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THE

PRICE
LESS

BLURB

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any comments/questions can be forwarded to the Blurb Editor.



THE PREZ('s) SEZ('s)

PREZ(S) SEZ(S) NOT AVAILABLE THIS ISSUE

- IT MUST BE SIESTA TIME!

Toronto Triumph Club - MG Club of Southern Ontario "Spring Fling", Simcoe Ontario.

Despite the changeable Southern Ontario weather, the gods blessed us over the May 29/30 weekend with gorgeous weather.

On Saturday morning, we collected at Paul Donahague's in Hamilton -- Vern, Amanda & Marissa in the +4, Paul and Barbara in the 4/4, an MGB and a Miata -- for the tour through to Simcoe. Although not much of a Morgan parade, the MGB and Miata enjoyed the attention!

Unfortunately, an MGA, expected to make the run with us, was sidelined by an overzealous Canadian Tire mechanic who succeeded in splitting the oil filter canister. Fortunately the pool of oil was noticed before the car was driven.

On to Simcoe where we toured down to a grand entrance at the Triumph and MG clubs luncheon on Turkey Point. We had missed a gorgeous morning tour of the clubs through the shore communities of Lake Erie. Penance for joining the party on Saturday instead of Friday.

After lunch, back in Simcoe, we were joined by George and Mary-Lou Lafford in their 4/4. At the main event -- parade to and display of vehicles in the park -- the Morgans stood proud (although Paul had to park away from the group in the sun -- something to do with trying to win "best chrome"?). With about 60 cars in attendance the event drew a good crowd of local admirers. The Triumph and MG clubs are working to make the event the annual season kick-off -- this year's was a success.

With the normal show of class Geoge produced a bottle of Ontario's finest grape. We all enjoyed the "relaxed" mingling with our fellow British car owners.

The highlight for our Morgan was a return to Paris Ontario, home of its first owner on Sunday. After a 20 year absence, it enjoyed the tour through the town showing off it's rebuild!

Next year, double the number of Morgan's would ease the load of questions on those who do attend!

Vern Dale-Johnson

Peter George

T.P.F.

You will remember from an earlier article titled, "Mouse and His Grubbe" that our local Township Police Force (T.P.F.) had been disbanded and the law enforcement responsibilities given to the O.P.P. Public confidence in the T.P.F. wasn't what it once had been. Apparently two related events had fostered this lack of public satisfaction. The first was the proposed budget for the up and coming year for the T.P.F. It was as if the Chief was going to double the number of prowl cars and if that wasn't enough these cruisers he wanted were to be the fastest money could buy.

The second extenuating circumstance was the T.P.F.'s inability to apprehend the "Apparition" that gamboled on the Kitchener\Preston Highway each weekend. The rest was history. The T.P.F. was disbanded; the police station was converted into a car dealership; the equipment was sold off at a public auction and the staff members tried to find jobs elsewhere. What an ignominious ending. At that time in the hierarchy of law enforcement employment the sought after positions were with the city police forces, then with the O.P.P. and finally with the township police forces.

At this point you would think that these weekend midnight sorties by this darkened speeder would have stopped. Right. Wrong. These weekend antics continued. And try as they did the O.P.P. could not catch him either. This individual who by now had claimed the Kitchener\Preston Highway as his own had assumed many different roles. To the newspaper reporters he was their Monday night headlines: to the locals who lived near the highway he was an accident ready and waiting to happen: to the teenagers with their first car he was their idol: to Slim and I he was a challenge and to the O.P.P. he was an embarrassment. The Chief of the local O.P.P. detachment promised that his "Men" would catch this culprit within a month or he would resign. We, Slim and I vowed we would uncover the facts and confront who we thought was having all this fun. The O.P.P. set-up road blocks while Slim and I manned our separate observation posts. The O.P.P. didn't catch a soul and our observation posts were only listening posts.

CONTINUED 1:18

TURN THE PAGE FOR THREE WEEKENDS OF SUMMER

MORGAN FUN!

**CLASSICS OF THE GOLDEN AGE
CANADIAN WARPLANE HERITAGE MUSEUM**

SATURDAY AUGUST 14, 1993

DETAILS ABOUT OUR DESTINATION:

COLLECTION OF CANADIAN MILITARY AIRCRAFT, RESTORED TO FLYING CONDITION, ON DISPLAY YEAR ROUND IN A HISTORIC WORLD WAR II HANGAR. BROWSE THROUGH THE AVIATION SHOP AND ART GALLERY CONTAINING A VAST ARRAY OF MEMORABILIA AND SOUVENIRS INCLUDING AN EXTENSIVE COLLECTION OF ORIGINAL OILS AND LIMITED EDITION PRINTS.

WHAT'S ON THIS WEEKEND?

CLASSICS OF THE GOLDEN AGE - VIEW PRICELESS AIRWORTHY MILITARY AIRCRAFT TOGETHER WITH THE VEHICLES OF THE WORLD WAR II ERA.

WE WILL MEET AT THE KUZYK'S 1305 ESTER STREET, BURLINGTON BY 9:30AM. COFFEE AND DONUTS WILL BE AVAILABLE - THEN A DRIVE TO THE AIRPORT TO ARRIVE BY 10:00AM. WHERE WE WILL SPEND THE DAY VIEWING THE GREAT MACHINERY.

YOU MIGHT WANT TO BRING A PICNIC LUNCH ETC, ALTHOUGH FRED DOES RECOMMEND THE SAUSAGES ON A BUN AVAILABLE THERE.

PLEASE CALL LYNN OR FRED FOR FURTHER INFORMATION OR INSTRUCTIONS HOW TO GET TO THEIR HOME. (OR HOW TO GET TO THE AIRPORT IF UNABLE TO MEET BEFOREHAND.)

(416)-336-0251

THE VINTAGE AUTO SPRINTS AT CHRISTIE

"THIS FULL WEEKEND OF OLD FASHIONED FUN AND ENJOYMENT IS MUCH MORE THAN JUST VINTAGE RACING CARS, VINTAGE AUTOMOBILES, VINTAGE MOTORCYCLES, MOTOR LAUNCHES AND ANTIQUE AEROPLANES. IT IS AN OPPORTUNITY TO TURN BACK THE HANDS OF TIME FOR A SOCIAL GATHERING OR FESTIVAL. IMAGINE 'TEA IN THE GARDEN', 'A PICNIC ON THE LAWNS', 'A PADDLE ON THE LAKE', A LOVELY DAY IN SUN DRESSES AND BOATER HATS AS THE BAND PLAYS. ALL THIS WHILE THE EXCITING COLOUR AND SOUNDS OF VINTAGE RACING CARS LIKE BUGATTI, ALFA ROMEO AND MORGAN NEGOTIATE THE SPRINT COURSE."

IMAGINE A BEAUTIFUL LAKE, FRINGED BY TOWERING PINES, A SUPERVISED BEACH, MILES OF NATURE TRAILS AND PONDS TEEMING WITH TROUT. IT'S ALL AT CHRISTIE CONSERVATION AREA, 830 ACRES OVERLOOKING THE NIAGARA ESCARPMENT, CONVENIENTLY LOCATED ON HWY #5, OPPOSITE FLAMBORO DOWNS, JUST WEST OF HWY #6

The HIGHLIGHT will be 2 days of competition for RARE, PRIMARILY PRE-WORLD WAR II, EUROPEAN AND AMERICAN RACING AND SPORTS CARS, WITH timed runs over a one mile paved road course laid out through Christie. Added events will be FLYPASTS/DOGFIGHTS by the GREAT WAR FLYING MUSEUM (which some of you will remember seeing while at the BRAMPTON FLYING CLUB a few years back), a CONCOURS D'ELEGANCE FOR PRE-60'S EUROPEAN AND NORTH AMERICAN CARS with PEOPLE'S CHOICE balloting. There will be special areas reserved for AFTERNOON TEA SERVED ON THE LAWN and for WICKER-HAMPER PICNIC LUNCHESES. LIVE BANDS will play JAZZ, SWING AND RAGTIME CLASSICS ON SATURDAY AND SUNDAY AFTERNOONS.

SATURDAY AUGUST 21: ACTION begins at 10:00 AM and runs to 12:30PM
12:30PM LUNCH. FLYPASTS during the breaks in action.

1:30PM ACTION resumes until 4:00PM

4:00PM 'TEA ON THE LAWNS'.

4:30PM-6:00PM ACTION resumes.

SUNDAY AUGUST 22: (THE MAIN DAY FOR THOSE ONLY PLANNING TO ATTEND ONE DAY) The ACTION will commence at 10:00AM. (For those interested in the concours - cars will be directed to their paddock locations - 3 main groupings - EUROPEAN, BRITISH AND NORTH AMERICAN and will be judged throughout the day with results being announced at 4:00PM.

12:30PM LUNCH, FLYPAST to occur at 1:00PM.

1:30PM ACTION resumes until 4:00PM

4:00PM -4:30PM 'TEA ON THE LAWNS,'

* SPECTATORS DRESSED IN PERIOD COSTUME WILL BE GIVEN FREE TICKETS FOR THE 'TEA GARDEN' when purchasing their entry tickets. TEA TICKETS will be included in the "CLUB PACKAGE". "SUNDAY ONLY" tickets will not include the teas. RESULTS from the CONCOURS and another FLYPAST

4:30PM COMPETITION resumes

6:00PM COMPETITION ENDS for the weekend. COCKTAILS on the lawn, PRIZES awarded at the 'SCARF & GOGGLES' PUB.

There are SEVERAL different packages available for tickets, the 2 probably of interest to the majority here, will be:

The CLUB PACKAGE which is a two day pass for \$15.00 ADULTS ONLY,* which includes ENTRY for Saturday & Sunday, LUNCH on Sunday in the Club Paddock, TEA on Saturday & Sunday, as well as ACCESS to the 'Scarf & Goggles Pub"

The Sunday only Package for \$10.00. this allows access to the event for the day only, and does not allow for lunch or tea.

(* ENTRY FOR CHILDREN 12 & UNDER is free. If children are attending with club ticket holders, then additional lunch & tea tickets can be had for \$10.00 for the weekend.)

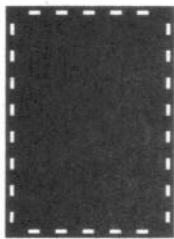
COME ON FOLKS, SPRING FOR THE CLUB PASS AND PLAN TO HAVE A GREAT WEEKEND!

PLEASE LET ME KNOW BY THE 10TH OF AUGUST IF YOU PLAN TO ATTEND, AND WHICH TICKETS YOU WOULD LIKE - OR IF YOU WOULD LIKE TO KNOW ABOUT THE OTHER 2 OPTIONS AVAILABLE (COMPETITORS AND/OR FULL PARTICIPANT PACKAGES) THE ORGANIZERS WILL BE SENDING ME THE TICKETS FOR DISTRIBUTION. I'M IN THE MIDDLE OF TRYING TO ORGANIZE A PRE-CHRISTIE MEETING PLACE TO HAND OUT THE TICKETS, AND THEN WE CAN DRIVE IN TOGETHER, FOR THOSE WHO WANT TO DO THEIR OWN THING, WE WILL HAVE TO MAKE OTHER ARRANGEMENTS.

SO FAR, 4 MORGAN TRIKES HAVE SIGNED UP TO RACE!

JENNY BEER, 416-453-9304H, 416-922-8860B

PLEASE OPEN IMMEDIATELY, TIME SENSITIVE INFORMATION ENCLOSED!



the Vintage auto Sprints at Christie inc.

The Club Package

\$15.00 (Plus GST)

Available only in advance (regular admission to Christie is \$10.00 per adult per day). Entry for children under 12 year of age is free but additional lunch and tea tickets can be purchased for \$10.00 for weekend.

Includes:

- a) Entry to Christie for August 21, and August 22, 1993
- b) Lunch on Sunday in the club paddock
- c) Tea on Saturday and Sunday
- d) Admission to "Scarf & Goggles" Pub (must be 19 years of age or older)

We encourage you to "dress-up" for this occasion (boaters, blazers, cravats, long skirts, parasols, chapeaux, etc.) and to pack your wicker picnic hampers.

Club Concours:

As this event is to be more of a social than a spit and polish event, we will be holding a people's choice concours only. Spectators will be provided with a ballot to choose their favourite of the day in three categories. Prizes will be awarded in all categories. Prizes will be awarded at the Scarf & Goggles Pub on Sunday afternoon.

The three main groupings will be:

- a) **European:**
 - i) Italian: Ferrari, Maserati, Alfa Romeo, Fiat Lamborghini, DeTomaso, Osca, Iso, Abarth, etc.
 - ii) German: Porsche, Mercedes Benz, Auto Union, DKW, BMW, etc.
 - iii) Other European: Peugeot, Citroen, Bugatti, Saab, Renault, Volvo, Simca, Talbot, Tatra, etc.
- b) **British:** Rolls Royce, Singer, Austin Healey, Austin/Morris, Triumph, Jaguar, Daimler, Morgan, MG, Aston, Martin, Sunbeam, AC, TVR, Turner, GSM, Ginetta, Lotus, Jowett, Riley, etc.
- c) **North American:** Ford, Chevrolet, Pontiac, Cadillac, Lincoln, Dodge, Chrysler, Duesenberg, LaSalle, Reo, McLaughlin-Buick, Studebaker, Packard, Hudson, etc.

IT'S BACK!

THE PIPERS HILL PIG ROAST!!

AL & MARLIES HAVE GRACIOUSLY OFFERED TO HOST ONCE AGAIN THE LEGENDARY PIG ROAST OF OLD.

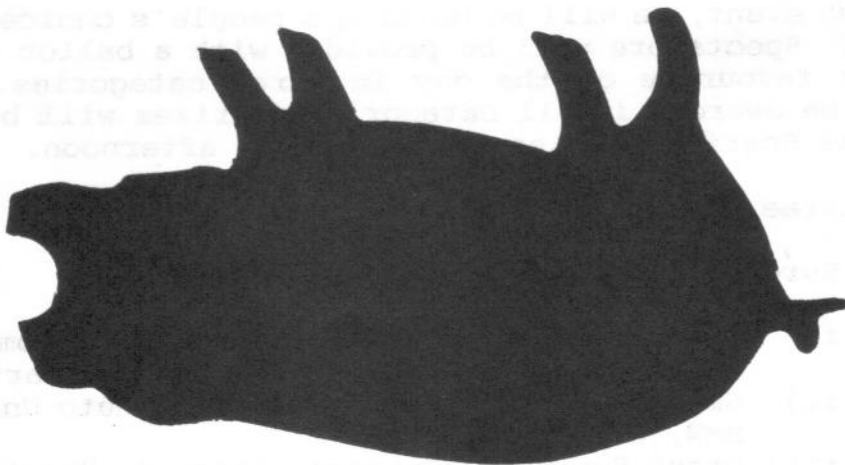
WHEN? SATURDAY AUGUST 28TH, - ARRIVE EARLY AFTERNOON TO ENJOY THE DAY

WHAT TO BRING? THE PIG WILL BE PROVIDED, JUST BRING A SIDE DISH - DESSERT/SALAD ETC, AND Y.O.B.

WHERE? PIPERS HILL FARM, RR1, COLGAN ON

RSVP? YES PLEASE - SO THAT YOU WILL KNOW HOW TO GET THERE, THEN THEY WILL KNOW HOW MANY ARE COMING.

PLEASE CALL AL OR MARLIES AT 416-936-4341



TENTH ANNUAL BRITISH CAR DAY
SUNDAY, SEPTEMBER 19, 1993.

AT

BRONTE CREEK PROVINCIAL PARK
BURLINGTON.

TIME: 10:AM - VOTING ENDS 2:00PM.
AWARDS 3:30PM.

FOOD- BRING PICNIC LUNCH OR ENJOY
THE SNACK BAR

FLEA MARKET -

AWARDS, DOOR PRIZES, BEST CLUB
DISPLAY.

KIDS - CHILDRENS FARM & PLAY AREAS

650 VEHICLES ON DISPLAY LAST YEAR.

CONTACT - TORONTO TRIUMPH CLUB
PO BOX 39, DON MILLS, ON
M3C 2R6

ORCALL TTC INFOLINE -
416 - 693-1372



SHAWNEE INN

AUTUMNMOG XV
IN
THE POCONOS



PARTICIPATION IN
ANY EVENT REQUIRES
REGISTRATION

AUTUMNMOG XV, October 1-3, 1993, will be held at the delightful
Shawnee Inn, Shawnee-on-Delaware, PA.:

Double occupancy--2 nights/3 days, Saturday & Sunday breakfast: \$222.00
Single occupancy--2 nights/3 days, Saturday & Sunday breakfast: \$130.00

Contact Shawnee Inn as soon as possible for reservations.
Saturday evening banquet tickets must be ordered through
the Morgan 3/4 Group as indicated below.

NAME(S) _____

ADDRESS _____

PHONE _____ SHAWNEE INN _____ OTHER HOTEL _____ HOME _____

NUMBER IN PARTY: ADULTS _____ CHILDREN (under sixteen) _____

Two people.....\$25.00
One person..... 20.00
Additional person over 15 years old.... 15.00
Late registration (after September 20). 5.00
Banquet tickets at \$25.00 ea. Number: _____

\$ _____

\$ _____

Grand Total

Make check payable to Morgan 3/4 Group Ltd. and mail to:

Henry Angel
706 Burr Street
Fairfield, CT 06430

May we suggest that when you examine competitive packages that
you compare them **Value for Value** not **Dollar for Dollar**.

If you do, we are confident Shawnee will come out on top!

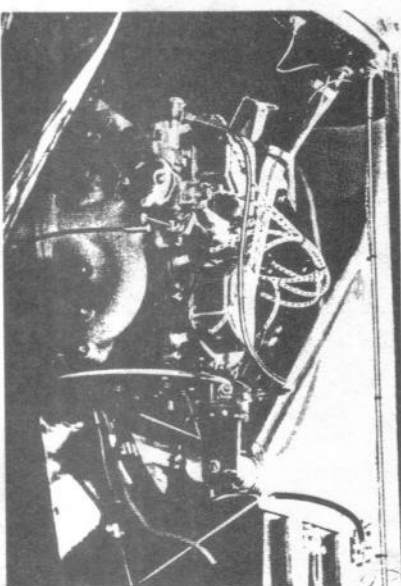
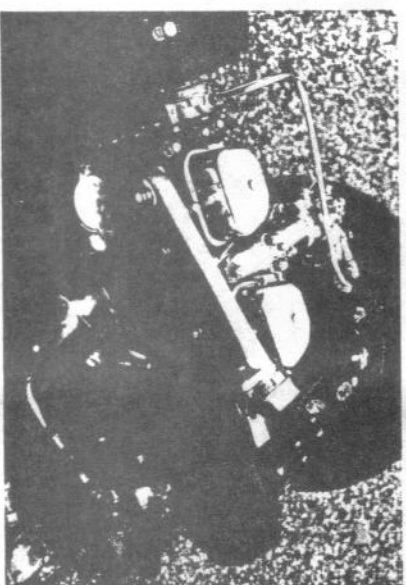
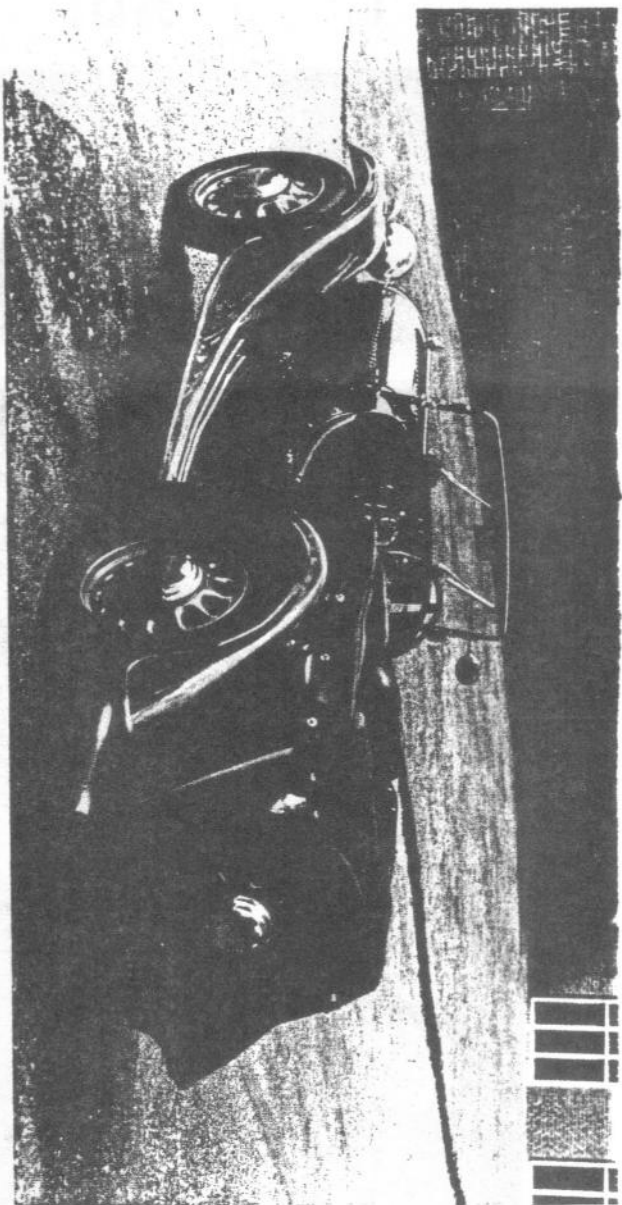
MORE POWER FOR GLORY

For some years the Triumph Motor Company had been producing 1087cc Coventry Climax engines under license. A competition version of slightly greater capacity was also produced to make the cars more suitable for competition work. Coventry Climax also wanted to add a similar competition engine to its range, but simply didn't have the production quantity. The solution was to grant Triumph a license for an under-bored 1098cc version of the 1122cc engine that would fit within the 1100cc competition class. Triumph also lacked the capacity or manpower to produce a fully-tuned competition engine. Instead, they retained the overhead/side valve configuration and relied on bolt-on accessories and balancing of the engine and flywheel. These tuned engines produced 46 bhp and were available options for two-seaters, four-seaters, and Drop Head Coupes. For even greater power, a tuned four-branch exhaust manifold, Burgess straight-through silencer, and Solex or Zenith carburetor were added to yield 54 bhp.

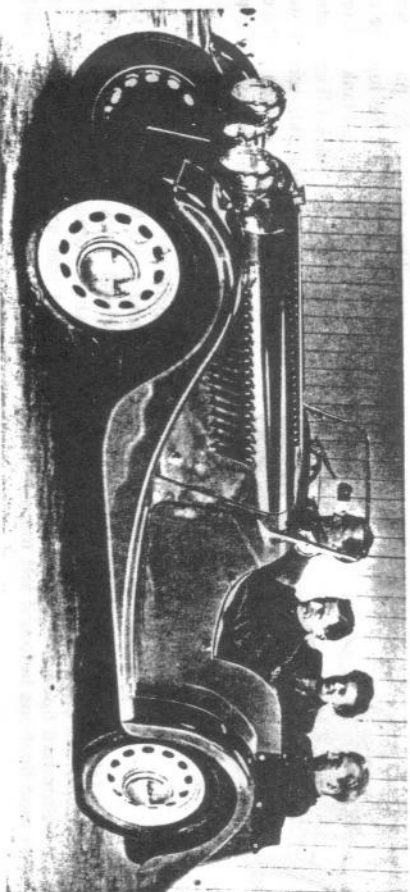
Those owners desiring even higher levels of performance could request special tuning from the factory. This next stage included polished cylinder head ports, domed pistons, and modified cam timing. Any Morgan fitted with the high performance engines required modified bodywork to accommodate the exhaust manifold. This simply entailed removing the standard swept front fenders and running boards and replacing them with cycle front fenders. The engine bonnet was also cut away to provide room for the exhaust downpipe.

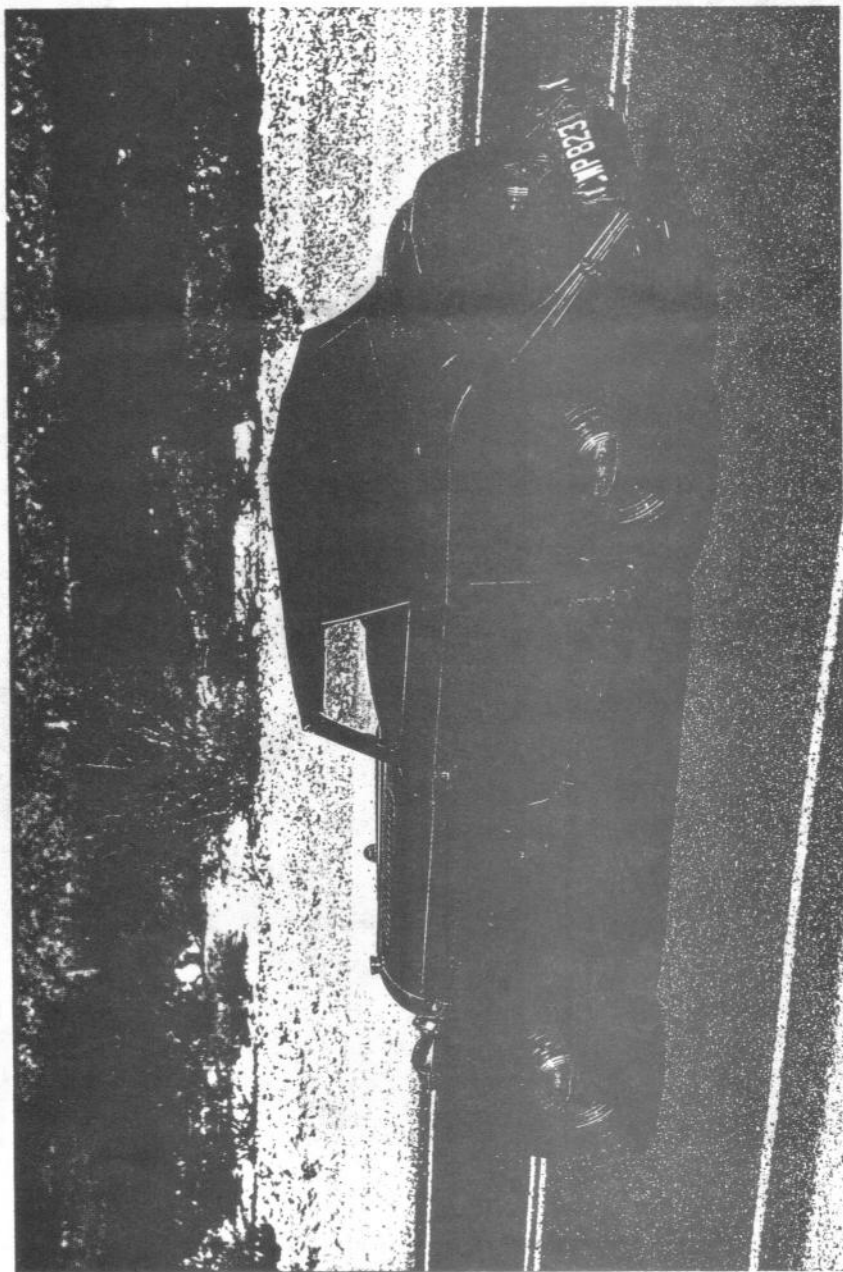
LE MANS AND T.T. REPLICAS

After watching the Le Mans race in 1937, Miss Prudence Fawcett decided that she would like to enter the contest the following year despite no prior competition experience. Advised by independent racer Rivers Fletcher and Lancelot Pridoux-Brune (owner of Morgan distributor Winter Garden Garages), Miss Fawcett approached several British automobile manufacturers for the loan of a suitable car. Of the three firms that expressed a willingness to provide a car, the Morgan was selected because of its potential for tuning. One of the Works cars was fitted with a 1098cc engine, all available bolt-on performance accessories, and a standard body. Although an experimental 1098cc engine had been used in the works 4-4 entered in the 1937 Tourist Trophy Race at Donington Park, this unit had not yet been fitted to a production car.



In late 1937, a four-seat 4-4 was introduced, retaining the 1122cc Coventry Climax engine (above left and right). Peter Morgan is seen at the wheel of a four-seater (at right).

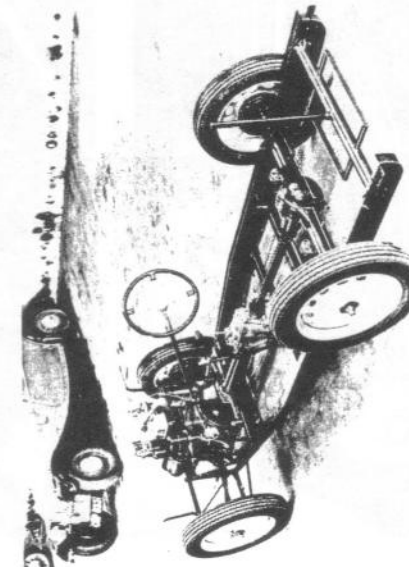




Morgan works manager George Goodall and his son, Jim (above), used this Le Mans-style 1122cc 4-4 to great effect at the R.A.C. Rally, 1937-39. Prudence Fawcett and Geoff White drove a modified Morgan 4-4 (below) to 13th overall at Le Mans in 1938.



When the car arrived at Winter Garden Garages in Holborn, London, it was completely stripped and rebuilt with weight savings a primary goal. The front fenders and running boards were quickly shed, replaced with cycle fenders. The rear body panel was trimmed back from immediately below the luggage compartment lip, and the small nine-gallon fuel tank was replaced by a big 24-gallon tank with twin quick fill caps situated in what would have been the top and side-screen storage compartment. The rear body panel was then replaced with a solid flat panel which was positioned to follow the sweep of the fenders. It carried two spare wheels, one on top of the other, following the angle of the panel. In competition only a single spare was carried. The engine was also completely stripped and tuned by Winter Garden Garages' chief racing mechanic Dick Anthony. In addition, 17-inch spoked disc wheels replaced the normal 16-inch rims. Transmission and rear axle ratios were also specially selected for the event. After testing at Brooklands, the car was driven to



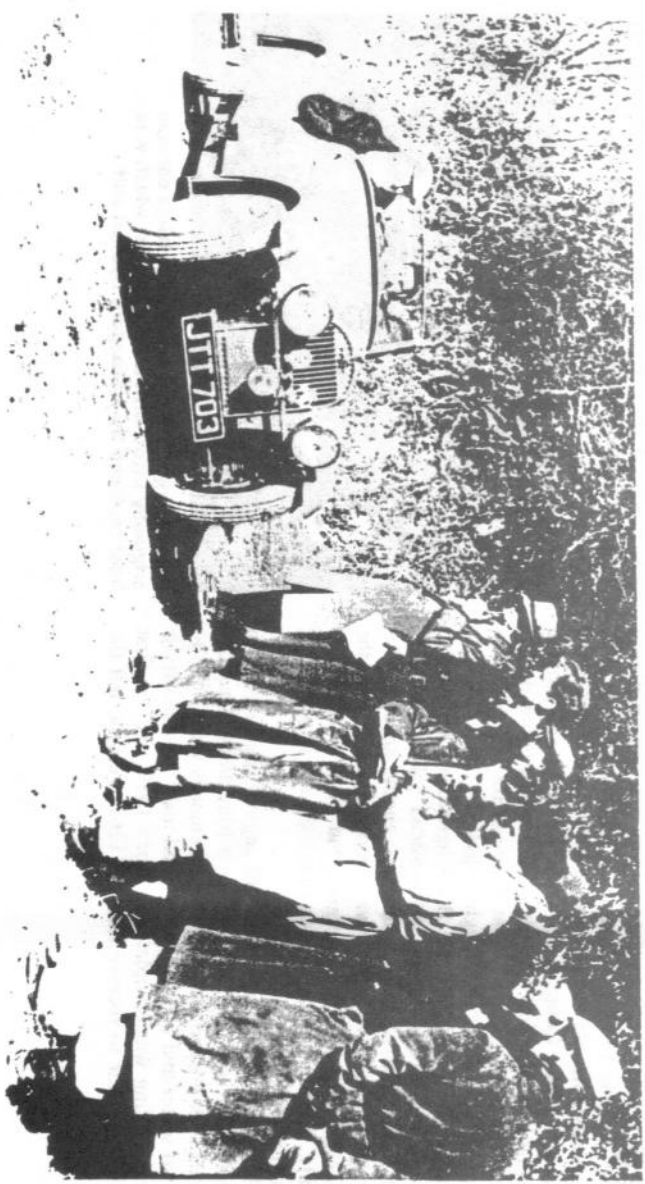
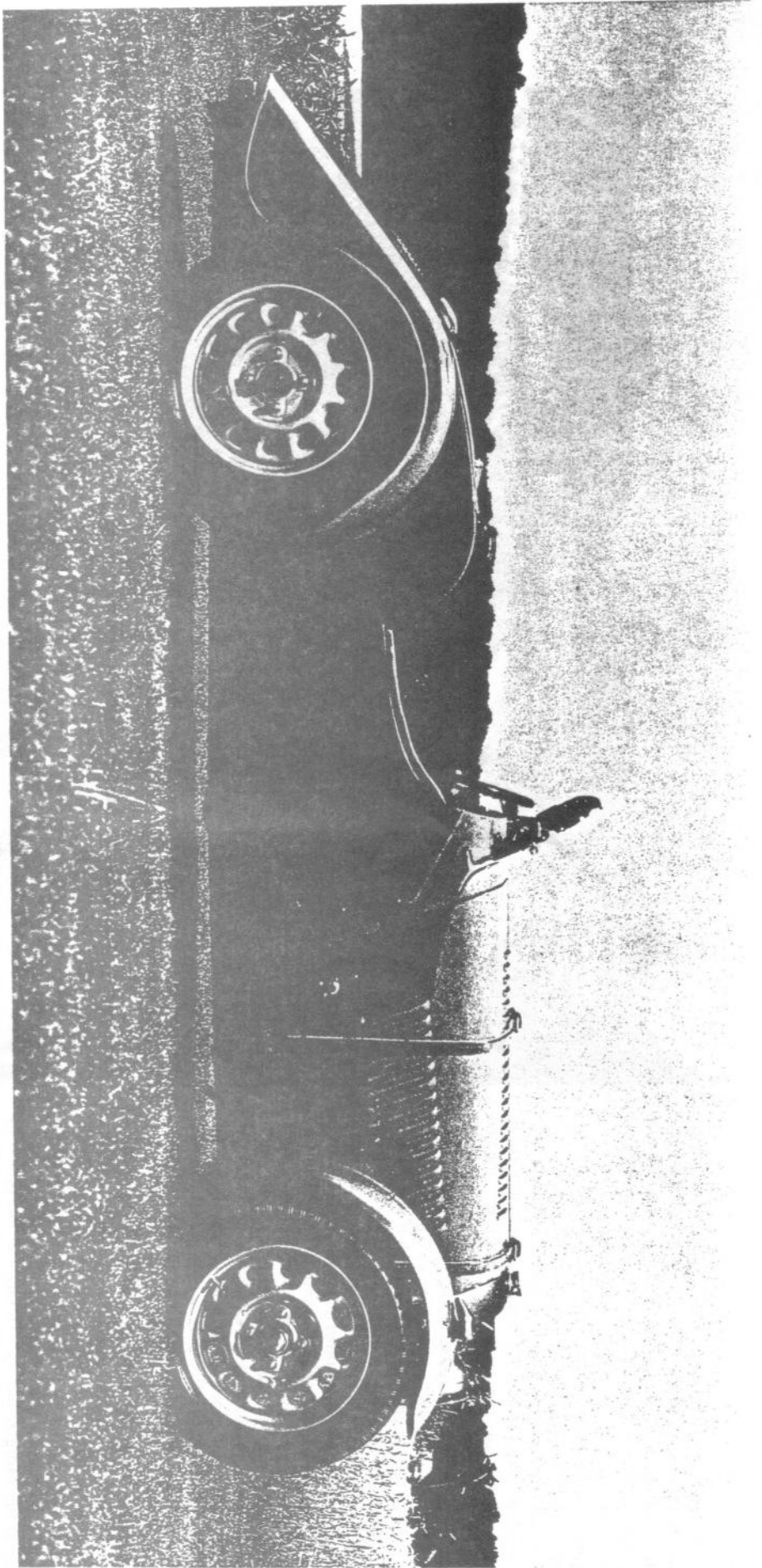
A 4-4 chassis (above) is displayed in front of George Goodall's Drop Head Coupé (top and opposite), which received a Standard Special engine, its current livery, and other modifications before it left the works.

Le Mans, where it finished 13th overall.

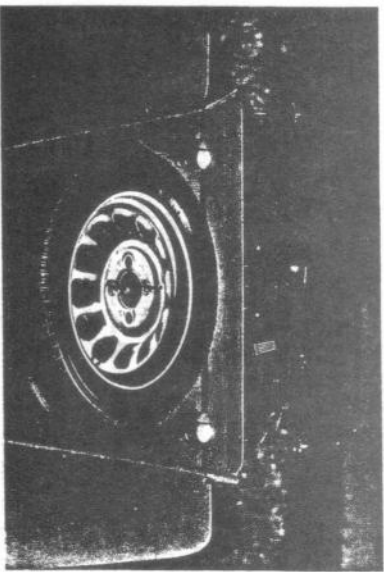
For the following year, the car had the spare wheel lowered into a recess in the sloping tail. At the same time one or two other works competition cars were similarly rebodied, although they were not necessarily fitted with tuned engines. The result of the varying body modifications was the emergence of three very distinct and different limited production models, although only one of them was ever officially announced.

As usual, the Morgan factory quickly capitalized on its competition success, producing what it dubbed a "Le Mans Special," although it was never officially announced as a separate model. These cars had normal production bodies fitted with cycle front fenders and the 1098cc engine with the four-branch exhaust manifold. Seven of these Specials were produced between June 1938 and September 1939. Six were two-seaters, and one was a four-seater.

The second special model was known, unofficially, as a "T.T. Replica." This model used the sloping rear panel



The Le Mans Replicas received the 1098cc version of the Climax engine, 17-inch wheels, and modified bodywork. This 1939 Le Mans Replica (left) was originally used for trials in England, but is now owned by The Checkered Flag Collection.



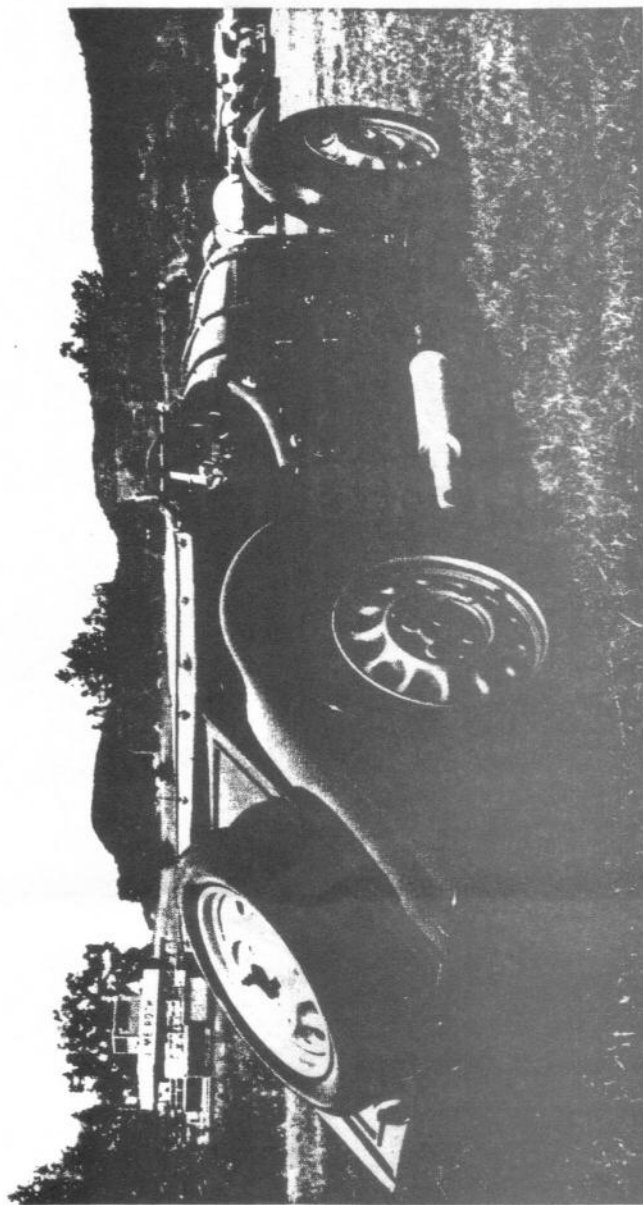
from the original Le Mans car, with a single spare wheel, following the sweep of the panel. It also had the cycle fenders, full competition engine, and a nine-gallon fuel tank with twin filler caps. A total of four cars were either built or converted to this body specification.

Morgan's third exclusive model was officially announced in February 1939 as the "Le Mans Replica." This model had the spare wheels mounted so that the bottom one was partly inserted in a recess which was cut in the rear sloping tail, just as the spare had been mounted to the 1939 Le Mans car. Like the T.T. Replica, it was fitted with the fully tuned 1098cc competition engine, four-branch exhaust, and cycle front fenders. One car had a highly tuned 1104cc engine, and, although it was built as a backup car for the 1939 Le Mans race, it never actually made it to the event. On this model, the storage compartment tonneau cover of the other cars was replaced by a hinged metal lid which provided access to a small storage area which had a removable floor, which in turn allowed access to the rear axle. This hinged lid followed the curve of the rear fenders and back panel from immediately behind the seats, and gave the car a more streamlined appearance. Like the T.T. Replicas, a nine-gallon fuel tank with twin fillers was used. Just three Le Mans Replicas were built.

Originally, the Le Mans backup car had been intended as a works competition and road test car. But when World War II was declared, the two completed Le Mans Replicas, two rolling chassis fitted with 1098cc competition engines, and several other works competition cars were stored at the Morgan factory. Throughout the period of the hostilities it was the job of one of the works apprentices to turn over by hand all the engines of the stored cars to prevent them from seizing up. This led to a strange love-hate-relationship which became evident in 1970 when co-author Ken Hill returned to the works with his Le Mans Replica to be greeted by one of the senior members of the work force saying "I hate that bloody car of yours, but I still reckon that it is the prettiest four-wheeler we ever made."

After the war the two Le Mans Replicas were overhauled and repainted, intended as factory competition cars. However, the 1104cc car was accidentally sold. As a result of this, and the news that Coventry Climax would not resume production of the pre-war engine, the second car was also sold. In 1947 the other two chassis were bodied and sold. One was finished as a Le Mans Replica, and the other as a standard two-seater. All four of these cars were allocated post-war chassis numbers.

There were an additional two or three works trials cars rebodied in the Le Mans Replica style. But these cannot be considered production examples.



CAB 652 was one of just four T.T. Replicas built by the Morgan works.

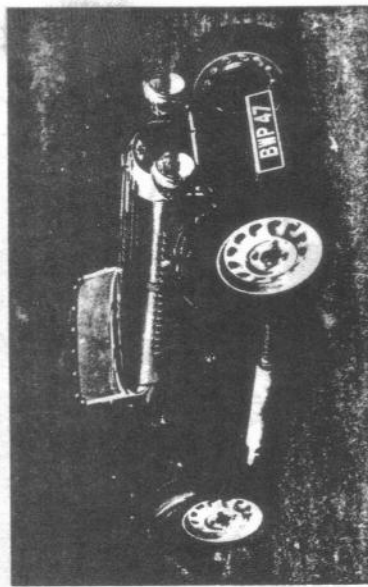
STANDARD POWER

By early 1938 the Triumph Motor Company was experiencing serious financial troubles and Morgan's directors feared that the supply of Coventry Climax engines would soon end. (Triumph went bankrupt in June 1939). Seeking an alternate engine, H.F.S. approached his old friend Captain John Black, head of the Standard Motor Company, to see if the firm could provide a suitable engine. In 1909 Black had been the young draftsman who produced the patent drawings for H.F.S.'s first Morgan Runabout. Although Standard's own products were anything but sporting, Black agreed for Standard to design and produce a special overhead valve version of the firm's 1267cc 10hp side valve engine specially for Morgan. The new engine was more powerful than the 1122cc Coventry Climax engine, but even more importantly, the new engine wouldn't push the car into a higher taxation class.

The first experimental Standard engine was installed in the first Drop Head Coupé in about May 1938. That December, prototype Standard Special engines were fitted to a two-seater and another Drop Head used as works trials cars. Testing was completed in April 1939, and the first production car to receive the new 1267cc engine left the

works in July. Including the experimental cars, 38 4/4s were fitted with the Standard Special engine before the war began and the works was turned over to war work.

None of the Coventry Climax engines built to Morgan's specifications were produced after the war. With the exception of the four cars stored throughout the conflict, all 4/4s produced after the war until the model was discontinued in 1951 were powered by Standard Special engines.



Peter Morgan's short wheelbase trials car was originally fitted with a Ford engine, which was later replaced by a Standard Special unit.

OUR WHEELERS IN COMPETITION

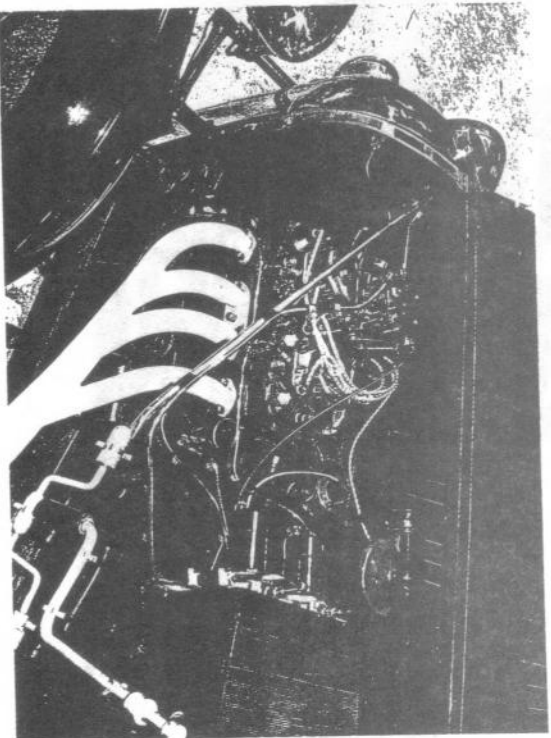
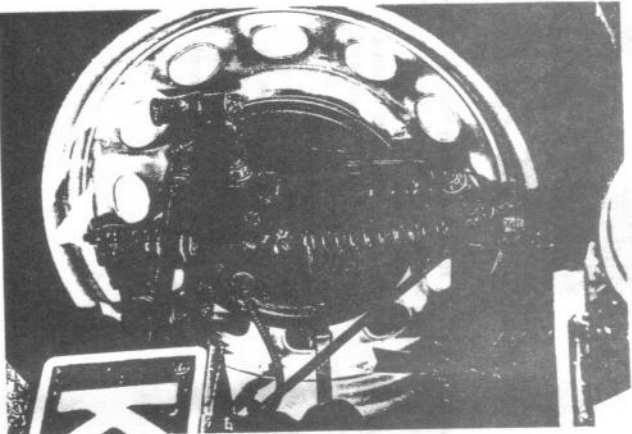
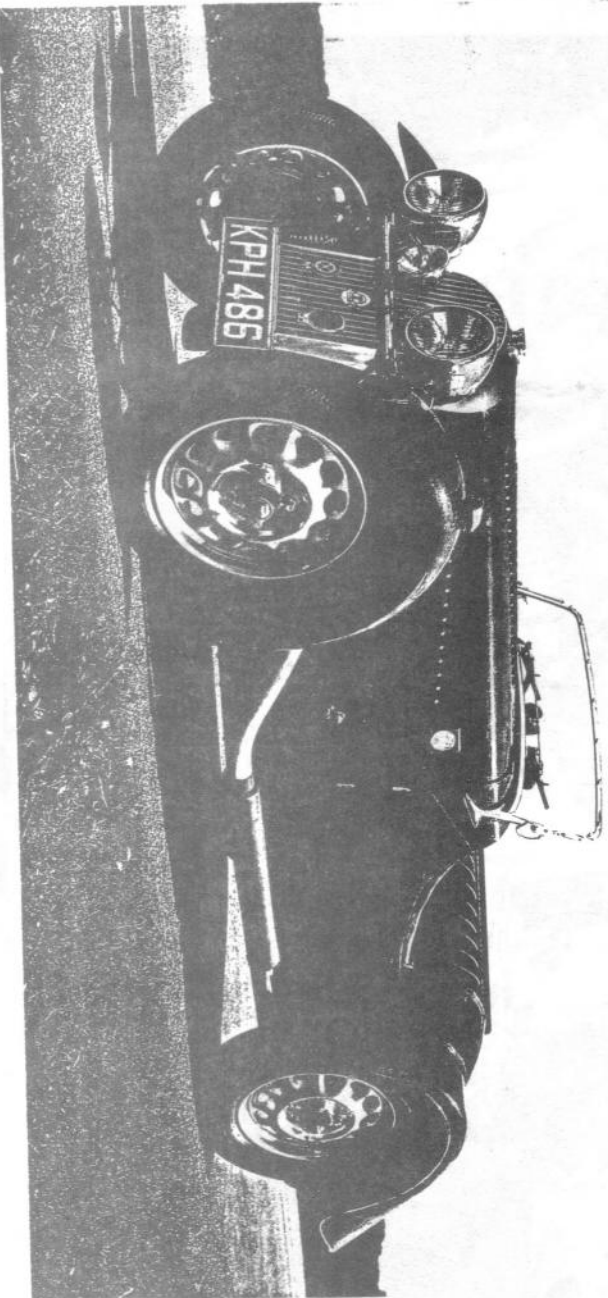
In the early Twenties, one now-forgotten motoring journalist said that "The sales figures of any company involved in the production of Sports Cars, Light Cars and Cyclecars is directly proportionate to their competitive successes." H.F.S. Morgan clearly proved this to be true with the continued competitive success of his three-wheelers. It was also his intention to continue the tradition with his new four-wheeler.

Throughout the long history of Morgans in competition, the Morgan family always encouraged owners to compete with their cars simply because sports cars should be enjoyed in their natural environment—sport. And the company found no better way to encourage involvement in competitive events than to enter works vehicles, often given by H.F.S. or his son Peter. As has already been mentioned, the 4-4's sporting debut in the 1935 London-Exeter Trial actually predated its official introduction.

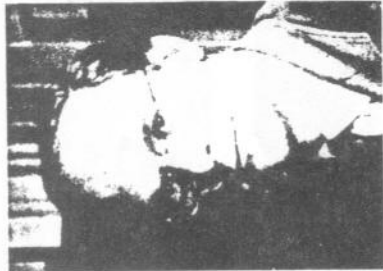
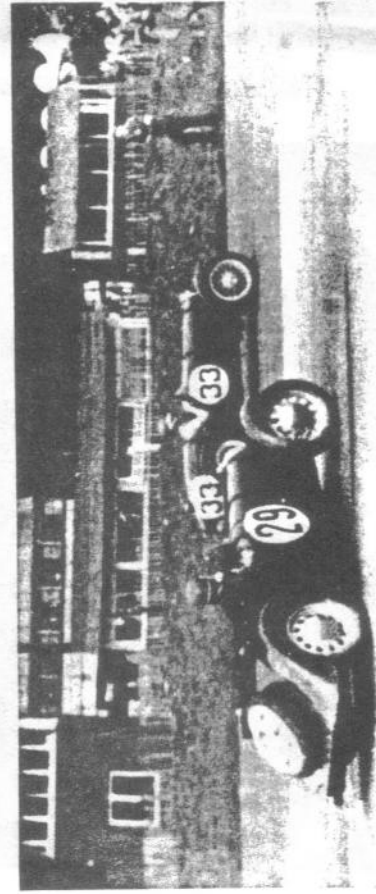
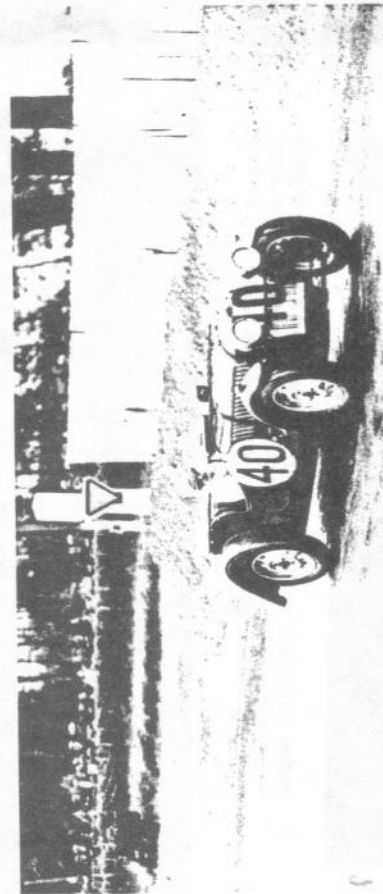
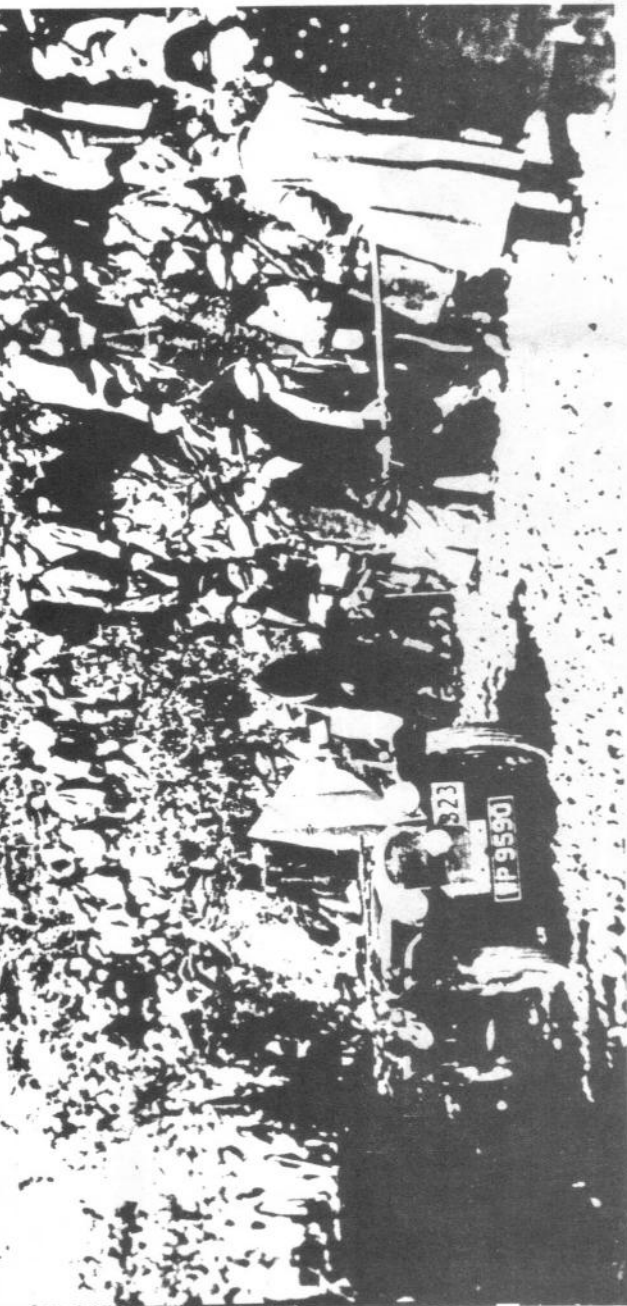
The first major event of 1936 was the London-to-Lands Road Trial held in April. The works fielded two 4-4s: H.F.S. drove the prototype to a premier award and Morgan service manager T.H. Jones earned a bronze. The next month saw three works-entered 4-4s compete in the London-to-Edinburgh trial. General manager George Goodall joined Jones and H.F.S. for this event, which resulted in a single premier and two silver awards. In June the first private owner of a 4-4 won a motoring event when E.G. Boulton took a first class award in the Junior Car Club's Evening Trial at Guildford, Surrey.

In March 1937 the R.A.C. organized its first major road rally. Three Morgans were entered in Group 1 for cars up to 10 hp. Goodall's 4-4 came in first in the group to secure a premier award. H.F.S. and J.E.D. Bowman finished eighth and tenth, respectively, to earn silver awards. Although H.F.S. had been competing in motorsports for decades, it was not until May 1937 that Peter Morgan made his competition debut in the Edinburgh Trial. He won a silver award, which the other Morgan entries augmented with two more silvers and four premier awards.

The Morgan 4-4's first race was for the Ulster Trophy held in June on the four-mile Ballyclare road course. Belfast mechanic Robert Campbell was the surprise winner in his Morgan. His average speed was 53.73 mph. The next significant event was another race in Ireland. This time it was the Leinster Trophy, which was won by D.C. McCracken in his 4-4. Robert Campbell finished fifth in his Ulster Trophy-winning car. McCracken had been so confident of winning that a month before he had told *The Motor* that he would win easily—and he did. In September the first R.A.C. Tourist Trophy race held in England was



Like all four-wheel Morgans, the Le Mans Replica used sliding pillar independent front suspension. The cycle front fenders were required to clear the manifold for the tuned 1098cc engine.



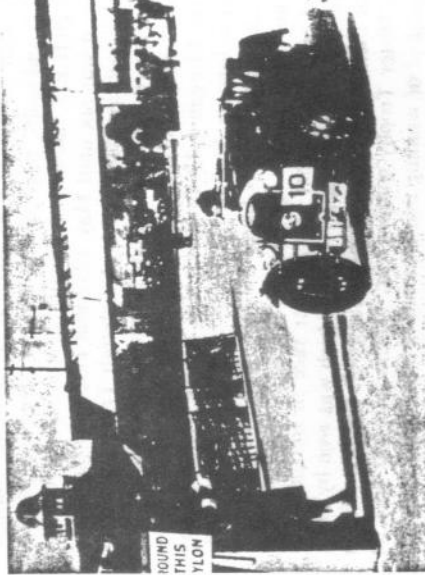
T.H. Jones (top) won a premier award in the 1937 Lands End Trial; Prudence Fawcett (above left) finished 13th overall in her first and only race at Le Mans in 1938; Henry Laird (left) retired from the 1938 T.T. at Donington; Peter Morgan (above) ran his short-wheelbase trials car (right) at Brooklands in 1939.

at the Donington Park Circuit. The only Morgan entry was a works-entered 1098cc 4-4 which was driven by the famous Morgan three-wheeler racer, Henry Laird. A broken stub-axle put him out of the race on the 84th lap when he was quite highly placed.

Morgan's competition successes were dominated by two major events in 1938. The first was the R.A.C. Rally in which Goodall again took the Group 1 prize, followed by H.F.S. in third and J.F. Heaton in seventh places. In the coachwork competition, Miss D.L. Bean won her class, proving that Morgan cars were as attractive as they were effective in motor sports.

The second significant event for Morgan that year was the Le Mans race. The regulations were then lax enough that, providing one had a car, money, and was sufficiently impetuous, there was no reason why the grueling 24-hour contest could not be one's first competitive event. And that is exactly what 25-year-old Prudence Fawcett did. Her co-driver was Geoffrey White, chief sales manager for Winter Garden Garages. The pits were managed by Lancelot Prideaux-Brune and Dick Anthony, also with the Winter Garden Garages. The contest was dominated by the big Delahayes, Talbots, and Alfa Romeos, and as usual the race took a heavy toll on the cars. By 7:00 Sunday morning, only 22 of the original 42 starters were still running; when the flag dropped nine hours later, a mere 15 cars remained. Although the Fawcett-White Morgan finished 13th overall, it would have been placed higher had it not developed a radiator leak during the morning. When the cylinder head was removed, all four exhaust valves had been burned as a result of overheating.

Miss Fawcett never raced again. Later in the year she became engaged and made a pact with her fiancé that she would abandon motor racing if he gave up airplane racing. The pact lasted their entire marriage.



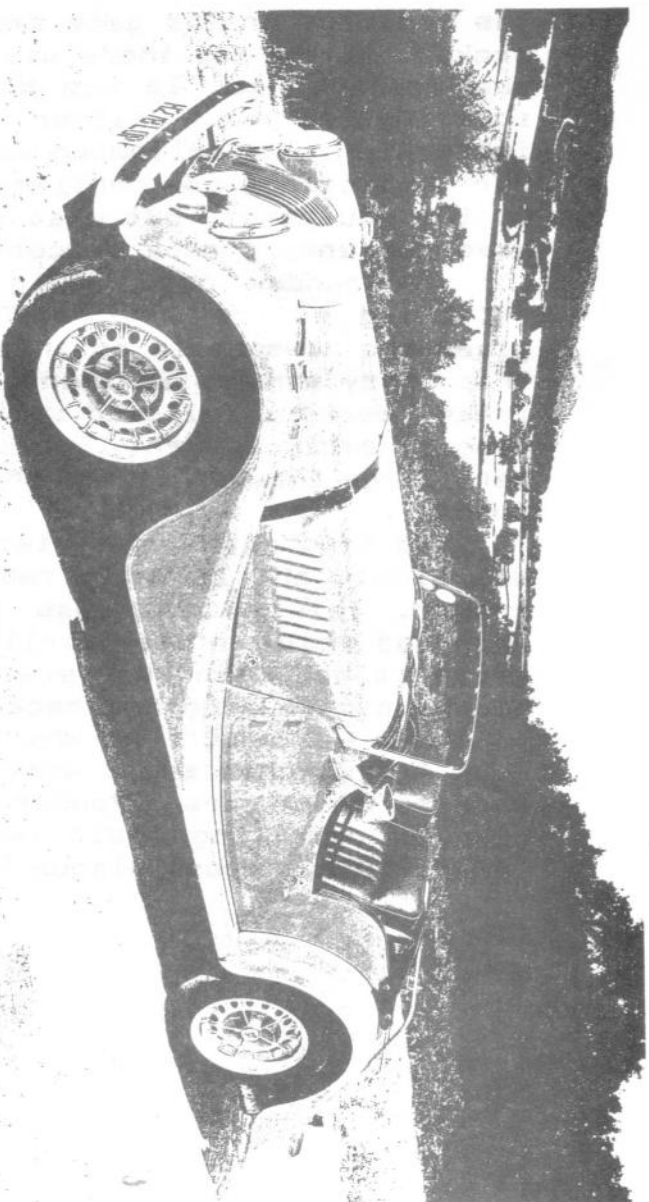
The Fawcett Le Mans car was returned to the works and prepared for Henry Laird to drive in the second Tourist Trophy race at Donington Park. Laird was hampered by treacherously wet weather and the still-troublesome leaky radiator which forced him into the pits six times before he finally had to give up after 94 laps.

To crown the 1938 competition season for the marque, both Peter and H.F.S. Morgan earned Gold Medal Triple awards which were given to those drivers who had gained premier awards in the Lands' End, Edinburgh, and London-to-Exeter Trials in the same season. To this day Peter Morgan still covers the prestigious award that closed his first full year of competition.

The 1939 season was again dominated by the R.A.C. Rally and the Le Mans race. George Goodall had his sights on winning his group in the R.A.C. Rally for the third year running. He was joined by only one other Morgan, a Drop Head Coupé driven by H.F.S., who won his own class. At the rally's close, Goodall had beaten all 41 other cars in Group 1, besting A.E. Curtis' H.R.G. by a single point. Once again, Morgan's competition success received lavish coverage from the motoring press.

Morgan's success continued in the Le Mans 24-hour race. An existing works car (not the 1937 and 1938 car) was rebodyed to the shape which was later adopted for the 4.4 Le Mans Replica model. The engine was bored out to 1104 cc to bump the car up a class, and was fitted with twin downdraft carburetors at opposite ends of the cylinder head. The generator was also moved away from the top water manifold and now rested in a special cradle. This 4.4 was driven by Dick Anthony and Geoffrey White, with pit duties being handled by Morgan Motor Company chief tester Charlie Curtis. A similar car was originally to have been brought along as a spare, but for various reasons it never made it to Le Mans.

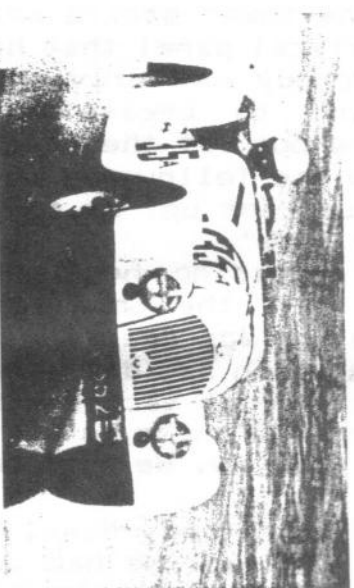
Despite fuel delivery troubles which began after 20 hours, the car performed well. Tar deposits on the carburetor needles hampered deceleration and forced the drivers to lift off early for corners. Then, with less than an hour left, the engine died. Although there was still fuel in the tank, the camber of the track tilted the remaining fuel away from the pick up. Because regulations stated that only the driver could work on a car if it broke on the circuit, Anthony cut overland to the pits, collected a can of fuel, ran the half-mile back to the car, poured in the gasoline, and resumed his race. The result was a 15th place finish out of 22 survivors, with 1548.62 miles completed at 64.53 mph. Recounting his experiences many years later, Anthony recalled that "the car went very well except for the fuel trouble. As you know, I have competed in many makes of cars in many types of events, and my only criticism of the Morgan is that instead of building a



Today's Morgan Plus 8 retains the spirit and the look of H.F.S. Morgan's first 4-wheeled car.

car to last me 24 hours at Le Mans, H.F.S. as usual built a car to last 24 years or more."

The Le Mans car was also entered in the Tourist Trophy Race for Laird. He was to be accompanied by renowned three-wheeler racer Stanley Wood in a supercharged 4.4. However, a few days before the race, war was declared and all motor sport was suspended, if not forgotten, for six long years.



In 1950 the Standard-powered Plus 4 replaced the 4/4; in 1953 it received the facelift which evolved into the final iteration of the Morgan look.

PRODUCTION RESUMES

In 1947 production of the 4.4 (renamed 4/4) resumed, with the 1267cc Standard Special engine. The only four Coventry Climax-powered cars to leave the factory had actually been constructed before the outbreak of World War II. Then, in 1950, Morgan replaced the 4/4 with the new Plus-4, which featured a wider body and a four-cylinder, overhead-valve, 2088cc Standard-Vanguard engine. Numerous mechanical improvements were incorporated, including fully hydraulic brakes and revised front suspension.

Although the actual model had changed, the concept of the original Morgan 4.4 of 1936 hadn't changed at all. In 1953 the Plus-4 received a facelift by way of a rounded, sloping radiator grille and headlights gracefully incorporated into the revised front fenders. Despite these and subsequent changes, which have included various engines, disc brakes, and safety equipment, as late as 1992 the newest model is immediately identifiable as a Morgan. From its lowered hood to the swept fenders and running boards, cutaway doors, and rear-mounted spare, it can be mistaken for nothing else. For Morgan of Malvern, time has stood still for 56 years. ☼

Slim and I compared notes. We both had heard the roar of an approaching car and the sound of the very same car fading into the distance. Now this was odd. Why would we both hear a car approach and then fade away while the two of us were at either end of the acknowledged route that this intrepid night cavalier drove. One of us should have heard the car approach while the other heard the car fade away. Something was definitely amiss.

There are only two main parallel roads between Kitchener and Preston and our midnight magician was only abusing the one we had under surveillance. We concluded he wasn't on our road: he wasn't on any road: he wasn't driving. Someone, somewhere, somehow was making it appear as if there was a car travelling very noisily and at excessive speeds on Highway 7. Slim and I paid a short visit to the Mennonite Tower which is a country block off of and on the west side of the highway midway between Kitchener and Preston. There we found a few clues.

The padlocks on the gate and at the door to the tower stairs were broken. At the top there was an old rusty electrical panel that had seen recent use. It was becoming obvious. Nobody was driving a speeding car but rather someone was trying to create that impression. The following weekend we did "stake-out" at the tower. Our suspicions were confirmed. We did not know the fellow who set-up the equipment, but what a sound system he did set up. He could have deafened a rock concert. We now knew the "how".

On Monday once again there were the degrading headlines depicting police incompetence. However this time the Chief had given the newspapers an interview that boasted the apprehension of this crazy man was imminent. This so called crazy man had different ideas. Weekend followed weekend and the Chief's boast become his biggest embarrassment. Finally the snow came and all there was left were large snowmen in the shape mice along the highway. We now knew "who".

To find out why we visited Herr Greubler and hit pay-dirt. He was slowly and lovingly rebuilding a 32 Ford pick-up. We had our answer. This pick-up was identical to the one that Mouse had reported stolen a year earlier and was never returned by the Police after it had been recovered. The Police admitted that somehow it had been misplaced and because of its age it was not worth much.

Now we knew, "Who Why and How". Mouse had settled his score.

A few years ago I went to a classic car show in Toronto. And wonders of wonders "Powder Blue" was on display. All the cars had plaques detailing their owners names and addresses; all except "Powder Blue" whose plaque simply stated "Herr Mouse, Kitchener".

P.George

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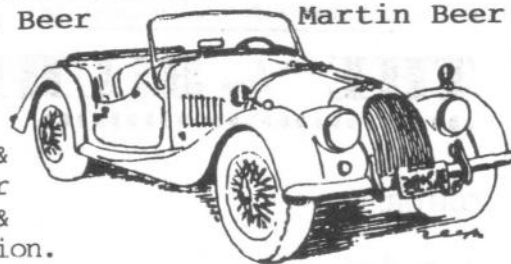
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