2 Morgans – Norm's +8 and the editorial +4 – it was such a foggy day when I pulled out of Burlington I did not feel safe in the tin top let alone the Morgan. After looking at the cars we headed up to the Terra Cotta Inn for lunch – a favorite old haunt of the MSCCoC. May 27th we were off to Clonmel Castle in Port Dover for High Tea in the garden. It was a scorcher of a day and we had 24 people and 9 Morgans on show. Not sure why Clonmel is called a castle as I saw no moat, no knights in shining armor or a dragon. It is a lovely big old house with a nice view and thanks to Ray & Liz and Phil & Wendy Miller for organizing.

June 16th was the club picnic at Alan & Kathy's and 32 people, 11 Morgans and 1 Aston Martin arrived for a lovely sunny warm day in the garden. Marlies & Heather were troopers as a carb issue slowed their journey and it took 3.5 hours vs. the 1 hour. A quick choke tech session got them home in good time. Brian and Jean Lee former MSCC UK Chairman joined us for the picnic and were amazed at the Canadian Morgans.

July 5th the Morgans showed up to the Headwaters hill climb and we had 20 members and 9 Morgans out - 6 of which went up the gravel hill. Alan went up the hill in the Allard with Larry – just as Larry had promised. Marlies and family put on a wonderful BBQ lunch for a huge crowd back at Piper Hill Farm – most of us got home before the big black clouds opened – always trust a pilot when they say it will rain. Next up in July was the MG Rallye on the 7th that Terry Brown had the club invited to – we only managed Terry and David Farmer out with Morgans to this fun rallye – and we will try again next year – I once won this event in my Spitfire...yup that hurt the MG Folk. Then July 8th we headed to Cambridge to run along the Grand River to Paris and then back up the other side of the river – 19 people, 8 Morgans, 1 MGA and 2 tin tops for this fun day. It was sunny and hot – stinky humid hot – ahh remember those days? Thanks to Bryan Tripp and Christian Wall for a good days outing.

September 9th Colin had us assemble at the Great War Flying Museum in Brampton and on this cold fall day we had 9 Morgans and 11 people out for a wonderful morning of good food, interesting aircraft and a nice social. Then British car Day on September 16th had us possibly set a new Morgan record as 36 Morgans took to the field and about 52 people from our club were there. Mark September 15th 2019 in your calendar as we celebrate 110 years of Morgan with a stunning Morgan display at British Car Day and 2 Morgan classes. Thanks to Norm Hendrycks for putting his Plus 8 in the feature row and having it be on the 1st place awards – which, fittingly, Norm won 1st in class and it was his first time at British Car Day.



October 26th was the Thornbury weekend – and we tried to organize a last minute weekend getaway - who would have known that we would have one of the coldest wettest Octobers on record? Thanks to John & Sharon Roden and Mike & Gillian Arkless for organizing this for the 14 people that attended. Kudos to Mary & Ray Shier for taking the 4/4 and being the lone Morgan in Thornburrrrry.

Please consider helping out with an event in 2019 as it is now we need to get the planning done. Monthly meetings will be the first Sunday at the Queens Head Pub at Noon – March we will move again due to the Chilly Half Marathon and the town being overrun by people in spandex running gear... Keith Powell and Cynthia Struthers have very kindly offered to host the 2019 Christmas Party and AGM at their home in Mississauga – thanks Keith & Cynthia. We will try again to meet our 416 and Eastern members with a lunch or at an event – maybe Brits on the Lake, Brits in the Park, and of course the MG Rallye. We are in the early stages of planning a Morgan weekend in Midland August 9th to 11th to see the Tall Ships and a Morgan weekend in Burlington September 13th to 15th for 110 years of Morgan and it just happens to be British Car Day – so we will have some drives and dinners before the big show. We would use the Holiday inn Burlington again at \$116 or \$125 per night (standard Queen or business King).

In this issue of the Blurb you will also find a membership form – two reasons for this 1) if you have not yet paid your 2019 dues please send them along to Brian Hawkins, cheque or e-transfer or cash at meetings. 2) We are looking at publishing a list of members for members to use as a reference – but we would need each member to agree to have their name and city and Morgan and e-mail or phone printed – so if members agree and send in the form we can make a listing. Please send this page into Brian Hawkins e-mail hawkinsb@sympatico.ca or mail to the membership address.

Time for me to wrap up and say thanks for a great 2018 with the club – it was a sad year in that we had to say goodbye to Peter McCowan, Alan Sands and Jim Haw – all lifelong Morgan men and longtime club members who will be missed by all that knew them and our thoughts are with their families as we approach the Holiday season. 2018 also marked the end of an era for Morgan cars in Canada as Martin & Steve Beer sold the shop that Reg & Audrey built in Bolton and they begin to transition to the next phase of life. Luckily the old shop phone number will still find the Beer brothers so they can likely help with Morgan parts and supplies.

Best wishes for the Christmas and Holiday season and may 2019 be a healthy and happy year as we look forward to celebrating 110 years of Morgan.

Glen

Central Canada Morgan Events

April 21	Ancaster British Car Flea Market
May	?
June	?
July	?
August 9-11	Tall Ships, Midland
September 15	British Car Day, Bronte Park
October	?
December 2	AGM/Christmas Party

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

**Check for updates and other events of interest and maps to the events on our web site at:
<http://morgansportscarclubofcanada.com/events.php>**



2018 Club Awards

At the Christmas party we awarded the two prestigious club awards – The Audrey Beer award is named in honor of the late Audrey Beer – who became active in the club in the early 1970’s when her husband Reg rebuilt a 1956 +4 Morgan for her every day transport. Audrey served as club president throughout the 1980’s and played a major part in keeping the club active and engaging. This award is given to a club member who has gone above and beyond to help the club in the past few years with events and activities. This year we were please to give the Audrey Beer award to Bryan Tripp (of Drophead Coupe fame) for his work on the club’s Facebook page (make sure you look up the club on Facebook) and for his hard work organizing the 2017 Brewery Tour and the 2018 Cambridge to Paris to Langdon Hall run plus his enthusiasm for Morgans and getting out and meeting other Morgan owners.

The Doug Price award is a once in a lifetime award that has been awarded most years since it was established in 1991 when it was awarded to Audrey Beer. This is named in honor of the late Doug Price who was one of the club’s founding members along with Alan Sands, Ian Campbell and Ken Miles. Doug was the longtime editor of the club newsletter and an owner of a rare 4 seater Drophead Coupe – he also coined the phrase SnobMog. A semi-fictional international society for Morgan 4 seater Drophead Coupe owners – just try and find one of the coffee cups these days. This award is presented to a club member who has gone above and beyond to help with and promote Morgan club activities for several years. It is with great pleasure to award the 2018 Doug Price Award to Marlies Sands, a person who continues to amaze us with her vitality and determination to get out and have fun with people and the Morgan and other cars. No matter the weather Marlies will be there with the +4 in the heat or the cold or the damp and for the years of hosting events at Piper Hill Farm and Marlies participation and enthusiasm for the club are outstanding – congratulations Marlies and Bryan.

New members

We welcome the two new latest members – Holger Peterson from Edmonton Alberta with his yellow Morgan.....also rumored to be a Jazzman. And from the east coast we would like to welcome Rick Swain and Wendy Grant who have just finished the restoration of a lovely red and black +4 – picture John & Sharon Fitchie’s red and black +4 and you will see a twin.

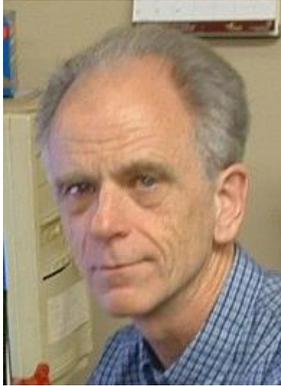
Morgan Model Gurus.....

New for 2019 are the Morgan Model Gurus – basically members that other members can reach out to and ask a question or for some advice on their Morgan.

- Series 1 4/4 Flat Rad – Colin Bray cjbray@es.utoronto.ca 416-698-0336
- 4/4 – Ray Shier mnrshier@gmail.com 905-877-1427
- +4 – John Fitchie jfitchie@sympatico.ca 905-772-5571
- +4 – Colin Bray cjbray@es.utoronto.ca 416-698-0336
- 3 Wheeler Twins – Dave Smith dg.smith@bell.net 905-934-4491
- +8 – your name could go here – volunteer needed??????



Editor's Message

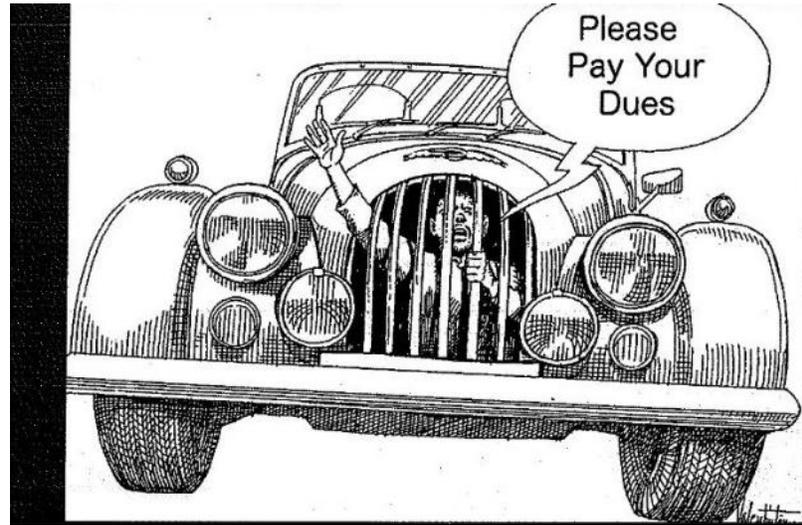


Dave Farmer

This issue wraps up the season's events, official club events and others, reminisces with Alan Sands and Martin Beer, and educates us with H. F. S. Morgan's first patent.

As Glen mentions in his 'Burble', the Membership Form has changed to get permission from you to publish some data in a Membership List to distribute to all the members of

the club. When you fill out the form for renewal circle Yes for those items you wish to see published and No for those you wish to keep private.



Letters to the Editor

.Thank you Dave, for preparing a full and interesting Blurb!
It was a very enjoyable read!

Bob Leask

... (later)...

I should have said: "It was a very enjoyable 'view' and read"; because the many photos were great!

Bob

(All thanks to you, the readers and contributors. ed)

Dear Dave,

Thanks for the Canadian Summer 2018 edition.

Among all the articles, we especially liked the article " A 1954 +4 Lost and Found again" (page 7-9)
Are there any objections if we place this article in our Dutch Morgan Magazine "FataMorgana" (December 2018)?

Kind regards,

John Lamme

...

Hi Dave, John,

Yes, Liz is willing to have the story published and is happy to hear the interest in the story.

Bryan

Quiz

So how many Morganistes does it take to remove the spare wheel from a Drophead? (see pg. 5)



Alan Sands Speaks

Marlie Sands sent me Alan's notes for the speech he gave at the 50th anniversary gala at the Canadian Warplane Heritage Museum. (ed.)



I thought I'd tell some tales from the early days.

Morgans were cheap and that is why people bought them. Who would have thought they'd grow into what they are today and have such an enthusiastic following.

Then there was Doug Price who's efforts on creating the Blurb brought everyone together. It became the 'Estimable Blurb' and after his death 'The Priceless Blurb'. Doug was not a mechanic. His Drophead was so poorly maintained that when picking up his new date the mother was curious as to the noise and looked out the window to see Doug getting out of his car and remove his complete exhaust system, from the flex back, from the passenger side of his car and leave it at the edge of the driveway, thus make room for his new first and last date. Another time he started his car by the solenoid under the hood and forgot that he left it in gear. He ended up chasing it down the street.

The early 70's saw the start of the annual Pipers Hill Pig Roast which continued until the year 2000 at which time we decided it was time for the younger generation to take over. The Beer's in their effort to outdo the event offered



to BBQ a steer. Arriving at the Beer's emporium in Bolton we found a \$ 19.99 Canadian Tire Special barbecue with a full size plastic steer (borrowed from a local truck dealer) straddling it.

A few memorable happening from the Pig Roast:

Luciano and Lilliana with their beautiful Flatrad, nicknamed the 'living room special' because it was always immaculate. They arrived with their new baby in a basket, named Melissa, who has now been a practicing lawyer for many years and has her own family.

That's how time flies.

One long weekend the Pig Roast was opened up to those who wanted to bring a tent and camp over. It ended up being a 3-day weekend.

Another time the two tone 'black and rust' died near the entrance to the farm and was towed in with the lawn tractor to be worked on by all the experts on hand.

Then there was the White Water Rafting weekend where the Morgan owners filled two rafts. I can remember Sharon Rhoden with her arthritis having difficulty to grip the handles, linking instead arms with members on either side and staying in the raft for the most challenging rapids while Doug, having just recovered from a brain tumor surgery, was sat in the middle and protected. I myself was up front with Viking horns and goggles that had battery operated windshield wipers.

Who remembers Brian Ruhmor with all his gadgets and his collection of pipes with spark arrester lids?

And of course there were the Niagara Falls weekends where we joined forces with some of the US Morgan owners. There usually was a very early spirited drive along the Niagara Parkway for those few who were able to get up early enough. After all that was the morning after the banquet and there were some hangovers being nursed. Often I had the J2X there and Nancy Turnbull begged to ride with me. We were moving along at a very good clip when an oil line blew and sprayed us both with hot oil. Nancy was ecstatic – she really felt she was in the Mille Miglia. She later got into racing herself.

Martin always did an admirable job to MC the event and I am not elaborating on the bee sting incident that prevented him from doing so one year.

One of the weekends ended in heavy rain. Reg had come in the Rolls, Audrey in her Morgan and us in the J2X. Audrey refused a comfy and dry ride home and opted to drive in all that rain, as we did, top down. It was raining so hard that we had gone over the Garden City Skyway without realizing that we had been on it.



It looks like seven attending to the spare.



Events

Brits on the Lake

The annual 'Brits on the Lake' event took place in Port Perry on 19th August this year. Incredible weather, sunshine but not too hot for a change. This is the fourth time I've attended and I noticed the number of cars was greatly reduced in comparison to previous years - I missed the 2017 event.

However, there were four Morgans present and they took all three positions in Class S2 which was for all types of Open Top cars that didn't fall into the other categories like MGs, Triumphs, Jaguars, Minis, Austin Healey's etc. 1st prize went to Luc Chagren's 1959 4 seater Plus 4 which he drove all the way, the day before, from Gatineau, Quebec. 2nd prize went to Arthur Beatty's 1957 Plus 4 which he rebuilt after that dreadful freak of nature in 2015 when a gigantic tree on his property rearranged the bodywork! Can you believe yours truly was awarded 3rd prize! I think it was the patina or the well worn and repaired bonnet belt that beat out Terry Brown's far better condition car to 3rd place.





However, how the 1936 1 1/2 litre Riley Lynx wasn't placed I cannot understand at all. I suppose the people who attended somehow identify with the Morgan marque. Less common cars present were the black 1948 MG Arnolt Coupe which I first saw at the old venue of the Ancaster British Car Flea Market some years ago, a lovely Marcos GT and a very nice mid grey coloured MGA Coupe.
Colin Bray





Lake Erie Run



John Fitchie sent out an impromptu invitation to several of us retired folk, to meet at his house in Canfield and go on a drive along the shores of Lake Erie to Port Dover. He got six guest Morgans parking on his back lawn; the Caratins', the Rodens', the Shiers', the Stevens', the Lytles', and mine. After taking a look at Colin's '37 4/4 and having a snack on the veranda we took off on the tour with the Fitchies in the lead.

We reached the lake via Dunnville and hugged the shore as we drove west. This road looks like it was laid out following a cow path, very little of it could be called straight, meaning it's an excellent Morgan road.

In Port Dover we drove through the yacht club to reach Rob and Brenda Varey's place on the shore of the river. Rob had recently gotten a '56 Morgan back on the road. He used to race in a Morgan and tried to track that car down but could not locate it. But the one he did buy is visible in the back ground of some pictures of his racing Morgan. So if he couldn't buy the one he raced, he bought the one he raced against.

To finish the trip we took a straighter run back to Dunnville and dinner. D.F.





MORGAN SPORTS CAR CLUB OF CANADA





Great War Flying Museum

Just wanted to thank Colin for organizing the display at the Great War Flying Museum - a fun and interesting Sunday. And also to thank the club members for coming out and braving the cool weather in their Morgans. I counted 9 Morgans and also Scott Barrie - saving his Morgan drive for British Car Day.....

We had 3 1970 4/4's on show - Hendrik Ren's in black, John Roden's maroon and beige and Paul Phillips white 4/4. Then for +4s we had Dave Farmer's green 1959, John Fitchie's red & black 1960, Colin & Barbra's yellow 1961 and Marlies in the chrome yellow 1968 4 seater and Norm's red & black 1969 +8 and our green 1985 +8. I had a great run home on the back-roads and when I did get to the QEW at Bronte and jumped on until Walkers line it was moving at speed.....amazing.

Glen





MORGAN SPORTS CAR CLUB OF CANADA









British Car Day

Sunday September 16 was a wonderful day, if a little warm and dusty. I thought it had cooled off after dinner and went out to rinse off the Morgans....I was wrong still humid - but at least I got most of the dust washed away. Pretty sure there were 36 Morgans on show - "some say" that may be a record? Un-official count from a good source at the Triumph club is 1,006 entered show vehicles - so cars bikes and Land Rovers... I think the heat had a few of us heading out earlier than norm - I know we were done when we left before 1 - dogs slept all afternoon.
Glen





MORGAN SPORTS CAR CLUB OF CANADA





Rockton British Flea Market



Sunday October 14th and the age old question...is it worth the drive to Rockton to see what is happening at the flea market? Yes was my answer as it was an excuse to get the +8 out and go for a run along Hwy's 5 & 8 and take in the odd roundabout in the process. True it was a bit chilly at 5c and I did delay leaving until 10 am thinking that the heat of the day would arrive and the sun might pop out. Dressed for winter with ski jacket, hat and gloves and away we went – a few strange looks from other drivers on the 403 as I motored along top down – warmed by their admiring glances and thumbs up.

Enjoying 2nd and 3rd gears as we motored out of the roundabout at Hwy 5 & 8 and giving the +8 a wee bit of welly – I got a glimpse of Keith Powell heading home in his A-M tin-top – lovely day for a drive and I would later learn that when Keith pushed back from Mississauga it had been raining so no Morgan. Arrived safely at Rockton at 11 am and found the usual suspects lingering around the British cars in the lot. A small but social gathering and only 1 other Morgan there – Ron Lohr with his 4/4 from the Waterloo area – but a few interesting old cars to admire. Best of show had to be Gary McCourt's freshly finished Willy's Jeep – never have I seen a straighter panel on a Jeep. I paid my entry and went inside to see what was on offer and a short while later I was back outside armed only with a new Spitfire parts book from Fred & Laura at British Auto Sport – there was a noticeable decline in the number of vendors both inside and outside. Why is it that the spring Ancaster Flea Market is huge and this fall event so small and shrinking – might be the British Car Day field event that steals all the fall goodies?

I took the scenic route home and stayed on Hwy 5 until Waterdown so we could wind our way down the twisties of Waterdown Rd. and King Rd. – then bumbled through the south end of B-Town along by the lake and home in time for a warm toasty lunch. Of course after lunch the sun came out in a blaze of glory – so I had to make hay while the sun shone and got the 4/4 out for some exercise – equal time for equal pleasures. Hope Rockton makes another event next year – as it is a fun drive and it beats the heck out of raking leaves.....

Glen





Thornbury





The Tale of the Lonely Morgan

MOG 404 was so ready and excited about its long anticipated journey to Thornbury for the last weekend in October to meet up with his other long time friends that he hadn't seen for a long time. But when he arrived at the Royal Harbour Resort....to his shock and disappointment.....he couldn't find his friends anywhere along the bay. He asked their parents where they were and they all said, "Oh! The weather forecast didn't look good with cold, rain and maybe even snow so we decided to leave them in their warm garages." MOG 404 was very sad but he was a long way from Limehouse at that point so he decided to make the best of the situation. His owners reassured him that they would dress warmly in their finest winter gear from head to toe and not worry about the many possible drafts. Father Ray made sure that the tiny heating system was working to warm Mother Mary's feet. After dining at the Dam Pub in downtown Thornbury....we slept well on Friday night with the little car just below its parent's windows.

Saturday morning was a bit of a shocker as it was cold, windy and rainy bordering on sleet! The group was very lucky to have another MOG owner from Thornbury to guide us through the expansive Beaver Valley. Mike and Gillian Arkless arrived in their bright red Porsche to rouse the troops for the day's expedition. As the weather worsened...the other owners expressed concerned about the health and welfare of MOG404 and his parents. After a delay in departure our trusty leaders decided to take the plunge and just do it. The Porsche lead the way followed by a variety of tin tops followed by the little green Morgan. With the heater on, plus warm clothes and boots plus towels for the windscreen + the tiny wipers waving back and forth ever so slowly.....we were very comfortable...like bugs in a rug...to the point where we did not require a lap top (car robe for the younger people). The drive through the west side of the valley provided the entire spectrum of autumn from bare trees to trees in full colour to evergreens touched ever so lightly with snow. The valley main roads were smooth, curvy and hilly.....perfect for Morgans. MOG 404 was happy.....even though he was alone.

Hot bread, chili, salad and scrumptious apple pie were enjoyed by all at the pub in Barrhead just west of Markdale.

A cozy wood fire added to the ambience of our own space in the sun porch overlooking the mill race. We then headed back to the RHR via the east side of the valley with deep appreciation to our leaders for making the time to lead us as they were preparing to leave for Down Under 2 days later.

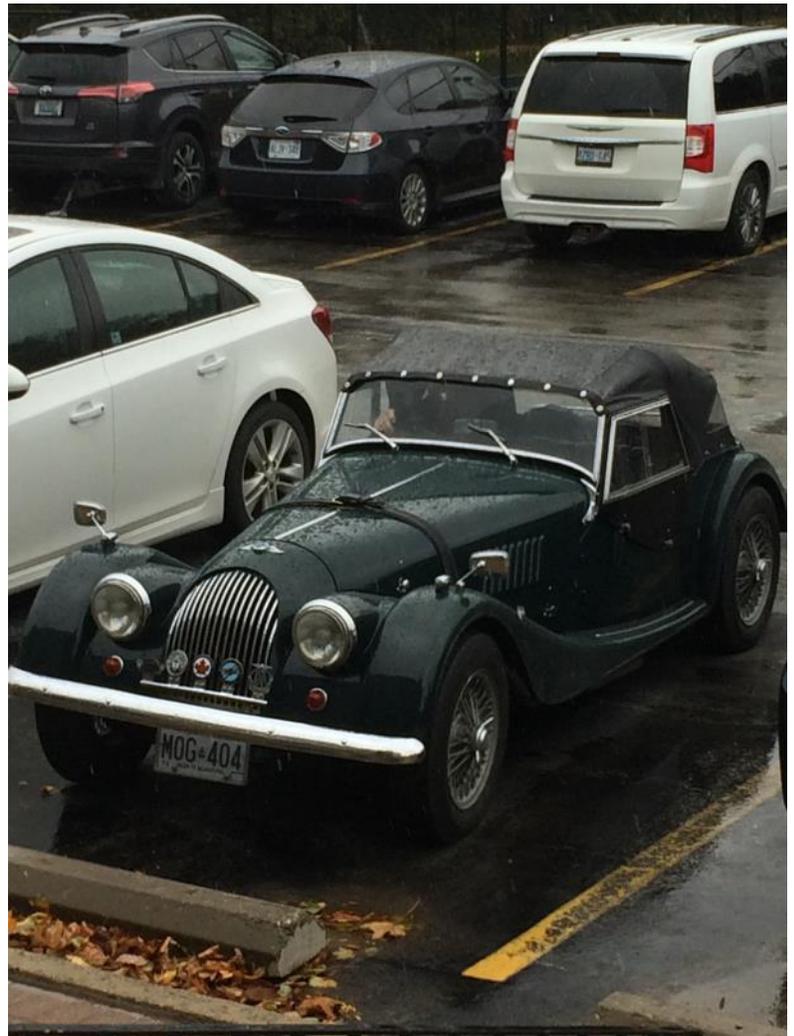
Saturday night we walked to dinner and had excellent service, food and entertainment in a package deal. The owner of the Corner Bar was ready to show off his cuisine expertise and people skills to make the whole experience most entertaining.

Another weather front moved in on Saturday night bringing with it rain and a bit more snow. After a pumpkin spice latté and pumpkin muffin at the Thornbury Bakery Caféwe packed up all our stuff into MOG404 and headed south where more snow had fallen. However we carried on with our tiny heater and warm clothing and made it home safe and sound. After a hose down MOG 404 was driven into the garage where he will stay for the winter but looking forward to meeting his other Morgan friends next spring.

THE END.

ps - many thanks to John and Sharon Roden for making this event happen and cheers to John and Sharon Fitchie for use of their hospitality room; the Birtwhistles who joined us from Northern Ontario; Brian Hawkins and Ann for their conversation; Anne and Gil Caratin from Dundas and Florida and the Brays who arrived from Scarborough via Pearson International Airport.

Mary Shier





MORGAN SPORTS CAR CLUB OF CANADA AGM / Christmas Party



The morning drizzle on December 2nd, having washed away the road salt, moved off by noon leaving ideal Morgan driving conditions. But only one responded... Glen covered the important details in his 'Burble'. (D.F.)





MORGAN SPORTS CAR CLUB OF CANADA





N^o 20,986



A.D. 1910

Date of Application, 8th Sept., 1910

Complete Specification Left, 10th Apr., 1911—Accepted, 17th Aug., 1911

PROVISIONAL SPECIFICATION.

Improvements in the Design and Construction of Tri-cars or other Light Automobile Vehicles.

I, HENRY FREDERICK STANLEY MORGAN, of Worcester Road, Malvern, in the County of Worcester, Automobile Engineer, do hereby declare the nature of this invention to be as follows:—

This invention relates to light automobile vehicles, and consists of certain
 5 improvements in the design and construction of the same with a view to simplicity of manufacture and safety and comfort in handling.

I propose to mount the engine at the front of the body of the car, so that, excepting for the rims of the two front wheels, it is the foremost part of the complete vehicle. The driving power is transmitted through a longitudinal
 10 shaft to a countershaft connected thereto by bevel gearing and thence to the rear driving axle by chain and sprocket mechanism.

For speed variation, an alternative set of chain and sprockets of a different ratio is employed, together with a double-faced clutch for enabling one or other of the chains to be used at will. The chain-stays, projecting horizontally in a
 15 rearward direction, are hinged at their inner ends so as to allow their outer ends, which contain the driving wheel bearings, to swing up and down, the movement being kept under control by a pair of laminated or other springs, which may be conveniently bolted to the top of the bevel-gear box and be connected to the chain stays by shackles or the like.

20 The frame of the car comprises a central tube extending longitudinally from the gear box to the fore part nearly as far as the engine clutch, and itself contains the main driving shaft, for which purpose it is provided at its ends with suitable bearings, and the shaft becomes coupled to the clutch of the engine in any well known manner as soon as the latter is introduced into its position. The
 25 forward end of the central tube carries a 4-way hollow boss on it for receiving an X-shaped arrangement of short members the tips of which correspond with the four angles of a rectangle, the two lower members supporting the fore ends (but not quite at the extremities) of a pair of longitudinal stay rods which are fastened underneath the gear box at their rear ends, and project
 30 sufficiently forwardly in front to receive the two lower of the bolts by which the engine plate or cradle is secured to the same. These two stay rods are also well adapted to carry the floor of the body of the vehicle, and they may be braced with cross stays if desired. I also provide a pair of inclined struts leading forwardly and upwardly from lugs on
 35 the stay rods till they meet the two upper members of the X-shaped arrangement where they are supported and are continued in a horizontal forward direction parallel with the projecting ends of the stay rods, receiving at their extremities the two upper of the bolts by which the engine plate or cradle is secured. The

[Price 8d.]

(From Dan Bereskin)



2

N^o 20,986.—A.D. 1910.

Morgan's Improvements in the Design and Construction of Tri-cars, &c.

two inclined struts afford a convenient support for the sloping footboard of the body of the vehicle.

At a convenient distance to the front of the X-shaped arrangement and immediately behind the engine, the four rods carrying the latter are fitted with lugs which support the two parallel cross bars forming with two vertical end bars a rigid rectangular frame. The axles of the front wheels are each fastened to a sleeve adapted to slide up and down the vertical end bar, and resiliency is gained by supplying said bars with springs both above and below the sleeves.

The engine is conveniently of the double-cylinder or V type, though this is immaterial to my invention. The fuel tank may stand upon the frame in front of the board, and the seat may be situated over the gear-box. This being forward of the driving wheel or wheels will allow of luggage being carried on a platform above the latter, or between two driving wheels, if two are used. I propose to use two driving wheels, connected by usual balance gear, one only being really driven direct, for a two-seated vehicle, but one driving wheel will no doubt suffice for a single-seated car, known as a tri-car.

Dated this 7th day of September, 1910.

STANLEY, POPPLEWELL & Co.,
Agents for the Applicant.

COMPLETE SPECIFICATION.

Improvements in the Design and Construction of Tri-cars or other Light Automobile Vehicles.

I, HENRY FREDERICK STANLEY MORGAN, of Worcester Road, Malvern, in the County of Worcester, Automobile Engineer, do hereby declare the nature of this invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to light automobile vehicles, and consists of certain improvements in the design and construction of the same with a view to simplicity of manufacture and safety and comfort in handling.

The frame which forms an important feature of my invention comprises a main longitudinal member joined at its backward end to the gear box and at its forward end to transversely extending members, each of which carries other forwardly extending members upon which the engine is hung and from which the front (steering) wheels are supported by suitable means, radius rods or forks hinged to the rear of the gear box and carrying at their backward ends the rear wheel or wheels and laminated or other suitable springs fastened directly or indirectly to the driving gear box and also to the said forks or rods for the purpose of controlling the movement of the latter. The use of a main longitudinal member to which the rear wheel is attached by hinged radius rods, whose movement is spring controlled, has already been proposed; but in my invention the rear wheel and longitudinal member are connected to the gear box, which forms the main rear transverse member. Briefly therefore, according to my invention there is a frame member, branched at the front, to receive the engine and to provide facilities for springing the front wheels, and fastened at the rear to the gear box, whilst there is also a simple and yet efficient arrangement of springing the back wheel, from said gear box; the whole construction so formed is extremely simple to build up, and is both cheap and strong.

To receive the floor of the vehicle, and at the same time to increase the strength of the frame two other longitudinal members of smaller diameter than

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the main one, may also be added, the three members thus provided being secured to the transversely extending member at the front and being arranged in triangulated form. I am aware, however, that a triangulated arrangement is not new for light automobile vehicles.

5 A three-wheeled vehicle constructed according to my invention is illustrated in the accompanying drawings wherein.

Fig. 1 is a side view of the vehicle, parts being shown in section.

Fig. 2 is a plan chiefly of the tubular framework.

Fig. 3 a front view with parts omitted and

10 Fig. 4 a view of a detail.

Referring now to the drawings, the frame of the car comprises a central tube 1 extending longitudinally from the gear box 2 to the fore part nearly as far as the engine clutch 3, and itself contains the main driving shaft 4, which is supported in suitable bearings in the clutch 3 and gear box 2, and the shaft becomes coupled to the clutch of the engine in any well known manner as soon as the latter is introduced into its position. The forward end of the central tube carries a 4-way hollow boss 5 on it for receiving an X-shaped arrangement of short members 6, 6, 7, 7 the tips of which correspond with the four angles of a rectangle, the two lower members 7, 7, supporting the fore ends (but not quite at the extremities) of a pair of longitudinal stay rods 8, 8 which are fastened underneath the gear box at 9, and project sufficiently forwardly in front to form two of the four supports for carrying the engine 10 which is of any standard air-cooled type and either single, twin or multi-cylindered. I also provide a pair of inclined struts 11, 11 leading forwardly and upwardly from lugs 12 on the stay rods till they meet the two upper members 6, 6 of the X-shaped arrangement where they are supported and are continued in a horizontal forward direction parallel with the projecting ends of the stay rods, 8, 8 and forming the other two of the supports for carrying the engine 10.

At a convenient distance to the front of the X-shaped arrangement, the four rods 8, 8, 11, 11 are fitted with lugs 13 which support the two parallel cross bars 14, 14 forming with two vertical end bars 15, 15 a rigid rectangular frame. 15^a is a tie-bar to further strengthen this frame. The axles 16, 16 (Fig. 3) of the front wheels 17, 17 are each fastened to a sleeve 18 adapted to slide up and down a vertical guide tube 19 surrounding the bar 15; the movement is controlled by springs 20. 21 are dust covers and 22 is a lubricator for lubricating the tube 19.

The engine is preferably mounted on the frame by means of four plates 23, bolted to the crank case two at the rear and two at the front; these have holes in them by which they can be slipped on to the tubes 8, 8, 11, 11. In practice the plates would first be attached to the crank case; then distance pieces 24 adapted to slip on to the tubes aforementioned, would be held in their proper positions between the front and back plates, and the whole then slipped on to the tubes and bolted in position, the nuts 25 on the ends of bolts 26 screwed into the tubes; binding the rear plates against the lugs 13. The one or more silencers 27 are slid on to the front ends of the tubes 8, 8, and discharge the exhaust gases into said tubes; the gases after passing through the tubes emerge at the rear of the vehicle at 28.

The two lowermost of the nuts 25 as shown, bear against the silencers which themselves abut against the plates 23 (see Fig. 1).

50 The drive is transmitted from the main shaft 4 to a counter shaft 29 (Fig. 4) by bevel wheels contained in the gear box 2; and thence through a two speed gear hereinafter described to the rear wheel 30. The latter is carried by a radius fork 31 hinged to the rear of the gear box at 32, and is sprung by means of laminated springs 33 secured at one end to angle iron cross pieces 34 which are supported by the gear box 2, and at the other to shackles 35 attached to the fork 31.

The two speed gear (Fig. 4) consists of a double chain drive 36, 37 from gear



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wheels 38, 39 loosely mounted on the counter shaft to other gear wheels 40, 41 on the hub 42 of the rear wheel. The speed gear is controlled by means of slidable dogs 43 mounted on square portions of the counter shaft and connected together laterally by a rod 44, sliding through a bracket attached to the gear box. The rod 44 is connected to a ball headed arm 45 which can be slid towards or away from the car, and so cause either one or the other of the dogs 43 to engage with its corresponding dog 46 attached to the adjacent gear wheel 38 or 39. A free engine can be obtained when the position of the arm 45 is such that neither of the dogs 43 is in engagement with its corresponding dog. The machine is started by a handle adapted to rotate the countershaft.

The steering is done by a tiller 46 which turns the front wheels in the usual manner. The band brake 47 is actuated by a ball headed lever 48.

The body of the vehicle is supported by the tubes, the bottom 49 resting on the tubes 8, 8, and the footboard 50 and shelf 51 on the tubes 11, 11. The tank rests on ledges 52 projecting from the side pieces 53, of the bodywork, and is secured in position by screws adapted to pass through the ends of the bands 54 into the tops of the pieces 53. The bottom of the seat 55 is supported on the angle irons 34; 56 is a luggage carrier and 57 a back rest.

A four wheeled vehicle adapted to seat two persons side by side only differs from the three wheeled vehicle in a few of the details. The back axle would be a live one provided with a differential; the gear wheels would retain their present position, and would be situated on either side of the differential; whilst the radius fork would be widened, the two back wheels being mounted on the outside of its arms. The angle irons 34 would be extended to take the seat whose width is of course considerably increased.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A frame comprising a main central longitudinal member joined at its backward end to the gear box and at its forward end to transversely extending members, each of which carries other forwardly extending members upon which the engine is hung, and from which the front (steering) wheels are supported by suitable means, radius rods or forks hinged to the rear of the gear box and carrying at their backward ends the rear wheel or wheels, and laminated or other suitable springs fastened directly or indirectly to the driving gear box and also to the said forks or rods for the purpose of controlling the movement of the latter, the whole substantially as described.

2. A frame as claimed in Claim 1 consisting of a main central longitudinal tube, through which the main driving shaft passes, four transversely extending tubes arranged to form a cross shaped member, four other forwardly extending tubes upon which the engine is hung, said four arms merging rearwardly into a pair of parallel longitudinal tubes fastened at the rear to the casing of the gear box, the whole substantially as described.

3. In a frame as claimed in Claim 2, the fastening of the engine to said frame by means of plates, adapted to slide on to the ends of the four forwardly extending tubes, and to be retained in position thereon by means of bolts, nuts, and distance pieces, the engine being secured to the plates in any suitable manner, the whole substantially as described.

4. In a frame as claimed in Claims 2 & 3; the use of one or both of the parallel longitudinal stays which are a continuation of the two lowermost of the four forwardly extending tubes, as silencer extensions each silencer being secured on to the forward end of its corresponding tube by means of the bolt and nut that serve to secure the plate to the said tube, the whole substantially as described.

5. The general design and arrangement of the frame as hereinbefore claimed so as to accommodate a low built body, said body being built upon transverse



N^o 20,986.—A.D. 1910.

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angle irons resting upon the gear box, upon the two parallel longitudinal tubes that are connected to the gear box, upon the two tubes that extend upwardly from the two last mentioned tubes to the cross shaped member, and upon the two uppermost of the forwardly extending tubes, the whole substantially as described.

6 Dated this 8th day of April, 1911.

HENRY FREDERICK STANLEY MORGAN,

By Stanley, Popplewell & Co.,
Chartered Patent Agents,

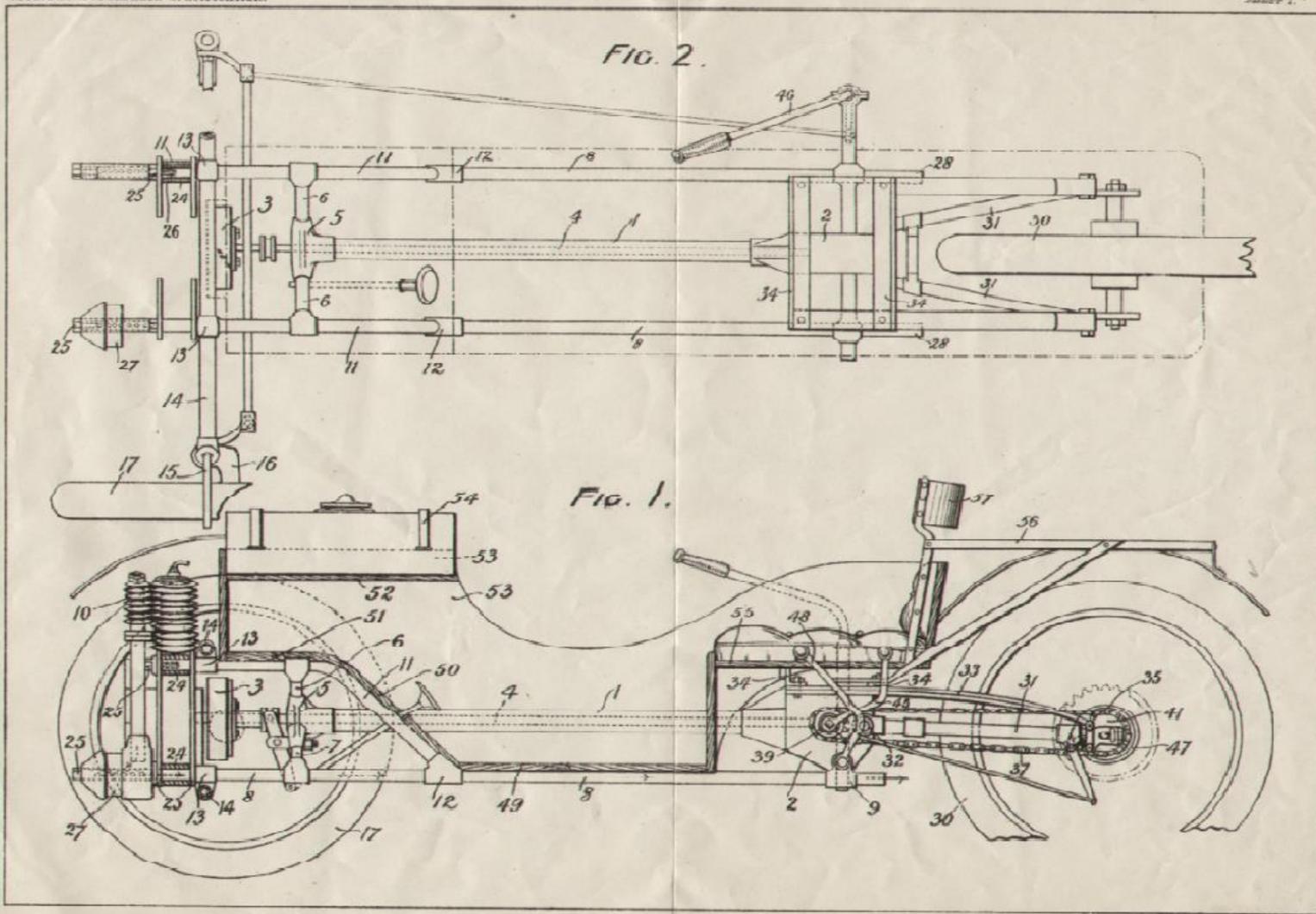
38, Chancery Lane, London, W.C., and
25, Horsefair Street, Leicester.

10

Redhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1911.

A.D. 1910. SEP. 8. N^o 20,986.
MORGAN'S COMPLETE SPECIFICATION.

(4 SHEETS)
Sheet 1.



A.D. 1910. Sep. 8. N^o 23,986.
MORGAN'S COMPLETE SPECIFICATION.

(2 SHEETS)
SHEET 2.

FIG. 3.

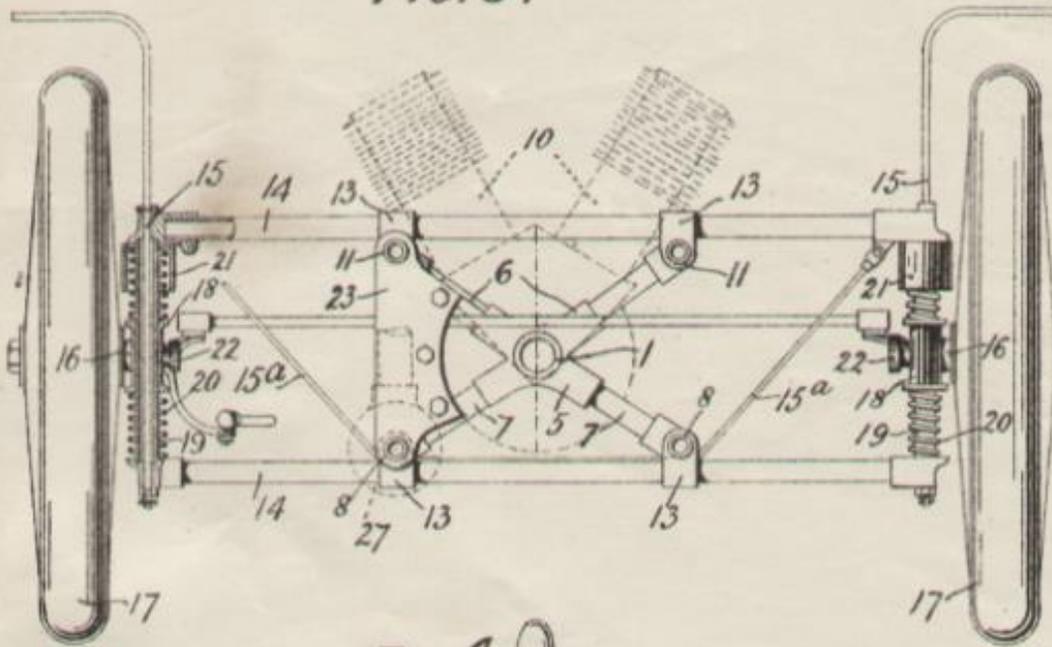
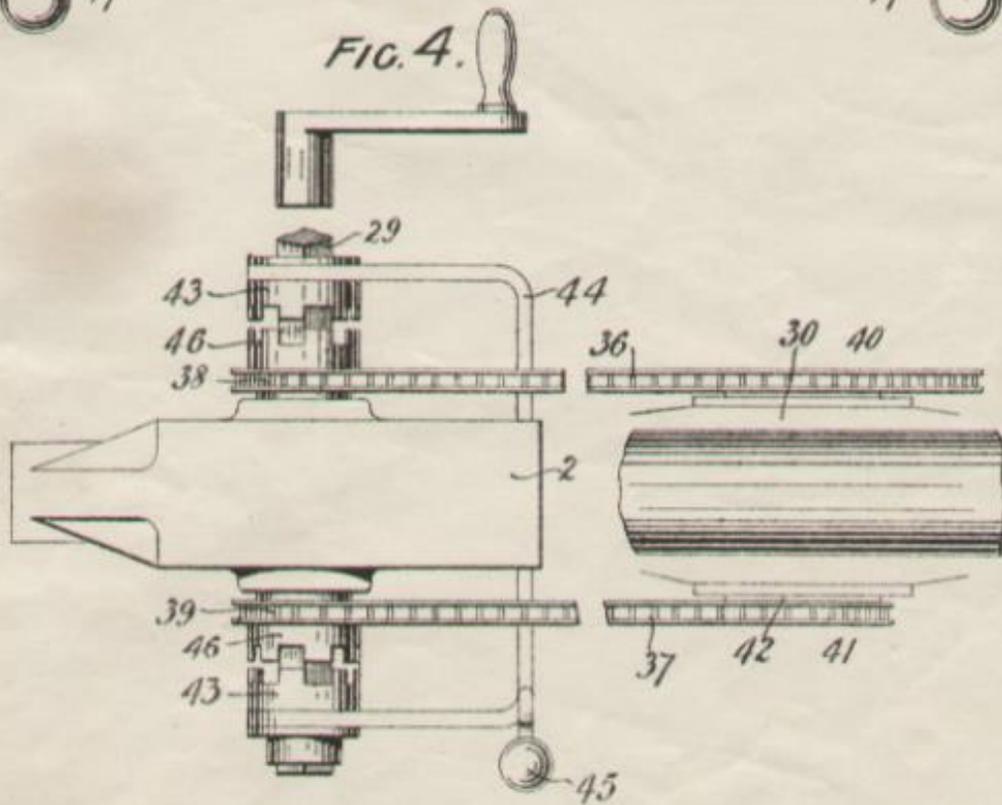


FIG. 4.



[This Drawing is a reproduction of the Original on a reduced scale.]



The Three Wheeler's Trip South.

In May 2018, Mark Braunstein (MOGSouth) sent an e-mail to Steve letting him know that there is a possibility that there will be a Morgan 3-Wheeler Class in the 17th Annual Hilton Head Island Concours d'Elegance & Motoring Festival (HHIC) in South Carolina during the end of October and early November 2018. Almost instantly Steve sent one back saying he would love to be there. What else would be happening around there then? Savannah Georgia isn't far from Hilton Head Island and the weekend before the Concours, the Savannah Speed Classic would be on. The Friday and Saturday before the Concours would have the Flights and Fancy Aeroport Gala and the Aero Expo (Wings and Wheels) and The Car Club Showcase. Some of you may remember that Steve used to race his 1967 Morgan Super Sport in Vintage Historic Racing, so we had to go. Off went the paperwork with an application to HHIC with photos letting them know what we have. The summer was quiet. (Well, except for knowing that the CMC would be finishing/moving at the end of the fall, and there were things to do). By August, Steve heard back from HHIC while we were in New York with family and at that point Martin & Steve, Donna and I had decided that sometime in October and/or November would be holiday week or two after the move. By now, I guess we knew where and when our holiday would be. Mark had put a list together of different 3-Wheeler models through the years, with people from the US and Canada and just before our trip, Mark sent the listing of people and their vehicles. We were looking forward to seeing everyone with their 10 3-Wheelers.

1923 Grand Prix – Bob Barclay, Ottawa, ON, – One other Canadian couple, but unfortunately he was not able to bring his car to South Carolina. It would have been neat for everyone to see what is likely the oldest running Morgan here in North America.

1930 Anzani Beetleback Super Sports 2SP – John Stanley, DeLand, FL

1932 J.A.P. Beetleback Super Sports – Pete Olson, Atlanta GA

1934 Matchless OHV MX4 Beetleback Super Sports – Mark Braunstein, Sanford FL, Previously Al Moss' (founder of Moss Motors) Race Car

1934 Ford Engined 'F4' 4 Seater – Gene Spainhour, Hickory NC

1935 Matchless Side Valve MX Sports – Fred Veenschoten, Pensacola FL

1936 Matchless OHV MX4 Barrelback Super Sports – Rick Frazee, Winter Park FL

1937 J.A.P. Barrelback Super Sports – Steve Beer, Caledon East, ON

1938 Ford Engined F Type Racer – Fred Sisson, Nashville, IN

1947 Ford Engined 'F Super' F Type – Dave Childress, Crozier VA

While we were thinking about the trip, we realized that we could take one of our motorcycles in the trailer. We were talking to some of our friends, letting them know that we had been invited to the Concours and they told us that they would be golfing there just as we would be leaving. The fellow Morgan owners decided to change their dates and would be there just before the weekend. Another motorcycle for Trevor and Diane Davies went in the trailer as well. We knew that it would take 2 days to get there and off we went.

The second day was foggy, cool and poured for a while until after lunch and by 3:30pm it had turned up to 22 degrees and the rain had pretty much stopped, and by Hilton Head Island it was now warm and 26 degrees. Steve had reserved a spot near the airport where the trailer could stay and we could get to the trailer whenever we needed, and we left the trailer at the Self Storage and we found the hotel. There are many places to eat and shop and it was hard to decide where to get our first dinner.

The next day it was Savannah Speed Classic for us. We walked around and watched some of the races, then walked around the pit area. Saw a Morgan...remembered that we have seen that car before... sometime even racing...then saw the name on it. We certainly remembered him and his wife, Dave and Marilyn Bondon. It was lunch time and we found them, we chatted away, talked about things years ago and what is going on now. Many of you will remember the family at the Mogs (many of them), and it



was great to see the two of them again. For the afternoon we continued to watch the races and Dave racing. Steve certainly enjoyed the day.



We decided what to do for the rest of the week until the Festival weekend and when Trevor and Diane were arriving. The Speed Classic was on the weekend before Halloween and there were parties and events around Savannah and many people were in costumes and at the restaurants and the city was busy. Back to Hilton Head Island and off to the trailer. We cleaned up the Harley and parts of the 3-Wheeler. Although Steve and others had cleaned the vehicle before we left and it did look beautiful, the weather, condensation and change in temperature while travelling, it didn't look the same now.

Along with his brother Martin, Steve deserved some time off after those busy months ending their shop in Bolton ON. We rode on the Harley, walked and sat on a beach on the Atlantic Ocean, off to Beaufort, saw dolphins on the Intercoastal Waterway, saw signs saying 'not to feed alligators', Fort Howell – iron sculptures showing soldiers during the Civil War, no fort – just trail and signs, Coastal Discovery Museum, – nature, plants, art sculptures, Sea Life Maritime Centre, met up with another Canadian friend Steve Sherriff and his wife Bev for a bit. Hudson's Seafood House and Sea Eagle Market for oysters, Seafood baskets etc., all things we can live with. On Halloween day, Trevor & Diane arrived around 5:30 and we found a place not that busy with Halloween things and we laughed and learned and thought of things to do tomorrow and back to Savannah with Trevor and Diane on the bikes. We had a tour on a trolley and walked around, ate, bought things and it was dark when we got back to the hotel.

The week was almost done and with Trevor and Diane we cleaned up the 3-Wheeler, then off to the Hilton Head Island Airport for Flight & Fancy (Vintage airplanes paired with Concours cars from the same era) showing our and the Childress' 3-Wheelers along with a '43 Tiger Moth and a 2009 Team Rocket. Several planes arrived while we were setting up by "our" planes and we got to see the B24 Liberator and P51 Mustang arrive and land not far from the two Morgans.

The Flight & Fancy became Aero Expo on Saturday, for the masses to see the different planes and vehicles, and we got to see and walk through a new Gulfstream. It was great to see many people walk



through and ask questions and learn from the owners of the planes and vehicles about different transportation that they didn't know about. After the Expo had finished for the day, we drove the 3-Wheeler to the Concours area for the next day. Off we went, cleaned up and then off to a restaurant for a noggin, and meal with the other 3-Wheeler owners and more Morgan people. Great day.



About 500 vehicles were involved in the Concours d'Elegance & Motoring Festival, and we talked to people that Steve and I had met at Cobble Beach, a Canadian Concours d'Elegance near Owen Sound and it was nice to see the people and their vehicles again. While we were having lunch one of our friends let us know that there was a ribbon on our car. A blue one.





A few other Canadian owners (Brad & Kathy Marsland, Steve Plunkett) and their vehicles were invited to the Concours and they received Awards too. The show was great but sadly it started raining again half way through the afternoon. The Best of Show was 1931 Stutz DV32 Convertible Victoria owned by Joseph and Margie Cassini, and the People's Choice was a 1929 Ford Model A Station Wagon (along with a matching Woody trailer and canoe) owned by Thomas and Donna Fitzgerald and many interesting vehicles received awards. The Morgan's class for 3-Wheelers: Best in Class to Steve Beer, Super Sports, Palmetto Award to Dave Childress, F Super and Palmetto Award to Gene Spainhour F4. A special Morgan Award, the Graeme Addie Morgan Innovation Award was presented to Mark Braunstein, MX4 SS. Harry Gambill received the Best in Class Award for his 1951 Plus 4 DHC for the class Sports Cars – English, 1.6L & larger. It was wonderful to see that many Morgans with awards. At the end of the event, Steve drove the 3-Wheeler back to the Self Storage property in the pouring rain and after the car was back safely in the trailer we went to dinner with the Morgan group again. It was great to see all of them and it's not often that we see each other from both countries and with that many 3 wheelers.

Sadly when Monday morning it was time to leave the area and our friends (old and new). Pick up the trailer and drive again for two days. Raining and getting colder as we went, wind warnings around Pennsylvania, New York and Ontario. We were home, around 7 degrees here and 30 degrees in Hilton Head Island that day.

The 18th Annual for Hilton Head Island Concours d'Elegance, October 25 to November 3 2019.

Cobble Beach Concours d'Elegance September 14-15 2019, just north of Owen Sound, ON.

Jenny Beer





38th Annual

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Memories, History & Emotions.

29 Nov. 2018.

A dram (OK maybe a bit more) was poured at our shop in Bolton. It was the final day of many. I was 15 when we relocated from Eto-bicoke to Bolton. Within 3 weeks another Birthday passed & drivers licence was in hand. I guess we were Country Folk now. There weren't close neighbours, nearest store was at least half a mile away. Dad's semi retirement was here. The location ticked all the boxes as they say. Well some of them. Two acres of land, three trees, a bungalow and an unfinished block construction horse barn. Before long the dirt floor barn was transformed into a small vintage car restoration shop. Two staff members had followed Dad in his new venture & Steve had completed school and was ready to pick up a wrench. Before long the shop size more than doubled. The two staff members decided Bolton was just way to far a drive & Winter roads in Caledon were not friendly. People suggested that no one would drive all the way to Bolton for restoration work, oh well. Trees where planted, a chicken run constructed, a large Veg garden planted. We are Country folk! A wreck purchased prior to leaving Toronto was to be the week-end joy ride.

Mum owned the remains of a crashed 1956 Morgan +4. And so it started. We heard of a Morgan meet in Pocono Pa. We can do that! Fenders found in a barn outside Oshawa area, a dealer located in Windsor, many hours later the +4 was once again on the road. A couple of weeks after completion the journey to Pocono started. Didn't get far, Kingston was the un scheduled stop with a bad water pump. In those days camping was the accommodation on these excursions, mosquitoes & black flies in abundance. A Coke can shim was fitted to the pump & we set off the next morning. MOG IV in 1974. The trophy for best early +4 is proudly displayed in the office today. Mog meets became an annual event for the Beer Family, joined by many good friends found in this new lifestyle as it were.

In 1983 Chris Charles was working hard to get Morgan cars accepted by Transport Canada. Chris, Steve & Dad, with guidance from US engineering friends, accomplished the task. Morgans were available in Canada once more. In 1986 Chris managed to obtain 6 new Morgans at once. The Morgan Marque was alive & well in Canada. The picture is taken when all six cars where in Bolton for bumpers, door, beams, lights etc. etc. 1987 the wayward Son joined the Family business (that's me). The progression was smooth & seamless. Yah right.

Dad finally retired for the 6th time. The Morgan franchise was acquired in 1990 & life continued in Bolton. A focus on Classic car restoration along with vintage racing work and newer vehicle maintenance added to the mix. Of course the roots where not forgotten, throw in the odd horse drawn wagon here & there. It seems like a few weeks ago that we started this challenge/adventure. Hard to imagine I joined the Family business 31 years ago. Alas the time arrived that Steve & I thought retirement may be in the near future. Can't do that. We still enjoy the challenge & people we've encountered over the many years. Do a Semi retirement, maybe? Not a bad idea. Maybe Dad had a good idea.

Present day, 2018. Wake up, pour a coffee, walk out to office & check weather, news, Emails. No drive to work, hmmm. Dad did have something after all! We are looking forward to a quieter life-style of part time work mixed with hopefully completing some of our own projects. Morgan parts will still be available.

Phone number is the same, (905) 857-3210

New email is cmcmogrbcc@gmail.com.

Martin Beer





MORGAN SPORTS CAR CLUB OF CANADA

Membership Renewal / Application

(\$35.00 Annual Dues payable January 1st each year)

Publish on Membership List

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Morgan(s) owned:
Model: _____ Year: _____ C#: _____ Model only Yes No
Colour (s): _____
Model: _____ Year: _____ C#: _____ Model only Yes No
Colour (s): _____

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Date SIGNATURE Date SIGNATURE

Mail completed application along with a cheque payable to 'Morgan Sports Car Club of Canada'

Morgan Sports Car Club of Canada 940 Hedge Drive, Mississauga, ON L4Y-1G1

MSCCC Executive

PRESIDENT:
Glen Donaldson
905- 635-2532
spitfiremorgan44@gmail.com
TREASURER:
Brian Hawkins
905-273-5542
hawkinsb@sympatico.ca
SECRETARY:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca
BLURB EDITOR:
David Farmer
905-278-3219
d.farmer@sympatico.ca
WEBMASTER:
David Farmer
905-278-3219
d.farmer@sympatico.ca

DIRECTOR AT LARGE:
Terry Brown
905-655-4164
jayteesbee@gmail.com
EVENTS COORDINATOR:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca
REGALIA:
Sharon Roden
905-892-6907
jsroden@vaxxine.com
WESTERN SCRIBE:
Ken & Pat Miles
604-576-8036
kengmiles@telus.net
DOWNUNDER SCRIBE:
Vern Dale-Johnson
vern.dalej@bigpond.com

CLUB LIAISON:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca
FACEBOOK EDITOR:
Bryan Tripp
519-826-9655
Bryan_trippp@hotmail.com

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