



# The Blurb



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## Prez Sez



Glen Donaldson

The summer of 2020 is now just a faint bad memory the year of CV19, the year of cancellations and postponements, the year that we all wished had never happened, but hopefully you and your family stayed safe and sound and managed the odd outing in the Morgan to help keep your spirits high. This year I started using the 4/4 for early Saturday morning shopping trips to the local grocery store – that back seat will hold a weeks’ worth of groceries. Strange how it always

seemed to take me at least 30 minutes to get back home even though it is only a 20 minute walk. As restrictions eased and the parks opened up we would take the dogs to La Salle Park and the odd drive in the Halton Hills. As I washed and waxed the 4/4 last week we have managed a pretty good summer with over 1,100 klm added to her adventures.

The Plus 8 was late out of the garage – as I was trying to refresh the dark brown seats and make them feel soft like leather again. We managed to get the new carburetor sorted and tuned to perfection and the drive to Mono for some fettling was a grand day out. The +8 has also managed nearly 1,000 klm and I am sure we will get another drive in on the Thanksgiving weekend as that traditionally has been the last great blast of the year for us. The Spitfire somehow got the least amount of use and has only done 600 klm so far – but she might reach 1,000 also as she has developed a small blow hole in the header so is going up to Mono soon. Then mid-October she leaves Burlington and heads to the bat cave in Brampton for her warm winter slumber.

Speaking of miles driven – please remember that the British Car Council has lowered the qualifying distance

to receive a mileage plaque – now only 1,000 miles or 1,600 klm and combinable over your fun old British cars. No the daily Silver Ghost is not eligible....pity that.

Just back from a rather damp drive to the toy drop and drive organized by Phil and Wendy Miller and their band of merry elves – like our very own Ray & Liz Stevens. This is the 9<sup>th</sup> year that this group has done it and yes weather is not usually on their side, but the picnic tables were filling up with new unwrapped toys and the Salvation Army kettle was seeing cash donations. I had a nice drive home along some twisty roads and took in some fall colors – shame I was riding in the tin top and not a Morgan as it was a rather good rain day.

It appears as though our AGM might just be online this year as we seem to be seeing a second wave and continued restrictions on gatherings and decreases in group sizes. The good news is that the current executive team are all committed to staying on and hoping to re-schedule – re-run a fantastic year of events in 2021. We can only all hope that there is a vaccine or test and light at the end of this dark cv19 tunnel. Something we may expand on for 2021 is some local gatherings – Bryan Tripp and the DHC are getting to know a few Morgans around Guelph, Rob Fournie would like to have some Morgans in the London area get together in 2021, Rob & Brenda Varey are looking for the same in the Port Dover to Canfield area, Norm Hendrycks is out Brampton way and Terry Brown and Colin Bray may make another attempt at some east end gatherings. Feel free to email me and I will be happy to connect you via email to these members. Might be as simple as gathering for a morning coffee or tea and doing a wee drive for an hour then heading off home.

Enjoy this issue of The Blurb and please send in some articles for Dave to help us through the long cold winter months....wax on and wax off and keep those wire wheels clean.

Glen

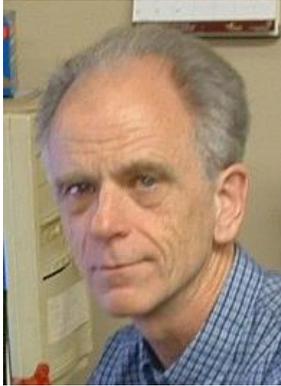
## Central Canada Morgan Events

All on hold with this Covid-19 pandemic

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



### Editor's Message



Dave Farmer

It was looking like we would never be able to get together to enjoy any group events this summer, so the call went out to share stories and pictures of our extracurricular Morgan adventures with the group. The many responses are in "What We Did Last Summer". Thankyou all for sharing.

With some easing of the social distancing guidelines we did get together for lunch at the Wundeba in Burlington on

September 19th. We had 19 people in 11 Morgans attend. Also, in Quebec six Morgans got together on September the 20th.

We have two newer members getting initiated into Morgan ownership, Brian Steele continuing from his story in the last Blurb and Bryan Tripp reports on Wil Carter's Plus 8 project.

And for those in the market there are two Morgans for sale right now; a '62 Plus 4 four seater on the west coast and a '66 4/4 Series V on the east coast.

D.F.

## Letters to the Editor

.Re: MSCCC Blurb, Spring 2020

thanks, Dave... Love all the stories on Dave Smith. He will be missed by all in the MSCCC community. Let us know who ends up with his 3W

Vern

(The '33 is now owned by a chap called Ali in Toronto and has a car collection. He heard about the '33 from Dave's friend Peter Ramm and has spoken with the Beers. ed.)

Re: MSCCC Blurb, Spring 2020  
good saturday morning Dave

thank you for the latest issue, the third overseas news received this week. Belgium and Holland. I noticed that the belgian editor Jacques Gallien's name appears coupled with reference to the ever-lovely BB!

What wonderful messages about Dave Smith. sad to see from cars for sale that both being sold out of the family, but hopefully to good homes. looking at the number of times Dave Smith appeared in print if all were published together The Blurb would be quite a size and postage much increased.

Lockdown in UK? some more easing from July 4, but unfortunately a considerable number of people do not seem to be displaying much common sense. one advantage of lockdown would seem to be that fewer new Plus 6s will have been wrecked!

very best wishes to all

John

Hi Dave,

Thank you so much for sharing the Summer 2020 Blurb with my brother (Iain) and I. A big thanks to Norm, John, Peter V., Nick, Colin and Barbra, Peter R., Ken, Mary and Ray, and yourself for sharing such special memories about dad (David Smith) with us. Norm, will be pleased to know that we did, eventually, supply dad with a pair of aviation goggles and leather hat. The photos were great. I grew up with the trike but only remember seeing the dark blue fenders stored around the house, what a treat to see them on the car! Wishing everyone a great summer and more happy morgan memories.

Cheers,

Paula Smith

Gentlemen,

Thanks so much for the sprint Blurb. I just read through it and it was great to read all the stories and recollections of my Dad ... and my Mom.

I've always been really proud of the fact that there was really no one that disliked my Dad. Going through this Blurb issue, including the extremely long list of his mentions in past issues, just cements that tight.

I really appreciate you taking the time to do this for him and I know that he appreciates it all as well.

Thanks,

Iain Smith

Someone in my neighbourhood was looking for entertainment during the pandemic lockdown.  
D.F.





## What We Did Last Summer

The Covid lockdown kept us from gathering for club events but it didn't stop us from enjoying our own outings in our Morgans.

### MOG 404 Report

Hi Dave - cannot believe that September is half over as I write this report.

As of today we have clocked about 1500 MI in our car. We had it out on the road the last week of April and have driven south, west and north of Limehouse but unfortunately not to the east as our plans changed for the weekend away to Prince Edward County with the Morgans. Hopefully next year will be a go as that part of Ontario is high on our list of favourite drives.

We decided this season to head out early for our runs to avoid traffic when possible and it does work. Because of Covid we did our runs then returned home for breakfast in some cases.

We did a run over to Cambridge to view a bald eagle nesting site along the Grand River back in April. We have gone through the Forks of the Credit a couple of times because it is a beautiful run but due to heavy traffic through that part.....was marred with unfriendly signs, barriers and a police presence walling with tow away zones..... not pleasant.

We have enjoyed driving north on Airport Rd and letting the guys in pickup trucks pass us because they do get a thrill. We like the road north out of Creemore with spectacular views of Georgian Bay and Simcoe County.

We led a birthday parade in Georgetown to celebrate a friend's 90th in June. It was quite the procession with people walking with signs as well as drivers with balloons. I attempted to operate a klaxon while pressing the MOG horn for added noise.





## MORGAN SPORTS CAR CLUB OF CANADA



We attended a very small gathering of British cars on a Saturday in July and drove from a tiny place called Cedar Valley then over to the Hockley Valley and back for a picnic lunch. The only complaint was that we should have left earlier in the day because once again...people were desperate to get out and go for a drive thus there was traffic everywhere.





In August we did two day trips.....one was north to Collingwood then over to Thornbury and a stop at the famous Thornbury Bakery Cafè. We were most impressed with how the town was adapting to the Covid measures in place. We then headed south through the Beaver Valley to Markdale then back over to Singhampton then south and east to Airport Road and down to the Black Birch for a patio lunch on the Hockley Valley Road...highly recommended. We took the Morgan to our cottage on Lake Huron for our annual trek north along the western shoreline to Pike Bay then east across the Bruce Peninsula to Lions Head for lunch. We then headed south along the west shore of Georgian Bay through Wiarton and Big Bay for a whopping ice cream cone to the point where I could not deal with that much ice cream and had to dispose of it. This ice cream stop makes their own ice cream on the premises ....just like our editor, Dave Farmer.



And of course as many of us as possible started out the season by driving to St. Catharines to bid a fond farewell to Dave Smith.

We would like to do some more driving as the season is winding down. Hopefully we can meet some Morganeers to do this as opposed to driving solo. We live in strange times and we continue to live in strange times until further notice.



## MORGAN SPORTS CAR CLUB OF CANADA



In the meantime we will check out the weather systems and go from there.  
Yours in Morganeering,  
Mary and Ray Shier

Waiting for our Breakfast Bagel at the Tin Roof Cafe in Erin. What a glorious morning! There are lots of cars and people out and about already.





Ok. So today was the day!  
Kathy and I finally decided we needed to fly the coop!

So we had a four hour drive in MMORGAN. It included Erin, Alton, Hockley and a return home. One highlight was lunch in Erin. The Tin Roof was busy so we looked elsewhere.

Bushholme on the Main Street near the RBC and TD banks, has just opened its patio two days ago and we arrived about 15 minutes after noon which is their opening time. Outdoor table, great service, pulled pork Sandwich and Caesar salad ... what more could you ask for?

You can make a reservation by phone but we did not know they existed!

A super trip, and thanks Mary and Ray for being our inspiration. Alan





**MORGAN SPORTS CAR CLUB OF CANADA**



Sunrise

It's a lovely morning chaps. I hope you're getting some time behind the wheel of your Mogs. I went out at 6:15 to tour the Burlington/Milton/Oakville countryside. Just got back.

Cheers,

Ken



This issue's cover picture is Ken's as well  
D.F.



## MORGAN SPORTS CAR CLUB OF CANADA



Not everyone felt like sharing their Morgan outings, but this Morgan world is small and Colin Watson supplied the proof that these folks went for a drive together.





**MORGAN SPORTS CAR CLUB OF CANADA**





## Our Summer Events

### Lunch at Wundeba

Yes we did actually manage to have a small safe well distanced gathering of Morgans despite the sideways year of 2020. Saturday September 19<sup>th</sup> (which should have been our pre British Car Day tea and drive to lunch) became our 2020 driving event. Six Morgans left 145 for a one hour scenic drive through Burlington – taking in the lakeshore, Snake Rd., Cedar Springs Rd. and Twiss Rd. before meeting another six Morgans on the lawn at Wundeba. The weather was clear blue sunny skies and maybe just a tad fresh at about 14c, but the roads were smooth and twisty and delightfully free of spandex clad cyclists. We had five +4 Morgans – and yes the 1961 DHC had come in from Guelph for the occasion joined by the editorial +4, Ken’s gleaming black +4 showing a unique cockpit cover, Brian and Anne were out in the white +4, Colin & Barbara in the mustard yellow +4, we had three +8’s Norm’s red/black, our Green burble machine, and Keith & Cynthia’s spotless red +8, then we started with three 4/4’s Ray & Mary in the always driving 4/4, Alan & Kathy in MMorgan and Ray & Liz in Megan – who sadly went home early as she developed a water pump or alternator noise. Tony & Josephine brought the Aero SS to show us a modern Morgan. At one point we did meet a new BMW Z4 on the run – almost as if Morgan Motors wanted to give us a preview of the mechanical side of the new Plus Six.

Masks and physical distancing were the rules of the day and Wundeba had our tables in twos and one really big round table for the four single drivers. The sunshine was warm and the food and service fab as usual – most stayed around and sampled the chocolate cake. Truth be told I think we all were just so happy to be out in the Morgans with our Morgan friends after missing events all season long that no one was in a rush to head home.

We did talk Morgan club business over lunch – and the idea has been floated that the pre British Car Day drive be named the Dave Smith Memorial run – and have a theme of the number 3. We recalled how Dave and Pauline surprised our group on last year’s run by meeting us at Wundeba for lunch – well the Trike was all set for British Car Day and her big day at Bronte in 2019.

Glen





**MORGAN SPORTS CAR CLUB OF CANADA**





**MORGAN SPORTS CAR CLUB OF CANADA**





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**MORGAN SPORTS CAR CLUB OF CANADA**





**MORGAN SPORTS CAR CLUB OF CANADA**





## Annual meeting of Morgan owners of the Province of Quebec

On Sunday, September 20, the Morgan owners of the Province of Quebec held their annual meeting in Terrebonne. Six owners were present, four of them accompanied with their wife :

- Michel Hamel of Terrebonne (our host) : Red Plus 8 and Yellow 4/4 hooked to the garage ceiling;
- Luc Charette from Gatineau : Red Plus 4 four seater;
- Gilles Boucher from Laval : Blue 1960 Plus 4;
- Michel Cotte from Montreal : Black & Silver 1985 4/4;
- Claude Jacques from Quebec : B.R.G. 1975 4/4 (car still with in the mechanic's hands);
- Gilles Lachance from Quebec : Brown & Caramel 1978 4/4.

The weather was perfect and we received a very warm welcome from Michel Hamel and his charming wife. We kept a safe distance between us and had our lunch in the back garden.

According to my count up, we are presently 11 Morgan owners in the Province of Quebec. Those who did not attend our meeting were : Lorne Goldman (stayed safely at his home in Ecuador), Guy Savard (Notre-Dame-du-Portage : 4/4 purchased new in 1966), Yves Rocheleau (Quebec ; Grey 1980 Plus 8), Lino Saputo (Montreal : he has a Morgan in his large car collection) and John Scotti (Montreal : 1970 Orange 4/4 possibly sold).

We are always eager to know the whereabouts of other owners living in the Province of Quebec.

For 2021, if the Covid-19 situation permits, we had talkings about organizing a large meeting of Morgan owners, from Quebec and Eastern Ontario on the property of Luc Charette in Gatineau. More details on this next year.

Breaking news : Yves Rocheleau, a Quebec City lawyer, has just bought late Mike Dewar's grey 1980 Morgan Plus 8. Mr. Dewar lived in Windsor and Gill Baker managed the sale on behalf of his widow.

Stay safe while hoping for clearer skies in 2021.

Gilles  
Lachance







**MORGAN SPORTS CAR CLUB OF CANADA**





## Toy Drive

Not a very nice day for the Toy Drive get together. We took our time to get there and opted for the Aston rather than the MOG. Definitely a good decision. We arrived at about 11:30 am . There were only a few folks left but we got to deliver our gift before they started to load up the truck. Ray and Liz (I think) had been there since 8 am, helping with the organization. Great job!

We opted out of the run as it was not really much fun in the miserable rain.

Here are some shots replete with face masks and some of the fabulous pumpkin 'sculptures'.

Cheers

Keith







## GETTING TO KNOW MY MORGAN

BY BRIAN STEELE



In my previous article in the Blurb I recounted my road to acquiring a Morgan. Now that I own one I thought I would pass on my early experiences with the car. As a new owner, some of what I am about to relate will be old hat to most of the members of the club who have had their cars for many years but they may find it interesting how a new owner discovers the foibles of his “new” seventeen year old car.

The car arrived from California in early January. In late March I trailered it to Mono for the Beer brothers to inspect the car, answer a lot of questions and to perform some minor maintenance. I should mention that, as an accountant, the only tool I am comfortable with is a pencil and I am hoping the Beers are considering locating a branch facility in Brooklin. They provided me with a fitness certificate so I was able to obtain license plates and take it on the road legally. Luckily I was given the old colour plates (blue on white) as I think the blue on the newer plates would not go well with the blue of my car.



Having had the car for six months now I still look at it every time I go into the garage. As I said in the previous article I think Morgans might be the best looking car ever produced. Top up or down they are gorgeous. It might sound like heresy but I think mine actually looks better with the top up. The car ticks all the boxes on my want list – wire wheels, exposed spare tire, luggage rack, bonnet strap, fog lights, wood dash and steering wheel. The bonnet strap is new and was sent to me by Dennis at Morgan West and installed by the Beers. They use a tenax fastener on the wings under the bonnet instead of attaching the strap with a bolt. This makes it quite easy to remove the strap – undo the buckle, pinch the tenax and lift off the strap. This is great for my hand washing and waxing of the car which is also the best way to get to see the condition of the exterior. Although overall the paint is in good condition with just a few swirl marks, flat spots and tiny chips, it also has an annoying chip on the right rear fender that is quite visible. I normally detail my cars myself but I decided to have the car professionally done including polishing so I contacted Doxa Detailing. Joshua attended at my house and inspected the car and measured the paint depth to ensure safe polishing. One week later he came back to the house and spent the better part of two days to wash, polish, wax and touch up the paint chips. I had been trying to get the colour code from the Morgan factory but they said they had no record of the paint colour so I went to an auto body shop who scanned the paint and mixed up some touch up paint. The chrome is also in good condition with just a few light marks on the fenders so Joshua polished them and also the wire wheels. By the time he finished the car was stunning. The bad chip looks better but it is deep and the only way to eliminate it would be to repaint the entire fender. I would highly recommend Doxa if anyone thinks their paint could use a refresh. The top is the easy up version and it works well although the plastic clips that attach to the windscreen make me nervous about their durability. Since the car does not go out if there is any chance of rain I leave the top down. The car came with a cover for the top when it is down and it is very difficult to put the cover on. I found the best way to wrap the cover around the top is to have the frame perpendicular to the car. Unfortunately the first time I did this the frame kept toppling forward and hitting the steering wheel. I did not realize until later that every time it hit there was a gouge made in the wood steering wheel. I think I will be replacing the wheel and I am leaning towards a Mota Lita leather wheel which would be a little chunkier and give a better grip. I will also go to a slightly smaller wheel. The side screens were easy to remove and there was also a cover for them and again it was very difficult to put the screens in. The cover should have been made with a divider so the screens do not touch each other so I had to improvise by putting a piece of foam between them. Getting into the car is not easy – especially with the top up. Besides being low to the ground there is not a lot of room to get the legs in and to maneuver between the seat and steering wheel. At six feet tall and one hundred and sixty pounds I am not large by any means and I struggle to get in. When exiting the car I push the seat back as far as it will go to give myself more room. Once in the car I have to move the seat almost all the way up so I can reach the clutch pedal. Due to taking driver training and driving on the track I am used to being close to the steering wheel but even so my left leg is fully stretched out when I depress the clutch. The layout of the dash is great and all the information you need is clearly visible. The car came with an upgraded radio but with the music made by the car I almost never turn the radio on.

Once settled in the car the real fun begins. The clutch is easy to work and the brakes are strong. I was surprised by the lack of a dead pedal. The car is a five speed and the gears work very well. As someone who has been driving standard for over fifty years I am saddened that manual transmissions are getting so hard to find. I have had three cars with double clutch transmissions (no manual available) and on the street I virtually always left them in automatic mode. Unless you are a track fanatic where fractions of a second matter then why would you give up the pleasure of shifting for yourself? I think manual transmissions make better drivers as you are moving your left leg and right arm to shift gears which keeps the blood flowing and even if just self-consciously your brain is always paying attention to the sound of the engine so you will know to change gears. Apologies for the rant. When I first started to take the car on the street I found the ride very bumpy – especially for the first few kilometers even when the road was smooth. It felt like there were flat spots in the tires. I don't know how long the car sat at Morgan West and I know it was in an unheated facility in Detroit for a few weeks. My garage has a cement floor and is also unheated so I am convinced that flat spots were the issue. I hoped that this would improve as the weather warmed up and as I drove the car more but, although it would get better the longer I had the car out, I could still feel it through my seat and by the movement of the steering wheel. To try to resolve the issue I ordered tire cradles from Auto Obsessed in Edmonton. The cradles support the tires on a kind of memory foam and insulate the tires from the floor. Since acquiring these there has been a big improvement in the ride quality and I no longer start off with a bumpy ride. The ride is firm but I expected that and it is no worse than other British cars I have owned in the past. The engine pulls well and I was told it had been chipped. It is certainly not a problem to keep up with traffic. The steering is excruciatingly difficult at low speeds and I feel like I need additional upper body strength to make sharp turns. By changing the steering wheel I hope to make this part of the driving experience easier. I find



the radiator fan comes on quickly – even in cooler weather. I don't think I am in any danger of overheating but the fan does come on and off a lot. The carpet tends to bunch up under my feet and I will resolve this issue with a bit of Velcro. When driving at higher speeds without a passenger the seat belt on the passenger side flaps against the seat. Even if I clip in the seat belt up it still annoyingly flaps. The cockpit is narrow and when I have a passenger I often bump against their arm as I am shifting gears. And then there is the exhaust note. I have never had a car that sounds as good as this. Just listening to the car gives me the shivers. When the weather is nice I can find any excuse to go out in the Morgan and what is more pleasant than going for a drive with the top down. Sun roofs just can't compare.

Driving a car this unique certainly garners attention and this is helped by the colour of my car. I believe it is called Bugatti Blue but most call it Morgan Racing Blue and it is very visible. On my drives I experience waves, thumbs up, horns and people yelling nice car from the sidewalks. If I stop somewhere then for sure someone will come up and want to talk about the car. One time when getting gas I was offered a part in a music video! I think the part was for the car and not me. The disadvantage in all this is that I would never leave the car where I could not keep it in view.

Now that I am six months into my ownership of the car I am as enthused as ever about having a Morgan and I am looking forward to many years of happy motoring.





## Good Wil Hunting - For that elusive Plus 8

Wil Carter is a known name in the British Car Circles in the Guelph and KW area. Out of his shop in Maryhill, Wil has skillfully restored various British Classics, from a MGA, TR3, Austin Healey, Lotus, MGTD among many more, but has always been hunting for the elusive Morgan. Also, Wils' father (also named William), is the owner of that fine red AC Bristol that has made a few appearances at British Car Day. Recently Wil purchased Jim Haw's 1971 Rover Engine, Moss Box Plus 8, and has wasted no time to jump into the restoration work. After a spirited early test drive (where the throttle decided to stick open!), he decided to get down to work.

After a thorough inspection, some phone calls to the Beer brothers, and identifying some weak spots on the frame, Wil decided he would dive in for a full frame off restoration. A frame is on order from Morgan Spares, but while waiting for delivery Wil has already cosmetically repaired the door, and had the engine, front end, and wings off for a clutch job, and rebuild of the front suspension. The Plus 8 is back on the road and looking and sounding good until the big winter restoration project (whenever the frame arrives).

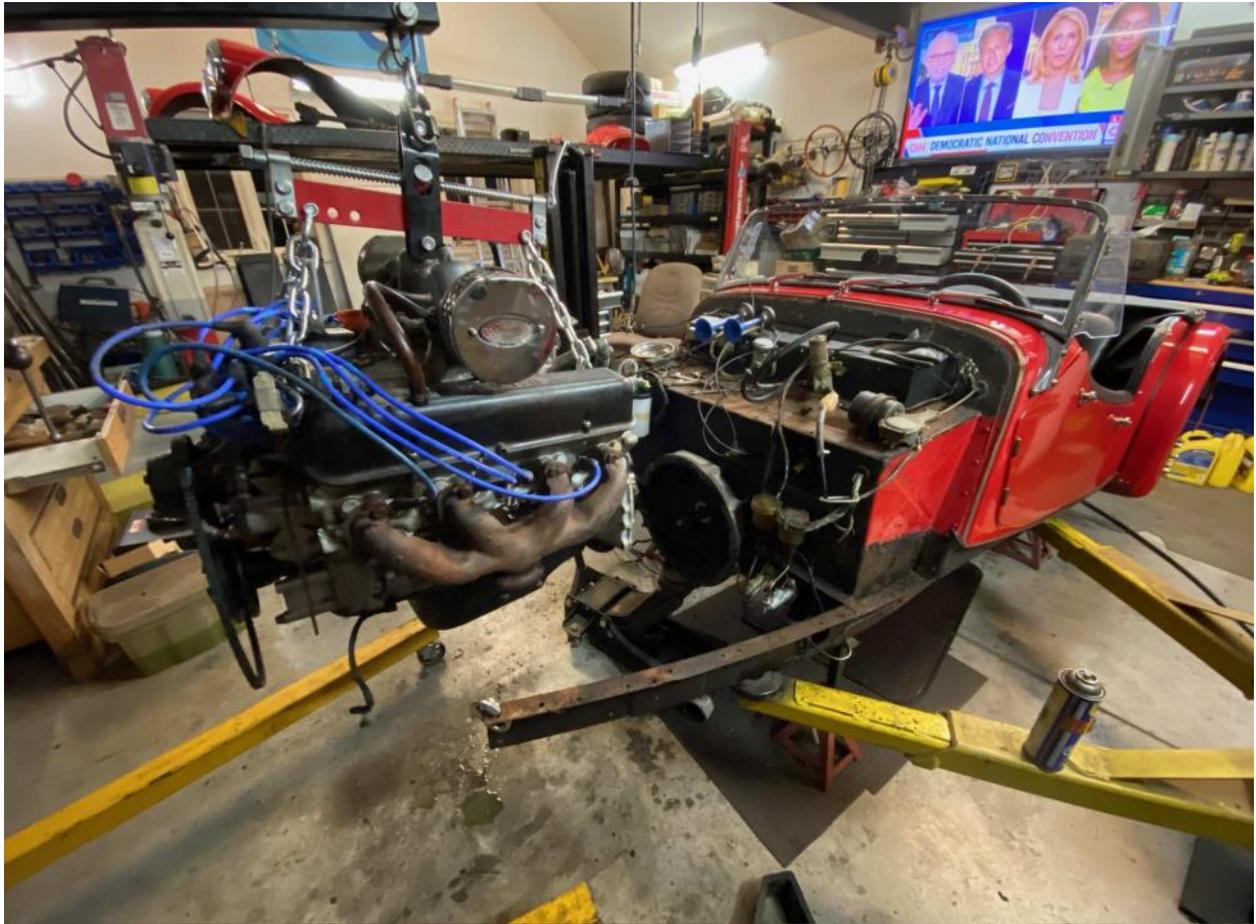
Welcome to the Morgan Community, Wil. We look forward to following the restoration of your Plus 8 and seeing it on the road in 2021.

Bryan





**MORGAN SPORTS CAR CLUB OF CANADA**





## For Sale

Looks like Steve Blake is selling a 62 plus 4 4 seater

<https://www.kijiji.ca/v-classic-cars/delta-surrey-langley/1962-morgan-plus-4/1527541643?undefined>

Bryan

1962 Morgan Plus 4  
\$40,000.00

### Description

1962 Morgan Plus 4, 4-seater in excellent condition. This car has won over 25 awards including best in class and best in show. I am third owner and have had the car 21 years. Selling to make garage space for a new Morgan. TR3A engine with 4-speed gearbox. New top, tonneau cover, and side screens. Tires are 3 years old. Options and/or extras include wire wheels, electric fan, badge bar, luggage rack, seat belts, wind wings, belt over hood, driving lights and rare LeMans62 and Plus4 scripts. Blue in colour with black interior.





## 1966 Morgan 4/4 Series V

On auction at:

[https://www.hemmings.com/auction/1966-morgan-4-4?](https://www.hemmings.com/auction/1966-morgan-4-4?utm_medium=email&utm_source=auctions_newsletter&utm_campaign=2020-10-05)

[utm\\_medium=email&utm\\_source=auctions\\_newsletter&utm\\_campaign=2020-10-05](https://www.hemmings.com/auction/1966-morgan-4-4?utm_medium=email&utm_source=auctions_newsletter&utm_campaign=2020-10-05)

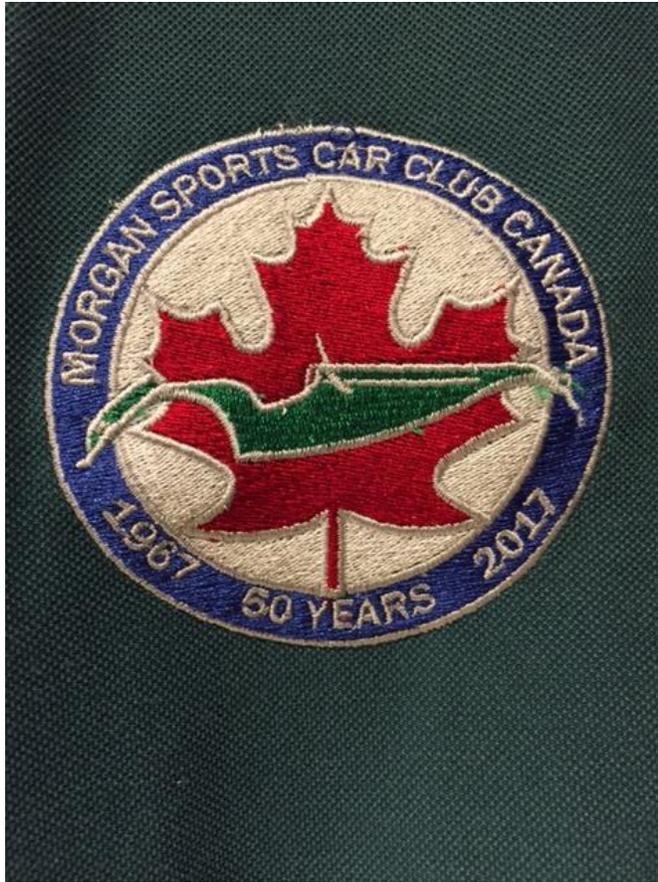
Located in Baddeck, Nova Scotia

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## Regalia

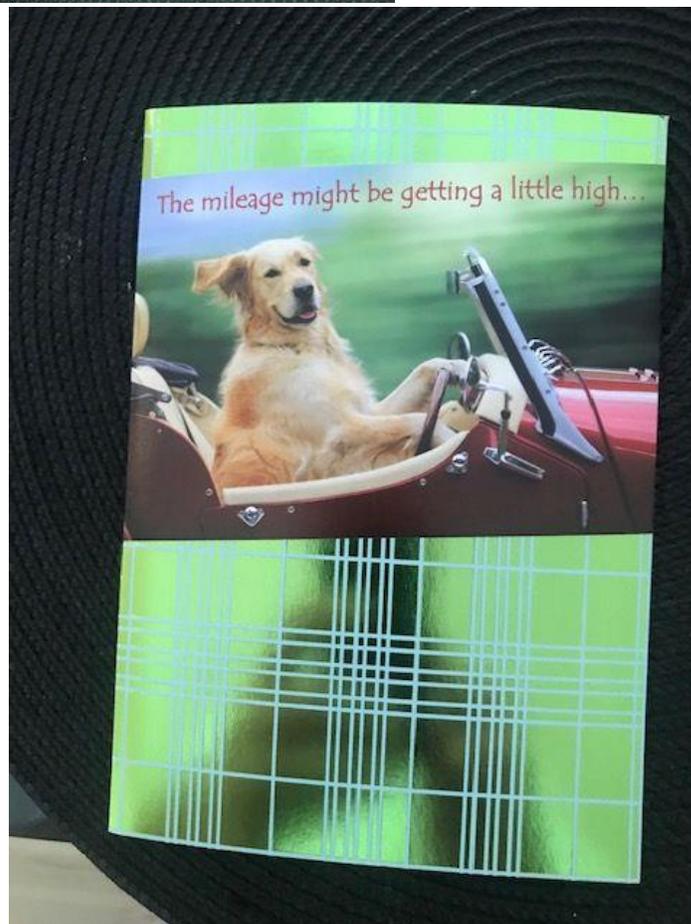
Get the 50th Anniversary Badge embroidered on your; shirt, jacket, hat, etc. Or how about one on that special dip stick rag you only use for the Morgan?

\$8 + HST = \$9.04 to embroider your item.

Contact Sharon Roden, our Regalia officer, to get your badge embroidered. She also has a catalogue of clothing you can buy and have embroidered.

Phone: (905) 892-6907

Email: [jsroden@vaxxine.com](mailto:jsroden@vaxxine.com)





**Membership Application / Renewal**

Name: \_\_\_\_\_  
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 Tel. Home: \_\_\_\_\_ Business: \_\_\_\_\_  
 Morgan(s) owned:  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_  
 Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_  
 Colour(s): \_\_\_\_\_



Membership fee \$35.00\* 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:  
MSCCC Treasurer,  
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