

THE BLURB

1/94

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The above listing contains events that may be of interest to you. All those in bold print are either our own club events, or ones that as a Club we will try to support with our attendance. Some dates and events are tentative. If you would like more information than what is provided within this publication, please contact the editor.

1994 HOG MOG EXECUTIVE

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Teching, Tibet (at the moment)

Phone: None - Duties to be delegated per availability
Fax: Not a hope!

THE PREZ('s) SEZ('s)

It is hard to confront reality sometimes. The 1993 Morgan season has come to an end. By now, most of the moggies are safely bundled up and tucked away, although some will have various innards spread about the garage floor in anticipation of the next winter project. If you can not DRIVE IT, you can at least PLAY WITH IT!

By all accounts, it was a busy and fun-filled season starting in late-may at the SIMCOE outing and culminating in the trek to AUTUMN MOG XV in SHAWNEE, PA. The interim was a 'MOGORA', (MORGANESE for "plethora"), of excuses to get together: the Vintage Aircraft/Car show orchestrated by Lynn and Fred Kuzyk; the infamous MOG 23 adventure to Virginia fearlessly led by Audrey and Reg; Classics Against Cancer, co-ordinated by Tina and Craig Davis; the PIG ROAST revival, graciously hosted by Marlies and Al Sands; the GATSBY outing to Christie (drape!, ladies, drape!); the country run laid out by Marylou and George Lafford; the Club Barbecue and Pig Picnic put on by Lynn, Fred and Bently Kuzyk; ETC, ETC, ETC. The season finished with the Club Christmas Party where Linda and Brian Rumhor again set the standard for Morgan hospitality (ably assisted by Nicoli and Winston).

Our heart-felt thanks to all who contributed to the seasons success including all who were able to turn out to some of the events. Special thanks must go to the Club Executive: Lynn, Jenny, Audrey, John, Vern, Craig and Ron. Speaking of your Executive, they have all agreed to ride with us for "just one more" season, (a willingness no doubt symptomatic of MORGANOPATHY - a neurologic disorder arising from prolonged spinal vibration caused by over-exposure to sliding-pillar suspensions). "Good Show" and all that British stuff.

The Season of '94 will soon be here! Depending upon the tardiness of this piece against the harsh publication schedule of the "BLURB"; you may find a draft Calendar of Events elsewhere in this issue. Much remains to be filled in and we hope to hear from you with comments/suggestions -- AND IMPORTANTLY, MEMBERSHIP DUES -- as quickly as you can get them to us! How about some BLURB articles written from the unique FEMALE perspective?

Again, our thanks to "y'all" and our sincere hopes for a healthy, happy, prosperous and mechanical-problem-free 1994!

MOG ON

Barbara Harmer

Paul Donoghue

MORGAN CAR CLUB OF CANADA

NEW CLUB BADGE

Plans are proceeding towards the commission of a new, enamelled Badge. Unfortunately, the pace of progress is akin to that of a frame-off restoration. Do not despair! We will keep you posted on developments.

A PLEA

Any and ALL DESIGN SUGGESTIONS ARE WELCOME. WE ARE NOT LOOKING FOR CAMERA-READY ARTWORK - A ROUGH SKETCH WILL DO VERY WELL INDEED! GIVE IT A SHOT AND FAX YOUR IDEAS (c/o Paul Donoghue @ 905-546-08800). WITHOUT YOUR HELP, THE BADGE MAY WIND UP AS PRESENTED BELOW!!!



Design suggestions compliments of Club Scribe, Francis Aristotle (Art) Sharpenwessel III.

The following is a basic copy of a letter sent to me from Vern Dale-Johnson, as a notice to other Morgan Clubs throughout North America. I have changed it a bit {in these brackets}, as the Club has changed a few points since the time the letter was sent.

Morgan Groups in North America, and to the MSCC, England

RE: Name Change

Originally the intent and registration of what is now known as the
"Toronto Morgan Owner's Group"
was to represent Canada. For this reason, and others, we will be re-registering as the
"Morgan Car Club of Canada"

Our expectation is this change will officially take place before the end of 1993.

{The Club will still be affectionately known and referred to as "Hog Mog". Some things are just hard to give up.}

Coincident with the name change will be the casting of a new badge. This new badge is expected to cost non-Morgan Car Club of Canada members about \$80.00. For members, our expectation is that the price will be about \$65.00. Ideas for the design of the new badge are currently being evaluated. {If you have any ideas for what you would like to see in a badge, please send them along to the Club. See page 4.}

The front-end investment required for a badge is significant and will only be practical if there are major sales beyond the Club (and Canada). A "Canadian" Club badge should ensure these sales. {We have so far received several inquiries and letters of interest from across North America and Europe.}

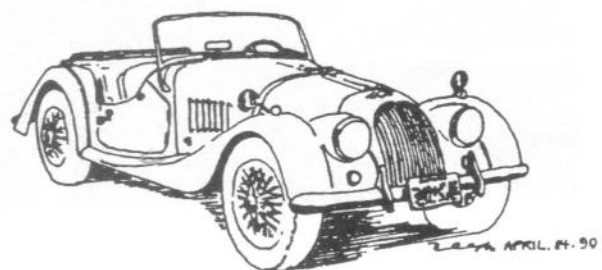
We extend this invitation to all other groups in Canada to affiliate with the **Morgan Car Club of Canada**. {We have decided that affiliation costs will not be charged, in the interest of furthering the existing inter-club camaraderie and exchanges of correspondence, newsletters etc.}

{Current membership dues, as of the middle of March/94, will be increased to \$20.00 Cdn.}
Membership includes a subscription to "The Blurb", published 5 times/year. Submissions from across Canada are encouraged to help make this publication truly representative of Morganeering in Canada. {We have now secured Alan Morgan from Vancouver to be our "Western Canada Scribe."}

We encourage all groups outside the Southern Ontario area to continue their efforts to stage and hold meetings and events locally. Thanks for your continued support to the Morgan marque in Canada.

Sincerely Yours,

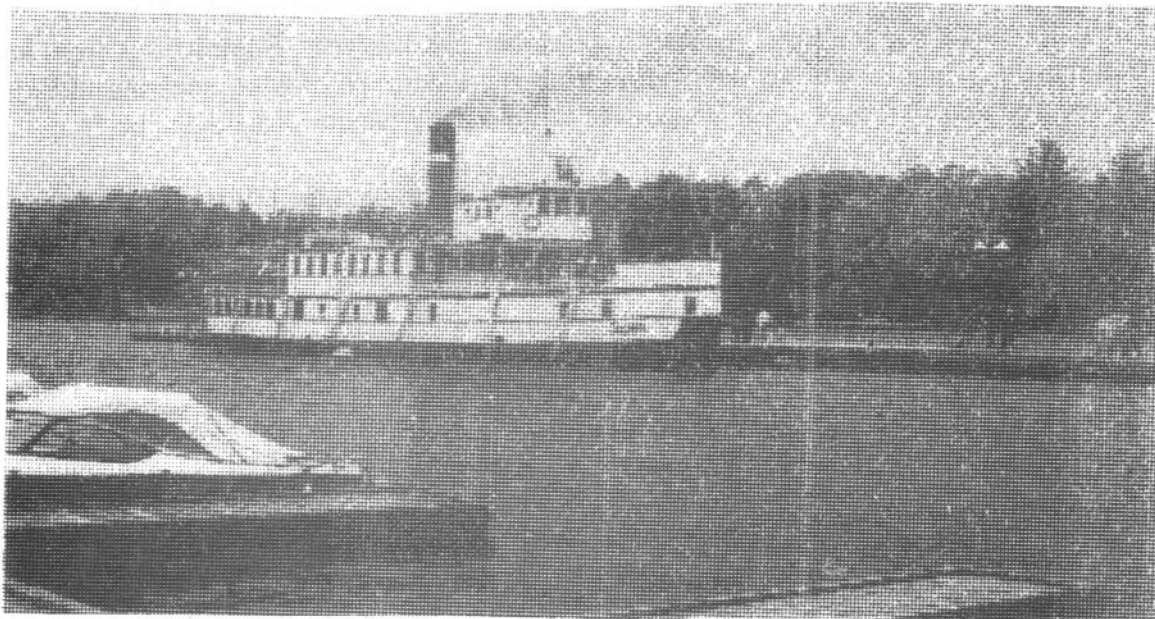
Vern Dale-Johnson
Vice President
Morgan Car Club of Canada



MORGAN CAR CLUB OF WASHINGTON D.C.
MOG #24
JULY 1-5, 1994
TENTATIVE SCHEDULE -A-

JULY 1, 1994 (FRIDAY):	
CHECK IN & ORIENTATION (W/ REFRESHMENTS)	OPENS 1:00PM
POOLSIDE COOKOUT	4:30-8:30PM
RALLY TECH SESSION	9:00-10:00PM
JULY 2, 1994 (SATURDAY)	
CONCOURSE (W/ REFRESHMENTS)	9:00AM-1:00PM
RALLY	2:30-6:00PM
COOKOUT	7:00-9:00PM
KEG PARTY	9:15PM-1:00AM
JULY 3, 1994 (SUNDAY)	
GYMKHANA (W/ REFRESHMENTS)	9:30AM-12 NOON
AUTOCROSS SCHOOL AT PIEDMONT COMM COLLEGE	1:30-2:30PM
(W/ REFRESHMENTS)	
AUTOCROSS COMPETITION AT SAME SITE (W/ REFRESHMENTS)	2:30-6:30PM
SOCIAL EVENT	7:30-11:30PM
JULY 4, 1994 (MONDAY)	
MOTOR TOUR OF COUNTRYSIDE (W/ LUNCH MIDWAY)	9:30AM-5:00PM
DROP HEAD COUPE PARADE AT BOAR'S HEAD INN	6:15-6:30PM
COCKTAIL PARTY	6:30-7:30PM
BANQUET & AWARDS	7:30-11:30PM
JULY 5, 1994 (TUESDAY)	
CHECK OUT	BY 11:00AM

RMS SEGUIN, GRAVENHURST DOCK OCT/93
J. BEER PHOTO



CALENDAR ALERT: SEPTEMBER 9TH, 10TH, 11TH!!!

THE MORGAN CAR CLUB OF CANADA ANNUAL MEET

"A ROMANTIC MUSKOKA GETAWAY"

It's fast, noisy, drafty, bumpy, unpredictable and a hell of a lot of fun. But it's also ... well ... romantic. A more classic venue to rediscover that romance is hard to imagine. The "last of the real sports cars" meet the last of the coal-burning steamships in the beautiful surroundings of Muskoka lake country.

Friday afternoon/early evening you will check into the Comfort Inn in the quaint town of Gravenhurst, 169 kilometres (101 miles) north of Toronto. The Inn has been chosen NOT for its elegance, but rather for its proximity to the MAIN EVENT and its LOW COSTS - \$40-50/room. A hospitality room will provide sustenance while we all swap lies about the adventures encountered before the weekend has even begun. Outside, an anonymous crew of judges will be slinking about the "MORGANS ONLY PARKING" for a worthy recipient of the "unwashed, I wish I'd been washed, come-as-you-were, Dirtiest Morgan Award".

Saturday will begin (not too early) with a "fun concourse" followed by a Rally/Tour designed to showcase the stunning countryside of Muskoka, rather than tax your navigational/timing skills. Penalty points will be unilaterally assigned for any indication of argument, yelling or just plain competitiveness. The (of course) secret route will include a leisurely tour of the birthplace of Norman Bethune.

You will be back at the hotel by 4:00 p.m. for a soak or swim and to primp, perfume and anoint yourself in preparation for a convoy departure at 5:30 p.m. A security guard will watch over the moggies as you board the RMS Segwun (Circa 1887) for a 3 1/2 hour cruise over beautiful Lake Muskoka. You will "take dinner" (accompanied by mercifully short award presentations) in the wooden-panelled elegance of the Royal Muskoka Salon. Afterwards, with complimentary roses and truffles, you can enjoy the romance of the star-lit water from the Segwun's wrap-around veranda. (While true romance has no price, this evening will cost \$45.00/person.) The ship will dock at 9:30 p.m. and after a convoy back to the hotel, you are (at last) ON YOUR OWN. All must depart the ship at docking -- there are no staterooms available. The Segwun is not a typical cruise ship and the cruise is anything but "typical": definitely upscale and sophisticated.

NO OFFICIAL ACTIVITIES are planned for Sunday morning. In fact, anyone seen out-and-about before 11:00 a.m. will probably be subject to much snickering and possibly even fined. For those wishing to avoid the "rush" of Highway #400, an "Afterglow Convoy" will depart around 1:00 p.m. for a leisurely, scenic route south and, alas, reality.

Future bulletins will provide more detail schedules, maps, travel times, registration forms, etc., in lots of time for the July 1st Registration Cut-off. Space is definitely limited and registrations will be on a first-in basis. Now; go out to the garage; take off the cover; stare at moggie for 10 minutes; picture the ROMANTIC MUSKOKA GETAWAY, come back in and block the dates off on your calendar! See you in September ... in Muskoka.

NOTE. AMERICAN MORGANEERS:

at current exchange rates, discount mentioned prices by 30%!

NOTES OF REBUTTAL AND OTHER NEWS FROM YOUR V-P:

ON MOG 23 & THE SLIGHTS AGAINST HIM:

I must respond to "The Scribe's" comments in the 4-93 issue of "The Blurb". Ample warning was given prior to the departure of the convoy for Mog23 of the executive peculiarities of a bladder trained for 1.5 hour meetings. Coffee works its way through this particular organ within 1 hour of ingestion, with luck, we can get an hour and a half from a bladder-full before severe discomfort sets in! Now I was assured, by the scribe's driver, that his bladder had a lower tolerance level than mine. The expectation was that a morning pit-stop would be a normal occurrence.

So, my official apology to the convoy for the mad exit on day 2 of the ride down, and my sincerest apologies to the Prezes for their frantic chase to try and find one exited Morgan. (I do feel this was just an excuse as they were finding the 4/4 a bit noisy at the speeds the rest of the group, all +4's were moving, or, was it just that they had ideas for lunch stops??).

What a blast. Mog 23 was the first long trip taken since the rebuild of 6252 and I truly enjoyed the experience and the camaraderie. Golden! The trip down and back helped to sort out several minor problems, the time there an experience in Morganeering. I encourage all who haven't experienced this event to block off the week surrounding July 4/94. As the scribe says - "a convoy of 15 with cellular phones front & rear." I will be back!

ON BRITISH CAR DAY AT BRONTE:

The Triumph club's "British Car Day" at Bronte was the best showing of Morgan's since our gathering at "Morgans Across America" in Niagara - 19 cars (out of 650 on the field). Great showing! A beautiful day and a fitting setting for the "pigs picnic" organized by Lynn Kuzyk. I'm sure despite the name change to the Morgan Car Club Of Canada every year we will have a repeat of the Hog Mogs "pigs picnic" at Bronte just to remind us of our roots.

Special thanks to Marylou & George Lafford for setting up the tour of the Hamilton Highlands on Saturday afternoon, and especially to Lynn & Fred Kuzyk, for their hospitality on Saturday evening.

ON THE BRITISH CAR COUNCIL:

Last year, the Morgan Car Club of Canada joined the British Car Council. Membership in the council is made up of executives from the majority of the British Car clubs in Ontario.

Primary reason for the formation of the Council was to create a unified voice to lobby governments against the imposition of laws and regulations that could affect the use of the ageing British car fleet on Ontario roads. Secondary benefits are the co-ordination of British car club activities - working to get multi-marque meets in place.

In subsequent meetings the Council has dealt with:

- 1) general club insurance for individual club liability insurance. The aim is to have a single policy covering all clubs for close to the same amount.
- 2) co-ordination of new-member services. British car owners with an interest in a

club would be encouraged to contact the Council who will steer the prospective member to those clubs they would have an interest in joining. Associated with this would be 2 publications they are working on. The first is a wall mountable yearly calendar. All clubs will put their "open" events on the calendar to encourage other marques to attend. Revenue from the sale of advertising space on the calendar will be used to pay the printing costs. Copies will be made available to the members of all member clubs. Another publication under consideration would be "A Piece of Mind" (sic) handbook, listing service centres for British Cars in Ontario and further abroad. Again, cost will be offset through the sale of advertising.

3) The Ontario Government's interest in "emission control standards" regulations. No urgent activity is needed on this front as the Government, at present, has higher priorities.

ON CROSS COUNTRY SCRIBES:

I have been in communication with Alan Morgan, a member of MCCC. Alan has a business in B.C., "Classic Morgan Adventures" involving the rental of Morgans, available at modest rates for those who travel to the West Coast and want a classic method of transportation while there, or feel lost without theirs while visiting. He currently has 2 available for hire, a '70 4/4 4-seater and '57 +4 4-seater. Alan has agreed as penance for owning Morgans he will be sending us two articles a year for inclusion in "The Blurb", thus his position as "Western Scribe".

Alan has agreed to be the Western point person for the "Mousquetaires" trek around the world, helping them get from Anchorage through to San Diego in '95. For those Morganeers who want to join the convoy for part of the trip, contact Alan at (604) A M-O-R-G-A-N or (604) 599-0001.

In addition to this task, Alan has suggested a trek across the continent by members of the Eastern Morgan Owners Groups culminating in Victoria at the Commonwealth Games in August 1994. I've asked him to supply target dates for arrival in Victoria and potential activities. On our end, I've promised to poll the Eastern Clubs by way of "The Blurb" for interest in such a trek. With a bit of planning we could start and grow a convoy of epic proportions for the leg into Vancouver/Victoria.

Regards,

Vern.

PAST TRIPS, NOTES ON FORTHCOMING MEETS ETC. ETC.

MOG24: Taken from The Rough Rider: We will be bouncing back to the Boar's Head Inn, Charlottesville VA, arriving July 1 and departing July 5. Bob Hanson will be the Meet co-ordinator so please offer his support in organizing the events. If you can volunteer to help in any way, give him a call: (703) 820-3496.

COMMONWEALTH GAMES: We discussed this at our last exec meeting, and are looking for input into how many would be interested in going out west for the event. The opening date of the Games is August 18, so departure will be during the week prior. We have a couple of options: drive there and back, or have the cars shipped one way and to drive the other. We would pretty much need members to be in agreement which way they would drive in order to reduce shipping costs. Please get in touch with Vern if this trip sounds of interest or for any further information. The date of departure would depend on how the group is getting there.

MOUSQUETAIRES: In addition to Alan Morgan's participation in this planned epic journey, there will be other Morgan Clubs involved. One person who is also involved is Bill Irwin, in Sanibel FL. This article was taken from The Rough Rider:

We all know that a Morgan is meant to be driven. The Mousquetaires have cooked up an adventure that will do just that and there is still time for Morgan lovers to join this "once in a lifetime" challenge. Roughly, starting the end of '94, the Mousquetaires' plan to drive north to Helsinki, across Russia, down through Mongolia into China, back into Russia and then take the ferry to Japan. From Japan the cars will be shipped to Alaska where they will then drive down the North American West Coast, across the USA and then ship their cars to the UK and finish up at Malvern.

The Mousquetaires would like a team from North America to join them. While they drive East, the North American team could drive west and rendezvous with them in Vladivostok. The NA team could then use their support vehicle for the westerly journey across Asia and perhaps another rendezvous in Malvern.

MOG 25: Taken from The Rough Rider: The committee is keeping a totally open perspective on MOG25. If you have any suggestions - as to venue, calendar dates, philosophy, events or any other characteristic - please put them in writing and send them to MOG25, Alan Marsh, 2854 Connecticut Avenue #24, Washington, DC 20008.

HOG MOGS TOGETHER/BRITISH CAR DAY: One of the things that we miss about no "Niagara" event, is the lack of opportunity for the majority of the club to get together to hand out awards etc. (Although with no concours there are less awards.) We would have handed out what awards there are to give, on Saturday night at the Kuzyk's but as there were rumours of awards for British Car Day - something about Pignic Party Favours etc., it was decided to hand them out on Sunday at Bronte - one draw back though - we all arrive at different times and leave separately too. The trophy hander-outers and trophy receivers never got together, so what trophies we had were not handed out. (Never saw the threatened Pignic Prizes). The main trophy of import, The Doug Price Trophy, it was decided, would be handed out at the Christmas Party at the Rumohrs. Only problem there, what if the recipient didn't show. Well, they didn't, so once again John Collins carted the trophy home. We elected Audrey & Reg to visit the person in question and present them the award for the club, and without prior knowledge, or so I'm told, the intended visited them. Well, enough of the suspense. This year's recipient for The

Doug Price Trophy is Alan Sands, in recognition for his years (not telling how many) of interest in Morgans and his help in the development and furthering of the club. Congratulations Alan! Maybe, with the planned gathering in Muskoka in September, we can once again get back to some kind of routine.

CHRISTIE SPRINTS: Well, I'm still waiting for the hundreds of promised articles on this event, so here I go: It was a bright and beautiful day. We started out on Saturday from separate addresses all meeting up along the way, as I was the one with the majority of the tickets. Steve was not accompanying me this trip owing to medical reasons, so after Martin helping with the car through the week, I set off for the Kuzyk's. Now granted most who know me know how I love driving on the highway in the Morgan, and especially the QEW, and even more so the stretch through Oakville. (Do the drivers there just hate Morgans or all cars?) But off I went anyway. The world would be proud! One thing our 4 seater is not known for is mechanical breakdowns. However I feel that if it's going to do it, me on my own on the highway would be a good place for it to go out in a big way. I Arrived unscathed to find Lynn & Fred on the front lawn, and after a quick pit stop resumed our journey. Took local roads for the rest of the way there, and met up with the rest on our way. We found the park and entered, driving past the pit area, talking to fellow Morgan people along the way, found suitable parking on the grass in the shade of some big trees and walked about. The club put on quite a display, all dressed in period costume, (we were promised free food, remember!). We had our picture taken by the local newspaper while we were horsing around, and ate lunch in the shade of the trees. Blankets and tablecloths were spread out, and wonderful picnic lunches came out of wicker hampers. We had a ball! Even one of the organizers came over and made a point of thanking us for getting into the spirit. We watched the timed sprints for the rest of the afternoon, and all too soon it was time to go home. Most of the crowd had left and I was just helping my boss at his booth when Marylou came up to me and said they would wait until my car was running as she remembered I'd been having problems the week earlier. Jinxed right then and there. Got to the car, stuck the key in, pushed the start button and there was hardly a click. Ever tried to push a car on the grass partially up a hill with big trees behind? Not the smartest of ideas I can tell you! Finally with much help the car got going, and saw me all the way home. Changed cars and went to visit Steve. The next day saw the same weather and the same action. Took the other British car so we still got to park in the good area. Same good racing too, with lots of action and fun. The lunch spread was even better than on Saturday - candles, parasols and more this time. Not to mention the music from Hannibal. As the day drew to a close a mock dog fight between some of the planes from the Great War Museum at the Brampton Flying Club took place over the lake, and soon it was time to go home. Before we left I had one last task, all weekend I had seen John Surtees going around and I had gone prepared - 2 books for him to sign. I finally managed to nab him just as we were leaving, and talked to him for a few moments. What a great weekend! This is one meet that if repeated (still haven't heard) we'll not miss. (Oh, I left the Morgan in the drive for most of the week and took the Jaguar. Steve was back home by the time I tried to start it again - and she ran just fine!)

CHRISTMAS PARTY. This was graciously held by Brian & Linda Rumohr again this year, and as usual it was a lovely evening. More people than last year, (remember the weather?) so there were people upstairs and down again. The pot luck dinner and desserts were just wonderful, though for once not many desserts made it to the party. Various salads were the dish du nuit. The weather cooperated, though it was blustery and cold, but at least not much snow to put up with. Thank you Brian & Linda for another lovely evening!

TIN TUBS & WOODEN OXCARTS

Cultures collide as Morgans and Porsches square off in vintage racing



Burt S. Levy

"The Morgans produce a fine, mellow British drone, while the Porsches tend to sputter, gargle, and pop on downshifts..."

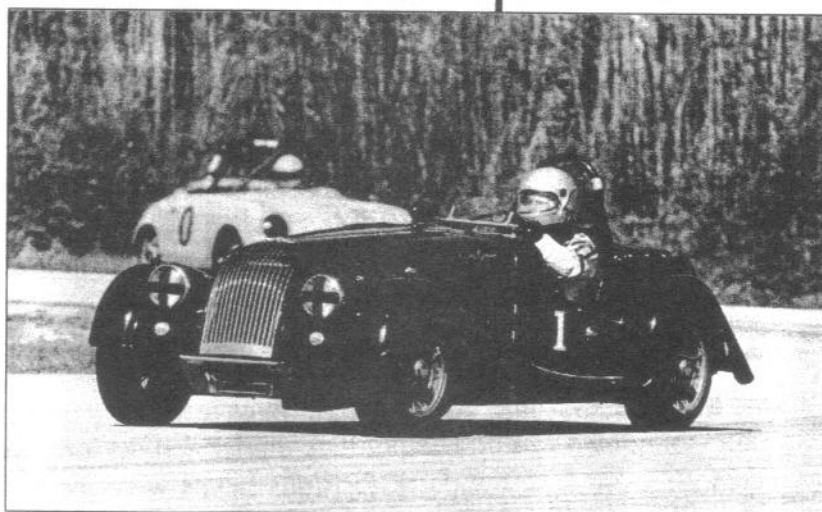
Like dogs and cats or yin and yang, the English and Germans are traditional adversaries. Ever since the Industrial Revolution, it has usually come down to those two duking it out for Toughest Kid On The Block (European version) after the air leaks out of The French Presence and the Italians go home to eat more pasta, drink more *Lambrusco*, and select themselves yet another government. This inevitably leaves the Brits and Krauts lobbing projectiles and invective at one another across the Channel, an ugly and often brutal business that has nonetheless served to temper the purpose, character, and resolve of both peoples. It has also produced some of history's most awesome projectiles.

The battle continues today in the world of vintage racing, but in place of the Messerschmitts, Spitfires, Focke-Wulfs, and Hawker Hurricanes that clawed and screamed their way across the skies of Europe during World War II, we have a far pleasanter confrontation enjoined on the racetracks of North America. Thanks to the Charleston based Sportscar Vintage Racing Association, a series of challenge races began last summer (run in conjunction with several popular events on the SVRA calendar) featuring two marques that perhaps sum up the respective national essence of England and Germany. Of course we're talking about Morgans and Porsches here, and you'd surely be hard pressed to find two more dissimilar (or ethnocentric) approaches to sports-minded motoring. In fact, everything about these two cars represents an affront to the heritage and design philosophy of the other. But, just like the magnificent and ferocious Spitfires and Messerschmitts of World War Two, they have proven exceedingly well-matched in combat.

Imagine pulling an old leatherbound volume from a high, forgotten shelf and blowing off a settled mist of dust before gently cracking it open. Inside might well be the history of the Morgan Motor Car Company, Ltd., which started just past the turn of the century (1906, to be exact) when HFS Morgan opened a small garage in the town of Malvern Link. That tiny shop is still part of the Morgan factory today. Descended from two generations of clergymen, HSF apparently preferred the grease pit to the pulpit and produced his own motorcycle design in 1908, followed by a 3-wheeled 'car' (powered by a Vee-twin Peugeot engine) in 1909. That first 3-

wheeler incorporated the unique sliding pillar front suspension that has been a regular feature of Morgans ever since. Although little more than the bastard offspring of a pogo stick and a common door hinge, the sliding pillar represented a significant improvement on the solid axles commonly in vogue during the early 1900s, and the Morgan company has never seen any good reason to change it. Likewise, while most manufacturers turned away from wood as a suitable material, Morgan continues to use seasoned ash for its body framing to this day (although the chassis itself is metal, in spite of all the well-known termite jokes). Like most small English carbuilders, Morgan never developed their own engines and relied on the open market for drivelines. Many powerplants have been used over the years, but the most popular are the four cylinder English Ford (4/4 models) and Standard Triumph (Plus 4 models).

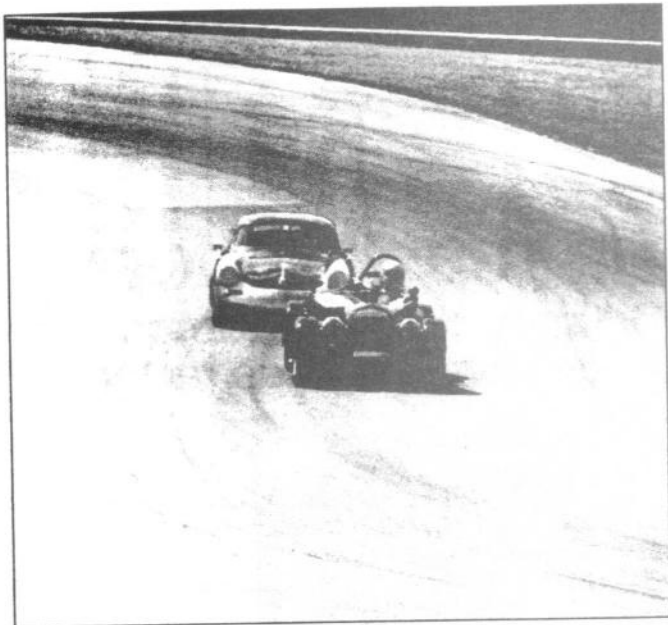
Morgans were always decidedly sporting (if you weren't a 'sport', you had no business owning one!) and many examples found their way onto various racetracks, where they acquitted themselves remarkably well in spite of the oxcart suspension



Gordon Jolley

and Edwardian woodwork. Quickest of the lot (at least until the relatively recent Plus 8) was the Plus Four Super Sport of the 1960s, which featured an all-alloy body, wider wheels and tires, an oil cooler, and a Chris Lawrence-modified (Lawrencetune) 2138cc Triumph motor sporting twin DCOE Weber

Harry Gant's Morgan Super Sport leads Mark Eskuche's Porsche at Moroso, Florida.



sidedrafts. Antiquated or not, the Super Sport was a certified pavement rocket, winning numerous races and championships on both sides of the Atlantic against ostensibly 'more advanced' machinery.

More often than not, that 'more advanced' machinery came from Porsche, a company with an equally interesting but far more convoluted history. Herr Doktor Ingenieur Ferdinand Porsche was already established as one of the brightest designers in Europe when Hitler ascended to power, and his design portfolio included work on the supercharged SSK and SSKL racecars from Mercedes and the awesome 600-horsepower V-16 Auto Unions that were the first rear-engined cars ever to win a Grand Prix (in 1934). That same year, Dr. Porsche responded to the Reich's request for "a vehicle that would hold 4 to 5 people, attain 100kmh, be cheap to service and maintain, and sell for 1000 Deutschemarks" (about \$360 at the time) by creating his famous Project 60: the Volkswagen Beetle. It proved to be, without question, the most prolific and enduring automotive design of all time.

Dr. Porsche's 'People's Car' had many unique features, including an air-cooled flat-four engine mounted behind the rear axle, fully independent suspension, torsion bar springing, a stamped sheetmetal platform chassis, and (at least by the standards of the day) an aerodynamic shape. In spite of its strictly utilitarian design objectives, Dr. Porsche's project 60 served as the basis for three special alloy-bodied streamliners prepared for a proposed long-distance race between Berlin and Rome to cement the bond between the new European axis partners. As any highschool student knows, more pressing matters intervened in 1939 and the race never took place. But those three VW-based streamliners turned out to be the direct blood ancestors of the entire Porsche line.

Ferdinand Porsche and his son were imprisoned by the French after World War II because of their close ties to Hitler's Reich, but both were eventually released as 'non-political' and allowed to resume car-building once again in a converted sawmill located near the small Austrian village of Gmund. Their first effort (labeled Project 356) was a sportscar based on Volkswagen components and the experience gained with the 1939 streamliners, and it proved to be an instant classic. The 356 first appeared at the Geneva auto show in early 1949, and a year later production was started in earnest at Zuffenhausen, near Stuttgart. From the very beginning, Porsche resolved to prove the worth of its cars through competition, and they quickly gained a reputation as giant killers, regularly besting cars with far more displacement. And those the Porsches couldn't outrun they could often simply outlast.

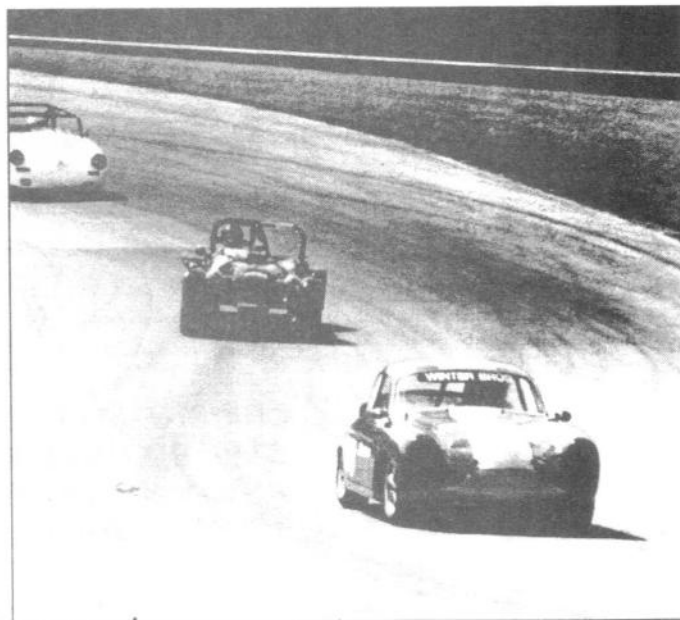
For fifteen years, the type 356 was the mainstay of the Porsche line, and although always a bit pricey for the sheer accelerative force it delivered, the 356 offered build quality, topnotch materials, and marvelous (if

occasionally tricky) over-the-road handling to its many rabid devotees. It also made one hell of a nifty racecar, particularly the quirky little 'Speedster' versions, which were bare-bones roadsters with ridiculously-low windshields, equally ridiculous tops, and excellent performance due to their low center of gravity and light weight. While the Porsche factory moved on to staggering successes with its highly-specialized GT and Prototype racecars, the 356 - like the Morgan - has remained a favorite of club racers world wide to this very day.

The SVRA's Morgan/Porsche challenge has featured every type of 4/4, +4, and 356 imaginable (hordes of them, in fact) and the racing has been close, well-fought, and sportsmanlike all up and down the field. Better yet, we've witnessed some real knock-down, drag-out dicing at damn near every event. Most often, the battle for the overall win has boiled down to a series of stupendous mano-a-mano confrontations between the elegant black Morgan +4 Super Sport of Harry Gaunt (SVRA's Driver of the Year last season) and the baby-blue Porsche Speedster of Mark Eskuche. But the real winners have been the trackside spectators, who got to see some tremendous racing between two marques that offer offer a study in aesthetic contrast. The Porsches look like angry cartoon bathtubs - smooth as puddles of melted alloy while the cobbly Morgans thrust out their lower jaws and arch their fenders like raised regal eyebrows, contemptuously proud of a heritage that goes all the way back to the upright carriage. And you should hear the sounds! The Morgans produce a fine, mellow 4-cylinder British drone, while the Porsches tend to sputter, gargle, and pop on downshifts, then change to an ear-piercing, crescendoing dive-bomber howl at full throttle, engine fins vibrating like a hive full of bees. And then there's handling. The long, flexible, oxcart-sprung Morgans seem to gently 'load' themselves into corners, with the chassis rolling neatly into a set like an archer's bow as the string pulls back. By contrast, the short, stubby, swing-axle Porsches are the kings of oversteer. Top 356 pilots (like Eskuche, vic Skirmants, Jack Lewis, Bob Johnson, Reid Vann, George Balbach, and Chuck Shank) set up for corners by braking late, tossing the car absolutely *sideways*, and arcing through with the ass end hung out to dry.

It's fun to watch, no lie.

I don't know about you, but sometimes I catch myself getting *bored* watching similar cars doing identical things lap after lap, even if they're the most sophisticated racecars in the known universe driven by the best drivers in the world. Nah, better you should prop me up against a shadetree at Road America's corner 5 or overlooking Mid Ohio's infamous esses, stick a hot dog in one hand and a beer in the other, and let me enjoy a proper vintage dogfight between a squadron of stiff-upper-lip Morgans and a howling wolfpack of 356 Porsches. Hell, I know good entertainment when I see it. □



*CHRISTIE SPRINTS, AUG 22/93
BARBARA HARMER, LYNN & FRED KUZYK
DINING AL FRESCO
J. BEER PHOTO*



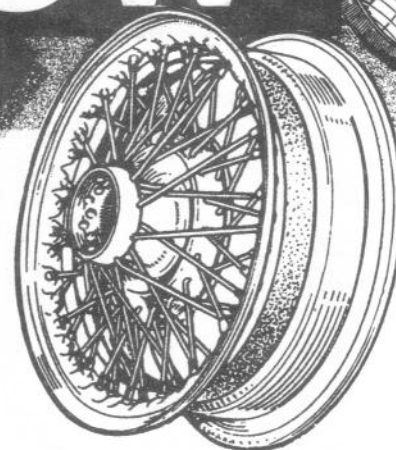
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DAVE ELCOMBE RETURNING FROM HIS
RUN IN HIS TRIKE
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*THE PIGNIC
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