



# THE PRICE LESS BLURB



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SUMMER '91 PUB MEMORIES  
GEORGE, MARYLOUR & STEVE



THE PREZ SEZ  
MEMBERSHIP LIST - RENEWAL REMINDER  
EDITORIAL  
PETER GEORGE  
MOTOR TOUR OF ENGLAND

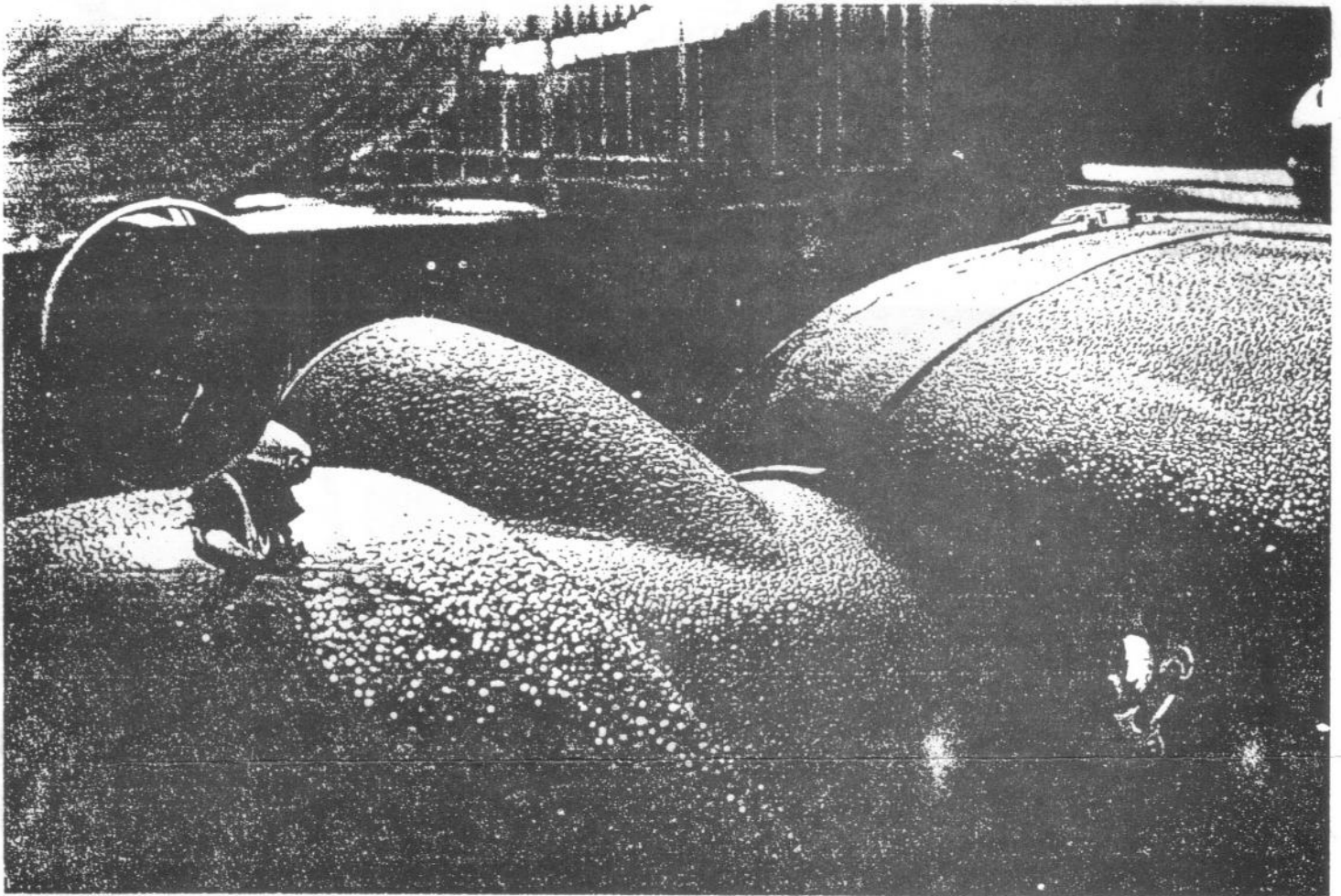
FEBRUARY & MARCH PUB NIGHTS  
TORONTO INTERNATIONAL AUTO SHOW  
BRITISH CAR FLEA MARKET  
MEMBERSHIP FORM

MILTON  
TORONTO  
ANCASTER

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# THE PREZ SEZ!



John Collins photo

## WILL IT BE YOU IN '92?

The Christmas Party at Brian and Linda Rumohr's came and went, and was well enjoyed by all who attended. Thanks yet again go to Brian and Linda for their usual splendid hospitality. The only surprise, at least to me, was the lack of a line up of persons volunteering to take on the mighty challenge of presidential office.

Perhaps the planning was not all it might have been on my part, so herewith is an attempt to redeem myself. Will those

members wishing to enjoy fleeting moments of glory as President of the premier Morgan Owners Club in Canada please communicate with me ( phone number and address is prominently displayed on the front of the Blurb). I undertake to present the list of volunteers in the next Blurb, so that the well oiled electoral process can smoothly swing into action, and the new President be chosen before the summer season is fully upon us.

The good news is that all of the other volunteers are so enamoured with what they do,

they wish to stay on, so that makes the transition as smooth as it can be. In fact, the Club can quite easily continue for the balance of the year with only a figurehead at the helm ( you can see I know almost as much about boats as I do about Morgans), so the duties need not be onerous. Alternatively, the Club can surely benefit from appropriate leadership. Are you that person? If so, please let me know.

Your ever optimistic President

John Collins.

**THE FOLLOWING IS A LIST OF MEMBERS WITH DUES PAID UP THROUGH 1992. IF YOUR NAME IS NOT ON THE LIST - CALL OR WRITE CRAIG DAVIS SOON, AS THIS WILL BE YOUR LAST NEWSLETTER!**

BEER, AUDREY & REG; BOLTON, ON  
BEER, MARTIN & DONNA; ETOBICOKE, ON  
BEER, STEVE & JENNY; BRAMPTON, ON  
BROWNING, MIKE & R. VINER; TORONTO, ON

CAMERON, DON; ISLINGTON, ON  
CHAPMAN, BARRY & S. ROBINS; ORILLIA, ON  
COLLINS, JOHN; MISSISSAUGA, ON

DALE-JOHNSON, VERN & AMANDA; TORONTO, ON  
DAVIS, CRAIG & TINA; BOLTON, ON  
DREW-SMITH, TOM & KATHY; CAMBRIDGE, ON

ENGLISH, ROBERT; ERIN, ON

FYFE, IAN; HYDE PARK, ON

GARD, DAVID; CALGARY, AB  
GEETING, ORIN; SAGINAW, MI

HALL, MIKE & CAROL, MONO CENTRE, ON  
HARVERY, STU & RIA; TORONTO, ON

JOHNSTON, MILES & CAROL; PICKERING, ON

KAUFMAN, GREG & KATH; WOODLAWN, ON  
KOSOWER, RAFI; TORONTO, ON

LAFFORD, GEORGE & MARYLOU; ANCASTER, ON  
LESEELLEUR, TOM; OAKVILLE, ON  
LINDSAY, DAVE & ANNE; LONDON, ON  
LOHR, RON; GUELPH, ON

MACLAREN, PETER; OTTAWA, ON  
MURPHY, NICK & LINDA; VINELAND STATION, ON

PEARCEY, KEITH & D. PARR; ST. GEORGE, ON

RIGG, KEN & BARBARA; PT. ROBINSON, ON

SANDS, AL & MARLIES; COLGAN, ON  
SIEMSGLUSS, ECKARD; SOLTAU, GERMANY  
STAINLESS STEEL MUFFLER, BRAMPTON, ON  
STRUTHERS, DR. ANDREW & SUSAN; BATHURST, NB  
SULLIVAN, BILL; WINNIPEG, MB

WHEELER, MICHAEL & DONNA; AVON LAKE, OH  
WOODLAWN, BILL; ORANGEVILLE, ON

# EDITORIAL

Now that most of our cars are happily? nestled in our respective garages, it's time to get on to other things. Dreaming of spring mainly, and the warm wind blowing through your hair. Ah yes, Morganeering! The sights, the sounds, the smells. All this and more, and at what cost? Fifteen dollars a year, that's right just \$15.00 will bring you a sampling of happiness right to your door. What am I getting at, you may ask? Club dues, that's what. It's that time of year folks. Pay your dues & see what's in store for the next year.

About the next thing for us is the Toronto International Auto Show at the Metro Toronto Convention Centre & SkyDome, which starts on the 13th of February and goes on for the next couple of weeks. Drop by the SkyDome and check out the hot new 1992 Morgan show car, available for sale & a couple of your fellow club members' cars.

The February & March pub nights have been decided. Lynn tells me Ray Shier has suggested the Dickens Pub in Milton. For those interested, please call either Lynn (see front page) or Ray at 416-877-1427.

*Lynn*

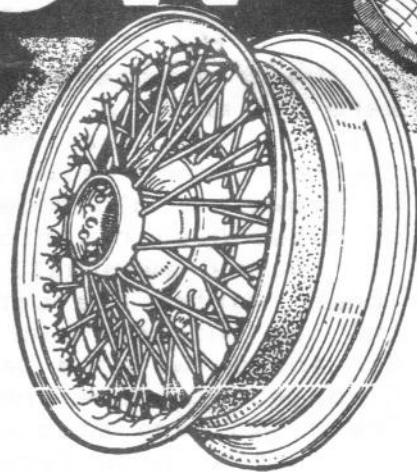
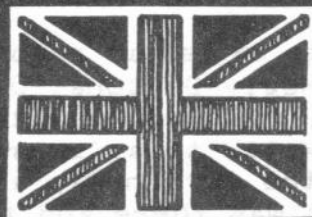
**PUB NIGHTS ARE HELD ON THE  
2ND TUESDAY OF THE MONTH.**



NIAGARA '91 OUR U.S. VISITORS  
AL ISSELHARD & BOB TESCIONE'S MOGS



# ancaster british sportscar flea market & car show



## INFORMATION:

Carol Ouellette  
Res. (416) 957-2429  
Bus. (416) 664-4067

## ADMISSION:

Adults: \$3  
Children: UNDER 12 FREE  
Vendors: \$20 HOST CLUB MEMBERS  
\$25 NON CLUB MEMBERS

Club Display: OUTSIDE ONLY FREE

## HOURS:

Public 10-4, Vendors 8-6  
Snack Bar

### Sam's 100-4

I would like to ask if anyone remembers what happened to Danny Taylor's 100-4 Healy Daytona. Or should I ask if anyone remembers that Danny did actually have a 100-4. At least I do hope that Danny is remembered. Well, today's tale is about that very car.

He bought the car in May and by the first of November it was gone. One day it was there and the next it was not. And when asked Danny would only say that he had sold the car to "Brom Bones" at the stroke of midnight on Halloween and it was now a pumpkin. There was a certain ring of truth in those very words. On that Halloween Eve so many years ago Uncle Sam was coming home after work. (He had been working the 3 to 11 shift at Babcock's)

At the quarry intersection on the Pine Bush Road he saw what looked as if someone had driven through the scrub brush at the edge of the road and down into the quarry. He stopped, got out of his car and saw that indeed someone had driven through the intersection and into the quarry. He quickly made his way to the car and found Danny and Judy. Both were shaken-up but unhurt. The car wasn't even damaged. But unfortunately Danny had been drinking and everyone knew the story of Danny and Judy.

Sam, The Romantic let his heart take control of the situation and he whisked the kids away. He dropped Judy off at Hespeler Taxi and Danny spent the night with us. The last thing Sam did that night was to call his old friend Henry Winkler. Arrangements were made and the 100-4 disappeared within the hour.

All of this was done most successfully. Both sets of parents were not aware of the evening liaison of Judy and Danny and no one but Sam knew what happened to the car. As for Henry Wrinkler a tighter lipped individual never lived. Now you must remember Henry. He drove an old Model A, had a game left leg and back barns full of Model A's in various stages of disassembly and disrepair.

Danny eventually approached Sam about the Daytona. He no longer wanted the car and asked Sam to dispose of it. Sam bought the car outright and left it at Henry's. Over the next few years Sam found two more Daytonas. One he bought from Souter's north of Clappison Corners and the other was a basket case from Vancouver. These two cars also were over at Henry's.

Sam's three cars have been at Winklers Farm all these years. There has been the odd individual who has found this cache. Maybe you have even approached Henry Jr to buy the stash, and if so you know that offers are met with. "Sorry nothing is for sale."

Well Sam brought his cars home last week. This tale titled "Sam's 100-4: a Restoration Story" is going to be a chronicle of our re-build. It may last more than one or two articles and hopefully provides insight to problems we have had or are encountering. But before starting let me finish with Danny and Judy.

Danny who was attending university at the time of the car crash dropped out of U. of W. before Christmas.

Judy left home that very weekend, went to Toronto and never did return. Christmas that year as I remember was on a Sunday and on Saturday morning Danny was seen in the waiting room of the bus terminal on Gaukel Street.

Well onto to-days tale, Uncle Sam came over Monday night to talk cars, specifically his 100-4's. He had decided it was time to put his "Dayton" on the road and he wanted to talk out his ideas.

We discussed the frame-work within the car would be rebuilt. We discussed: cost, completion, date, rebuild or restoration and who would do what.

What we decided was simple. It was resolved that: cost would not be a major consideration. We would do a total restoration. Work would be done by specialists. And the car would be ready for the first fine day of spring. With these four basic principles determined we developed our battle plan.

The plan in broad brush strokes was this,

- 1 We would dismantle everything down to only the following groups,
  - a) Engine, transmission, clutch and driveshaft
  - b) Rolling chassis, frame, suspension, steering and differential
  - c) Brakes, steering, wheels
  - d) Ancillary Rebuild (starter generator, etc.)
  - e) Body
  - f) Assembly
  - g) Painting
  - h) Electrical
  - i) Detailing
- 2 We would have as much work done simultaneously as possible.
- 3 Each rebuilder would compile a wants or needs list before starting any rebuild work.
- 4 We would visit each rebuilder on a regular basis.
- 5 All work would be done on a scheduled basis.
- 6 Next the "Dayton" would be original. Nothing would be modified. That was cast in stone.
- 7 And finally if necessary Uncle Sam would go to England to get necessary spare parts.

As we talked my suspicions grew more and more until finally I was sure of his plans. It was only my respect for Uncle Sam that stopped me from asking certain leading questions.

By the time I write my next article our rebuild will be nicely underway and I will recount our progress to date.

.By: Peter George



# practical CLASSICS

## & CAR RESTORER

THE  
**No.1**  
CLASSIC CAR  
MAGAZINE IN  
THE UK!

**Bellamy's Morgan — Full Home Restoration!**

**Wolseley and Riley Buying  
Rover Rolling Rebuild!**

**TR6 and Minor  
Restorations**

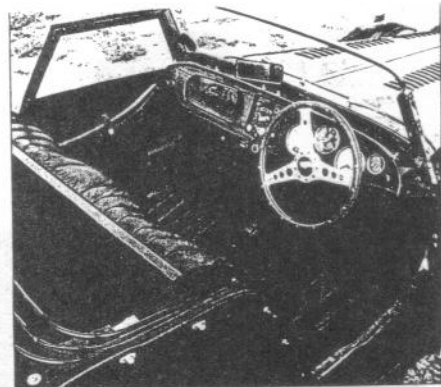


**PARTS AND SERVICES  
DIRECTORY 1991/2**





# Much-travelled MOGGY!



● The cockpit. A two-seater with adequate luggage space. It's often said that "true" Morgan owners never use the hood, even in the worst weather.

**Four years on, Celia Pollington's home-restored Morgan 4/4 is still winning prizes - and being driven every day. Peter Simpson tells the story.**

**C**elia Pollington's Morgan has been her everyday transport since it was restored four years ago, and she has proved that clocking up 30,000 miles in that time doesn't prevent a car being kept in show-winning condition.

This year alone it has won 'best home restoration' at the Fontwell Park Roadshow and last year it won the workhorse class at the MSCC International Concours.

Celia's husband Roger has been a Morgan enthusiast for a long time, and since 1975, he has bought a new 4/4 every five years or so. Of course to do this he has to order a car before its predecessor is delivered (the famous Morgan waiting list is currently 5-7 years...) and so far every car has turned out to be worth more than its original purchase price when it's time to sell!

Celia and Roger soon became active members of the Morgan Sports Car Club, (they are on the committee of Hopmog, the South East area group) and it was largely as a result of this that the idea of obtaining another Morgan, preferably an older one, to replace Celia's ageing Austin Metro came about.

## Enthusiastic

Morgan owners are very protective of their marque. Most cars change hands within the club and members are normally anxious to ensure that 'their' car goes to a good home. Investors are definitely not encouraged! Cars 'for restoration' are very scarce, and hardly ever advertised. When one does change hands it's more usually as a result of personal contact. MSCC member A has a car. He meets member B at the local 'noggin' (club meeting) who mentions that he is interested in rebuilding a Morgan.

Nothing happens then, but over the next

few months member A discovers that member B has the facilities and skills needed, an empty workshop, and realistically, is far more likely to do the job than he. A sale is agreed, not because member A needs to, but because he wants to see his car back on the road and, realistically, member B is better placed to do it. After the sale member A often remains interested in 'his' car - it's not that unusual for him to help with the rebuild either!

This shouldn't imply that Morgan owners are unfriendly towards outsiders. Far from it, the Morgan Sports Car Club must be one of the most efficient, yet unstuffy, welcoming and laid-back one-make clubs of all. It's because they are so enthusiastic about their marque that they like to make sure that cars go to people who'll use and enjoy them, rather than look upon them as an investment. When you consider the effect 'investors' have had on the price and availability of Morgans to real enthusiasts you can hardly blame them.

Being active club members already, Celia and Roger had good credentials. Although his experience of car restoration was limited, virtually nil in fact, Roger had plenty of practical skill and understanding - and actually had the choice of two cars for rebuild. He eventually settled on 40 HNP, a series IV 4/4 two seater. Originally fitted with 1340cc Ford Classic engine, this particular car had a 1500 unit, as fitted to the Mk1 Cortina (and later Classics), and used by Morgan themselves for the series V 4/4. Built in 1961 and 1962 only, the series IV is now very rare - Roger and Celia know of just two others in the UK in

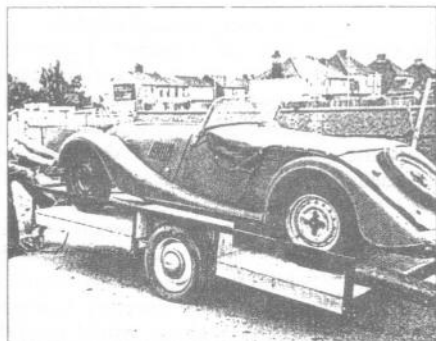


roadworthy condition. All pre 1977 Morgans are in great demand overseas.

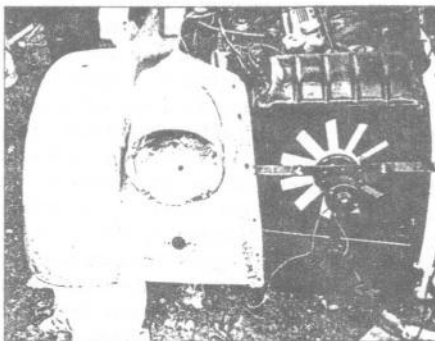
The car belonged to Roger Sinfield, of Dartford, who had been storing it for around 15 years, intending to restore it. To the uninitiated it probably wouldn't have looked at all bad, but being keen Morganeers, both Rogers realised that the car would need a full rebuild, including replacement of most, if not all, of the ash frame. Generally speaking if a steel panel is rusty around the edges the ash frame behind that panel will be rotten. Since every panel on HNP was rusty, it therefore followed that all the frame would need doing. Additionally both doors 'dropped' when they were opened - a sure sign that the hinge posts were



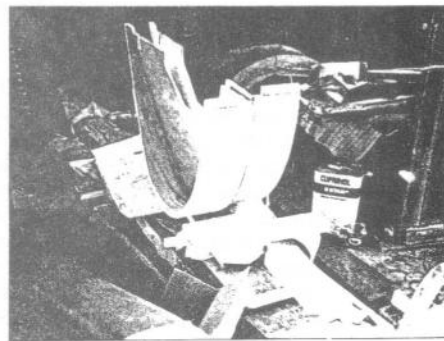
*Celia Pullington stands beside her beautiful 1963 Morgan 4/4*



● Loading up. 40 HNP's previous owner takes up the strain and hauls it onto a trailer for the journey to Crowborough.



● The original front wings were repairable. After welding they were stripped to bare metal and repainted.



● The rear wheelarch sections bought in from Black Pheg Morgan. Cuprinol has been used on new Morgans since 1986.



# MOGGY!

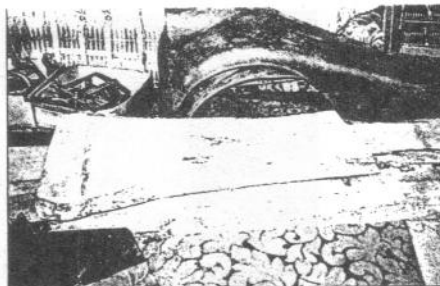
past their best. On the front wings there were also stress-cracks around the sidelamp apertures, again very common on a car that needs rebuilding. A purchase price of £1,500 was agreed, quite fair to both parties, and Celia became 40 HNP's new owner.

## Traditional methods

Depending on whether you're a 'Moggy' enthusiast or Sir John Harvey Jones, Morgan factory construction methods are either traditional craftsmanship at its best, or laughably expensive, inefficient and outdated work practices that cannot possibly survive much longer. Either way, many, in fact most, of the equipment used to build the cars is little different from that found in a well-equipped home DIY workshop. This of course means that the cars are almost ideal subjects for home restoration (another reason why rebuild projects rarely change hands), although your woodworking skills will be as important as your metalworking and engineering abilities!

Factory parts support is excellent. Temporary shortages aside, anything that was made by Morgan, or specifically for them (front wings are made by an outside contractor - the factory haven't got a wheeling machine big enough) can still be supplied. Therefore no Morgan, even one as bad as Celia's was, is beyond redemption - and if you do the work yourself it'll almost certainly be cost-effective too!

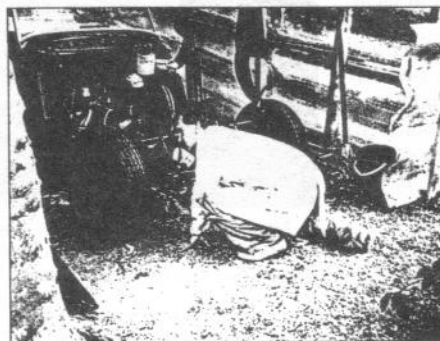
It is important though to make sure that a dismantled project car is a car that's been taken apart, not a collection of parts. That's why, if you order a lot of key parts at once, the factory may ask a few questions about the car you are restoring, just to make sure you have got one. They don't like, and will not supply parts to, anyone wanting to build their own 'Morgan' from parts. As well as the factory, several dealers also stock parts. Celia and Roger found that Melvyn Rutter Ltd of Little Hallingbury, near Bishops Stortford (Tel:



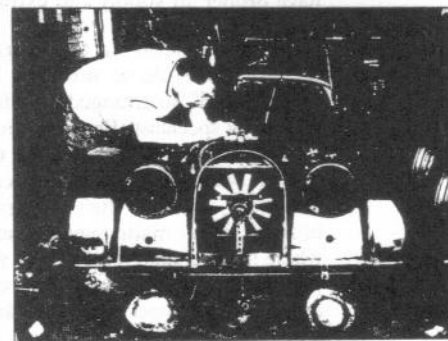
● The repaired wings and part of Rogers £60 bundle of ash. There's enough left for Roger's latest project - a flat-rad Morgan.



● As explained in the text, each side of the frame was made separately. Here Roger is joining them at the back.



● Most of the restoration up to the "fitting up" stage was carried out in a temporary corrugated plastic "shelter" on the lawn.

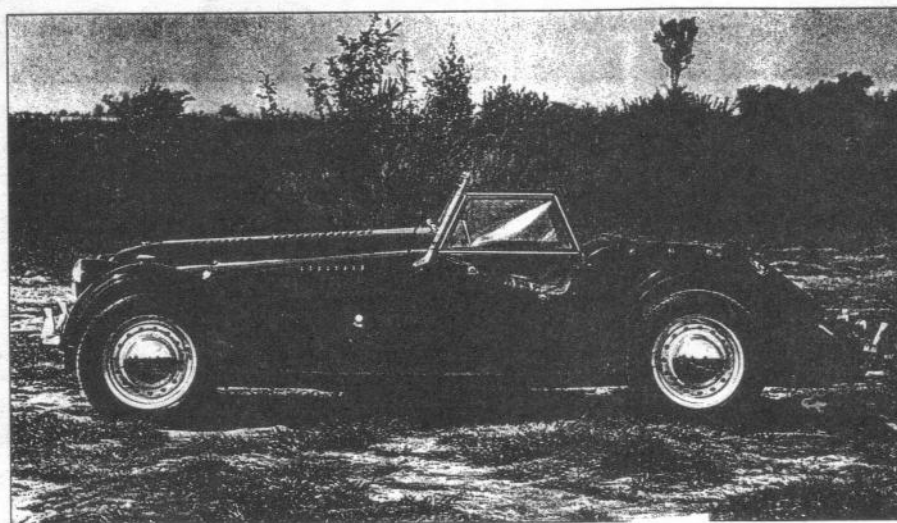


● Final assembly however took place in much more comfortable surroundings. That paintwork's still as good now.

0279 725725) helped Celia and Roger several times when the factory couldn't.

## Time to start

Once Celia's 'new' car was home, work could begin. First job was to strip all the external panelwork. This confirmed that, as expected, the frame was very poor throughout. It's usually best to use (Morgan) factory-made frame components. Making your own may look easy but in reality is extremely difficult - but Roger decided to have a go, although he'd never done anything of the kind before. A local motor museum recommended a source of well-seasoned ash, and Roger bought £60 worth, enough to do at least two Morgan body frames. He then read up on the techniques of wooden frame construction (he found the Osprey restoration series book particularly helpful) and boldly went ahead.



At the factory, the back and front halves of a frame are built separately, and then joined when the sill area is made. Roger however repaired/rebuilt each side of the car in turn, so that he'd always have the other available as a reference. Although the existing wood was very rough, enough of the shape remained for Roger to use as patterns. In the end every ash component was replaced, apart from the pieces under the scuttle, the seat supports and the parcel shelf supports. Of the replacements, Roger made everything himself, from the £60 bundle, except the laminated ash rear wheelarch sections - these were bought in from Black Phey Ltd. (0279 870698)

All outer panels were originally steel. Roger replaced the doors and side panels with new items that he made from 16 gauge sheet aluminium. The original front wings were repaired by a local welding and bodywork specialist. The scuttle was basically sound but needed some typical localised repair. Melvyn Rutter supplied a pair of scuttle top repair sections - Roger tried making his own but wasn't satisfied with the result.

Mechanical condition was generally satisfactory. Surprisingly, even the siding pillar front suspension seemed in perfect condition. This unique Morgan feature usually needs a (straightforward) overhaul and rebush every 15,000 miles - something owners regard as a price worth paying for the car's handling characteristics. In fact the set-up survived two further years' use, after which it was overhauled by Robin Kay of Eastbourne (0323 26462), the local Morgan-appointed dealer.

Robin Kay also arranged an engine overhaul this year. The original engine started losing power and using excessive quantities of oil after three years use, so a rebuilt 1500 unit was fitted. As all Morgan engines are bought in from outside suppliers, parts availability is never likely to be a great problem. Despite the



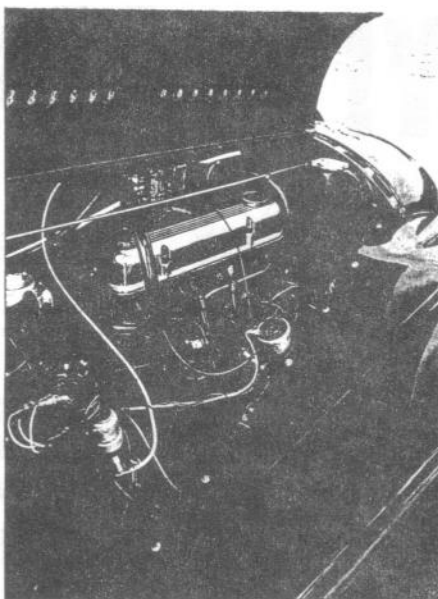
against going even to the engine. As Peter Morgan himself said when told of the car's non-original power unit "Well so what. It's a far better engine anyway". Is this official factory approval we ask?

## Perfect paintwork

Returning to the main bodyshell, Roger decided to have the final paintwork done professionally - mainly because he wanted a two-pack finish and this material, containing isocyanates, is totally unsuitable for use in a home workshop or anywhere else that doesn't have proper air supply and extraction facilities.

Having come so far, however, Roger was determined to do as much as he possibly could himself, so arranged for a friendly local paintwork specialist (Pratts of Crowborough) to apply the paint as and when they'd got a bit of spare workshop capacity. Roger, however, did all the preparation work himself. Roger made regular visits to Pratts, where he used up a great deal of wet and dry, painstakingly flattening-back each coat in turn. Several times Roger presented Ian Pratt with a finish he thought was perfectly satisfactory, only to have it rejected out of hand as nowhere near ready. As the pictures show, it was well worth all the effort in the end though! As every good restorer knows the secret of good paintwork is in the preparation of the surface.

Just over one year after the car was collected from Dartford, the rebuilt Morgan returned to the road. Final fitting-up had to be done rather more quickly than anticipated, as Celia's Metro had died rather suddenly and replacement transport was needed urgently. Everything came together, however, and the car was pressed into service. Apart



● The engine bay. The 1500cc engine produces 83 bhp - but in a car weighing just 13 cwt that's pretty potent.

from regular servicing and the engine and suspension overhauls, no major work has been required.

## On the road

As mentioned at the beginning, Roger owns (and uses daily) a 1990 Morgan 4/4 which we used as a camera car to take the cover photograph. Therefore, as well as driving Celia's Morgan, I was also able to sample a few miles of 1990s style Morgan motoring which made an interesting comparison.

Getting into any Morgan is tricky for long-

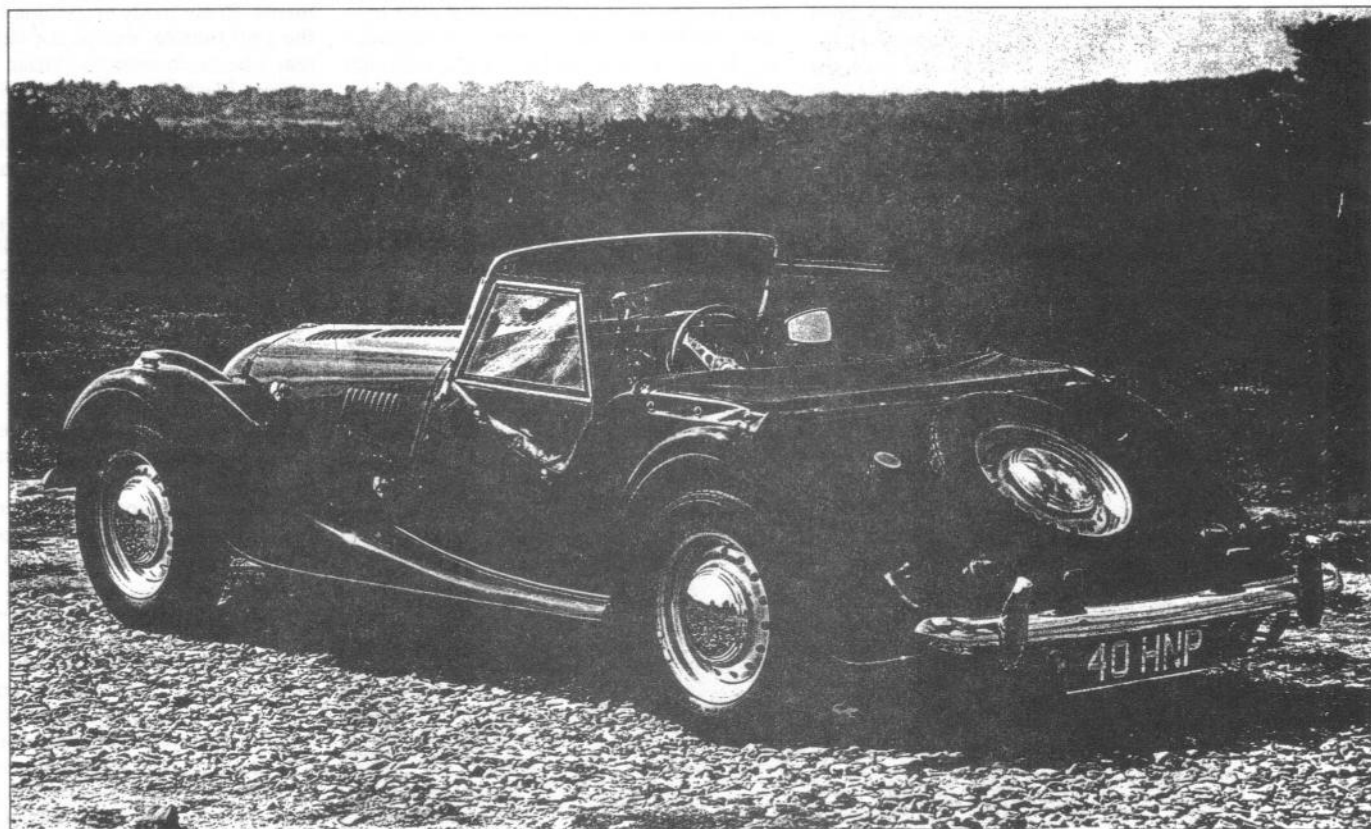
aware that the dashboard and almost horizontal steering wheel seemed very close. The pedals however, down under the dash, seemed to be miles away! Celia's car has 'pump up' seats, the base support of which is provided by what looks like a car inner tube. Their position is not adjustable, and to drive the car, you have to adopt the traditional sports car driving position - arms bent to almost 90 degrees at the elbows!

I recognised the sound of the Kent engine as soon as it was started, although nearly new that characteristic valve chatter was clearly audible. As I'd expected, the car felt extremely lively and sure-footed around corners - great fun, and a real vintage sports car feel. I had a little difficulty applying the fly-off handbrake at first. The technique is to pull the handbrake on and then press the button. The ratchet should then hold. Sounds simple, but in reality it takes a bit of practice.

Roger's car was also great fun to drive, and being equipped with a Ford CVH engine (the same as in an XR2) it certainly performed better, and had all the Morgan character, but if I was forced to choose between them, I think I'd have to plump for Celia's car.

The engine sounded right. The gearbox action felt right. The slightly uncomfortable seats felt right. The steering with about 2in. play at the wheel felt just right. It's hard to pin down quite what, but I did feel that the new car had somehow lost just a little of the magic. Mind you, unlike most Morgan owners, I drive "real" old cars almost daily, so what I expect from a vintage-style sports car probably isn't typical. Driving any Morgan, old or new, is something everyone should do at least once. There's nothing else quite like it. ■

**Thanks to Celia and Roger Pollington for a brilliant day out driving their cars.**



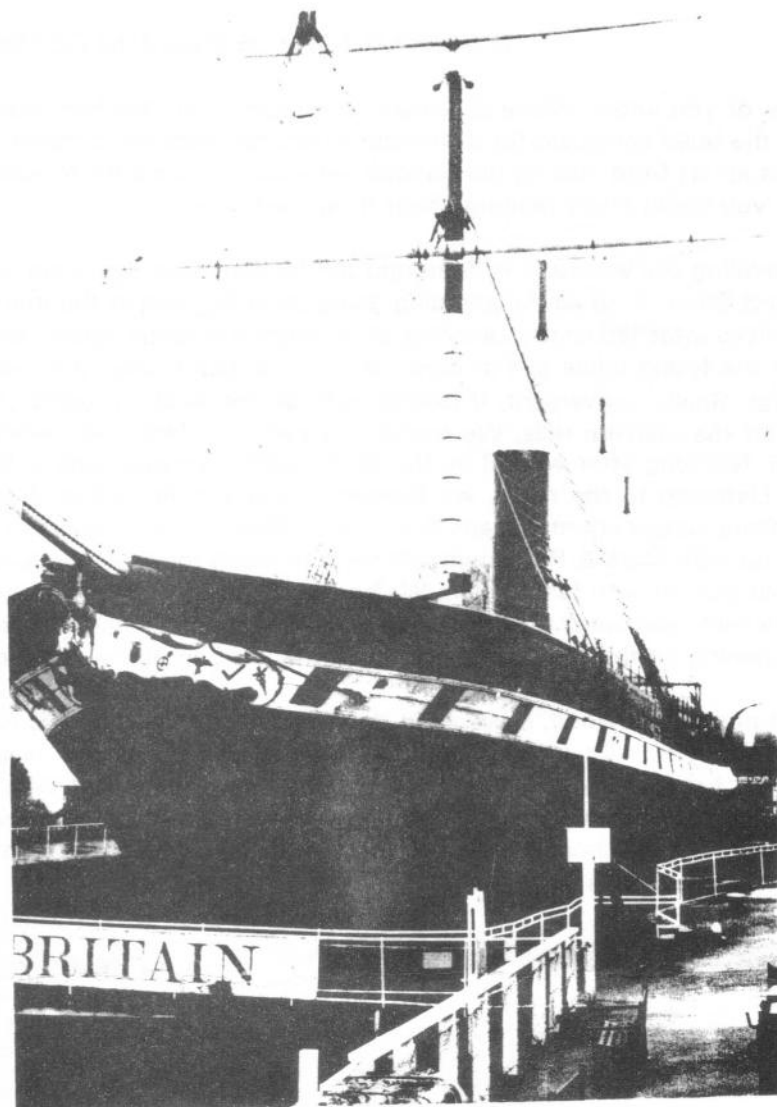
## MOTORING TOUR OF ENGLAND OCT/91:

As many of you know, Steve & I went to England last October, mainly to tee up with the Morgan factory, the build specs etc for a car which they had recently ordered. While there, we toured around a bit, and apart from visiting our various relatives, we did a lot of automotive related stuff. I thought some of you might enjoy reading about it, so here goes:

After spending the weekend in & around the London area, we went to Croydon to pick up our rental car, a Ford Orion. With all the joyriding going on in England at the moment, there are all kinds of anti-theft devices attached to the cars, not all of which the rental agency feels compelled to tell you about. The first we found while still in their car lot. You can't open the trunk without unlocking the front doors first. Really convenient, if loaded with groceries or car parts. After figuring out this gem, we headed off the Malvern Hills. We tested this system a few times while on our journey, and not once did it fail. Not long after we got on the M25, traffic stopped dead in its tracks. Another famous M25 pile up. Listening to the radio, we learned of the 8 mile backup & quickly changed our route. We carried along across country roads & arrived in Malvern a bit later than we hoped & found the factory. We met up with Mark & Paul, then left them to finish their day while we walked around the buildings a bit, then met up with Mark again. We checked into Sidney House, a great B&B on the high street in Great Malvern, and went for a pint. We walked around town after dark & past the Abbey. Not much was happening on that Monday night, even the Morgan pub was deserted.

The next morning dawned, & we went downstairs for a scrumptious English breakfast, then on to the Factory. We met with Peter Morgan in his office, and it was nice to see one of the Mid-Ohio panoramics hanging on one of his walls. While there, we talked with the people we needed to, and took care of business. We looked at the car in build that Martin & Steve had ordered (which has now arrived, & is in their shop) & made all the various arrangements to go on the build ticket. Before too long, our business was done & it was time to move on.

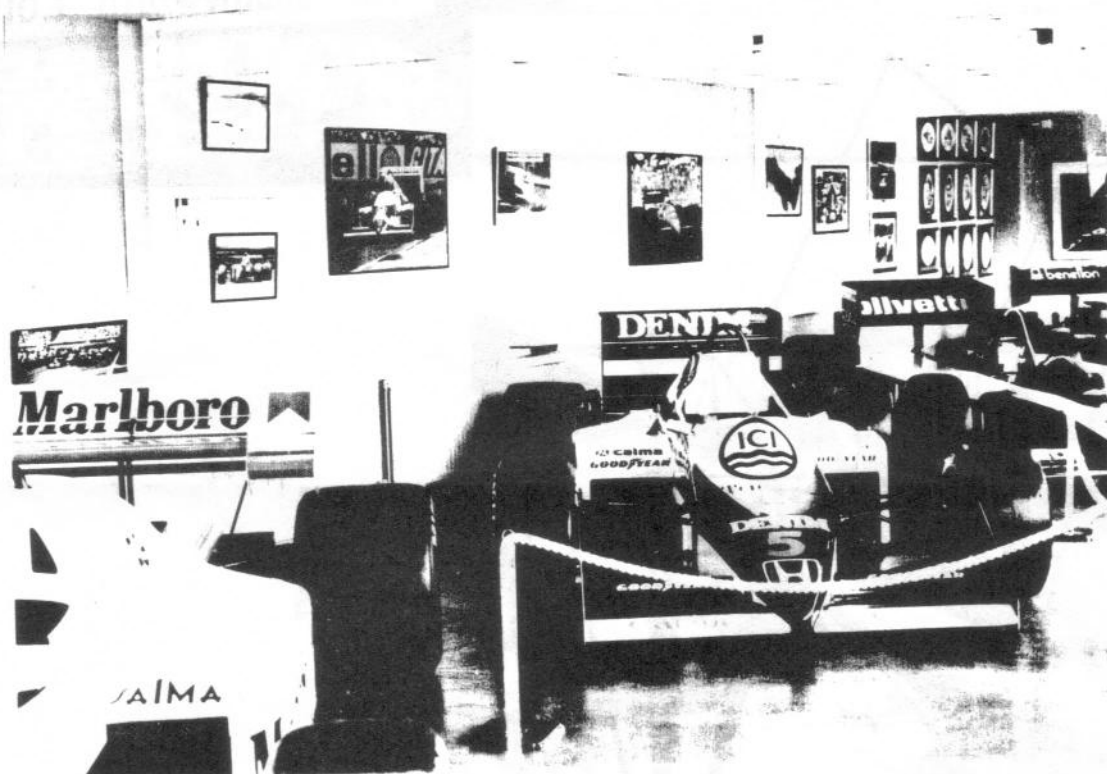




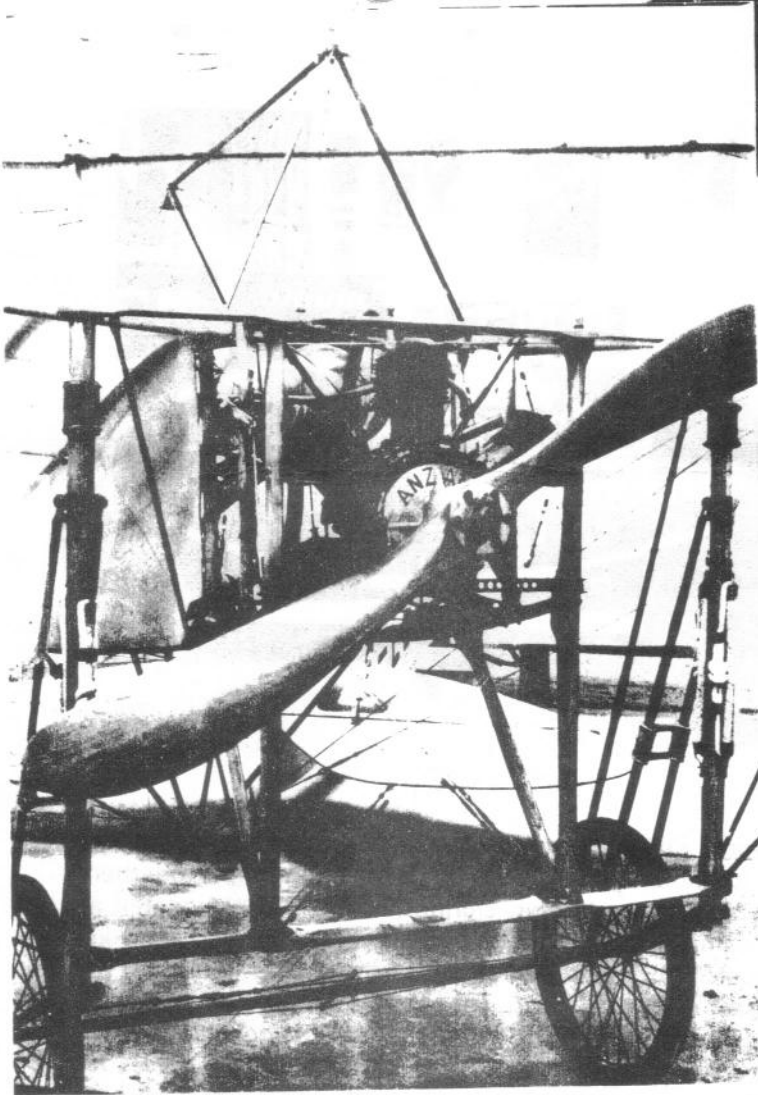
Wednesday, Bristol, where we drove around downtown trying to find the S.S. Great Britain & the Maritime Heritage Centre. Finally there it was, & we pulled into the lot. We walked around the centre, which chronicles Brunel's work & the industry of ship building during the ages. The S.S. Great Britain was built in Bristol & was launched in 1843. She was the first ocean going iron prop driven ship in history & was designed by Isambard Kingdom Brunel. She is 322' in length, has a displacement of over 3,000 tons, & had engines that developed 1500hp. When launched she was more than twice the size of any existing ship. By 1867 after many changes, she had been transformed into a sailing vessel & put on the run to San Francisco. In 1886 off Cape Horn a hurricane blew up, her cargo of coal shifted, & her crew put back to the Falkland Islands. In 1937 she was towed a few miles out from Port Stanley & was sunk in the shallow waters. By 1967 plans had been started to recover the ship & return her to England & on July 19, 1970 she returned to the same dock in which she was built - on the anniversary of her launch there some 127 years earlier. Preservation & restoration work has gone on since, & it is hoped that the ship will be restored to its original appearance. Some of its interior will be reconstructed, as well as the 6 masts, funnel & deck fittings & the decorative work on the bow & stern. The final aim is to give people an idea of what life was like aboard such a vessel. We went on board the ship & watched while the work was going on. Somehow, seeing the task still ahead of them, Morgan restoration pales in comparison.



The next day we headed north to visit Heart of England Morgans & Holden Vintage & Classic, then the Donington Collection in Derby. This collection is housed adjacent to the Donington Park Circuit which had first seen motor racing in 1933 & by 1935 had been improved & extended to accommodate Grand Prix motor racing. In that year Richard Shuttleworth won the maiden race in a 2.9 litre Alfa Romeo. In 1936 Richard Seaman won, also in an Alfa, & in '37 & '38 Mercedes-Benz & Auto Union dominated. The second world war brought an end to racing at Donington & afterwards the land was occupied by the Army. "Tom" Wheatcroft, a former private in the Eighth Army bought the estate when the army departed & after having built up a successful building business, set about the task of restoring the derelict circuit to modern standards. The collection opened in 1973 & houses over 100 cars, motor cycles & a lot of racing memorabilia. The vehicles fall into 3 main groups: pre 1932 classic wide-cockpit racing cars, the great front engined true single-seat racing cars which evolved from the 'monoposti' cars since 1932, & finally the mid-engined modern racing cars built since 1959. There are also displays relating to Nuvolari, Caracciola, Brabham, BRM, & crash helmets to name just a few.



Friday we had scheduled a trip to the Shuttleworth Collection at the Old Warden Aerodrome, Near Biggleswade in Bedfordshire. The collection has its roots in a group of planes & cars brought together by Richard Shuttleworth in the days before the second world war. During his life, Richard piloted a Comper Swift aeroplane to India & successfully campaigned on the International Motor Racing Circuit in his Bugatti & Alfa Romeo. When war broke out in 1939 he volunteered for the RAF & in August of 1940 while on night sortie in a Fairey Battle, crashed & was killed. His mother set up a trust & the collection & its upkeep is part of it. This collection has developed from Richard's & includes planes (most original, some dating from 1909, & all kept in flying condition), cars, motor cycles, bicycles & horse drawn vehicles. In the summer, on special open days, the planes take to the air. Quite a few of the planes were used for the movie "Those Magnificent Men in Their Flying Machines". In the collection are a 1909 Bleriot Type XI & a Deperdussin, which still hop across the field when the conditions are perfect, as both are irreplaceable. There are many other planes including a 1912 Blackburn, A Sopwith Pup, A Percival Gull Six flown by Jean Batten on her many record flights between 1935 & '37, (while we were there, they were marking the 55th anniversary of her solo flight from England to New Zealand) a Hawker Hind recovered from Afghanistan, a Hurricane & a Spitfire. There are cars & motorcycles on display throughout the museum grounds & a well stocked souvenir shop & excellent cafeteria, which on the blustery day we visited, had lovely hot tea & food. Later in the day, we stopped in at Melvyn Rutter's establishment in Little Hallingsbury & had a nose around. We were planning to be there the following evening anyway, but not to order parts. **PAGE 15**



Saturday morning saw us sailing in an incredibly rough estuary, & heading towards the sea was not my idea of fun. After about 4 hours bouncing around we headed back to the marina & then to dinner. We changed & headed off back to Melvyn's & his 40th birthday celebrations. We certainly surprised Melvyn who hastily had to change his speech to allow us the honours of greatest distance. There were lots of Morgans of different years & colours, all lined up in rows. It was a sight to behold. We stayed until Melvyn opened his gifts and sliced the cake, in you guessed it, the shape of a Morgan & iced in blue Marzipan. We left while the party was in full swing, everyone dancing to the sounds of the steel band.

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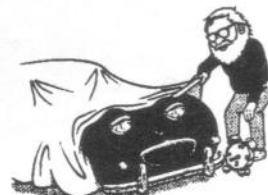
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