

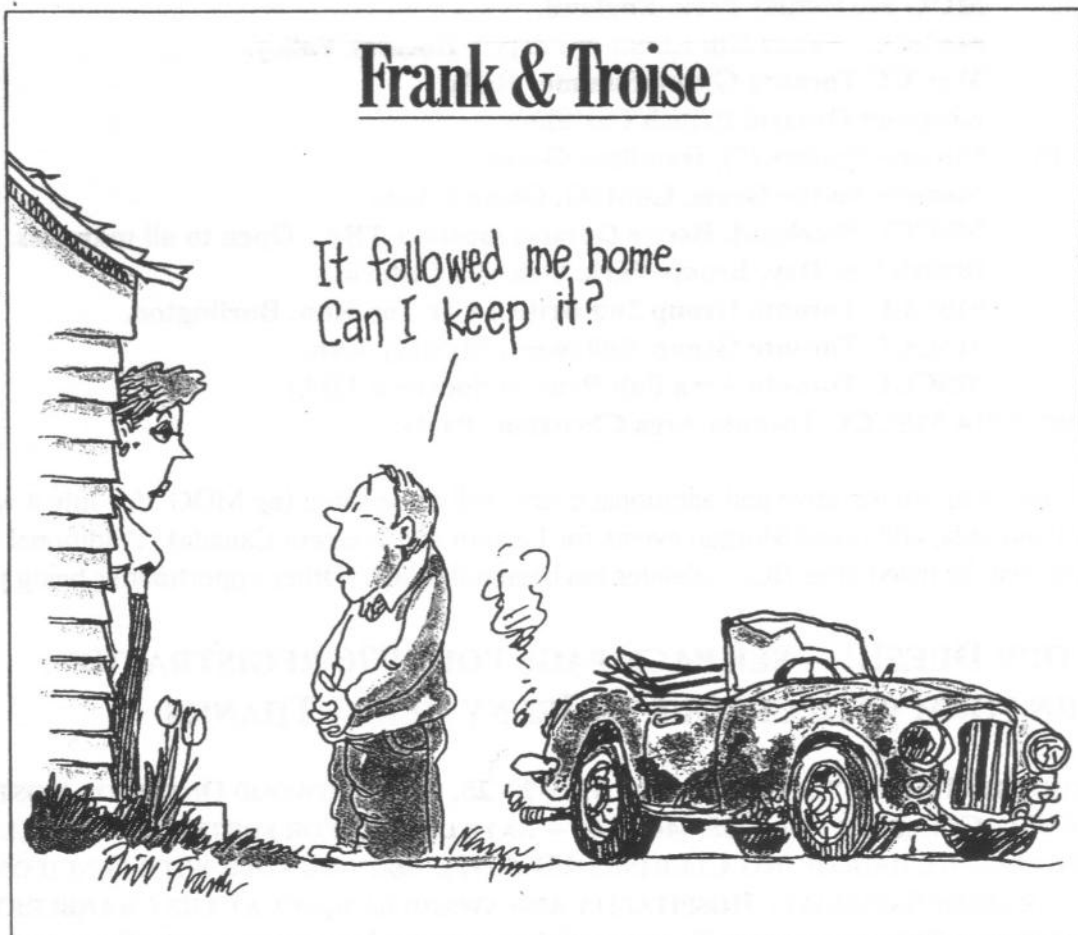
# THE BLURB

1-96

THE MORGAN SPORTS CAR CLUB OF CANADA NEWSLETTER



## Frank & Troise



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## SCHEDULED EVENTS FOR 1996:

- Feb 4 MSCCC Toronto Area Pub Brunch, 12:30 at Queen's Head Pub, Brant & Elgin Streets (beside City Hall), Burlington.
- Feb 17 The Valentines Heartbreak Tour, Vancouver Area
- Mar 3 MSCCC Toronto Area Pub Brunch (location TBA)
- Mar 17 The "No! It's not British Racing Green" Tour, Vancouver Area
- Mar 31 MSCCC Toronto Area Pub Brunch (location TBA)
- Apr 21 Ancaster Flea Market, Noggin & Natter @ 2pm at Coach & Lantern Pub, Ancaster Ontario.
- Apr 27 The Easter Bunny Goes to the Sunshine Coast, Vancouver Area
- May ?? MSCCC Toronto Group Escarpment Run 2, Ancaster.
- May 24~26 Spring Fling Weekend, Collingwood Ontario with MG & Triumph Clubs
- Jun ?? MSCCC Toronto Group Leamington Day Trip.
- Jun 15 London Ontario British Car Show
- Jun 16 Classics Against Cancer, Georgetown Ontario
- Jul ?? MSCCC Toronto Group BBQ
- Jul 6~7 MSCCC Toronto Group participation in Brampton Flying Club meet.
- Jul 7 Carriage Classics, Caledon Ontario
- Jul 18~22 MOG 96, Himley Park, England.
- Aug ?? MSCCC "Sands Hill Climb & Party", Hockley Valley.
- Aug ?? MSCCC Toronto Group Summer Rally
- Aug 18 Kingston Ontario British Car Show
- Aug 24~25 Christie Sprints (?), Hamilton Ontario
- Aug 27 Moggies on the Grass, GoMoG, Ottawa Area.
- Sep 6~8 MSCCC Weekend. Barrie Ontario location TBA. Open to all marques.
- Sep 15 British Car Day, Bronte Park, Oakville Ontario.
- Sep 29 MSCCC Toronto Group 2nd British Car Toy Run, Burlington.
- Oct 27 MSCCC Toronto Group Halloween Mystery Run.
- Nov 03 MSCCC Toronto Area Pub Brunch (location TBA).
- Nov 30 or Dec 14 MSCCC Toronto Area Christmas Party.

Note several dates are tentative and additional events still to be listed (eg MOG 26 - July 4 weekend in Malvern Penn area, additional Morgan events for Eastern and Western Canada). Additional Toronto area events will be listed after BCC calander has been published. Other opportunities being pursued.....

**PAY YOUR DUES!!! -- SEE BACK PAGE FOR 1996 REGISTRATION.**

**RETURN FORM WITH CHEQUE TO JENNY BEER. THANKS**

MG/TRIUMPH/MORGAN "SPRING FLING" MAY 24-25, COLLINGWOOD ONTARIO. HOST IS "BEST WESTERN" IN COLLINGWOOD (705-444-2144 -- RATE IS \$55). FOR FURTHER INFO CALL WALLY HOLMES, SOCIAL CHAIR OF MG CLUB (905-451-6697). DRIVING TOUR WITH LUNCH ON ROUTE THEN A CAR SHOW SATURDAY. HOSPITALITY AND AWARD BANQUET AT THE CRANBERRY INN, COLLINGWOOD. SUNDAY AM FUN GYMKHANA (HOSTED BY MORGAN CLUB). REGISTRATION \$20/CAR, BANQUET \$26/PERSON.

## THE CO-PREZ SEZ

Happy New Year! 1996 is an optimistic year as the club now has members in every province from BC to Nova Scotia and membership approaches 100 households! Several American "States of the Union" are also represented.

While there are no new faces on the Executive, there has been a couple of changes for this year. After many years, Craig Davis has stepped down as Treasurer. We wish to thank him for his years of work. Jenny Beer has taken over "the purse strings" in his place. Vern Dale-Johnson has decided to try his hand at Blurb Editor. Other positions remain un-changed with ourselves as Co-Prez, Paul & Barb as Past Prezes, Vern as VP, Audrey as Club Liason, Lynn continues with Events & Regalia.

We're happy to report that Dave Smith was chosen as the Doug Price Award recipient for 1995. The award was presented to Dave & Pauline at the Christmas party, appropriately by Audrey Beer, who was the first recipient in 1991. Congratulations Dave!

We have been approached by John Rosenthal of the British Car Council, who has asked for our club's participation in the BCC display at the Performance World Car Show, March 7-10, at the International Centre in Mississauga. The display will consist of 8 to 10 quality cars, two of which they'd like to be Morgans. Martin Beer has volunteered his trike but they also request a 4 wheeler. I believe there are awards involved, so if you'd like to show your Morgan, please call John at (905) 883-4525.

Our first event of the season will be a Brunch/Noggin & Natter at the Queen's Head Pub, Brant & Elgin (beside city hall) in Burlington at 12:30PM. This is a new place with fascinating bric a brac, owned by a delightful Scot. Hope to see you there!

Regarding other events for '96: there are old favs & some new ventures. We're joining other clubs for a Spring Fling weekend in Collingwood during May. The Brampton Flying Club would like us to join them in their celebration in July involving antique aircraft & cars. The Lotus Club is planning a race day at Mosport, whereby game competitors can have a thrill of a lifetime, semi-serious races with only a helmet required. Projected cost of about \$200. Details as they become available. A hill climb & Piper's Hill Reunion is in the works. Of corse we'll be repeating the Toy Run and the Fall Weekend will be in the Barrie area - closer to home for many!

The defective MSCCC car badges have been returned to the manufacturer. The MSCC of Britain & other clubs have been warned of the potential problem. To date, we have not heard of any other defective units. Perhaps only our own members have received the duds! Vern has just returned from Australia where he sold a bunch of our regalia to the Australian club. I understand that one of their members will be visiting the Toronto area soon. G'day Mate!

Health & Happiness in 1996!

Lynn & Fred



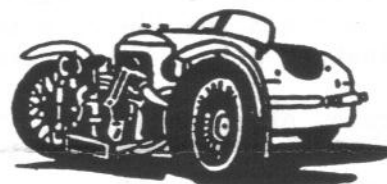
ROAD & TRACK, FEB 96



■ Not the basis of a future comparison test, but an interesting assemblage of vehicles nonetheless—the Diablo, a Morgan and two Harleys and their Texas riders in South Dakota's Badlands.

# 1995 DOUG PRICE AWARD DAVE SMITH

To many, Dave Smith is no stranger within our club and the Morgan world. Dave is a "founding father" of Morganeering in Canada, having been involved with our club since its inception in the 1960's. His involvement has continued through the decades from the '60s to the '90s, all the while retaining his familiar trike. When the car hasn't been "in boxes", off the road, he has campaigned at numerous events through the years. Recently, he competed at the Christie Sprints, but has also been present at MOA Niagara in 1990, and at many of the Virginia meets through the years. There are a number of photos of Dave & 3 wheeler in the 1982 Sheally book "Morgans: Pride Of The British." In the early days of the club, Dave was responsible for the broadsheets that were the predecessor to the Blurb. He also organized outings, such as the club's first trip to Pelee Island. We take pride in recognizing Dave's contributions & dedication to the club & the marque. When the Doug Price Award was created in 1991, it was Dave who had the honour of presenting the award, as he knew Doug well & spoke of his enthusiasm. He presented the Award to Audrey Beer, in absentia. It was fitting that Audrey now presented the Award in turn to Dave, someone who has quietly been an ambassador of our club, from the beginning.



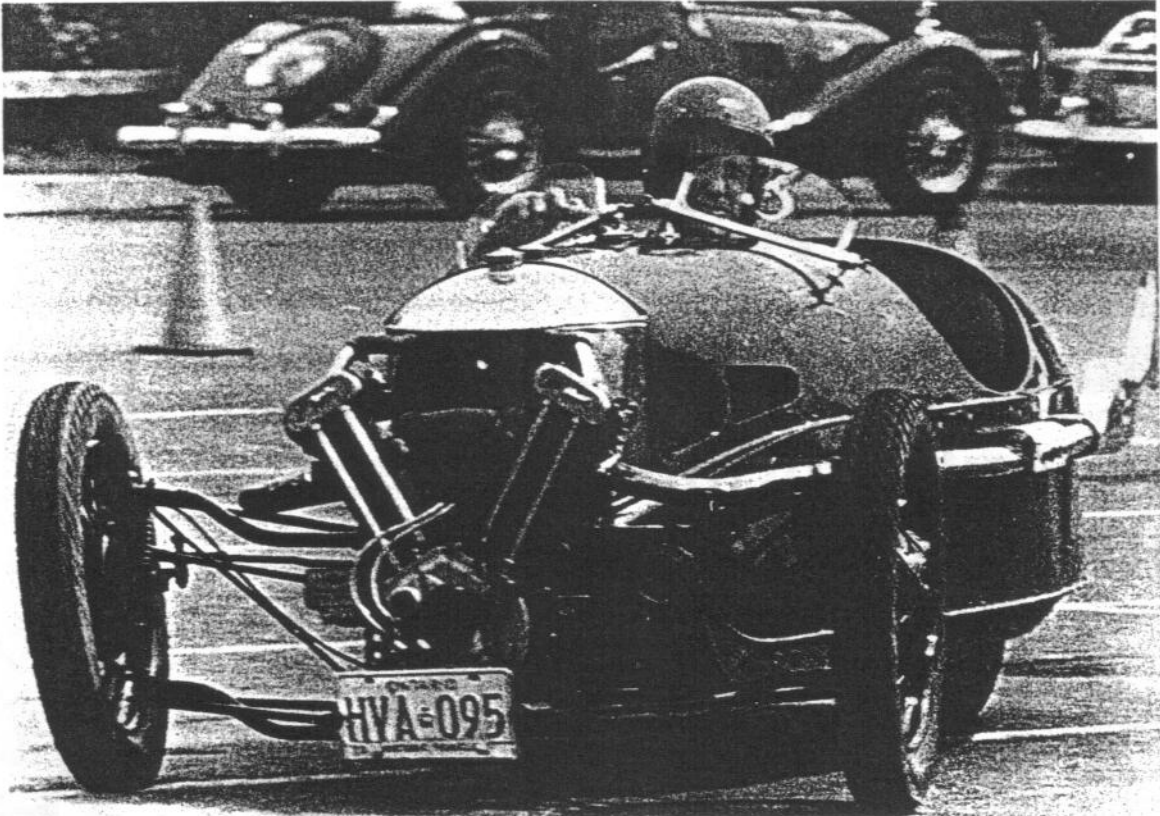
*Beetleback*

Dave Smith receiving  
Doug Price Award from  
Audrey Beer.

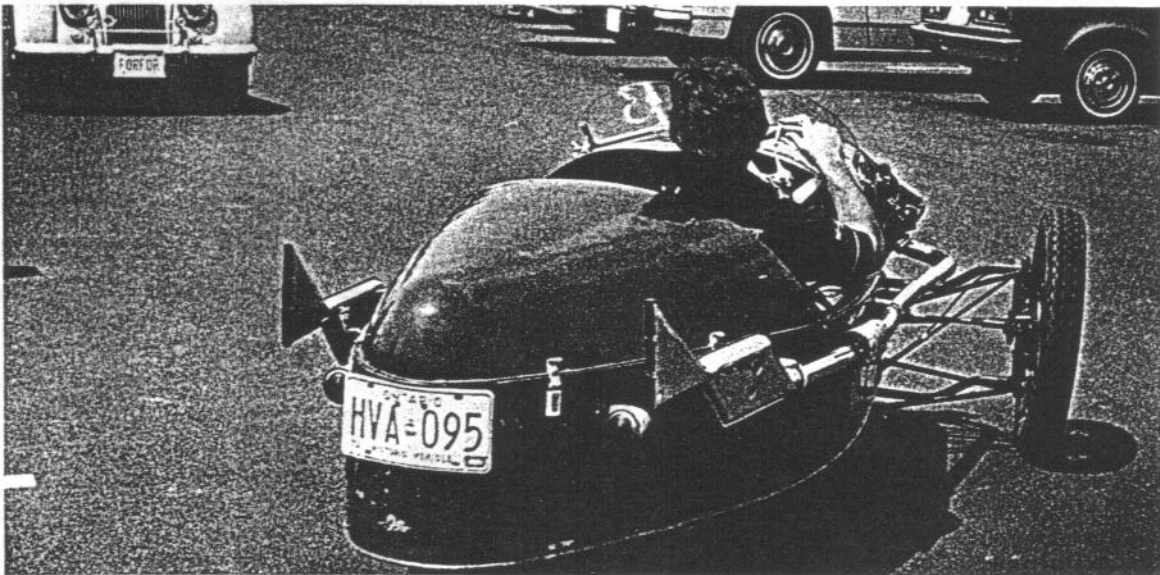
Photos: Vern Dale-Johnson

Alan Sands receiving  
his DPA "keeper"  
from Audrey Beer.

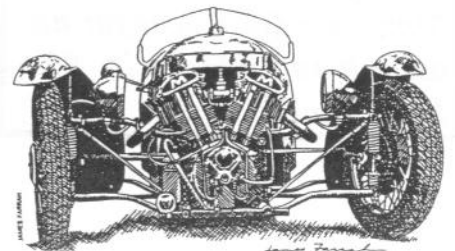




Canadian trike of Dave Smith in competition.



*"Morgans, Pride of the British"*  
John Sheally





Variety at the start line.

## Vintage Auto Sprints (III) at Christie

by Lloyd Brown

HAMILTON, ON - August 26-27th was the date of the third annual Vintage Auto Sprints at the Christie Conservation Area on #5 Highway near Hamilton. I was able to cover the event only on the Sunday having other commitments on Saturday.

Sunday started out cloudy and cool with the look of rain-any-minute. What is it about the last week of summer that this should be so? The rain did hold off and the sun came out in the afternoon to make the best day of sprints to be held at

Christie. A great variety of cars and motorcycles completed one at a time over the one-mile road course. The sprints are a bracket type of competition somewhat similar to bracket drag racing, but on a road racing course, instead of a drag strip. The idea is to equal the elapsed time of the first run for each car in its class.

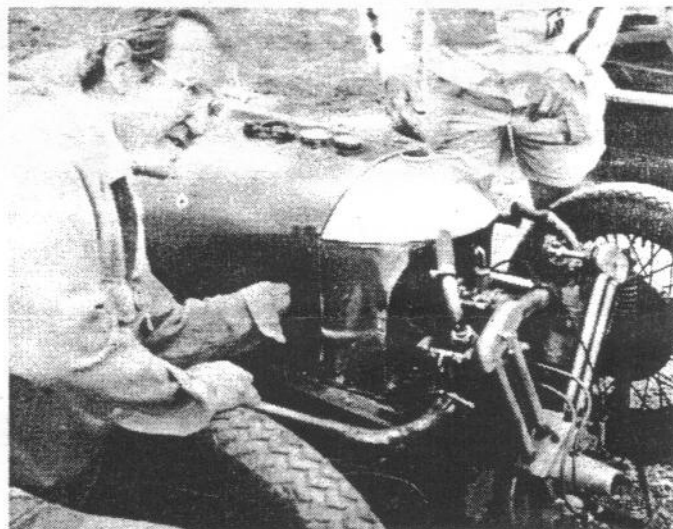
— What is most surprising is the speed attained by some of these old cars and motorbikes. The roar of the engines, the smell of the exhaust fumes

gives one some insight into how these vehicles performed in the 'old days'. This is what I call excitement.

In the paddock the cars can be inspected close up with literally no restrictions. One can converse with the drivers and mechanics who are quite happy to answer all questions. Quite different than most race meets will allow.

The cars competing included pre-war Bugattis, MG's, Alfa Romeos, Model T speedsters, Aston Martins, 3 and 4 wheel Morgans, a Frazer Nash, a few dirt track sprint cars, Nortons, Triumphs, plus for the first time, the Trillium Miata club was included to compete.

courtesy of "OLD AUTOS"

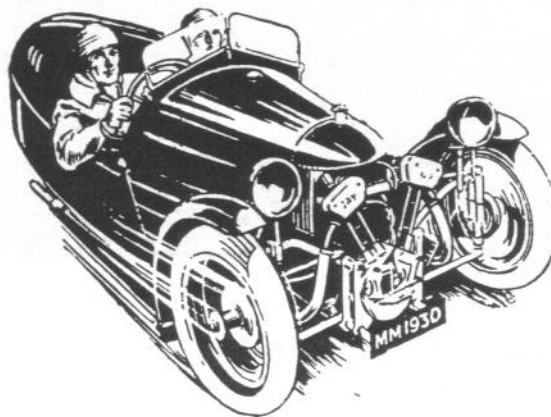


David Smith's Moggie needed attention.

### Late News:

Morgan factory newsletter reports Chris Lawrence (of Lawrencetune fame) has returned to the factory to work on Charles Morgan's GT Racer for an assault on Le Mans in '97. Stay "tuned"....

## FURTHER DEMONSTRATIONS of



# MORGAN RELIABILITY



## WELCOME NEW MEMBERS

A number of new members have joined over the last few months. Welcome and thank you for your interest in the Morgan Sports Car Club of Canada! We look forward to seeing you at events across Canada or hearing of your exploits.

The MSCCC does not make their mailing list available to outside groups. If you want to contact a member please ask for their address and phone number. Don't forget we offer a free business card advertisement to all members; will include buy or sell information (Morgans) in **THE BLURB** at no charge; and will include a full page flyer in **THE BLURB** if you pay that issues postage (~\$50).

Mr & Mrs R Balfour, Ontario  
Malcolm and Suzanne Brown, Ontario  
Edward & Margaret Burman, Ontario  
Brian Coolican, Saskatchewan  
Mr. W. Crearar, Ontario  
Oliver Dawson, Ontario  
Pierre Doyle, Quebec  
Andrew Dwyer, Ontario  
Fred Elzinga, Ontario  
Anne Fort-Menares, Ontario  
Robert Fox, British Columbia  
Mr. I. Fyfe, Ontario  
John Galbraith, Ontario  
David Gard, Alberta  
Mr & Mrs Andrew Grant, Ontario  
Mr. L. Harman, Washington  
Mr & Mrs C. Hirtle, Nova Scotia  
Michael & Marion Holtz, Alberta  
Claude Jacques, Ontario  
Greg & Cathlyn Kaufman, Ontario  
Marc Lalonde, Quebec

Alan Lande, British Columbia  
Ed Landstrom, Ontario  
John & Martha Lot, Ontario  
Dr. G. Magrinat, North Dakota  
Alan Marsh, Washington DC  
Mr & Mrs J McDonald, Ontario  
Mr. L. McMullen, Ontario  
Mr. P. Palmer, Alberta  
Nat Perlmutter, New York  
Lloyd Reddington, Alberta  
Mr & Mrs H. Rens, Ontario  
Mr & Mrs E. Robinson, Ontario  
Clayton Sach, Alberta  
Chris Skeat, Ontario  
Dr. K. Stapleton, Ontario  
Dr. A. Struthers, New Brunswick  
Hugh Waldick, Ontario  
Mr & Mrs J. Warbis, Ontario  
Mr & Mrs G. Wilburn, California  
Bob & Susan Wright, Ontario

### Hey, Mr. Guinness, here's the winner of the tire throw!

My 1968 Morgan met its demise returning from a hillclimb in 1974 when, turning off the highway into a gas station at about 20 mph, it was hit from behind by an Oldsmobile doing 60-plus. The rear of the Morgan disintegrated, with the rear-mounted spare tire *clearing* the top of the service-station sign and landing a measured 240 feet down the road.

According to witnesses, the rest of the car, and occupants, went airborne before coming back to earth in the station lot. On landing, the Morgan smashed into the right rear-quarter of a Porsche 912 parked at the pumps before spinning to a stop, facing back up the highway. The Porsche's forward progress was impeded by the back end of a pickup truck, alongside which the Morgan came to rest.

As you can see, nothing was left behind the rear roll-bar braces, and the



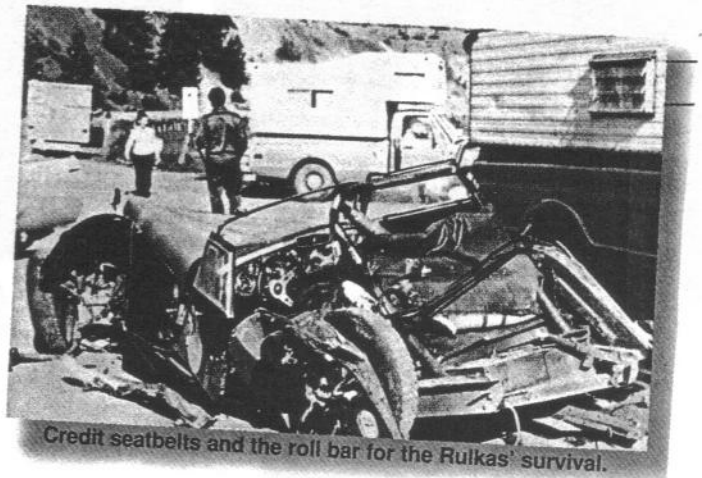
CAR AND DRIVER, Jan 96

front end was pushed over 30 degrees from the point where the front brakes met the frame. The Mountie who attended the accident could not believe my wife and I both walked away from the car. I required two stitches where my head hit the roll bar (padded, fortunately), and my wife suffered a whiplash from not having a head

restraint.

Otherwise, not a scratch. Our survival can undoubtedly be attributed to our seatbelts and the roll bar—the same roll bar that, ironically, now prevents our restored car from being insurable as an original “collector” vehicle.

STUART RULKA, D.D.S.  
Burnaby, British Columbia, Canada



Credit seatbelts and the roll bar for the Rulkas' survival.

## MORGANS OVER AMERICA II 1995

Jeremy Harrison, reprinted from *Miscellany* 11/95.

Having just returned from our 7,000 mile Western Adventure in the USA and Canada, truly the scenic trip of a lifetime, I'd like to personally thank those behind the scenes who made the event possible.

To Chris Godwin for his expertise arranging our flights and overseeing our essential car insurance cover; Anita Jordan, for our financial organisation; Alan Stones from Davies-Turner, for the efficient car shipping and customs clearance; and finally to Steve Roake and Keith & LaVerne Cox of San Francisco, for the superb USA/Canadian itinerary, all hotel bookings, sweat shirts, car badges, shoulders to cry on, etc. etc. Many, many thanks to you all.

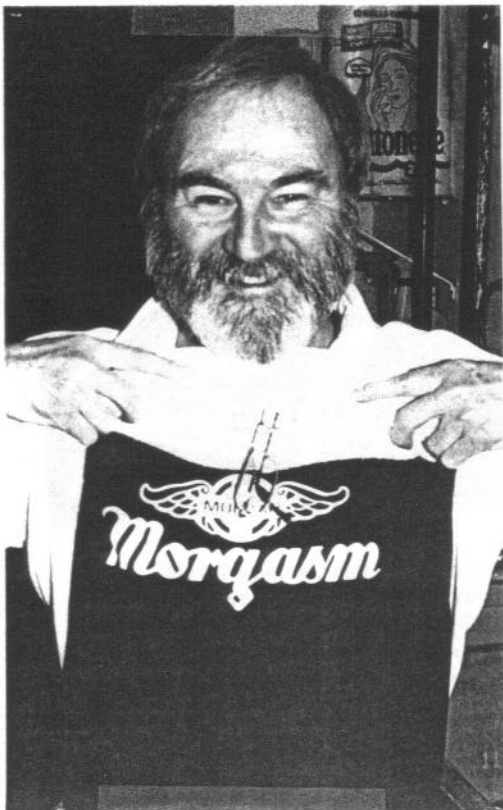
All participants will have their own special memories of the trip, mine included: driving my open Morgan to the lowest and hottest place on earth (Death Valley, 285 feet below sea level and up to 165° F); driving through the Californian Redwood trees (the largest living things on our planet); driving over the highest pass in the USA (Trail Ridge Road in Colorado, 12,183 ft); seeing the magnificent cars at Pebble Beach Concours; watching a Morgan victory over Stirling Moss at Leguna Seca; taking the amazing "Road to the Sun" in Glacier National Park; flying over the Oregon Dunes and the Montana Lakes in sea planes; into the crater of Mt St Helen's volcano in a helicopter; and surviving a bird strike at 9,000 feet over Grand Canyon.

We had a few breakdowns, mainly with the cars! Some bits and pieces fell off here and there and we set fire to Steve Roake's car to test if he had indeed fully recovered from his recent heart attack. He had!

We also set many Morgan world records including:

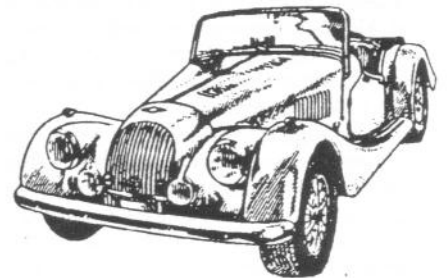
- Most Morgans to drive into Death Valley -- 18.
- Most Morgans to drive out of Death Valley -- 16.
- Most Morgans to be towed out of Death Valley -- 2.
- First party to be held on a Wyoming Interstate celebrating 100,000 miles on a Morgan. The Fisher's car. Imagine parking 28 cars on the M25 to celebrate in the UK!
- First Le Mans start every seen by the Sheriff at Deer Lodge -- 27 cars, no accidents.
- Most creative sunburn -- Ray Ellis's diagonal white stripe on a red background (should have kept his shirt on!)
- Most separate cheques -- 25 -- at one table, one waitress (still cheerful), Page Arizona.

And yes, we are planning M.O.A. III for the year 2000. What about Route 66? Are you coming?



John Collins shows off his acquisitions from MORGANS OVER AMERICA trip.

Check out page 68 of Feb 96 ROAD & TRACK.



photos: Vern Dale-Johnson



## **Morgans Over America "2"**

Mike Powley, Western Scribe, courtesy of the NW Magazine, Sept 95  
Condensed from the original...

MORGANS OVER AMERICA "2" ... driving is the word... so for the readers a petite "BON MOT" is offered... TO DRIVE??? ... "FOR MY PART I TRAVEL NOT TO GO ANYWHERE, BUT TO GO" (Robert Louis Stevenson explains the best reason to take a road trip -- right?). So to drive -- the POT and ROSEMARIE tried to do their best to honor this great bit of road trip philosophy and did "to go" -- MORGANS UP THE USA & CANADA for two.

KEYSTONED AGAIN? In trying to duplicate our route taken in our first Morgan over 24 years ago we wanted to "GO ROUND THE OLYMPIC PENINSULA". NO OLYMPIC PENINSULA! The Keystone ferry to Port Townsend was running only one boat and we couldn't get on the sailing -- so we had to settle for the HOOD CANAL route, which is not to be sneezed at either, but we have "been there, seen that, done that" often enough.

CALIFORNIA HERE WE COME.... Our plan to arrive one day early for "R&R in the wine country unfolds with still yet another MINOR CLASSIC MORGAN MOMENT. At the desk is the assistant manager, you guessed -- CHERYL MORGAN! Is some kind of send-up? She assures us, no! She's just as excited about the next days arrival of the "MOG BUNCH".

SMOKING BIG CIGARS AND EATIN' IN THEM FANCY DINING CARS....we felt this would be just the neatest thing we could do this time down, THE WINE TRAIN LUNCH SPECIAL -- while a bit pricey, the experience really suites the above title. Back "home" to the HEALDSBURG via a route up the Napa Valley and over the hills. At the hotel -- THERE THEY ARE -- Morgans of every size and color -- what a sight.

POT'S FIRST OFFICIAL PRESENCE AT ORGANIZER ROAKE'S PALACE....Steve, in real life an architect, certainly lives his trade! His home's in CLOVERDALE, just a great, short drive from the hotel. The entrance is graced by his 50's 4/4 Flat Rad and on the way up more MOGS...all great. Here we get to socialize and get an update on the proceedings thus far. The food and wine is fantastic and the tour through STEVE ROAKE'S home an absolute delight.

OREGON -- THE COAST....Great -- just as we had left it a few days before -- but where was the MOG NW greeting team at the CALIFORNIA/OREGON border? Organizer STEVE was beginning to have doubts about the omnipotent hospitality of the MOG NW club; but crafty Nancy and Dick Dice with Jonathan Russell had set up shop -- club banner and all -- at a marvelous open-by-the-sea-lookout-point, and there they were

doing the now traditional NANCY DICE WELCOME DANCE.

MAGIC MORGAN MOUNTAIN MOMENTS BEGIN UNDER THE VOLCANOS..Friday, August 25. None other than a visit to crabbly old Mt. St. Helens. It was here we learned famous Lilac Mog owner and tour organizer Brit JEREMY HARRISON will fly anything, anywhere -- after a plane ride over the dunes he pumps his family up for a helicopter ride into the volcano!

READY FOR THE NEXT VOLCANO AND MORE 20th NONSENSE IN BELLEVUE... What a reception! At the dinner 107 crazy MORGANEERS assembled for absolutely no business, other than to hear JEREMY'S reading of CHARLES MORGAN'S letter to STIRLING MOSS as to why his order for a MORGAN would be so long in coming; what with STIRLING having such a bad time of it against a MORGAN at LAGUNA SECA and Lilac no longer available; poor STIRLING.

CANADA HERE WE COME -- August 27....our Northern Pod, without the benefits of training from Nancy, put on a pretty good flag waving. Many of the Brits and Californians want to see a little of Vancouver - - not easy as Georgia Street is a mess and the entrance to STANLEY PARK difficult. Cheers to those few who made it, like JOHN COLLINS and SONIA KOKAL who wanted to see if our mermaid was naked like the one in Copenhagen. John was assured that in the best of ONTARIO tradition, ours was clothed.

Out of town for a screaming drive up the SEA TO SKY run to WHISTLER. Dinner with Ted Carew-Gibson and Ric & Glenda MacDonald of the MOG NW club in the company of Keith & Carolyn Merret of Durban, South Africa -- we all agree the next MOG wine tour is over there!

THE NINE K OF ROUGH ROAD, THE 1995 CHALLENGE RUN...the POT's last day of the tour dawns along with the moment of truth. Luckily many of the group had a test day at Mt Ranier (where some draconian road work was underway) -- a "feel the burn" warm-up for the Mt Currie section of the DUFFY LAKE ROAD. For me it was agony as usual, but here comes Keith Cox of California in his 1959 +4 4-seater....and he passes me! In all most didn't think it was that bad.

The DUFFEY LAKE stretch was marred somewhat with logging trucks and the like, but the finish was fine. We bid our farewells in LILLOOET and took the cut-off down to LYTTON -- what a run, no traffic, just go! What a great 12 days and 2,900 miles for the POWLEY's. I'm sure all that participated wished the intrepid travellers a great run for the next 20 days beyond WHISTLER!



## **THE 4 SEATER REAR SUSPENSION** **"OPERATION"**

There is often controversy when a Morgan is modified beyond its original factory build specification, but suspension modifications which add safety, comfort and enhance driving pleasure should surely be supported.

The modern 4 seater until recent years has left the factory with lever arm dampers at the rear. Anyone who has travelled long distances with a family of 4 will no doubt vouch that at best the ride is harsh at worst very painful. Purists will no doubt argue to endure such pain is part of the cars endearing character, I for one disagree.

If I have struck a chord with the many 4 seater Morganeers amongst us then help is at hand by fitting a rear telescopic damper conversion. Furthermore, I can support the view that the only satisfactory conversion available is that provided by Dave Rutherford of Rutherford Engineering. This conversion mounts the shock absorbers as near vertical that is possible in a 4 seater, and allows full travel units to be used rather than the shortened versions used with the hoop conversion.

Having experienced my 5 year old son being nearly bounced out of the rear seat at MOG94 I decided to take the financial plunge and arrange for our 4 seater to have the operation at Rutherford Engineering. My choice of conversion was heavily influenced by the excellent technical advice given by Dave Rutherford and Dave Roberts on the Rutherford MOG94 trade stand.

In addition to the rear telescopic conversion I have had a leaf removed from the springs and a Panhard rod fitted to control axle movement in the lateral plain. At the front the standard Gabriel shock absorbers have been replaced with gas Spax to complement Spax at the rear, and Dave has fitted his anti-torque reaction bars to reduce front suspension sub-frame flexing.

The whole effect is an extremely transformed Moggie which not only handles better and corners faster, but has a much smoother ride particularly at the rear end.

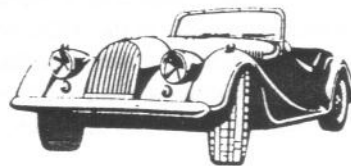
I cannot speak highly enough of Dave's workmanship and his whole professional approach while the car was with him for the work. If you are looking for such a conversion by all means scan the market but I recommend a chat with Dave.

*Peter Robinson*

# **Rutherford Engineering**

The Morgan Specialists

*Miscellany* June 1995





# The MOG Mechanic



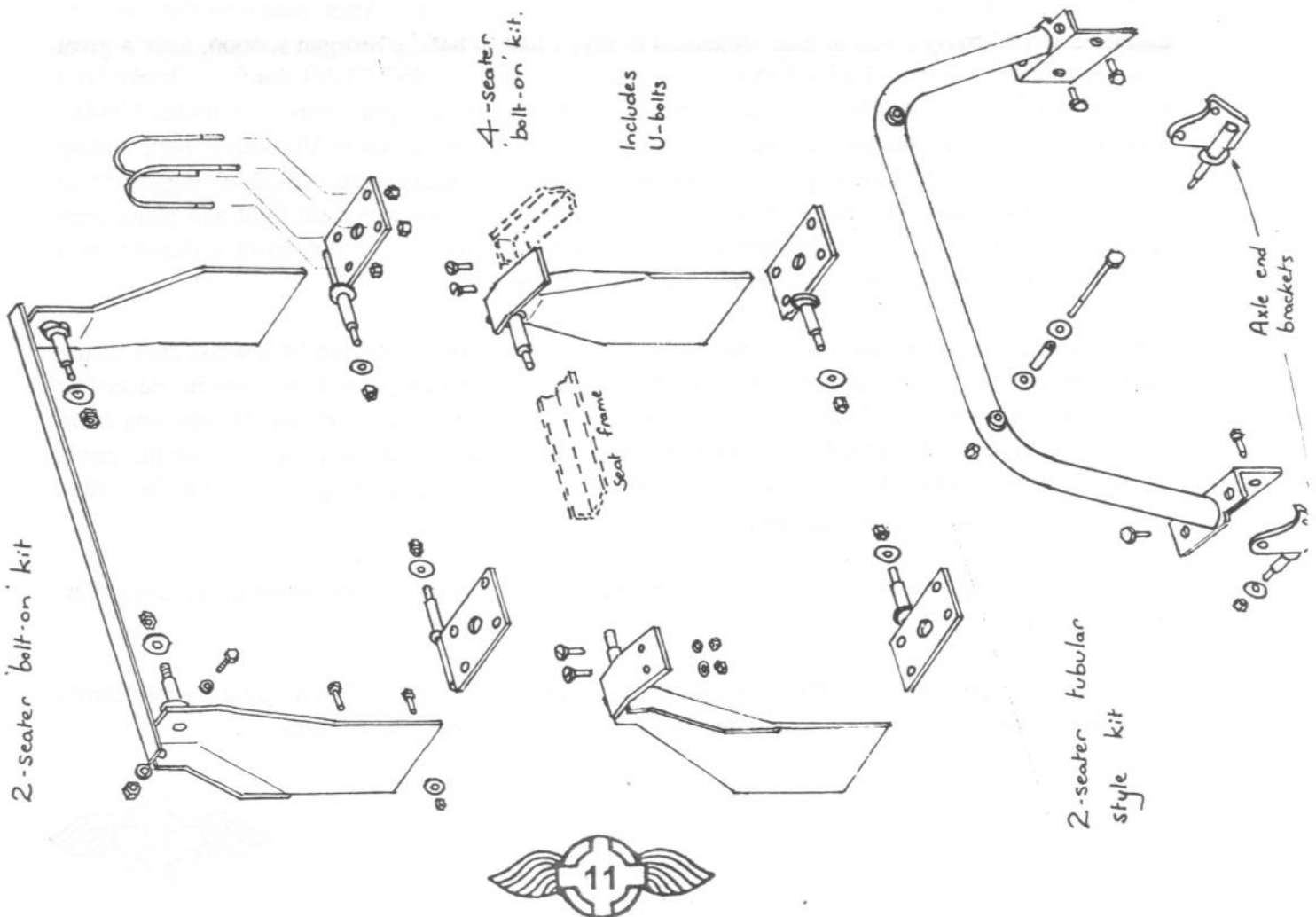
Accompanying drawings give you the picture. When I was at MOG 95 I talked to the Rutherford group and viewed these bolt-ons -- first class materials. Prices (as of July 95 in British Pounds):

<b>Front subframe torque reaction bars</b>	<b>£ 29.61</b>
<b>Bolt on 2-seater bracket kit</b>	<b>£ 92.80</b>
<b>Bolt on 4-seater bracket kit</b>	<b>£ 98.70</b>
<b>Tubular style 4/4 and +4 (to 1992) 2-seater</b>	<b>£150.40</b>
<b>Tubular style +8 and +4 (1993 on) 2-seater</b>	<b>£164.50</b>
<b>Gas Spax adjustable rear shock absorbers</b>	<b>£ 94.00/pr</b>
<b>Koni telescopic shock absorbers</b>	<b>£108.10</b>
<b>Panhard rod kits vary by model, priced from</b>	<b>£135 to £155.</b>

These prices include VAT so will be less for overseas purchasers (however you will need to pay freight and any import taxes).

Before ordering you should correspond with Rutherford (phone 01565 830224, fax 830803) Crackling Farm, Agden Land, High Legh, Cheshire WA16 6NY.

Morgan factory also makes available a tubular rear shock retrofit kit (but won't supply the shocks!). Fitting can be done by CMC in Toronto (or other qualified shop) if you don't want to attempt same.



## NOSTALGIA, 30 YEARS AGO MORGANS WERE "RESISTANT TO CHANGE"....

I'm often amazed at how often "chance" plays a role in our lives. In our upstairs closet were stored (sorry folks, hadn't unpacked from the last move in '89) 20 years of *automobile Quarterly*. Now there are several stories about my charter subscription to *automobile Quarterly* I could relate, including the snit my good friend and champion of the Georgetown "Classics Against Cancer" Neil Young got into when he heard I'd cancelled my charter subscription after 20 years instead of passing it over to him to collect the next 20 years of trivia, however, they must wait... This story is current...

As I mentioned, I had 20 years of *automobile Quarterly* in the upstairs closet ("had" as they are now permanently in the sauna since the installation of a heat-pump utilizing said closet for plumbing various lines). While I was moving these, Marissa asked the obvious question "what are those books?". My response, "books on cars, discussions on old marques and long since departed manufacturers" and as I spoke I pulled out a copy. Now here I must pause again, as for years I've been meaning to get "around to it", "to it" being locating the issue I knew existed on Morgan. My surprise, the issue I pulled was Volume 5, Number 2 from the Fall of 1966 and in it was Dennis May's article "*Morgan the Timeless Flyer*". What a hoot -- I just had to pull a copy for inclusion in "THE BLURB". Looking back 26 years at this article is a must for every Morganeer, especially those who missed the experience of growing up with Morgan's. You see, the story goes deeper.

In 1966 I was in 3rd year at the University of British Columbia. After receiving this issue of *automobile Quarterly* I was in lust. Needless to say, I had to have a Morgan sooooo, after a great summer of 1967 working 3 jobs I took the plunge and bought a 1960 (?) 4/4 dutifully checked out and approved by George Stern. I can't remember exactly but the price was well under \$1000. What a blast, I loved that car and drove it throughout my 4th year (even in Vancouver rains and up the canyon route up to Kamloops during the winter when the roads were driveable) suggesting to my parents that I was truly nuts! Near the end of the year money was a bit tight and plans were underway for a "wedding" in September 68. I did the unthinkable -- put down a deposit on a Datsun 510 and sold the Morgan! One of life's "should have's".....

What was truly annoying was shortly thereafter I made the decision to avoid Westwood club racing (picked-up too many of George and Bob Stern's splintered plywood panels), but was introduced to "Slaloming" and "Rallying" with the infamous *Royal City SCC*. Although the Datsun was more than competitive, I must admit my heart was still in the Morgan. The story does come full circle for when courting Amanda she knew she would have to put up with a Morgan in the family. Thus you see our 66 +4, 4 seater was inevitable.

As you read through the Dennis May article, remember this was written sometime in the early '60s. Enjoy the trip!

PS, Could that left hand drive DHC on page 215 be Brian Rumohr's car? The colour photo shows it left the factory in dark blue livery, tan interior and chrome wires. Just maybe...



# MORGAN

## Malvern's Timeless Flyer

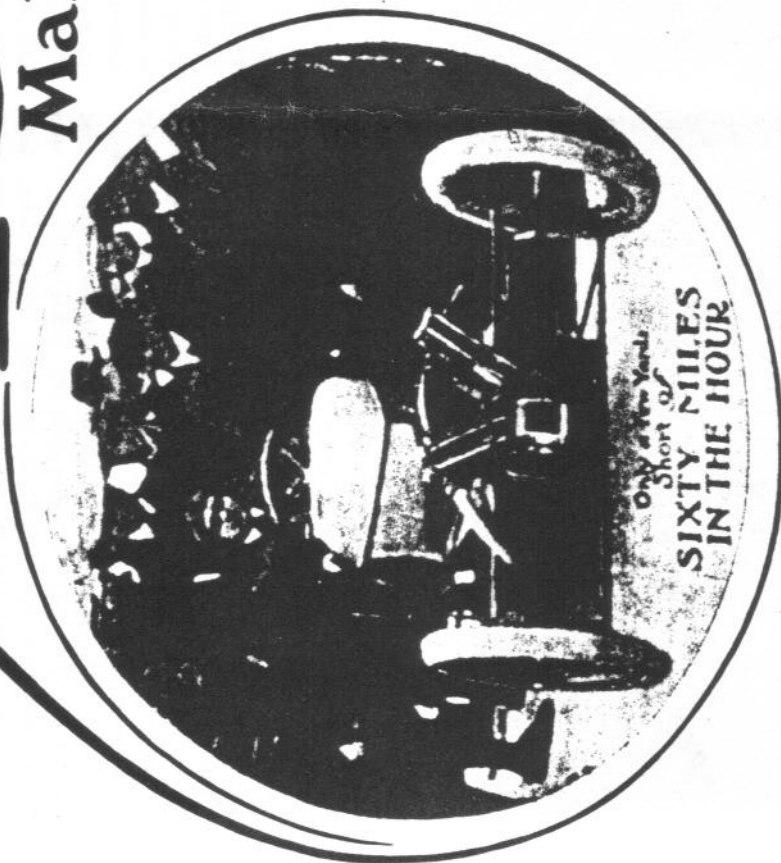
by dennis may

its gearbox divorced from the engine and clutch, an arrangement that went out of favor elsewhere in the Twenties. In Morgan philosophy, who-ever said *nil temere novandum* could say that again.

"Dear Roughrider" is how the president of the Morgan Owners' Group, Inc., New York, addresses members in his monthly newsletter, and this is entirely appropriate. Rough is the only way you can ride in a Morgan, and if you didn't like it you wouldn't own one. Postulating that 99.9 per cent of the world's carmakers can hardly be wrong. I asked Peter Morgan, with a misguided resort to logic, if he didn't think the time had come to forsake tradition in the independent front suspension department and go for wishbone links in place of those vertical sliders. No, he said, he didn't. For one thing, the customers wouldn't like it. For another, the existing chassis and suspension are complementary; ditch one and you might as well ditch the other. And what was left wouldn't be a Morgan, would it?

"Whippy" is Peter Morgan's own word for his chassis, consisting of two widely spaced and rather flimsy Z-section horizontals, tied together by five crossmembers and curving inward up front to embrace the engine. It's whippy because it's light. The Plus 4 weighs about 400 pounds less than the Triumph from which it borrows its engine; and if it weren't light, it wouldn't out-accelerate the TR-4A, which it habitually does, to the annoyance of Triumph company people.

Slowly, over the past fifteen years or so, the Morgan has tried to live down a reputation as a car that parts fell off of, and which generally was no paragon of reliability. During 1951/52, Bill Boddy, editor of *Motor Sport*, ran a Standard Vanguard-engined version of the Plus 4 and reported with his usual candor: Inside 4,000 miles the steering developed over two inches of lost motion . . . the clutch operating level bent so the clutch wouldn't disengage . . . both steering dampers broke at 250-mile intervals, setting up a front wheel wobble that on one occasion brought five policemen onto Boddy's tail . . . one front rebound spring broke . . . a hood bracket likewise . . . windshield wiper ran so hot you couldn't bear to touch it . . . carburetor choke stuck and its operating cable pulled out . . . muffler joints blew.



Among English institutions, *The Book of Common Prayer* is more resistant to change than the Morgan automobile, but only slightly. Peter Morgan, like his father before him, recoils from "doctrines fashioned to the changing hour," which is just as well because his clientele, and its American segment in particular, feels that way too.

Morgan front suspension is the same today, essentially, as when H. F. S. Morgan, the firm's founder, adapted it from a Nineteenth Century Decauville design for his first three-wheeler in 1909. Apart from minor beefing here and there, and periodic relocations of cross-members to accommodate the engines successively offered, the 1966 Morgan chassis is a duplicate of the frame used on the first Morgan four-wheeler thirty years ago. The present TR-4A engined Plus 4 is the only British car with

Within the next 11,600 miles, play in the steering increased to five inches . . . droparm "tried to detach itself from the steering box" . . . transmission "showed wear and tear" . . . jack jammed up . . . engine "wobbled alarmingly" on its rubber mounts, allowing the flexible exhaust pipe to slide off . . . fuel pump became "a bit weary" . . . another fender stay stopped staying. Demonstrating cause and effect, the temporarily undamped front wheels wobbled . . . so the chassis flexed . . . so the radiator sprang a leak . . . so the engine blew its head gasket. To Boddy's credit, *he* didn't blow a gasket, charitably allowing that "after all, you must expect a few bugs from a new model."

You also expect them to be eliminated in the fullness of time, and it's only fair to say that the Morgans presently going out into the world suffer from few of the frailties that afflicted the marquee fifteen years ago. If an occasional part still falls off, the owner screws it back on again, noing with satisfaction that this car, uniquely immune to the stylist's assaults on accessibility, is easy to work on. Furthermore, parts don't fall off Morgans nowadays just because they were feebly attached in the first place. The reason is rather that the combination of low vehicle weight and hard suspension makes parts more fall-off prone.

From my reading of the Edwardian and early Georgian motor magazines, I've known that Peter Morgan's grandfather, the Rev. Prebendary H. G. Morgan (who gambled in gold shares as a hobby and financed the original three-wheeler venture) used to dash into print in defense of the trike at the drop of the tinnest hat. In contrast, neither Peter nor any mouthpiece of his seems to challenge adverse press criticism today. How came this?

When asked, Peter said he didn't object to *fair* criticism, implying that practically all the published strictures on "Mogs" have been fair. What did irk him, he admitted, was the apparent assumption by publications like *Autocar* and *Motor* that Morgans should be measured by the same yardstick as volume-produced British sports cars—Healeys, M.G.'s, Triumphs and such.

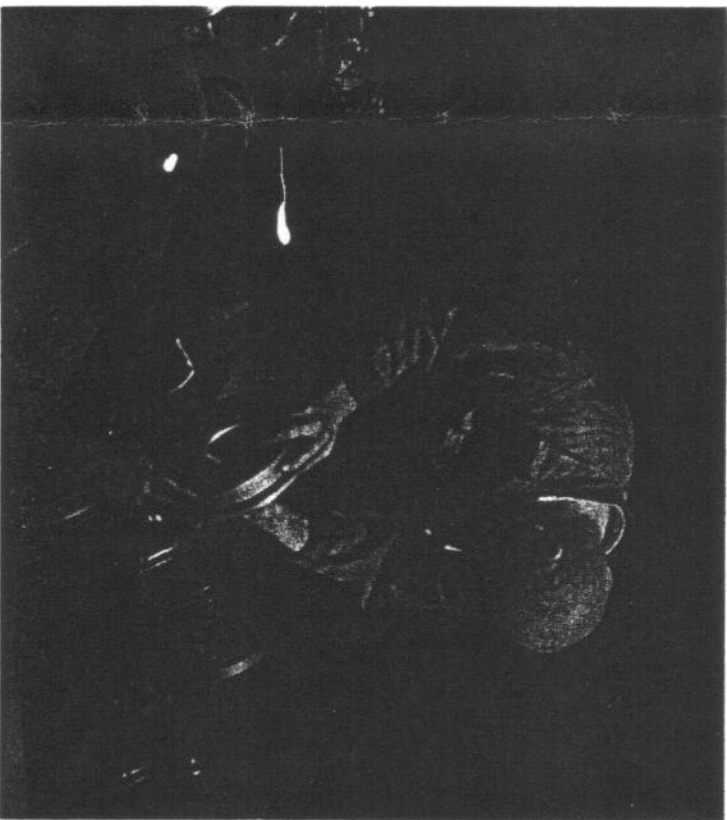
Historically, the Morgan Motor Company always was in a sense a law unto itself, and in an egalitarian age there is something rather engaging about its continued claim to this divine right. It may or may not be relevant here that BMC's Austin-Healey and M.G. factory at Abingdon, the world's biggest producer of sports cars, made 50,000 such vehicles in 1965, compared with around 500 Morgans. Respective payroll figures are 1,300 and 95. (For the record, incidentally, there is no such thing today as the Morgan Motor Company. It's "P. H. G. Morgan trading as the Morgan Motor Company." *L'etat, c'est moi.*)

While refraining from the late Rev. Morgan's habit of trading verbal blow for blow with critics in the press, Peter Morgan certainly heeds their comments and acts on them in continuing to make the Morgan a better car. Even more, he heeds the suggestions contained in the hosts

of letters he receives from Mogg owners the world over. This correspondence has always been a source of pleasure to him—no letter ever goes unanswered—and is heavily drawn on in the course of the cars' development.

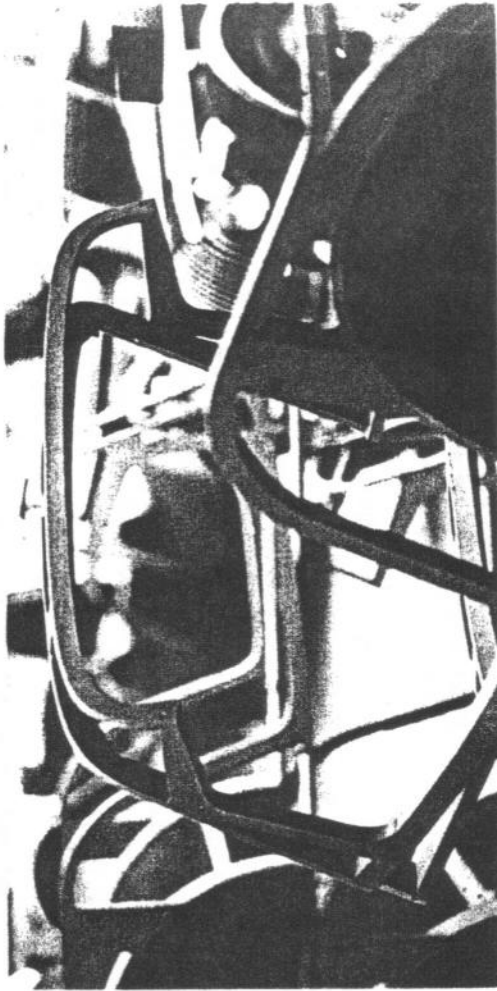
Change overtakes the little Morgan factory at Malvern Link, Worcestershire, 120 miles northwest of London, even more slowly than its products. The first time I darkened the door was in 1934, to take delivery of a second-hand Super Sports three-wheeler I'd bought from one of the firm's directors, George Goodall (at eighty-one he's still active as a member of a consultative committee on management, and his son, W. A. G. Goodall, is the present factory manager). Revisiting the place last summer on behalf of AUTOMOBILE *Quarterly*, I was hardly dumbfounded by the differences I found. Some of the old faces had gone, including, alas, that of Henry Frederick Stanley Morgan, but quite a few still remained. Hirlings and frings, especially the latter, are rare events at Morgan, and employees with over forty years' service on their dossiers are not unusual.

The main difference, of course, is that cars have replaced trikes as The Product. Environment and atmosphere appear quite unchanged since my youth. The plant is still the same size as it was, neither bigger nor smaller, despite the fact that it was making about three times as many



three-wheelers in '34 as cars in '66. Operatives work at the same tempo they always have, neither hurrying nor loitering. When Peter Morgan comes into view they don't put their best feet forward or their worst ones as he passes from sight. You sense that here, as in all surviving temples of hand craftsmanship, employees enjoy giving of their best—in a manner that owes nothing to starry-eyed sentimentality.

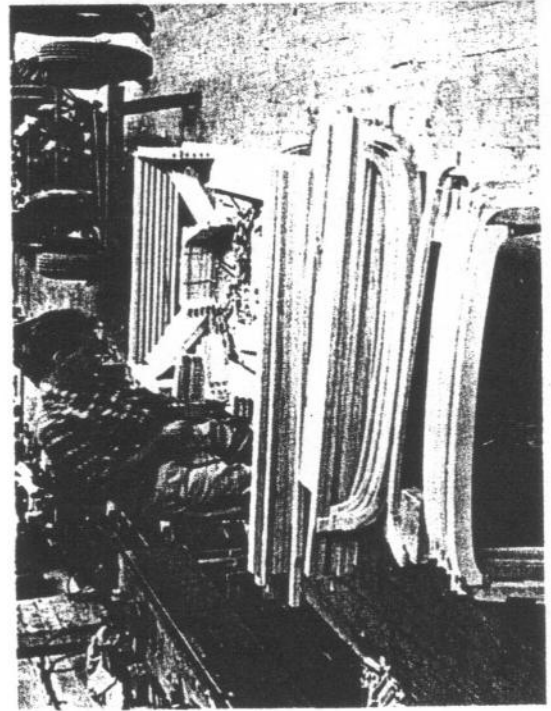
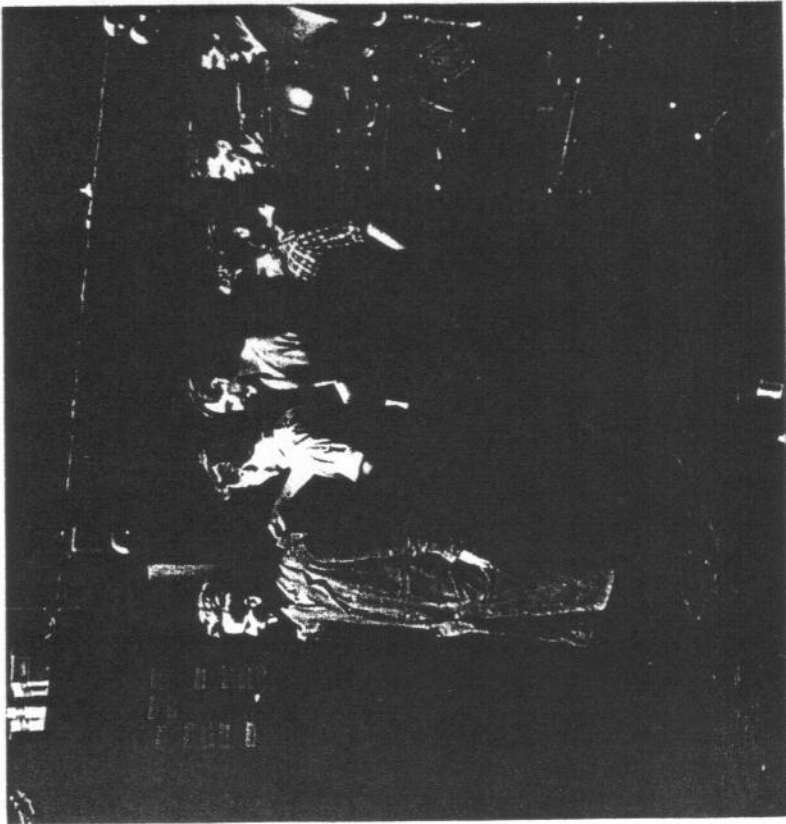
Peter Morgan's office and the visitors' waiting room that neighbors it



have a dinginess that could almost be considered studied. The manure-colored paint work is lusterless with age. The walls are largely obscured by big display boards proclaiming, in hand-painted lettering that has faded almost to the point of illegibility, the competition prowess of yesterday's trikes; one of these lists the 1912 kill, another that of 1920. A framed Auto-Cycle Union certificate (fiscally the trikes were classified as motorcycles) commemorates a Mog success in the One-Day Reliability Trial of 1912 ("The machine satisfied the judges as to silence and cleanliness, and in every other particular"). It goes on to name famous test hills that the machine climbed "without pedal assistance."

Morgan builds its own bodies for the two staple models, the 4/4 and Plus 4, and also a surprisingly wide range of other ingredients. These include rear brake drums (there are disks in front), the rectangular structures of tubes carrying the front suspension, the suspension units themselves, kingpins, gas tank mountings, pedals, spare wheel attachments, assorted brackets, etc.

In the case of the 4/4, Ford of Britain supplies the 1500 cc engine/gearbox unit, in regular or competitive form, the latter version having



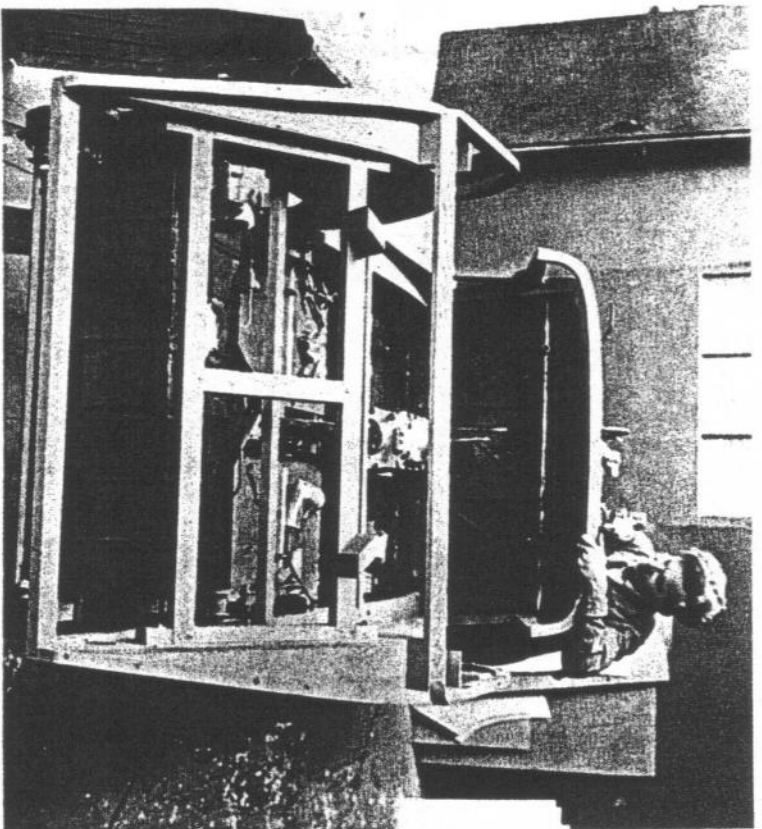
the dual-choke Weber carburetor that's used on the Corsair G.T. The Plus 4 and Plus 4 Plus models receive their 2.1-liter TR engines from Standard-Triumph and their separate gearboxes from the Moss Gear Company Ltd.; apart from the Morgan outlet, these boxes have had no takers for years. Peter Morgan makes a convincing case for the separate gearbox layout: It helps to distribute the weight properly, thus contributing to the nice balance for which Mogs are famous; it also eliminates remote-control linkages or long willow shift levers, making shifts uniquely positive. On the debit side, it shortens the distance between the driver's and passenger's ears and any gearbox noise that's going.

When this particular Moss was in currency on other makes, it was mated with engines of over 3 liters and was commensurately beefy. It is one of the minor paradoxes of Morgan engineering that while, for example, chassis rigidity is cheerfully sacrificed to weight saving, components like gearboxes and brakes are massive almost to the point of indestructibility. Speaking of the chassis, its supply source is Rubery Owen, giving the marque Morgan, through R. O.'s chairman, Sir Alfred Owen, a remote and tenuous kinship with BRM.

Plus 4 and 4/4 bodies, with their narrow, tapering hoods, separate fenders, cutaway doors and angled tails, are not only obdurately vintage in looks but built according to principles that flourished in the vintage era. Today, they flourish only at Pickersleigh Road, Malvern Link. That is to say, ash framing, carpentered by Morgan, is clothed in individually formed sheet metal panels. These are separately attached to and detachable from the timber skeletons—a big time and money saver in the event of crash damage. Peter Morgan belies the common belief that wood as a body material is prone to diverse ills. There is, as far as he knows, only one species of beetle that attacks it, and you won't find it nearer than China.

The trimming, upholstering and painting of bodies are all processes handled by Morgan at Malvern. The foreman trimmer, A. B. Gulliver, by the way, has been on the payroll since 1915 and can look down on C. Cummings, his sheet-metal *vis-à-vis*, as a mere parvenu—he clocked in ten years later. Magazine articles elsewhere have perpetrated the myth that Morgan bodies are either still brush-painted or were until a year or two ago. Actually, brush painting was dropped as general Mog practice soon after World War II, although there was one long-service craftsman who simply declined to lay his brush down and had to be allowed to

*Work is slow and methodical at Malvern Link, for Morgan is a determinedly small outfit. There is a machine shop where various parts are milled; a body shop where the wooden frames are built; a "tin shop" where steel body panels are shaped by hand—along with such components as fuel tanks and bulkheads; a paint shop and a department where upholstery is hand sewn and hand fitted. There's nary a hint of an assembly line.*





continue brushing with the distasteful music of his mates' sprayguns sibilating all around him.

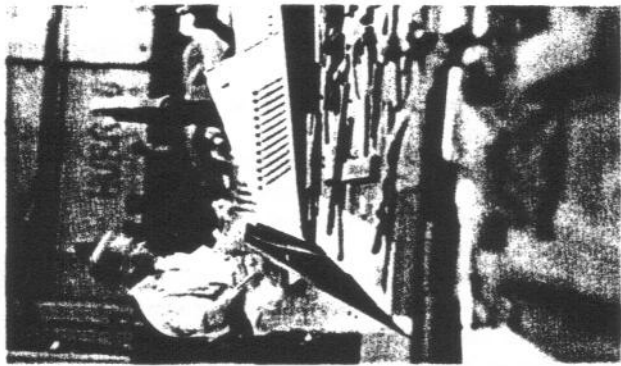
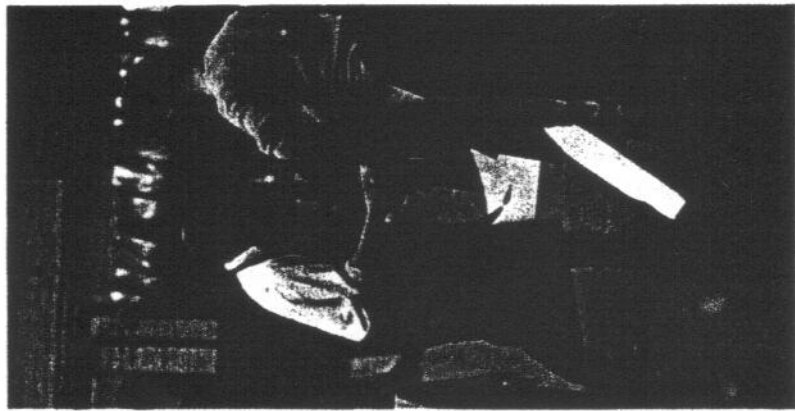
As an extreme example of Morgan handwork, the body panels are cut out with tinsnips. Peter Morgan says they really *must* install power cutters soon, though my impression was that the courage of this conviction won't come easily. Where else but on a Morgan, incidentally, would you be given an option between steel or aluminum as the body material?

"Batch production" determines the daily round and common task at Malvern. The woodworking shop, for example, turns out sets of thirty-six similar body frames at a run, and each machine is permanently geared to forming one particular piece part. Back when he was a boy, Peter Morgan recalls, these batch methods went considerably farther, the summer being devoted to production of trike bodies, the winter to chassis. Pending the matrimonial climax, the isosceles shaped bodies were stacked on end around the walls, apexes pointing heavenward. As this implies, the supply/demand relationship in the trikes' heyday was conducive to stockpiling, whereas today every Mog that leaves the factory is going to a predestined owner, and wherever he lives, whatever the color of his money, he'll have damn well waited for it.

The cuckoo in the Morgan nest, of course, is the controversial Plus 4 Plus, a fiber glass bodied coupé resembling no Mog dreamed of in anybody's philosophy pre-1963. Peter had originally mooted something of this sort in his father's last years—he died at age seventy-seven in 1959—but H.F.S. was against it, partly because of its affront to the Morgan image, partly because he doubted the compatibility of fiber glass and that "whippy" chassis.

Actually, the combination has worked out surprisingly well. Production began early in '64, and around eighty cars had been sold at this writing. Mr. Morgan drives one daily himself, ringing changes between it and his personally owned 2+2 Ferrari 330. (Like his father, who had a taste for Rolls-Royces, he is the last to deny that there *are* other desirable cars besides Morgans.)

That phrase "trading as the Morgan Motor Company" puts Peter Morgan in proper perspective as a virtual dictator, monarch of all he surveys in Pickersleigh Road. Businesswise, one sees him as something of a tight-rope walker, on the one hand dreading a false step that might lose him the loyalty of his worldwide and carefully nurtured fraternity of Morgan addicts, on the other constantly flirting with ideas that could help insure a steady annual accretion of trade. Once you stand still, he says, you're going backward before you know it. Hence, from now on he plans to build and sell about fifty more Mogs each year. At the same time, though, a violent upswing in demand, posing the alternatives of rescaling his facilities and labor force or disappointing a lot of people in their Morgan owning aspirations, would be unwelcome. As it happens, the demand for Mogs, in Britain particularly, is brisker than it has been for years.



## British Car Council, October 14/95 @ "Protect Air", Malton Ontario

Minutes (abbreviated):

- ◆ For 1996 regular "**British Classic Workout**" evening runs will be posted on the calendar. All clubs will urge members to attend. Calendar will be printed for distribution at Ancaster Flea Market in April.
- ◆ "**Adopt a highway**" brought up. A minimum of 10 people from a club are required (training is provided). Roads of interest to clubs can be nominated (and if not taken already could be adopted by the club).
- ◆ **Morgan Toy Run** was mentioned as the type of run clubs should be promoting – doing something for a charity. Suggestion all clubs tie a "charity" into their events if no more than collecting food for the local "food drive".
- ◆ Work progressing to secure sponsorship for a "service guide" listing mechanics, service stations, other services of interest to British Car owners. Establishments are nominated by those who use the services.
- ◆ Insurance was discussed. All clubs who want to advise insurer re event should do so through the BCC (Jon Rosenthal 905/883-4525, leave as message as to your club, date and type of event planned – Jon will contact insurer re same).
- ◆ BCC has secured space at **Performance World**, March 7,8,9 at the International Center. All clubs urged to place cars in the show. (Martin Beer's F-type is on the list, there is still room for a 4-wheeler Morgan, talk to Jon re same ASAP).
- ◆ **Specialty Vehicle Assn** (for "collector cars") continues to be our lobby against proposed federal and provincial legislation to remove older cars from use (crusher laws) or limit their use. Next meeting is April 7/96 at the Richmond Green MARV Flea Market in Richmond Hill. Call 416-461-6032 for details. The MSCCC is a member club. AGM of the Assn is April 20 at the Ford Motor Company, The Canadian Road, Oakville.
- ◆ Need "Obsolete or discontinued" Michelin's etc? Try Wallace Wade Tires, Dallas Texas ph 214-688-0091 or fax 634-8465.
- ◆ 1996 "**Great American Race**" starts in Seattle and finishes in Toronto. Will plan for an "event" around same. Note, Ed Moody has a video of the 1995 race available.
- ◆ With regards to events, several were mentioned – **Spring Fling** (end of May, Collingwood); Victoria British "**Brits in the Park**" (Lindsay, July 27/28); **British Car Day** (Bronte, Sept 15 with suggestions attempt should be made to move this away from the same weekend as **Stowe**, Vermont).
- ◆ "**Protect Air**", Doug James, Technical Education Coordinator talked to us regarding this. Over a 1 year period they have been contracted by the Ontario Government to test 25,000 vehicles to develop baselines on models. Toronto smog is 160+ ppbillion (would like to get this down to 80+ ppb). Trick is to encourage owners to keep cars well tuned and to remove worst offenders (read out-of-tune "shot" engines) from the roads. Doug encourages all BCC members to have their cars tested as these cars will determine the "baselines" for our vehicles and future measurements will be done against this baseline (ie, if we have "dirtier engines" we will have a "dirtier" baseline).

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### Editor's Notes:

Just a few quick ones to go with this "first" letter of 1996. Our thanks to **Jenny Beer** for the endless hours of work to put together **Blurb's** over the past few years -- and to **Audrey Beer** before her who took over from **Doug Price**. As the 4th editor of this prestigious journal, I've big shoes to fill. If you don't see what you want, let me know or better yet -- submit!

You will find additional material from across Canada in future issues. I've asked **Andrew Grant** to help with info from the **GoMoG** group in the Ottawa area, and **Mike Powley** to do the same from the **MOG NW** group (Canadian Chapter) from Vancouver. For those across the country who don't get to organized Morgan events on a regular basis, we urge you to tell us what's happening on the British Car Scene in your area. The deadline for submissions is the last week of every even numbered month, publication the last of every odd numbered month.

On the topic of **Andrew Grant**, as mentioned elsewhere he did some unexpected customizing during the last run of the season through the Gatineau Hills. Seems a rear wheel caught a loose shoulder, pulled the tail into a rock wall promptly spinning his 56 +4 head on into more rock wall with a ricochet into the weeds. A passerby stopped the rest of the group up the road and suggested "one of yours" has a bit of trouble. Happy to say Andrew survived intact but the Mog is being rebuilt -- new frame, redone woodwork, new scuttle, etc, etc.

I've been playing with the **Microsoft Network**. On there is a British Car BBS where I've made contact with Jeff Miles in southern New York who is rebuilding a 64 +4, 4 seater. He was looking for other enthusiasts. Happily I've been able to get him into contact with several US clubs, parts suppliers and rebuilders. I haven't looked in to any **Internet** web sites yet -- let us know what you find.

Our **badges** have gone through a bad period but it seems unless you have identified a badge as "faulty" those 130+ now in circulation are OK. If you do have a faulty badge, let Fred or Lynne know and we'll work through a repair for you. Our stock of badges is running down to the last few with no plans for another "batch" until 1997. If you don't have your's already, act fast. The key fob is well worth having if the badge is a bit rich for your after-Christmas wallet.





# Scuttlebutt Corner



Hellen Hogmog

Scuttlebutt has it that Ottawa area member Andrew Grant totaled his car while driving in a GOMOG scenic tour. I've heard that the Gatineau Hills were challenging but I had no idea that the drives there were as competitive as Le Mans!

On or about December 8, Martin & Donna Beer were blessed with the birth of 10lb 3oz son Jeremy. Congratulations! I heard that for a period after, the boy remained name-less. According to Ms Hogmog, the choice of monikers is fine, however I was partial to Ryan - as in "Rye 'n" Beer!

Marissa Dale-Johnson did a "cracker-jack" job in her recent production of "The Nut Cracker". She was the best mouse of the pack! Bravo to the budding dancer!

Unfortunately, Reg Beer was hospitalized during Christmas. There were some complications but they released him for New Years. Seems he was chasing too many nurses, so he had to go!

A certain Morgan was featured in the colour front page of the Old Autos Christmas edition. This shot had Santa Claus behind the wheel. The same issue also featured pictures & a report on the MSCCC 1st British Car Toy Run, by S. Claus. While it may not have been his car, I still think Al Sands is Santa Claus! (Sure looked like him....).

Speaking of Morgans in pictures, check out the recent issue of Road & Track. You might recognize John Collins car in there, taken during the Western Adventure!

Ms Hogmog has heard that Lynn & Fred Kuzyk spent the holidays in Cuba. Many shortages in that country but no shortage of 1950's American cars! Fred wanted to adopt some of them! Although no Morgans were spotted, a Morris, a Ford Consul, & a Lambourghini Diablo were evident! Who says communists have no fun! We Morgan owners should count our blessings that we can obtain new parts, unlike the Cubans who must forge their own replacement crankshafts, for-instance!

Finally, Ms Hogmog would like to thank Mr. Nigel Birch for his kind letter. I would love to hear further from Mr. Birch re: his degree from the University of Almondsbury - Honoris Causa. He had promised to give us a lesson in "Krek Brisl". We still await said lesson & reason for the degree. Sir, you may continue to deny verbal assinations directed towards dear spouse, Joan, however I have seen your membership renewal and under the heading "Spouse" it reads: "She who must be obeyed"! This we have in print! In the parlance of the great un-washed: "Gotchya"!

Please let us know if you have a Morgan or Morgan parts "for sale", or if you are "looking for" a Morgan or Morgan parts. Ads for same will be published gratis as a service to members (cars and parts don't have to belong to members but I do request you send in the request for publication).

Note from one of our new West Coast members, **Robert Fox** of Cowichan Bay (believe it or not I was just in same last November!). *"I have recently purchased a complete "Maxiflow" "Vulcan" engine from England for installation into by 1970 4/4, 4 seater. This was an interesting fax adventure and turned out to be about as costly as having my engine rebuilt here! I wanted to keep up with the Honda's, Toyota's -- even my Mazda 626 so I was obviously adding horsepower! The 135 hp from the Vulcan is an improvement. If others wish info they can fax me @ 604-748-8982."*

Results, by the way, for Class W (Morgans) at **British Car Day 1995** were:

1st -- **Martin Beer (MSCCC)**, 1935 F Super 3-wheeler; 2nd -- **J. Snyder (Western NY)**, 1994 +8; 3rd -- **Rick Andrews (MSCCC)**, 1968 4/4. Congratulations!

Vern Dale-Johnson, Editor





# MOG 96

## 18 - 22 JULY 1996

### HIMLEY PARK

Near Dudley

Joint Co-ordinators: David Monnington 01527 872533  
Andrew Simpson 01527 67820  
Maurice Williams 01902 766407

This month we want to tell you about the SUNDAY COMPETITIONS that we have planned for your entertainment and hopefully entry.

### **CONCOURS**

In any gathering of Morgans it is likely that a number of them, with very little preparation, could give a good account of themselves in the Club's concours events.

The Club's Concours Secretary, Bob Williams, (who will be organising the MOG 96 Concours) describes them as "Competitions of Condition" and the competing cars are "scrutinised for how original the car has been kept, how thoroughly it has been cleaned, how well it has been maintained . . . . . and does everything work?"

He will also stress that usage is a factor taken into account when marking.

Many owners of potentially eligible Morgans who have never entered a Concours are perhaps naturally apprehensive about entering, but set yourself the target of having a go at MOG 96 and get one of the best parking positions of the event into the bargain.

### **PRODUCTION CAR TRIAL**

The PCT at MOG 96 is to be held on a small hill overlooking the main event site. More compact than the usual Club PCT venue it will nevertheless be equal in "non damaging" and fun terms for both competitors and spectators alike.

There will be four or five hills to tackle and self-service wash down and tyre inflation facilities will be available near to the hill.

The Club's competition Secretary, Peter Sargeant, together with Peter Deans are the organisers of the event, the only requirements for entry being "an ordinary road taxed and MOT'd car is needed (no requirement for special preparation) and Club membership cards are to be shown (no need for competition licences etc."

The event will be open to both 4 and 3 wheeler Morgans.

This may be the ideal opportunity for "first timers" to try their hand at a production car trial, so give it some serious thought and have a go at MOG 96.



# MOG 96

### **GYMKHANA**

Located at the top of the main arena the gymkhana will present its varied array of events to test the skills of both driver and passenger.

There will be fun and games for all with awards for all classes including both 4 and 3 wheelers.

We hope to be able to accommodate more entrants this year by streamlining the co-ordination of results and there will be a special novice award for those who have never entered a gymkhana before. Also, perhaps for the first time, we will be recognising the contribution of the passengers by presenting awards to that important part of the winning teams.

Come along and join the fun - especially you first timers - you'll never know how agile your Morgan can be until you put it through its paces.

### **PIT STOP CHALLENGE**

The pit stop challenge will be held in the main arena in front of the Hall.

As usual the tasks will test the skills and co-ordination of the team members and provide an interesting event for the spectators too.

Teams from all centres both men and ladies are invited to participate, so why not come along and demonstrate YOUR centre's skills this year and walk away with an award.

Open to both 3 and 4 wheeler Morgans this event will certainly be one of the ones to watch if you're not competing, especially if we retain the test of changing of the nearside rear wheel for the team that enters a 1929 2 speed aero 3 wheeler!

### **REGALIA**

MOG 96 regalia is now available and comprises a Bottle Green Rugby shirt complete with white collar, a choice of Navy or Jade green Polo shirt and grey T shirt. The Rugby and Polo shirts have the embroidered MOG 96 logo whilst the T shirt has the screen printed MOG 96 and Centenary logos in black.

Also the usual Car badge, key fob, lapel pin and world famous dash plaque all enamelled in the MOG 96 logo.  
See the blue order form in this month's issue.



## Membership Renewal:

Name: \_\_\_\_\_  
Spouse: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Home: \_\_\_\_/\_\_\_\_/\_\_\_\_ Business: \_\_\_\_/\_\_\_\_/\_\_\_\_  
Fax: \_\_\_\_/\_\_\_\_/\_\_\_\_

### Morgan(s) owned:

Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_  
Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_  
Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_  
Model: \_\_\_\_\_ Year: \_\_\_\_\_ SN: \_\_\_\_\_ Colour(s): \_\_\_\_\_



Order your MSCCC badge today!

**Membership fee \$20.00 for the year:** \_\_\_\_\_ (Payable January 1 of each year)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:  
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