

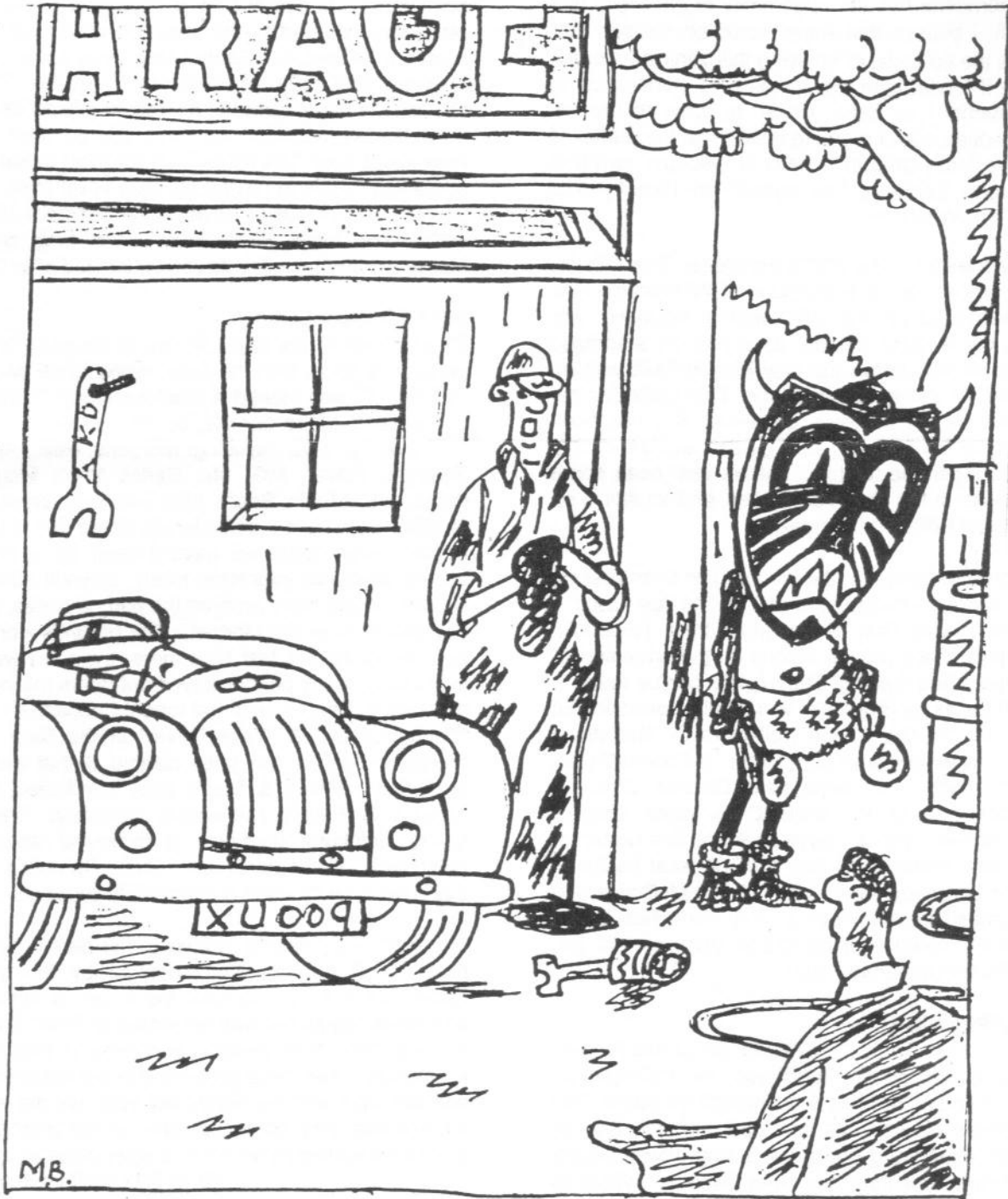
Morgan



5-97

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



**I'm sorry, Peter, we did everything we could.**

## THE CO-PREZ SEZ:

Lynn & Fred Kuzyk (e-mail: mscgcc@sympatico.ca)

Late Summer greetings to all & welcome to the new members: Milton Lackman, Quebec; Serge Desjardins, Quebec; Norm & Sue Jolin, Ontario; & Glen Cavers, Ontario. Merci & Thanks!

Lynn & I visited Mary Shier in the hospital in early August. Mary had needed surgery & thankfully was released in short order. Sadly, we regret to inform that Anne Fort-Menares passed on in early August at the age of 41. Her interest in her Morgan was mentioned in the obituary. In the "ying & yang" of living, she had to let go of her car. This means that someone has the opportunity of gaining a late model Plus 8. I believe that Anne would be pleased that someone has the potential of enjoying this vehicle as much as she did in the brief time that it was hers. A donation in the Club's name has been made to one of Anne's requested charities. Also I regret to inform that the author of the last Blurb's cover cartoon & the book "Morgan, isn't that a horse?", John Erickson, has passed on recently. His cartoons & memory live on.

A nice letter appeared in the BSC's newsletter, The Tribute, from Morgan owner James Hutchinson of Woodstock, ON. This letter was read on the CBC and is enclosed. Mr. Hutchinson's car is quite unique, as it has an automatic tranny! As some may know, the only Morgan built with an automatic was for Peter Morgan's wife. This particular car was converted, as the author is paralysed, & it has been such a part of the family (even saving the author's life), that it must remain operable for him. There's also been some other nice pieces: in the New York Times, and an article on trikes in the latest British Car magazine.

I'm working on a webpage. In the interim, I've been making postings on various newsgroups, etc. In the last issue, I mentioned the Alaska Run of the group from Texas. An MG couple have made regular reports on the adventure & it made for interesting reading! The exploits can be found in the Scions Of Lucas archives. For you regalia collectors out there, check out the Car Badge Collectors Of The World Wide Web ([www.geocities.com/MotorCity/Downs/2163](http://www.geocities.com/MotorCity/Downs/2163)). I've been in touch with webmaster Charles Choo of Malaysia. He's looking for MSCCC & other badges. Speaking of regalia, Lynn & I have been the first customer for the Club logo embroidery. Our MSCCC seat backs on the folding chairs made their debut at the McCowan's & they looked smashing! Also have a Tilley shirt which is now properly adomed. Send your articles to Vern, so that you can make a fashion statement, too!

### **WHAT'S HAPPENING?**

Plenty, still to come! FALL WEEKEND: As of mid-August, we have 30 or so people registered for Collingwood. There's even a couple of MGs & a Triumph on board. Ray Shier has offered his services as Head Judge & can be bribed! I might even bring my guitar & sing bawdy songs! The Chez Michel restaurant has been listed in "Where to

eat in Canada" the last several years! BRITISH CAR DAY: Always several hundred cars, always never rains (well, not usually). The Toronto Triumph Club has kindly encouraged us again to collect toys for Jimmy Lomax there. We'll be in the "Havana Cabana", so come & say "Hi". 3RD BRITISH CAR TOY RUN: There have been some good developments. "Miscellany" has run our flyer au gratis. A few more members have volunteered their services. In addition, the British Sportscar Club (Hamilton) and The Mechancis have kindly offered to be sponsors by donating to the operating costs of the event. Empire Day organizers have been wonderful! Phil & Wendy Miller are providing wonderful foodstuffs, the sale of which will go to the Museum & Operation Santa Claus. Free entrance has been obtained into Kelso for participant vehicles. The Trillium Miata Club has expressed interest in joining us as a guest marque. Many individuals have offered their assistance. How about you? The fellow from England called recently to solicit help again in having his Mog flown over. I've had to decline. The difficulties haven't changed since last year. If it were easy, Nigel Birch would have long ago had his Morgan in his Canadian driveway, instead of in England!

### **WHAT'S HAPPENED?**

To recap what has been, I'd like to deviate from standard practice & begin with the most recent. THE McCOWAN'S BEEF-OUT was indeed a fabulous affair. Perhaps not the social event of the decade, but dam close! Several dozen cars took the field, including: Morgans, Rolls, Allard, Lotus, Triumph, Rover, MG, etc. Carlos Yep's Mog made its debut, and Martin Beer's trike was also on-scene. Many familiar faces were in attendance, (there had to be over 100 people) even some we haven't seen for a bit. The four canine attendees interacted nicely, as well! (Our Labrador, Bentley, would have enjoyed the party but alas, the Bentley still doesn't fit in the Morgan!) The grounds were beautiful, and this being our first time there, Lynn & I were suitably impressed. Many people stayed out-doors milling about the machinery. That is, until the torrents appeared, then it was "Tonneaus On" & "Take Cover" in the Barn. After the monsoon passed, the skies cleared & that was it for the brief rains. Martin & Steve Beer conducted a technical session in Peter's meticulous workshop. The subjects: Lucas distributor teardown & removing scratches from paint-work. The subject car: Brian Rumohr's DHC. We thank them all for a fun & informative session!

The food was a bounty, thanks to the beef provided by the hosts & all the trimmings brought by the guests. The Climax Jazz Band provided the tunes. A large card with attendees signatures was presented to Peter & Heather, as this was their 10th wedding anniversary! Also a "MSCCC Presidents Award" was presented to our excellent hosts. As was the case with the Sands last year, we are appreciative for opening their home not only to the membership, but also to enthusiasts from several other clubs as well.

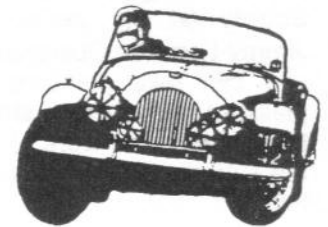
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### SCHEDULED EVENTS FOR 1997 (CANADIAN MORGAN CLUB EVENTS FIRST, IN *ITALICS*, TORONTO EVENTS) :

- Sept 5-7 *MSCCC Fall Getaway, Collingwood area (details – 905-336-0251).*  
 Sept 20 *The Whistler Run and Fun, MOG NW (details 604-261-0901).*  
 Sept 28 *MSCCC 3rd British Car Toy Run, Burlington (details – 905-336-0251).*  
 Oct 5 *"Fall colour tour", GoMoG (details 613-832-3620).*  
 Oct 26 *Halloween Tour, Vancouver. MOG NW (details 604-261-0901).*  
 Nov 2 *MSCCC Pub Brunch, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)*  
 Nov 22 *Scorpion Time Again, Vancouver MOG NW (details 604-261-0901).*  
 Dec 7 *MSCCC Pub Brunch, 1 PM, Queens Head Pub, Burlington (info 905-336-0251)*  
 Dec 26 *Boxing Day Run and stuff, Vancouver MOG NW (details 604-261-0901).*



- Sept 21 "British Car Day", Bronte Park, Oakville (info – 416-410-4002).  
 Sept 19-21 "British Invasion", Stowe Vermont (registration – 802-253-2106).  
 Oct 3-5 "Autumn Mog", 3/4 Club, Shawnee Inn, Poconos (information, Burt Fendelman, 914-725-0292)  
 Oct 10-12 "Morgans on El Camino Real", Nocogdoches, Texas, TexMog (call 1-800-594-5323 for details)  
 Nov 2 British Car Autojumble, Markham Fair Grounds, 10-4 (details from Bob Lepage, 416-533-6464)  
 Apr 19/88 Ancaster British Sportscar Flea Market & Car Show (details, Ron Kielbiski, 905-828-6810)

✓ Stowe "British Invasion" Sept 19-21. Contact Ed Burman. Accommodation with Moggie Group is full. Check with your travel agent if you need space. Good group from Ottawa (as usual) with at least two committed (should be?) Toronto members -- the Dale-Johnson's and the Young's. Word is Peter Pfahl is asking Dorothy for time-off to attend but... he has been grounded since the Beef Out for hi-jinx inappropriate for an elder statesman!

✓ 3rd British Car Toy Run promises to be a sell-out success again this year thanks to the efforts of Lynn and Fred Kuzyk. Thanks for those who have offered to help, there is always room for more workers both prior to Sept 28 and on the day of the event. Call Lynn (905-336-0251) if you can help. Thanks to **British SportsCar Club** and Tony Moon at **The Mechanics** for their financial support of this years run.

### Editors Notes:

Shortly after mailing the 4-97 Blurb I received a call from Alec Knight (this 3-wheeler guru has recently moved to Toronto and has promised to become an "active member" of MSCCC) commenting on my use of a **John Erickson** cartoon on the cover. For those who have not heard, John died suddenly of a massive aneurysm on May 12 while working on his 1953 Plus 4 at Robert Couch's shop in Millerton, New York. John was a founding member of the 3/4 Group. He offered his friendship to everyone. His enthusiasm, wit, and smile brightened every event he attended. John Erickson will be missed -- as Bob Perry of the 3/4 group commented when I called him: "John would have arrived in Heaven 3 days before the Devil had heard he'd died!" His ex-wife Barbara was kind enough to respond to my request for a copy of John's book

John Erickson  
 Photo from "Morgan, Isn't that a Horse?"

Vern Dale-Johnson (e-mail: [vern\\_dj@msn.com](mailto:vern_dj@msn.com))

"**Morgan, Isn't That a Horse**". What a great collection -- we'll be enjoying John's wit for many years through his continuing legacy....



Also on a sad note, as Fred has commented **Anne de Fort-Menares** died recently after a relatively short battle with cancer. As her obit notes she was "proud of her 3 degrees in architectural history, her professional accomplishments, and her Morgan +8". Anne loved ideas, culture, travel and sharing....

Our thanks to the **British Sportscar Club** (Hamilton) for their donation of \$150 and Tony Moon at **The Mechanics** for his donation of \$50 in support of the 3rd Annual British Car Toy Run -- the entire amounts will be donated to Operation Santa Claus.

Yes, we enjoy our Morgan's and other classic cars but equally important is the social support side of what we can do through contributions to charities like the Cancer Society (at the yearly Classics Against Cancer) or Jimmy Lomax's Operation Santa Claus. It is rare when you can take pleasure in your hobby while giving pleasure to those who stop and admire and at the same time support the work of others determined to minimize the suffering of so many. Yes, Fred, the MSCCC is on the right track.

During the "**Pub Crawl Poker Run**" Hellen Hogmog reports Ray Shier was heard to say "If I wanted to drive on roads like this I could have stayed in Limehouse!" And, while stopped at a pub in Hamilton Nyal Wilson stayed with his car, reluctant to leave it alone -- "This is downtown Hamilton.....wino's, you know!" Some of the participants deemed it necessary to have a libation in every Pub. Nyal couldn't have been one of them, obviously....

The "**Under the Gate Gathering**" was canceled due to lack of interest. Although the Burman's, Dale-Johnson's and Poloz's were committed to attend we decided this was not a quorum. Our deposit on the BBQ pit at Zwick Park has been requested (minus a handling fee the organizers have agreed to absorb). Richard Coppel at Long Run Motors was set to offer a great afternoon tour of his facility -- thanks Richard, we hope we are good for a rain check.

"**MSCCC PIG-OUT/BEEF-OUT**" at Heather and Peter McCowan's was an outstanding success. Numbers will vary but I counted over 20 Morgans and at least 10 other British classics including Allan Sands Allard (he and Marlies brought both Morgans as well), TR3A, Rover, Spitfire, Super 7, Caterham 7, & MGB's. In all near 40 families with many of Heather and Peter's extended family pitching in to ensure everyone had a great time. He even threw in a free car wash (courtesy of environment Canada) and great music from the Climax Jazz Band. Thanks as well to Martin and Steve Beer for their lessons on maintenance and to Brian Rumohr for lending the car for the work (it did need the distributor tune-up!).

"**Moggies on the Grass**" at Phantom Farm near Ottawa was another successful event -- 10 Morgans on

the field with an equal number of other British classics (plus one German classic -- Porsche 912 owned by Andrew Grant's brother). This event is a great laid-back affair -- Amanda, Marissa and I again enjoyed the hospitality of David & Carolyn Rees-Potter and the camaraderie of the Kaufman's (their growing stable of Morgans now includes a 3-wheeler), Berman's and more.... Lots of discussion of things Morgan, British, or just interesting.... This year we did do some test driving of each others classics -- the conclusion, no surprise -- Morgans are all uniquely individual.

Return trips across town between the Pfahl's and the D-J's inspired Peter to get the Mog out. A quick trip to Alfa Instruments got the speedo repaired and another to Canuk Tire for an electric fuel pump fixed the persistent fuel starvation problems. Now.... that slipping clutch....

In between the June and August events the D-J's were in **France** -- a week near Beziers using Megalas as our base and a week in Paris. Prior to the trip I'd contacted Jean-Louis Clavere, "D'Artagnan" of the Mousquetaire Morgan Club. We had met in Vancouver during the "round the world" tour in '94 and kept up a correspondence. Although J-L would be in Scotland on business during our visit he put me in touch with Philip Keen, "Planchet". After several letters and a phone calls we arranged for Philip to drive from his home in St Vincent D'Olargues to Megalas and lead "us" back to his home for some Pastis (local aperitif) and a few nibbles as he and Beryl were busy preparing for a move from the mountains to Laurens on the plain near Megalas and less rain.

Now, I must note we were vacationing with friends Glen, Cathy, and Scott Chayko (a school mate of Marissa's) so there were two sedans chasing the +8 up into the mountains. Riding with Philip was Scott who got the ride by simple deduction -- I had to drive the Renault, Glen had to drive the Seat, and Marissa has had many rides in Morgans.... The result of this deduction is Marissa pouted the entire way up the mountain until I turned round and said I was pouting too -- because I wasn't driving the +8! And once we got to the Keen's Cathy's daggers were out as she felt she should have been offered the ride!

We had a wonderful visit with the Keen's where Beryl, despite specific instructions not to, prepared a full "regional" lunch -- three pate's, regional smoked ham (enjoyed with a smear of butter), paella with mussels, oysters, boiled eggs, etc... all washed down by ample regional wine. The conversation, as with most Morgan meetings centred around the local culture and Morgans plus discussion of Philip's 1932 Citroen Grand Luxe C4G -- the last of the C4 series. These are very rare cars -- 4 cylinders and the first to use "Motor Floating Power" "silentbloc" engine mountings -- wide track and long wheelbase. This particular car had been cut down in the '50s for use as a lorry in the vineyards and worked as such until the early 80's. After much research Philip



has now completely restored the car as a cabriolet. Unfortunately for me (and fortunately for Amanda as she had a late afternoon engagement at her company's local winery) the Citroen was in the shop having the last of the trimming done so..... we'll have to make a return visit!



Vern Dale-Johnson, Beryl and Philip "Planchet" Keen  
Mousquetaire Morgan Group,  
St Vincent D'Olagures, France, July 97  
Photo by Amanda Dale-Johnson

Philip also shared with me a recent copy of the MOG Belgium newsletter featuring several unique pen and ink drawings by Valentin Tanase. These will find their way into future Blurb's...

**Vendors of note:** *Automobilia* is a new store of "Collectibles & Memorabilia for the Automotive Enthusiast" just off the 401 in Kingston (613-545-9189). Norm Mort is an "Automotive Historian/Car Insurance Appraiser" who uses a +8 in his advertising. Can be contacted at 613-399-3608 or, for us Toronto folk his group is available through 905-895-0035. Note *Autophile* is moving from Bayview to 850 Eglinton Ave effective October 1 (new phone number is 416-425-1555) and *DRB Motors Inc.*, our other favourite Toronto



## Notes from the East:

### A Fairy Tale?

**Preamble:** Once upon a time (all good tales begin in this fashion), a 1957 Plus 4 was purchased with the intent to rebuild the car into a reliable driver for years to come. The Plus 4 Bustleback, one of 133 made, has been named "Morai" and is the cherished possession of our daughter, Rebecca.

The vehicle was closely inspected and an assessment of its condition made prior to the purchase negotiation. The owner presented numerous invoices from two Toronto area garages indicating extensive mechanical and body work had been completed. The body work invoices detailed frame repairs

bookstore has moved to 16 Elrose Ave, Toronto near the 400/401 interchange -- phone 416-744-7675.

For you Upper Canada Brewery enthusiasts you will have noticed the following photo in the first issue of their new newsletter, the "Upper Canada Loyalist -- Dedicated to the Pursuit of Fine Beer". To become a Loyalist, call MSCCC member Oliver Dawson at 416-534-9281. Yes, we do drink Upper Canada at the D-J house! Top that Mike Powley!



Upper Canada Loyalist Vern Dale Johnson pays a visit to our Retail Store in his oh-so-sassy Morgan +4

British sports car. The VP of the Morgan Sports Car Club of Canada, Vern is a fan of the Light Lager and Point Nine.

Courtesy of the Summer 1997 "Upper Canada Loyalist"  
Photo by Oliver Dawson

Time is running out for your 30 year historical perspectives. Can be e-mailed (preferred), faxed, or snail-mailed. December's Blurb is your last chance... Thanks to Marlies Sands for the "**Morganmania**" articles from the London Daily Telegraph and to Brian Balleria (my co-worker) for the New York Times article "**British Eccentricity on Four Wheels**". From someone who has "done that" I admit, it is very difficult to return a Morgan after a 4 day rental (from Wykehams)!

Greg Kaufman, Ottawa (e-mail: [toad@storm.ca](mailto:toad@storm.ca))

and wooden sub-frame replacement. Invoices also indicated a major engine overhaul.

The degree and extent of rebuild is totally in the mind of the individual who is viewing the job. This vehicle that had undergone an "extensive rebuild" had inner fenders patched with metal brazed over the rot and hidden under a layer of undercoat; rotten wooden framing replaced by using plastic bags (as filler) and glazier's putty as the cover-up; particle board instead of marine plywood; and innumerable fish plates bolted here and bolted there and bolted everywhere. Now... brazing can be used to attach two pieces of metal but there is no strength; rotten wood has to be replaced with new wood;



particle board absorbs moisture. Fish plates used wisely can strengthen a weakened chassis but they are no substitute when there is significant structural cracking. "Morai" had nine plates bolted on her front chassis. The mistake was to accept the invoices in good faith without questioning the workmanship of the rebuilder.

The rot in the car was frightening. Our initial inspection noted chassis problems and we quickly concluded a replacement would be necessary. It was a wise decision.

The front crossmember has been installed, drive train moved to the new chassis, scuttle and inner wings are being rebuilt. We are now gearing up for the woodworking.....

**Evenin' Vern:** Rebecca's rebuild is on-hold for the time being. I have received implicit orders not to work on her car without her there. She has started the school year with a trip to Paris. We did go to the Boot 'n' Bonnet show in Kingston on Sunday and she drove home with Edward Berman.

The rebuild on the Daughter's Morgan has been a real eye opener. We have found more things than you can shake a stick at that should not have been done especially on a car that had reputedly undergone extensive rebuild. Not only that but we did note other problems a little preventive care could have been avoided.

The section of the fire wall under the tool box was nearly rotted away. This could have been avoided if the previous owner(s) had ensured wet material had been removed as soon as possible from the storage compartment.

The lower edges of the fire wall were rusted away. This could have been avoided if a sealant had been used in the appropriate places prior to the firewall being bolted onto the frame and crossmember.

One engine mount bracket had been shortened by 3/4 inch. I still don't know if this was done because of the severe twist in the old frame or if the engine rebuilder could not initially re-install the engine after re-build. The invoices for work done do indicate an extensive rebuild that should have necessitated engine removal. We did re-install the engine into our new frame and it did require considerable effort but it was done.

The worst example of carelessness was incorrect tube ends on the hydraulic line between the hydraulic master and the brake manifold. This car was actually unsafe to drive.

To date we have installed the engine and drive train into the new frame along with the rear suspension and the front cross member. We have started to examine the wooden tub and have found numerous plastic bags that were used as wood filler. Guess plastic doesn't rust or rot.

Next time the Daughter and I get back on the car we will start replacing front suspension items. Even though these items are indicated/charged on the invoices I doubt they were replaced.

Over the winter I will start the wood work. That is something I can do without Rebecca on hand. When she returns next spring as a Professional Engineer we will be ready to continue on.  
*Regards, Greg*



## Notes from the West:

Mike Powley, Vancouver (email: [pwl6079@bcit.bc.ca](mailto:pwl6079@bcit.bc.ca))  
Ron Theroux, Surrey (sorry, snail-mail or phone only!)

### Ot Does Deliver

What is "Ot"? you might ask.... 'tis TIM OT of Stoneyview UK delivering the goods and on duty for the Morgan Sportscar Club at all times. How so? one might ask .... seems a few weeks before the great event here in Vancouver at the Russell's, Squire Jonathan had the need to call upon "OT" in his capacity as Regalia Officer to obtain some regalia and Tim Ot recognizing Jonathan's urgency about this need said "no problem, when can I bring it over to you?" Seems in real life TIM pilots the "big ones" hither, thither and yon and had a flight to Vancouver early June.... For us in the far reaches of the MSCC empire this was big time stuff!

Squire Jonathan and Lady Dale hastily organized a small gathering of some of the MOG NW luminaries (even including me, the ex-POT and all) at their new home. What to prepare for this celebration for one so far away and traveling so long? ...Well step one is to also invite Malcolm Bain, chef extraordinaire of the Four Seasons and poof! the table is magically transformed into a gourmet array of delights for every palette and taste.... and as the picture shows an incredible creation in chocolate of the MOG NW Club Badge on top of an incredible chocolate cake... to this we had to set our special guest to work with some of Jonathan's other regalia as seen in the "address to the cake". That is a real sword!

Being that it was such a grand occasion, what with regalia here and regalia everywhere, a moment was taken to give Malcolm and Avril their start towards a fully dressed Morgan... see pic of Malcolm with his Ecurie Ecosse car badge soon to be followed by a bumper and grill to put it on.... "Then", says Malcolm, "comes the Mog!" In all the evening was great fun... and we never did find out just exactly what it was that Tim was bringing over for Jonathan...



Malcom Bain gets his first "bit" of his Morgan.....  
Photo by Mike Powley





The MSCC Regalia Officer, TIM OT, addresses the cake.



The "men" of the North West with TIM OT, Malcolm Bain, Jonathan Russell, Tim Ot, Ron Theroux

Photos by Mike Powley

## Interclub Events:

Edward Burman

The following is extracted from **Win Sharples** article after his visit to the June 18 Morgan Motor Company "Dealer Day".

### **Palpable Pride:**

On May 19th the Morgan Motor Company issued an invitation to its forty-nine world-wide distributors to attend an open day at the Morgan works. The purpose was to explain in detail a number of specification changes due to come into effect in June 97 as well as certain changes in methods of production that could only be seen as dramatic, indeed revolutionary, for this staunchly traditional motor manufacturer. None of us invited could have been unaware that change was in the wind. For several years MMC had been involved in a major R&D program to develop a dual air bag system, necessary for them to continue to export their cars to America and slated to become a requirement for Europe as well. Indeed four full frontal crash tests had been carried out with the best results the testing agency had ever seen! This is a tribute to the excellent design of the Morgan – long bonnet, shock dissipating wood frame, and strong chassis.

Inevitably the air bag program had provided impetus to a re-examination of the basic structure of the car. Additionally, MMC had been involved in an ongoing program of upgrading many components, often through changes in the material being used. But, in the end, the major catalyst for change was provided by the construction of a dramatically new state-of-the-art paint shop, housed in its own building on the premises.

The construction of this new paint shop had a further significant effect. The arrangement of the various shops through which a Morgan progressed – chassis, wood, sheet metal, paint, electrics, trim and finishing – had never been a logical assembly line. Although in the past 10 years production had risen from 8 to 10 cars/week, and the time to complete a car had dropped from 12 weeks to 8, the basic program – starting 10 cars/week in the chassis shop – presented inherent limits and demanded a dramatic new view

of production methods. The vacating of the former paint shop offered the potential for a revamp.

The Morgan Motor Company has forty-nine distributors world wide – forty-four new car sales facilities, five British-based service facilities. Thirty-eight of these attended the event – both German distributors, both US distributors, both from Scotland, all three from London, as well as those from Italy, Portugal, Norway, Sweden, Ireland, Denmark, Holland, France, Belgium and Austria. Four of the five service representatives and every one of the English distributors came. Those at too great a distance – New Zealand, Australia, South Africa, Canada, Greece, Cyprus – sent regrets and were there in spirit. The distributor from Japan would have been there but had visited the factory with a group of customers only the week before. Suffice to say, none regretted coming!

As much as we might have expected, the overall effect – the volume of changes, the dramatic, unprecedented change in approach to production – was overwhelming. Not surprisingly, after dutifully pinning on our name tags and peering into the faces of long-known and admired names, we were warmly welcomed by Peter Morgan – praise and pride in his voice at the sight of so many loyal members of the Morgan family. The welcome was Peter's but the day was Charles Morgan's, and his pride at what he had to share with us was palpable. I was lucky enough to be placed in the lead group which Charles conveyed through the production line. Behind were groups led by Mark Aston and Derek Day. Each was my friend and I wanted very much to see and hear their view of things, but I could not have waited the extra 10 minutes.



The first stunner was the "Chassis Shop" which over the years I'd come to know like my living room – its dramatic length of 10 side-by-side chassis a favourite subject for my camera. Instead of the customary 10 chassis side by side, there were, framed at each end of the long room by considerable quantities of the various chassis components and vast numbers of engines, 2 chassis on their assembly trestles! We had gone to two-a-day, with the shop now responsible for feeding two rolling chassis, complete with engine and drive train, into the room adjacent. Of significance was a third, empty, trestle standing nearby for when a third chassis each day would join the flow.



The new MMC "Chassis Shop" with still empty third trestle.

The room adjacent as the big surprise. Hewn out of the abandoned paint shop was the "New Chassis Assembly Shop". From the far side of the shop would come complete, panelled wooden bodies, the product of the two-doors-down "Wood Shop" and the neighbouring "Sheet Metal Shop" whose job it was to produce crafted bodies for the NCAS, where they were to be chassis-mounted, and the wings and bonnets fitted. No longer need the chassis be trundled laboriously down to the wood shop. From one side of the NCAS came the rolling chassis, from the other the panelled bodies, meeting the stored cowl, wings, and bonnets. Ah..... but what wings! what bonnets! and what cowls!

Aluminium alloy – a good, strong aluminium 1.6 mil thick was to be standard on all cowls and bonnets. So too were the aluminium wings – steel now as an extra-cost option – to be standard. And these wings were stamped from a single sheet, with only the headlamp buckets welded on. Steve Morris, sheet metal foreman, answered my query as to the alloy's fragility by whanging a rear wing with a finishing hammer which promptly bounced off with no discernible effect. It was increasingly obvious we had been invited to Malvern for good reason.

## For Sale:

**Hugh Waldick's 1994 +4** is for sale. Connaught green with Ivory leather, 6" wires, Rover T16 134 bhp, EFI, etc....60,000 km. Offers to C\$57,000 (US\$41,000). Call Carmen Waldick at 905-333-0060.

**Russ & Sylvia Balfour's 1967 +4 DHC** is for sale –they've bought the '85 4/4 recently advertised in the G&M! DHC is White with Red leather. 70,000 miles on chassis, under 10,000 miles on second engine. Good to very good condition. Asking \$26,000. Phone 519-621-1772.



1.6 mil aluminium on the new Morgan +8

Photo by Win Sharples

We then moved to the "Paint Shop", as the assembled cars were also to move. Here the assembled bodies are mounted on trollies for adept swivelling through the four adjacent rooms – acid wash, sanding and filling, priming, and finishing. The flow of cars is continuous, the materials used of first quality and environmentally correct. It would take a car 4 days to traverse the paint shop with a two-a-day completion rate. But, like the empty chassis trestle there was evidence of the potential for 3 cars a day when called upon.

Bill Beck, MMC Development Engineer made two presentations – one on the specifics of the airbag program and one on the changes to the cars – the stamped body parts; considerable changes in the body components (60 of the 72 wooden parts are different); changes to all panels, hood, side-screens and tonneau of a new design; significant changes in the seating; major revamping of the dash board, new gauge and switch clustering; heated windscreen; adjustable steering wheel; stainless steel exhaust systems, stainless steel fuel pipes and scuttle roll bar, polished stainless steel bumpers; new sensible axle ratios and first gear and coming soon – stainless steel scuttle and toolbox! The new curved body shape will have a better hood line, a longer door for better access, a bit extra width in the luggage area, and more rearward seat adjustment length.

"I will change anything about the Morgan – except its style!" So spoke Peter Morgan some years ago. This day we had been called to see this pledge carried forth. It is a Morgan they are now making – in every handcrafted sense. It is a Morgan, but under the skin, it's one hell of a car and a modern one to boot!

*Morgan*





For other Morgan's – check the Morgan Plus Four Club's listing at <http://www.mog.org/seek/buying.html> and realize what a bargain our Canadian cars are! Also don't forget to check Tony Moon's web page, lots of great English machinery for sale.

**Vern Dale-Johnson** (416-530-4599) **Seagull Pewter** business card holders (\$20). Shin Yoshikawa "Morgan Plus 4 Super Sports" engineering drawing (approx 18 x 24 inches) (\$30 includes shipping tube).

## MORGY Goes for a Trip:

Bob & Gloria Poloz

Late April and we have just got MORGY back from the Beers, after some major cosmetics work over the winter. What? – new paint, dashboard, wiring, conversion to wire wheels, and replacement of the pre-war Armstrong shocks with a Koni kit.

**May 3:** It's a nice day for a drive. Our plan was to start with a drive to Tucson Arizona to see my sister, then through California, Spokane Washington, and Vancouver to see our cousins, on to Canmore Alberta to see Gloria's sister and then home through Canada. Well, that was the plan. On May 3 we did leave Toronto – for Tillsonberg and the burial of my cousin.

**May 5:** We leave Tillsonberg for Leamington and the ferry to Pelee Island and on to the USA..... Rain and no ferry.... We continue on #3 to Windsor and a hotel for the night. Once parked and registered we go back out to MORGY to go for supper only to meet a gentleman waiting for us to see if we belonged to the Morgan Club. Our discussion went on to find out he and his wife had just bought a Morgan.

**May 6:** We leave Windsor, cross into the USA, and are met by puddles of water 10 inches deep. Lucky for us we are made of wood! On we go to Louisville Kentucky. Here I am faced with a management decision – with my co-pilot, Gloria, sleeping I change course and head west for Alberta. Our first stop is Kingdom City Missouri. Yes, we were on the infamous Route 66 but traffic and construction are too much for us to stop and take a photo of the route sign.

**May 7:** We leave headed for Valentine Nebraska and a more northern route. What a great old motel. The owner is taken by Gloria and has to show her their collection of dolls, some 200+ dolls! Gloria will share that story later.

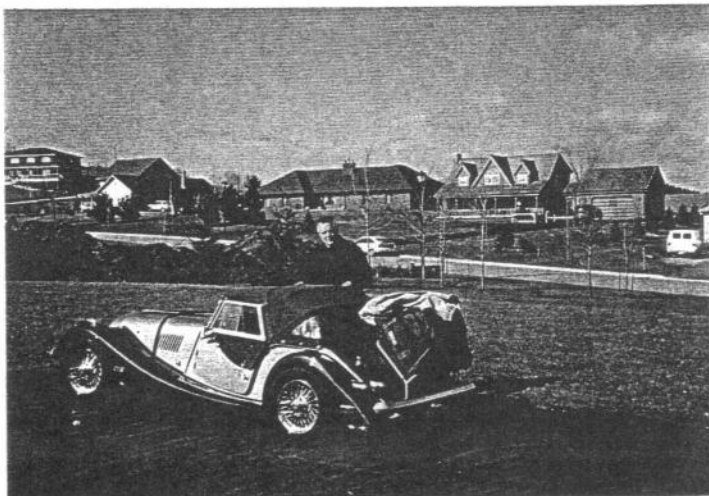
**May 8:** We are up and on the road by 7. In addition to the noise of the wind and the car, it is now getting cool. Leave it to Gloria to figure out to stuff our windows with towels. This really cuts the noise and makes it warmer. Thank-you Gloria! Our destination for the day is Great Falls Montana. We get there rather late with a very frustrated driver, Bob. Into our motel and then off for supper during which I promise Gloria we will stop and shop tomorrow, closer to the border, at Browning Montana.

**May 9:** We are up early with windows plugged and on our way. Well, we did stop in Browning only to be approached by a senior cowboy-dressed gentleman who asked: "What kind of thing is this? We haven't seen one of these come through these parts before." Getting into the car, we

continued. We needed gas and stopped at a place of 3 buildings and after an ordeal got a tank full. On we go to 3 more buildings advertising they are the last outpost for American liquor – we could not go on to Gloria's sister's without something... We crossed the border into Port Del Bonita – one building staffed by a law student from Edmonton. After chatting for awhile we took to the road, windows stuffed and Gloria wrapped in her Mexican blanket. Me in my glory driving MORGY.

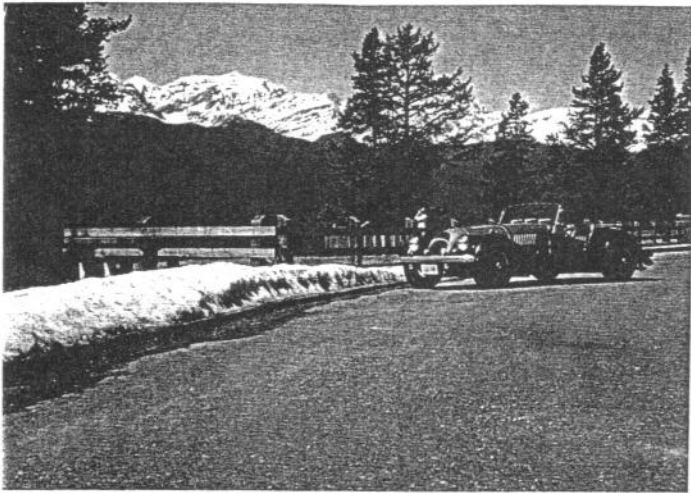
Come evening we arrive in Canmore and Gloria tries to remember where her sister lives. Finally we get there but no Bonnie – you see – why would we call ahead – we wanted to surprise her! After touring the village and checking out every green Jeep, we meandered back to her house.... still no Bonnie. After awhile, we head out again and finally meet up with Bonnie. Her friends have been asking her if she was expecting anyone as there is a Morgan in town. She had mentioned before that her sister and husband had one. Well, at least we have somewhere to sleep. The weather is overcast and gloomy.

**May 10:** The morning is clear, sunny and 28 C (for you US folks, that's over 80 F), and it stays this way until we leave. My job on the first day was to give all Gloria's nieces friends a ride in MORGY with, of course, the hood down – and it stays down until we leave. We have a great time touring Banff, Canmore, and the mountains. The Friday evening before we leave Gloria and Bonnie think it of the utmost importance for the two of them to cruise the streets of Canmore to see if anyone new is in town.



MORGY on the road west, with Bob Poloz  
Photo by Gloria Poloz





May 97, top down motoring on Highway 1A outside Banff  
Photo by Bob Poloz

**May 17:** We are up at 6:30 to an overcast, dreary day. I suggest Bonnie's friends take up a collection to keep us and the nice weather there but no-one listens so we are off and the bad weather is back. We stop in Calgary to give a friend of the nieces a ride before starting our easterly trek.

Our next stop is to be Winnipeg and friends from Mexico who now live there. The RCMP think we should stop

### Prez Sez: (Continued)

Mike & Yolanda Potter of the Lotus club & VARAC received their plaque as winners of the Poker Run. We received a call from Mike thanking us for the invite to the event. I'm glad that I simply didn't just drop off the award at his home after the Poker Run, or he may have missed this great time! We pretty much closed the place, as we were the last car to leave the field under darkness.

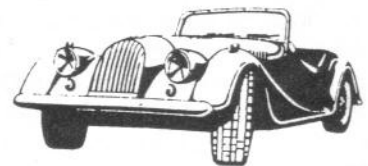
I attended the Toronto Star's 10TH FRESH AIR FUND CRUISE on the day after the Beef-Out, August 17. As you may know, the Star publishes a free service to the car community, called the Autodate, that many in the hobby employ. This event has really grown since my last appearance. I remember the one year that the Toronto MG club made a large donation in response to a challenge issued by (who else?) the local Mustang club. The TV broadcast said there were 8,000 cars & \$22,000 was raised for the charity this time! Jim Kenzie gets a tip of my hat! There certainly was a lot of cars. Richard Pickering had a display of immaculate '57 Chevies. Everything from the exotic to the common-place was there, with no age restriction. There was a gaggle of Amphicars, military vehicles, Don Franks with one of his many Model T Speedsters, Paul Whittaker with his Bugatti, etc. There was a British car presence, other than MOGY: Rolls, E-Types, a very nice Healey 3000, Austin, Mini, MGs, Lotus, Sprite, and the Triumph Club was out in force with several cars. Met Malcolm Taylor (President) & Glen Donaldson (British Car Day organizer) while they were busy working on details

sooner and feel obliged to give us a ticket after enquiring if I was out of the car yet. (You will appreciate the difficulty of entering and leaving a Morgan with the roof up!) Seventeen hours behind the wheel is enough – we telephone our friends to come and guide us to their house and bed.

**May 18:** We are up a little late – noon. Today will not be one of the greatest for distance travelled. We cross back into the USA at Emmerson Minnesota and stay in Grand Rapids Michigan.

**May 19:** We are headed out for Sault Saint Marie – Michigan, that is. Stay the night and cross back into Canada in the morning. We are motoring home along Highways 17 & 11, on a mission as my step mother is dying. We get back in time to see her before she passes away.

This was our first big trip with MORGY. 10,000 kms with our only concerns gas, oil, noise, and cool temperatures. Since then we've continued through the summer on shorter trips totalling another 10,000 kms. Yes, we enjoy our Morgan!



for British Car Day. From there it was on to the BRITISH SALOON CLUB ANNUAL PICNIC. Being a member of several clubs can be exhausting! Met more familiar faces, including our member Glen Cavers. Guests were welcome at this gathering at the Halton Regional Museum, and several familiar folk like Glen took the opportunity to drop by. Since one guest used this opportunity to promote the great deal with regards to membership in HIS club, I certainly had no guilt in shamelessly huckstering the British Car Toy Run among other members! (After all, it's for a good cause & I haven't had too many chances to huckster lately). Toy Run contributors Wayne McGill, Ken Baker, & Steve Rushton (Mr Mini) were present. A pleasant afternoon in a pleasant spot. Met a couple from Napean who are with the Boot 'n Bonnet club who drove down to picnic. A few folk asked how Lynn was doing. Finally got to meet Elva, the newsletter Editor who's been running some of my ramblings in print, and with whom I've been carrying on an email dialogue, face to face! Once again, pretty much closed the place!

July 20, we staged the open WINE TOUR. A godly turnout under sunny skies. Meeting us at the Pig & Whistle on the Burlington lakeshore were: Ray & Mart Shier (Mog), Nigel Birch (Miata), Glen Cavers (Jag), Margot Heyerhoff (Mog), Malcolm & Brenda Taylor (TR3), Wilf & Suzanne (TR3), and a couple with a TR6 (should have written the names down). From here we were off to Hemder estate Winery in St Kitts. The winery is housed in an old barn & is



a picturesque setting with a fountain & covered bridge. It's a small operation but we got the whole tour, and they didn't charge us for the tasting! Here, a pleasant surprise awaited. We were joined by almost the whole Niagara Peninsula Morgan contingent! Dave & Pauline Smith came with the Trike. Steve Bridges came with friends who brought his Morgan, while he came via Triumph motorcycle. Brian & Brenda Morgan, John & Sharon Roden, and Carlos & Sylvia (and Brother-in-law Walter) Yep, also joined the crew. After the tasting, we adjourned to the patio for food & wine. A biplane doing aerobatics above provided entertainment. As did Dave Smith - providing rides in his Christie Sprints veteran trike! Brian Morgan suggested a tour to the Niagara Brewery may be in order sometime. See what you can set up, as I like beer, too! After this pleasant day, a few folks joined us for drinks at our favourite cigar bistro in Burlington, on the ride home. Thanks to all who attended & to the Winery!

July 13, we were at CARRIAGE CLASSICS. The Havana Cabana was erected with the assistance of Triumph Club friends. The shade was welcome as it was a hot one! Member Peter Toma was there with his Plus 8. Also, finally met long-time member Mike Browning, who had brought his Bentley. ike's a Toronto "Smoke Eater". Wow, that makes 3 of us who are firefighters! Toy Run contributor Mike Richards (BSC) dropped by the cabana, as did Rover guy Jeff Hladen. Nice display of European cars, a few bikes, as well as carriages & real horsepower. Lynn enjoys watching the dogs compete. Our thanks to Malcolm & Brenda Taylor for the invite to their Triumph Club BBQ, afterwards. Nice folks, great day!

July 5 was EMPIRE DAY. Ray & Mary Shier, and Russ & Sylvia Balfour met us for a back-road convoy to 50 Point. While waiting for the Burlington Canal lift bridge to descend, we were joined by Paul Whittaker in his Bugatti. After arriving, we set-up "shop" & were joined shortly by Jimmy & Susan Lomax, dressed appropriately in their "Blimey I'm a Limey" shirts. Jimmy & Susan had a nice display of things British, and collected donations for Operation Santa Claus, with the blessing of the organizers. Other Morgans joined the field: Steve Bridges, Peter Toma, Brian & Brenda Morgan. Dave & Pauline Smith came not by land but by sea! The marina was packed but they were allowed to "park" in a "tow away zone" for a short while to visit! An official presentation was made by El Presidente to Russ Balfour, of his 3rd in class trophy from British Car Day. It seems that the Shiers had collected this for him, and after 10 months he finally was able to receive it (better late than never, I say! "Morgan Time" unlike Eastern Standard, is real flexible). A super concept: a non-competitive, non-profit, celebration of all that is British; this first time event was a run away success. Great entertainment, beautiful setting, the marina was full, over 160 cars, and a goodly number of Brit bikes. This was done without the lure of awards, just hard work & honest enthusiasm. I believe in giving credit where it's due, not just to those of "our own clan" but to any in the community. Phil Miller & Ken Baker have my respect & in my opinion they deserve to be recognized (perhaps by the BCCI) for getting people

together in a positive venue. Great door prizes - Russ Balfour received not only a case of oil but other goodies, too! We recognized many people there, one of them was Peter Jaycock of K-Lite FM with his MGB. CKOC brought out its '60 T-Bird. Ken Baker thanked me for the radio plugs. I'd like to take credit for the wording but that was the station's idea - combining the two events & thus plugging the Toy Run as well. According to Ken, this worked great as it didn't step on the toes of their principal radio sponsor CHWO. In any rate, I had no problem sharing Toy Run sponsors & contacts with Ken & Phil. That's what it's all about, isn't it? People helping people towards good ends? Despite all the success, there were a few disappointments for the organizers, and speaking from experience, these do tend to weigh on your mind. Good intentions & ideas aren't appreciated by everyone, and you do get a few doors slammed in your face, or a few people that promise & don't deliver, and some that don't show. You learn. Persist with some prospects, disregard others. Anyway, I'm told that they are looking forward to next year & given the feedback they've received, they are tending towards the same non-competitive, non-class oriented, car show segment. Sounds like a winner to me!

June 22 we staged the open POKER RUN. Starting from the Milton Dickens Pub, we were joined for lunch by Joan & Nigel Birch, Nyal Wilson & his MGB friend Lois, Ray Shier, John & Mary Ann Stammers (Jag XK 150), & Mike & Yolanda Potter (Ford Cosworth powered Lotus 7). The Dickens kindly provided discount coupons on lunch for the players. Unfortunately, due to time restraints, Nigel & Joan, as well as Lois, couldn't play. The rest received their written directions, chits to receive additional cards at other pubs, and their first card. In order to prevent any collusion, the cards were stamped in a special manner & placed in sealed envelopes. The chits would prevent any unscrupulous "four flushers" from receiving more than one card at any stop. Not knowing how many players to expect, 258 cards (enough for 52 players) were prepared & delivered to the check points. Lynn decided to travel the route & jumped aboard Ray's Mog as navigator. Thus prepared, the card sharks left at their own speed. The route took them through some fascinating scenery in Milton, Oakville, Burlington, Hamilton, & Stoney Creek. This included some one lane bridges & neat hills. First stop was the Queen's Head Oakville. From there they travelled the Oakville Lakeshore passed the Waterfront Festival crowds, and passed Appleby College where the Jags were doing there Jag Concours. John & Mary Ann avoided the traffic with a detour to their own pool at home! Next stop: The Queen's Head Burlington. A slight wrinkle occurred when the players discovered that the Valley Inn Bailey bridge was closed. Everyone found their way around it. Next stop: the Slaite Pub in Hamilton. (Someone get Lynn out of the cigar humidor!) They then climbed the escarpment & eventually arrived at Sir Winston's in Stoney Creek, the end point. Here I patiently awaited, while quaffing ales. The worst hand, belonging to John & Mary Ann, fetched them the "Skunk Award" trophy! Finishing next were Ray & Lynn,

Ray receiving a Moosehead T-shirt. Nyal finished second with a pair of Kings. He chose a can of Quickshine 99. The winners couldn't stay to see if their 3 aces would hold-up, as they had a flight to catch. So, Mike & Yolanda received their plaque at the McCowan's. Normally, we don't charge for these events but a nominal \$2 was charged for guests. The club made a whopping \$4. The idea for a Poker Run was hatched a year earlier as a pay back to the pubs that supported the Toy Run. A few new people were introduced to these establishments & some sampled the fare in each! The event was on the Car Council Calendar, flyers made, etc. We stuck to the date although there was a lot going on elsewhere in the Brit Car Community (MG only Rally, Jag only Concours, etc). While Poker Runs work for muscle car/ hot rod folks, they don't seem to fly amongst the "Rule Britannia" folk. Four players made a game of it for us, but my advice is that anyone contemplating the concept in this community, may better off to just go for a ride & a beer! A tad disappointing but as I said earlier, you learn. I think the players had some fun & that's what it's about - having fun & feeling welcome. If anyone finds a bullet shaped cigar cutter at Sir Winston's, it's mine!

#### WHAT HASN'T HAPPENED?

I received a lecture recently from someone prominent in the hobby about "Dilution" concerns. Now while this may sound something like concerns about "keeping the race pure" that occurred in certain quarters over 50 years ago, it goes like this: "We can't promote your open event 'cause we'll get less of our people out to our closed event next weekend. We've been doing a lot of our own stuff this season & now instead of 50 "x" cars coming out, we're only averaging 20!" My sympathies! Well, after seven years or so of staging events, we know about disappointing turn-outs, cancelled events, & dilution!! The more events you put on, the lesser the average. Not everyone can make every event & in every club there are those who are content to just receive the newsletter. But with more events staged there is the greater opportunity of getting different folks out, for whom the locale, date, or activity is convenient & interesting. One way to bolster attendance is to welcome guests - really make them welcome. And YOUR members who attended someone else's gig can act as ambassadors for your organization. A much better scenario than worrying about a few less people at YOUR gig. The numbers themselves isn't as important as whether the people had fun. This of course hinges on getting the info out to YOUR people. The same way you would appreciate news of YOUR open events (whether money maker or non-profit) in OUR newsletter, flyer board, or word of mouth, etc.! Some of us consider it fortunate to have ONLY 20 cars out.

Here are examples of things that didn't fly at all this year in our area: Toronto Triumph Club "Diamond Jim Poker Run" -cancelled, LOI (lack of interest). Toronto Triumph Summer Rally -2 cars. More showed up at Mosport to watch MGs race! Scouts Canada Spencer Classic - 4th annual was cancelled a week prior. Reasons unknown. MSCCC/ GoMoG Under Gate Gathering -cancelled, LOI. 1 GoMoG car & 1 MSCCC at time of cancellation.

Subsequently, 2 more MSCCC cars expressed interest at the last moment, after Vern decided to cancel. Event was open to all.

MSCCC Toronto Cosmopolitan Tour - cancelled, LOI. MG Classic Car Soiree -cancelled, rain & LOI. Open to all but no calls received from other clubs. The Tuesday night setting & "only your best cars in the show" may have discouraged some attendees. BSC Drive-In Night -open event changed at last minute from its advertised date to a week earlier. Unsure at the time of this writing whether it went off, but it takes a lot of cars to fill a drive-in theatre. BSC members were trying to encourage local rod clubs, etc; to make a go of it.

Despite these examples, some of the membership made it out to other venues. Likewise, other folks, like Triumph Club members, etc, made it out to support some of our activities. Sometimes it's bad timing, sometimes ill-conceived notions, or just apathy. Believe me, we don't worry about dilution. I do know about courtesy, reciprocity, & kindness extended. Apologies to the Western New York Morgan Group, regarding the invitation to "Morgans At Olcott Beach". Vern received your invitation to attend, only after returning from an extended stay in France, after the event. Had we known about the event earlier, it would have been listed in the Blurb. It would have made a fine outing in lieu of the cancelled Under Gate gathering.

#### EMISSION LEGISLATION?

As you may have read, the Ontario Government is bent on a program but for the moment is still working out details. I am in receipt of a letter from the Honorable Norm Sterling, Minister Of Environment. This is an honest to goodness original letter, as opposed to the form letter from the Premier ( which repeated the same "concerns related to consumer convenience, equity".... yadda, yadda). Have also received a letter from Al Palladini, Minister of Transportation, another original letter, which defers the issue to Mr Sterling's jurisdiction. I quote from his letter: "when the new vehicle inspection and maintenance programme is implemented, it will apply to models that are older than 3 years and newer than 20 model years." Mr Lomax & myself have been referred to Mike Young at the Ministry. The 20 year exemption has also been confirmed as the recommendation made my Mike Young to the government, in the latest SVAO newsletter. Good news for owners of pre 1978 vehicles, if it happens. This may be deemed too "liberal", as in California the exemption is for pre 1966 vehicles. Recently in that state, a motion was made to exempt 1966-73 vehicles, and this was turned down. Be prepared to shell out at least \$20 per vehicle that isn't exempted.

#### THE BCCI & THE BRITISH CAR SCENE?

"Unification Not Just Self-Preservation". Lynn coined this phrase some time ago. We don't have a club slogan, perhaps it would be apt for us. It implies a willingness to come together. Not just our members but Morganeers & enthusiasts everywhere. A desire for good relations with everyone, not simply actions designed to protect our entity. Too many are concerned with "What's in it for us"? , rather



than "What's good for all"? You can build or revitalize an organization without being mutually exclusive. "Membership has its advantages". Yes it can, without being a private, members only shop.

Although unconfirmed, I have it on good authority that a prestigious member club of the British Car Council Incorporated is being sued by its own disgruntled members! So much for the theory that one cannot sue one-self (as a club is its own members). This is not stopping these folks. I doubt that the BCCI insurance will cover this form of liability. Speaking of the Insurance Program, it's in disarray. Re-assessment occurred due to one club's enquiry has led to premiums that shot through to the heavens. This has led to another broker which still means an increase of more than double the current rates. Each season begins with new hope & each time things get f\*\*\*ed up! The British Marque News hasn't been received since the first issue, as they haven't been paid. The Events Calendar is either not being distributed by the member clubs or no one reads it (I've heard it makes a good drip sheet or wallpaper). The Long Distance Dash plaque Award program has failed to capture imaginations, as only a handful of people participated in it last year. I remember Kim Chavalier's "The BCC Will Show The Way" – many are still waiting. I grew tired of waiting & instead of grumbling aimlessly, decided to get involved. I've tried to always bring something to the table, other than the usual questions about the Insurance. Whether an open event that we were doing, an example of a calendar format, trying to obtain a British class at a good multi-marque show – something.

In my last report, I mentioned the proposals I submitted for goals & objectives for the Council. These were promptly debated & deferred. No doubt the latest Insurance crisis will consume all the debate at the next session. Perhaps the time has passed for direction. If the Council were a ship; a rudder, wheel, or helmsman may not be enough - a lifeboat & jacket are needed now. I have no desire to Captain this vessel and pity its Officers. The body sees itself as a business, but it doesn't have a plan, and the business services are failing. Kudos have been written in "Old Autos" stating that this organization is a start towards an effective lobbying organization. Yet it fails to achieve its potential.

From the Chevalier article, it was implied that the BCCI would be involved in the emissions struggle. Yet it floundered in this sea, while the SVAO navigated in that area. Council chose information over advocacy. Inactivity over activity. I indicated in the last BLURB that perhaps the Council should take over the Toy Run. After further thought I realised that this would be impossible. The only result would likely be a lengthy debate on the existence of Santa Claus!

What's wrong with this body? Few within the member clubs have the Musketeer's credo: "All for one & one for all". Too many are concerned with protecting their clubs & seeing what they can get for their clubs. This attitude runs deep, right from the top down. The commonality of being British car clubs is not enough compared to their allegiances. Like the competing, divided Provinces, but instead of 10 there's 25 of them! Good things are being done by some clubs for the clubs, but no one wants to do anything in the name of the British Car Council, Community, or hobby. Until such attitudes change, anything the Council attempts will go nowhere - there's no percentage in it from the club perspective. It's curious to note that as the Morgan Club celebrates it's 30th anniversary this year, it could have been the 35th anniversary. The original founders held off for 5 years, for when they first met to consider the formation of a club, they decided that the proliferation of single-marque clubs was damaging the sports car movement! Perhaps this sentiment is still applicable today with regards to the British car movement!

#### WHAT ELSE?

This has been a bitter-sweet year for us. Lot's of fun but hard too. Lynn is about to undergo 6 months of chemo therapy, followed by 6 weeks of radiation. I am on the "disabled list" somewhat after the notorious plastic fire in Hamilton. Had an eye infection & have been fatigued. Tests have displayed irregularities which are leading to more tests. If someone would care to come forward & relieve of us of one or two of our Executive duties for the upcoming year (including BCCI Rep), we would be appreciative. Thanks to all!



## THE BIOGRAPHICAL BLURB PRESENTS.....

**Peter & Dorothy Pfahl**

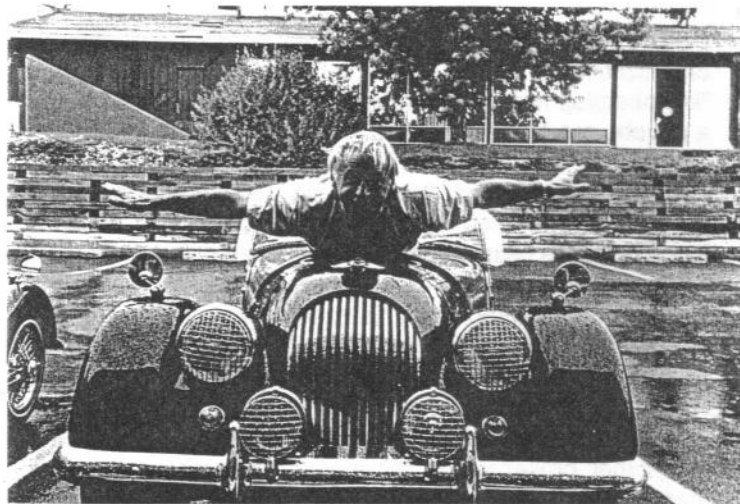
(pronounced "fall" not "fail")



We're not sure exactly when Peter & Dorothy first came into the "fold". Peter says he'd have to check old Blurbs (he's kept them all) to find the year and date! This is typical of this relaxed couple – why worry about trivial! Suffice to say they've been around since the early '80's, but who's counting! Recollections can be a little foggy when you're having fun. And fun they have!



For many years Peter has been a builder, while Dorothy has long been active in the thriving Toronto film and TV production scene. Dorothy has worked with actor Don Franks through the years (Mr Franks is known for his collection of Ford Model T Speedsters, and was once a Morganeer). Given the Phahl's "show biz" connections, please excuse the theatrical allegories. Peter is quick to show you has photos from the time the Club was small & Toronto based. It was during those days that they entertained club members at their Lakeshore home. He built a pool and a company office ("The White House") so that the Morganeers & others could socialize at a swim-up bar. This was indeed "The Great Gatsby" era! Then there were the Octoberfest parties! And the single mart scotch tasting they put on! Peter remembers little details from the days when the Club coffers were shallow, but the enthusiasm ran deep. Like sitting with Doug Price and offering opinions on photos or cartoons for the newsletter. Or when Audrey Beer was doing the Blurb, of offering the use of his company photocopier for its duplication. Given that Peter is known for paying his dues more than once each year, it's quite conceivable that he has thrown more than a few bucks "the Club's way", on more than a few occasions.



Peter emulating "Morgan Wings"  
Vern Dale-Johnson photo

The Pfahl's have not only developed friendships among the HOG MOGGers but along the way become close to some folks from the Great Lakes club in Michigan – Orrin Geeting for one – and been long-time members of this US Club. For one friend from Michigan, no trip to Toronto is complete until he takes up residence in the Pfahl's hot tub! To "dress the stage" one must have props. Many are familiar with Dorothy's pith helmet at events. While Peter is not complete without his pipe in hand! Myself, I remember their zaniness. Such as: the photo of Peter spread eagle (that's German eagle) on the bonnet of Vern's car doing his impression of Morgan "wings"! Or his "theft protection" technique of removing his steering wheel and sleeping with it under his pillow when travelling! And travel they do having attended many MOG's with the MCCDC club, 3/4 Club, British Invasion at Stowe, and other US events. Peter may have forgotten his wallet on one Morgan adventure but he never forgot I lent him money that day. Mostly though, with this couple everything is "wonderful". Whether it's the collection of cars at Christie Sprints – "Look at that, ah.... that's wonderful" or the Warplane Heritage – "Isn't this wonderful, Fred?".

We don't see Peter & Dorothy as much as we'd like to. Peter is busy with his project in Myrtle Beach, while Dorothy's schedule with the series "FX" is hectic. At the moment, the Morgan is in desperate need of a clutch. Still Peter made it to Muskoka '94 where his car took "Best of Show", Tobermory in '95, and the 1st British Toy Run. Peter didn't bring just one toy but rather a sack. On video one can see the almost endless supply being pulled from the bottomless sack into Santa's arms! They made it to Brampton in '96, but the airshow was over. No problem, they still had fun!

In their stately Toronto home, accompanied by Annie, the Bassett Hound and their cats, Peter & Dorothy are "comfortable". The other car is a Bimmer. In his den is a collection of Morgan Club and Car badges, models, pictures & paraphernalia. Not the most lavish collection, but ample. The Phahl's typify what is best about Morganeers: nothing is too serious & everything is really wonderful. The show goes on!



## **CLASSICS AGAINST CANCER**

### *Still "One of the most under-rated shows"*

That's how "Old Autos" described the show in their article last year. With the 10th anniversary edition on Father's Day this year, it may still be "under-rated" but not under-valued. During those 10 years, they've managed to raise hundreds of thousands of dollars for the Canadian Cancer Society. This year, over \$28,000 was raised from the 400 or so car owners & many spectators. The 50/50 draw also yielded some lucky soul \$4800!

This was the inaugural year for the "**British Car Class**". Many British cars were there to support the new class. How many? I'm uncertain, but there seemed to be far more than the 30 requested as a minimum to establish the class. The Rolls club had a nice display, including Bentleys, of course. I remember a very nice 1950 Riley, a Marcos, Mike Potter's Lotus 7, Triumph's (including Wayne McGill's Herald), Jensen, nice Jags, Healeys, and lots of MG's (Martin Brassard

By Fred Kuzyk

with inspiration from: Dr F. Art Sharpenwessel

& Wally Holmes of the Toronto Club said hello). Morgans were also evident: Ghizlanzonis (photo car in "Old Autos"), Shier's, Dale-Johnson's, Kuzyk's, Davis's, Audrey & Reg Beer (in Rolls), & Scott Barrie (Morgan owner for 24 years & member of many years ago. Peter & Margot Heyerhoff came although their car (being less than 20 years old) was in general parking. Perhaps we can get that rule relaxed for all the enthusiasts! Member & founder of the show, Neil Young, was there with his Caterham, as always (a veteran of the Pelee expedition & 1st "Under Gate Gathering"). Member Oliver Dawson & family came by to partake of the spectacle! Of course the Morganeers had their traditional picnic with plenty of aplomb! A number of the crew chose not to have their cars judged, but rather came for the ambiance.

For those unfamiliar with the event, it is a family oriented day in the pleasant Cedarvale Park in Georgetown. A souvenir

photo is taken of each vehicle upon entry, which is mailed later. The show has awards in each class & is open to: antiques, classics, rods, trucks, production, & hand-crafted vehicles. Vehicles (except for hand-crafted) must be at least 20 years old. A breakfast is served for participants & entertainment takes place throughout the day. This included music acts, a juggler, & REMAX hot air balloon rides (until it got too windy). OLD AUTOS & CHUM were there. There was lots for the kids: like clowns, colouring contests, face painting, remote control car racing, the Georgetown fire trucks, and playing in the Credit River! Under a large tent is a display of special cars, the likes of Pierce Arrow, and in other years: Auburn, Duesenberg, Cadillac, Mustang and AC Cobras, Bugatti, etc. Some may remember Martin Beer's trike there, a couple years back.



Ray & Mary Shier's MOG 404 with Fred & Lynn's MOGY in the British field at Classics Against Cancer

Photo by Vern Dale-Johnson

This time, a convoy of Mazda Miatas from the Trillium Miata Club joined the festivities. Although ineligible to show, this active & generous club attended en masse, made a donation to the Cancer Society & did a parade lap around the field. Some may remember that their club dominated the Club Sprints at Christie, the final year! After staging a very profitable Miata gathering last year, they have decided to give

those profits to charity! They have accepted an invitation to attend our 3rd British Car Toy Run as our Guest Marque this year. I missed breakfast & our "photo op" this year, as I decided to volunteer & help park cars. Ray Shier also performed this task, while Vern was busy behind a camera, snapping the official photos (as he's done for many years). Both Ray & Vern have been active at this show for quite some time. Ray can remember when his car was the only British car present. I must say that the volunteers are treated well - a golf cart delivered pop, chips & snacks to you, & thanks were received from the organizers.

Some of us stayed to see the award presentations. Neil Young presented the Best In Show to the owner of a nice 1970 Torino. This proves that you don't need to have a rare car or a '30s classic to garner the top spot! In the new "British Class", 1st went to Burton Pabst's '55 XK140 & 3rd to Paul Smith's '69 E-Type Jaguars, while Vern's '66 Morgan 4 seater garnered 2nd! It was satisfying to see Vern recognized here. A testament to his own efforts, as well as those of Reg Beer Coachbuilders!

Neil Young is pleased at the way the show has developed over these 10 years. However, he had originally envisioned a show that was along the lines of the Pebble Beach Concours. I believe that the less serious, fun, family day in a country setting - for a great cause - is not bad either! I'd like to thank the owners & clubs that attended. Some enthusiasts balk at the \$25 registration (which is tax deductible). Many groups have lost members to cancer. A Past President of the British Sportscar Club, Bob Guenther, lost his wife Carol, to the disease while he was President. Jimmy & Susan Lomax (the people behind "Operation Santa Claus") lost their only son, Ryan, to the dreaded disease when he was only 14. Our own Club's enthusiastic Editor, Doug Price, succumbed tragically. And recently, Anne de Fort-Menares, someone who had a lot more living to do. You might think of other examples. Perhaps a friend or neighbour. Attendance at this show is not only a tribute to such missed people, but also an aid to the living. A small price to pay and great value.

## SCUTTLEBUTT CORNER:

By Hellen "Squiggy" Hogmog

Ms Hogmog stands corrected! I admit I was wrong whence I said in the last issue that FORD stood for: "Fix Or Repair Daily". In actuality, it stands for: "First On Race Day"! My apologies, mea culpa!

Heard a good one the other day: "My car is not leaking oil, it's just marking its territory"!

Flash! Specifications on the new Morgan have leaked from the factory! Many technical innovations including some interesting ones with the airbags. Alas, I am but the "Pixy Porker of Passion & Mirth", so I shall leave such technical gobbledygook to my more technophile associates to expound upon elsewhere!

I've learned that Brian Morgan was on TV recently! He was being interviewed regarding natural gas vehicle conversion. Although I missed this, I'm told he looked exceptional, sporting his Morgan tie from Australia! By now the radio

waves of this broadcast have long since radiated past the solar system. It's thrilling to think that some aliens in the future might view Brian, many light years distant!

Speaking of TV, while surfing the "cablenet" I wondered: Do you think the crews of those old puppet programs, like "Super Car" or "Thunderbirds", did rude things with the marionettes between takes? A far deeper philosophical musing than "If apples were oranges....."

It's comforting to think that if your Belgian ash should catch alight, "Blaze Buster" members Bridges, Kuzyk, & Browning have got you covered between Toronto, Hamilton, & St. Catharines!

Besides a good time, the McCowan's Beef-Out proved a few other facts: That Chris Walker (Triumph) can "cut the beef", Catharine Hansen (MG) can "cut a rug", and that Mike &



Yolanda Potter & Steven White (Lotus) can "cut the mustard" with loads of class!

Peter Pfahl is deeply sorry for any inconvenience or embarrassment suffered to others by his actions at the Beef-Out. After the technical session put on by the Beer Brothers, the mischievous imp came out of Peter. For fun, he removed the rotor from the freshly tuned distributor on Brian's Morgan, so that it would not start. His shenanigans have caused him a near divorce, says he! Numerous telephone apologies have been made. His zaniness doesn't end there, as he also left behind his Morgan, lighter, & I'm not sure what else!

Carlos Yep has a display of artwork on exhibit in Burlington. No, these aren't car badges, hood mascots, or rock group posters!

Ms Hogmog has pondered with the question of how to get more folks out (like MGs) to other club's events? I think I have a solution! Take the word MORGAN, for instance. If you take the letters O, R, A, N and make them really small, so that they are unreadable. Then put them all in an octagon. It may just work!

Me wonders if future archaeologists will uncover evidence of strange cults from earth's primitive past. Groups that worshipped lumps of composite metal, glass, leather, rubber, etc. These primitive people placed their icons on pedestals. Cherishing them above all else - even people of their own "clans". They certainly shunned others of neighbouring "tribes" who worshipped other lumps. No useful work was done by the tribes, other than masses of praise to the lumps. Their "metal worship" caused them to believe that THEIR GOD was the only true one, & that their clan was the best. All the clans exhibited this behavior: extolling praises to their own, excluding other savages, hoarding resources. While all the lumps poisoned the people & their world. A black view of the future? Agreed! But I wonder if history will judge this primitive existing culture as being bereft of any redeeming qualities?

Rumour has it that Russ & Sylvia Balfour have dumped the Drop Head Coupe! A newish Morgan has now become the steed of choice! True or false?

In a past edition, I made mention of Nigel Birch's scoping. In a rebuttal, Nigel states that "the learned doctors still had not found any evidence of brains up there"!

Flattery often softens indiscretions. Ms Hogmog has been buttered-up recently with compliments on her social prowess. "If only I was with the right club I would be known far & wide"! Well, Ms Hogmog is already known as the Emily Post of the "Ham Hock Set". Given this lofty status, I am prepared to share my etiquette tips for success in social engagements.

- 1.) When as a guest at another group's soiree, attempting to sell the host members on the great deal inherent in membership with your own group, is a major faux pas! Especially when the host members were not allowed to attend your soiree, so that they might be able to sell you! This behavior will not get you an audience with the Queen, Hillary Clifton, or even Clifford Olden!
- 2.) As my dear departed daddy use to say: "Don't touch shit, and your hands won't stink". If for instance, your group receives a formal invite to a soiree from another group and good reports ensued, be thankful. Emulation & reciprocation would be accepted, but not expected. If you receive an invitation to a second soiree from the

originating source, you may either kindly accept or decline. However, if you deem the second party as unacceptable & pester the hosts of the previous one to entertain just your group on the same date, this may be viewed as the height of ill manners, much the same as if Saddam Hussein dropped a Scud on your synagogue. Rationalizations such as "we thought their home was fair game", may have been used by the storm troopers when they rolled into Poland in '39, but is considered a "Big Boo Boo" in polite society of the '90s!

- 3.) "Don't look a gift horse in the mouth". If a host offers up free potatoes, it is very very bad to insist "where's the candied yams?" As Bob & Doug MacKenzie say: "Any beer will do. If you expect a Heineken, take off, eh!"
- 4.) Always have your pinky extended. You may need to poke someone in the eye.
- 5.) "Do unto others as you would have them do unto you". Cliché? Yes, but always de rigueur!

Yes dear readers. Don't make the fatal mistakes of these examples, else instead of being "High Society", you may be branded "Hustler" (or Larry Flint) at best!

## The Laws for British Sports Cars

Reproduced without consent from the "British Marque News".

Most of us are familiar with the physical laws discovered by Sir Isaac Newton, the guy who invented gravity. He said things like, "For every action there is an equal and opposite reaction." Newton's laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized a whole new bunch of laws was going to be needed. Many distinguished scientists, with names like Morris, Morgan, Healey, Leyland, Mowog and Murphy, shook the scientific community when they published a new theory of mechanical behavior called "The Laws For British Sports Cars". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

### LAW OF PECULIAR RANDOM NOMENCLATURE

"The name of a British sports car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is totally devoid of any meaning." This law explains why British cars have spectacularly bad names, like "E-Type", or worse yet, "MGB-GT." One might also include "+4+".

### LAW OF CRYPTIC INSTRUCTION

"Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect." Most people are familiar with this law. Here is an excerpt from page 132 of the MGA Shop Manual: "Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

### LOVE OF HARDSHIP LAW



"The more a British sports car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner." You buy a British sports car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "it is like part of the family," and besides, "it is so much fun to drive." British sports car owners often stare into space and smile a lot.

**LAW OF NON-FUNCTIONAL ATTRIBUTES**

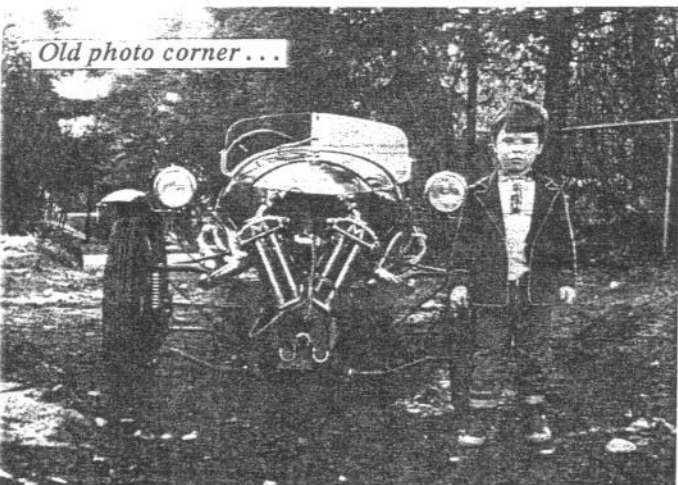
"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law".)

**RECENTLY DISCOVERED COMPONENT FAILURE LAW**

"Any component of a British sports car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of said component's existence, when it shall instantly fail." Case in point: The author owned a rather natty MGB for six years. He never knew there was such a thing as a "gulp valve" until he saw new ones offered for sale by Moss Motors. The next day, while driving to work, his gulp valve fell off the engine and was promptly run over by a truck. He bought a new one figuring to install it himself, but after one look at the shop manual, he decided to have someone else install it. (See "Law of Cryptic Instructions", above). While driving the car to a local repair establishment, he notices that the MGB is performing just as well as it ever did, and that the loss of the mysterious gulp valve has not had any effect on its behavior. He figures this is due to the "Non-Functional Attribute Law", so he decides not to replace it after all. Three days later, the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the "Love of Hardship Law", offers to take the car off his hand for \$100. The owner just smiled.  
*Contributed by: Tim in Dallas*

**Re: Bombast In Bolton.** Audrey Beer has sent me a letter outlining details of the continuing saga of "Beer's Island". I enclose portions of same, forthwith:

"The following are quotes from our new neighbours during the Town of Caledon hearing on an application for re-zoning & lot plan approval for the Beer property by Reg & Audrey Beer.



*Old photo corner . . .*  
 I found this snap recently of my son Eric at age five, taken in 1970. The car is a 1934 Morgan MX4, a three-wheeled car, very peppy, made in Malvern, England. It had a 1,000 cc ohv twin engine and weighed only 300 lbs, hence the very snappy performance.  
 (submitted by Len Haffenden, North Vancouver, BC)

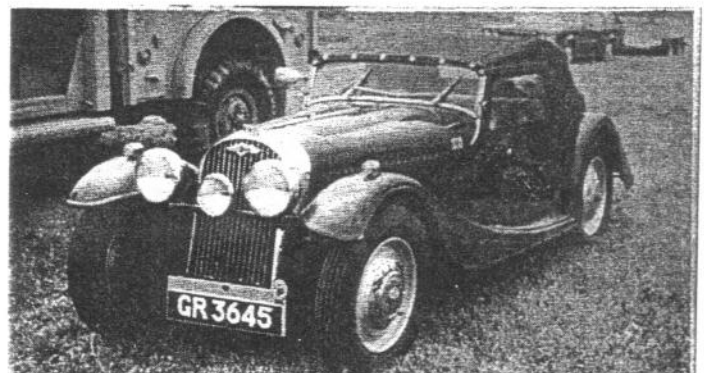
(1) When I bought my house I was told the Beer's property was sold & approved for a Park. (2) When I bought, I was told the Beer property was already sold to a developer & it was approved for 8 large homes plus a Park. (3, 4, 5) Same story. (6) I was offered a choice of the home I now own or one on the turn-around on the Beer property. (7) I was told it was to be a Park, now the Beer's want to develop & that's just due to sheer greed on their part. It should stay a Park as we were told it would be. (8) We want the Beer's to stay. that is a lovely property & should remain as is. They should not get any approval to change it."

"The saga continues end of August when the revised plan is up for the next Public Meeting. Meanwhile the new Queensgate Blvd has been extended & built along the southern fence of the Beer property, temporarily blocked off from traffic.... We are an island unto itself. Half of which is 14ft below the newly built or 'upgraded' roads. We now possess a beautiful view of a 12-14 Ft high support of stacked stone filled gabion baskets (plus a huge sewer) in our south east corner, put there to stop the new raised intersection from falling into our garden. This corner of the road cannot be finished due to the fact that the Town Engineer plans included some of our land for the intersection, knowing that the proposed future 'Bolton Bypass' will require a minimum of 35 Ft depth from us along the front of our property for the new Bypass."

"Meanwhile access to Reg Beer Coachbuilders & CMC Enterprises is being negotiated????..... Our half will be maintained by the Town as private access as long as we continue to operate, except the Town Engineer is still trying to come up with a solution of how to clear the snow & keep our narrow access open in the winter. He hasn't figured out what to do with the snow without dumping it all on us, trucking is out or what?! And no thanks, the family have all thought of many suggestions, not for publication."

*Audrey Beer*

AH! Reminds me of a song...."Well life on the farm is kind of laid back ." Unbridled progress! Thanks for the further info, Audrey.



*Malcolm Phillips' 1936 Morgan (red) roadster at the Oshawa Airport last September. Driven on the tarmac for a Scudder Mutual Fund commercial. Photos Courtesy of Old Autos*

**MEMBER SCUTTLEBUTT**  
[ stories & tails submitted by true friends ]

One morning not so long ago, Martyn Ridley, BSC member and Past President, sat sipping his 5th "you know what" listening to idle chatter on CBC Radio show, Fresh Air, and reading his daily "fix" [The Globe and Mail — for those of you who rely on "The Sun" — may God keep you]. Martyn idly turned from "The Report On Business" section to "Travel" [and you always wondered what Martyn did for a living — now you know — a man of leisure] when suddenly his ears perked up. A message of critical and vital importance was being broadcast. Now Martyn knows that most of us plebes likely missed our daily dose of CBC so he e-mailed a request to Cathy Perry at "Fresh Air" for a transcript. What follows is the letter read over the CBC and kindly submitted for publication in our newsletter with the authors blessing.

Topless time is here again. My car, a red 4/4 Morgan, actually has a top, but it is not practical because you need two strong men to stretch it and it will only stretch in warm weather, when you do not want a top. The top is in the house some place, but a sports car with a top doesn't look right anyway.

As soon as my car sees the light of day there are people asking questions, so for those who are embarrassed to ask, here are the answers.

The Morgan factory produced its first car in 1910 in Malvern Link, England. It was a three wheeler with a two-cylinder engine. Various forms appeared until 1937 when they took the big plunge. They produced the first 4/4, so called because it had four wheels and four cylinders. It had a frame made of Belgian Ash under a metal body. It had no grille and pot headlamps made by a manufacturer of electric kettles. That style persisted until 1952.

In 1952 electric kettles went out of style, so Morgan had to fit the headlights into the fenders, and while they were in the mood for change they fitted a grille. That resulted in the car they produce now.

My car is a 4/4 and came to Canada in 1971. Actually I saw my first Morgan at the London Fair in 1953. At that time I had to make a choice. I had enough money saved either to buy a Morgan or to get married. I am sure I made the right choice, but in 1973 I read in the Globe there was a Morgan for sale in Windsor.

I never make a decision of any importance without discussing it with my wife. Having found the Morgan I wanted, I consulted her. I suggested that at my age I was approaching male menopause and felt it was time either to buy a sports car or to have an affair. She thought a minute and suggested I should check the respective resale values of used cars, and used women, before I made up my mind. The next day I headed to Windsor, cheque book at the ready. That afternoon I drove home the toy which was soon to save my life.

First about the 4/4. At the front, instead of springs and shock absorbers it has Morgan "patented sliding pillars." As far as I know, they don't slide, but for comfort there are the seats. They consist of leather covers encasing rubber bladders. If you want a hard ride, you put in lots of air, and if you want more comfort, you let some out. Simple and light. For a sports car it is practical. A sports car should have nothing which doesn't make it go faster. That is why the Morgan is probably the last of the true sports cars. More modern so-called sports cars lug around such luxuries as coil springs, spring filled seats, roll bars, roof, and the like. They compensate by increased horsepower. That is

fine, but with my Morgan the fun is in seeing what you can do with what you've got.

Both my daughters learned to drive in the Morgan. As a matter of fact, Marcia was learning how to steer out of a four-wheel drift when she was 13. Since she couldn't drive on the road we did it in the Woolco parking lot until they put up a sign forbidding driving on their lot when the store was closed.

Anyhow, back to saving my life. Shortly after I bought the car I came down with bleeding ulcers. I was rushed to Victoria Hospital and put into a room with three other men. They all had pictures of their wives and children on their bedside tables. My wife, with a stroke of genius, brought me a picture of the Morgan. An intern, who was in the process of restoring a 356 Porsche was standing by my bed looking at the picture, and we were discussing automobiles, when my blood pressure suddenly dropped down to my belt size, and I collapsed. Since the doctor was right there, they took me to surgery, bed and all. After some fancy cutting and sewing, and 43 pints of blood, I recovered. The other three fellows died.

The last time I checked, the Morgan factory was on a speed up. Instead of building eight cars a week, they now make nine. They are still six years behind in their orders, but for \$45,900 and a six-year wait, you can get one. You can have any colour you like, because it arrives in prime and you paint it yourself. The belt over the hood is the only optional extra. It was put on after a driver at Goodwood hit an obstruction causing the hood to slide back and cut his head off. Go ahead, blow the extra \$10.00 just in case.



*Real Sports Car*

Yours very truly,

James T. Hutchinson, CD, QC, BA, LLB.  
6 Fairview Cres.,  
Woodstock, Ontario  
N4S 6L5

[519] 537-5250



If you have any stories or tales about your [or your buddy's] car or escapades, just let us know so we can pass on the scuttlebutt in THE TRIBUTE. Drop Scott Morris a line and he will make SURE that the best parts get announced



Commercial Vehicles and Trucks.

## Classics against cancer 10th annual show

by Joyce Cutler  
 GEORGETOWN, ON - On Sunday, June 15th, the 10th Annual Classics Against Cancer Car Show, was held in the beautiful treed setting of Cedarvale Park, which is located on the Credit River in Georgetown. Since it was also Father's Day, what better treat for a car enthusiast Dad, than to spend a warm sunny day wandering around admiring all the beautiful old cars. But before I give the wrong impression, I must add that this annual show is a family centered event, with the aim

being for everyone to have a "fun" day, while raising money for the Canadian Cancer Society. This is an aim which the organizers certainly achieved, because a total of over \$28,000 dollars was raised. The show ran smoothly as always and the work was done by a whole group of volunteers, which included a lot of young people.

Throughout the day, there was ongoing live entertainment provided by several talented artists, which included Craig Douglas, juggler, John Miller, pianist and soloist, Debbie

Walker, country and western singer and the Georgetown Children's Chorus.

There were a great many activities available for the children, including colouring contests, clowns, and face painting. But I think I had most fun watching them race the remote control cars.

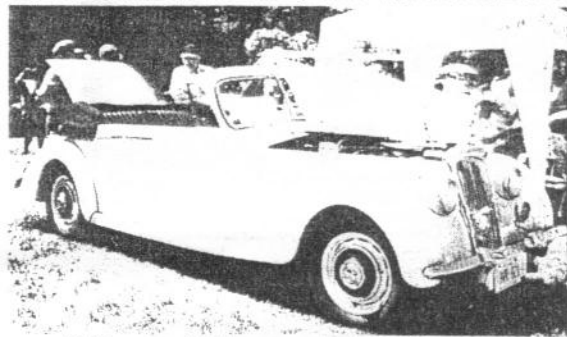
There were two very young fellows who were practising to be car enthusiasts for the 21st century. They had their own battery powered jeep, which they drove all around the park with Mom and Dad in tow. Dad looked a little out of breath and said, "What I really need is a remote control."

There were 350 vehicles on display, representing many ages and types of machines. These included antique and classic cars, muscle cars, rods and hand crafted vehicles.

One of the handcrafted vehicles that caught my eye was a sparkling red metallic motorcycle trike called, "Hardly a Davidson". It looked like a fun vehicle.

On special exhibit was a Georgetown fire truck which put up its extension ladder. At one point in the day, a fireman climbed up to the top, which brought him right up to the top of the big trees at the edge of the park.

Under the big tent were featured several special



M. Sweeney of Milton owns this beautiful 1950 Riley.



In the British Vehicle section was this 1952 Morgan owned by Ghislan Zoni of Toronto.



A couple of 21st century enthusiasts.

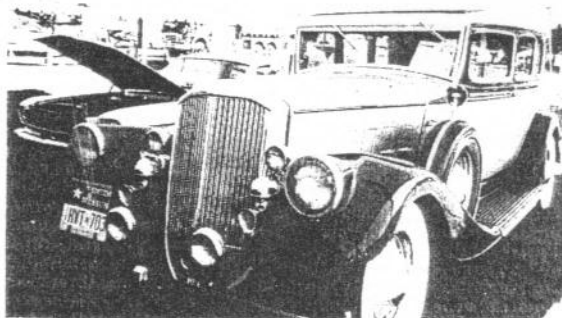


Halton Hills Fire Department had one of their trucks put up its aerial ladder.

automobiles, but the 1933 Pierce Arrow belonging to Ken Bowman of Toronto, especially caught my eye. It certainly is a beauty.



In the Rods and Fat Fenders category were Richard Epps 1923 Ford T and Bob Lang's "MY - 38" Olds.



On special exhibit was this 1933 Pierce Arrow belonging to Ken Bowman of Toronto.

Morgan

RALLY SUCCESSES...

1927 R.A.C. HASTINGS RALLY. Best performance 10 h.p. Open Car Class.

1928 R.A.C. BLACKPOOL RALLY. Best performance 10 h.p. Open Car Class. Best appearance up to 6000 Open Class.

1929 R.A.C. BRIGHTON RALLY. Best performance 10 h.p. Open Car Class.

1929 SCOTTISH RALLY. Best performance in Rally.

PIN YOUR FAITH ON THE MORGAN 44!

The

MORGAN MOTOR CO LTD MALVERN LINK WORCESTERSHIRE.



Philip Keen in his +8 (with Scott Chayko as copilot) Near Laurens in the south of France, July 97  
 Photo by Glen Chayko





I've seen this 1972 Phantom VI Rolls-Royce convertible limousine before, when it was undergoing restoration in Victoria a few years ago. Today it was present in all its massive dignity, and still flying the flags of its original owner, the President of the Gold Coast Republic.

## 12th all British field meet

story and photos  
by Len Haffenden

VANCOUVER, BC - May 19th, 1997, Van Dusen Gardens, Vancouver. Although under new management now for two years, (it was started by Steve Diggins in 1986), this particular event continues to grow and attracts more British cars and all kinds of visitors every year. This private park is centrally located in the city and is on main bus routes. As well, quite a few entries came from south of the border. There was a \$5.50 admission charge (a bit hard on a humble pensioner like myself), but to see such lovely flower gardens with so many shiny show cars, scattered amongst them was, in itself, a worthwhile experience.

We were in the midst of an early heat wave, which was an added bonus. Timing is everything, and as I recall, this event has never been rained out (and this is Vancouver I'm talking about!) There must have been close to 300 cars present.

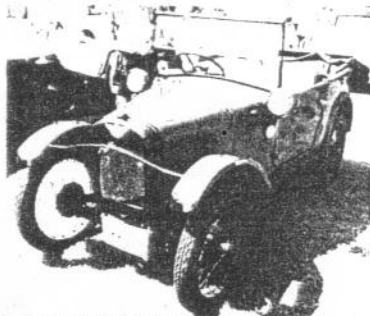
Your scribe actually wore shorts, which elucidated some uncalled for remarks from the cheap seats about pale knobby knees. I've noticed by reading through Old Autos and other motoring publications, that these all British meets seem to be growing in numbers and popularity. We know the reason is not reliability or easy access to parts, so wherein lies the charm of the British car? I think it is the enormous variety, the fact that there were so many small companies, besides the bigger manufacturers, producing some very unusual and interesting cars, something not seen in the US for some time now.

It took over two hours to walk around and see most of the exhibits, take the photos (tricky with so many people walking in front of you at inopportune moments), and say hello to fellow enthusiasts one sees now only on an annual basis at this meet. Other old friends were met, too, previous cars owned by me, in particular a 1926 Austin 7 Chummy and a 1966 Morgan sports car, both of which I sold some years ago. It was a pleasure to see them in such good shape and still running well.

Although not a judging meet, there are a few awards made, best debuting new restoration and a peoples choice award. A few vendors of clothing, specialty items, and models were set up near the entrance.

The next morning, to compliment the field meet, there is the all British swap meet in the nearby Kerrisdale Arena. I have to admit disappointment with this event. It began five years ago as an adjunct to the field meet, and was not too bad the first two years, then there were fewer vendors, then last year fewer still, and I wondered what to expect this year. \$2 later I found out. More bare concrete floor greeted me than ever before, it took all of ten minutes to walk around. One vendor told me the arena has really jacked up the space rental rates, obviously not sympathetic to the old car hobby. I think I'll give it a miss next year.

Compare this to the well organized Cloverdale swap meet the following Friday and Saturday, five buildings full of vendors, hundreds of outdoor spaces rented, and an almost carnival atmosphere, and that is for the same \$2 entry as well.



No doubt what this is, as it was mine for about twenty years. A 1926 Austin 7 Chummy in red and black, now on to its second owner after me.



An Austin 7 Ruby (although it was green, not red), a really nice old vintage English car.



A very rare deep red Triumph, you can still see the TR parentage in its lines, but this survivor, one of 14, has an aluminum body by Vignale of Italy.



Remember "The Italian Job" a funny bank heist film in which escape was made by multi-coloured Minis? There were several here, with assorted red badges; Austin, Morris, Mini and Leyland.



The very hard-to-find-these-days MGA fixed head coupés, with two fine examples shown here.



Both MG and Austin-Healey made cars that looked like this. These two are the early (bug-eye or frog-eye) and the later boxy version of what were MG Midgets or A-H Sprites, often lumped in together now and called "Spridgets".



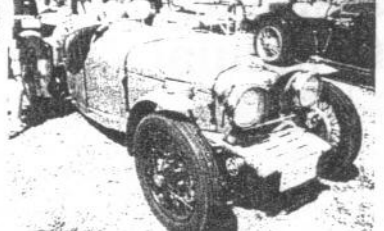
Is it a kit car? No, it isn't. These Mini Mokes were sold primarily to sunny climes, like the West Indies, for tourist rental and as taxis. I do not recall ever seeing one for sale in Vancouver during the 60's.



The amazing Austin A-90 Atlantic convertible, aimed at the US market, ran successfully at Indianapolis for 24 hours in 1949, etc, but somehow never caught on. The chrome hood strips are reminiscent of a '55 Pontiac, and the cyclops eye of the '48 Tucker. These Atlantics are few and far between today.



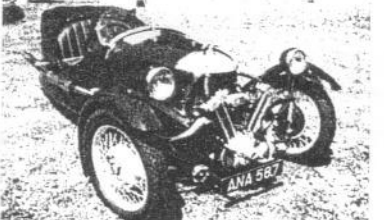
We have a weakness for these DB5 Aston-Martins, it must be the latent James Bond in us. This silver one is similar to the one used in Goldfinger, but with less deadly optional equipment.



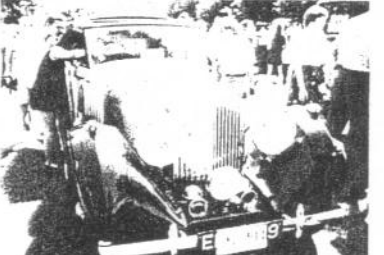
A very pretty light blue Riley competition car, lovingly restored by the aged Miles Fenton, a well known automotive artist. It is now the treasure of his declining years.



This very rare 1963 Standard Atlas Major van might well be a single survivor. They were Bedford based, and were to be sold through Triumph dealerships, but never caught on.



Everyone loves a Morgan trike. This is a 1933 J.A.P. engine 1,000 cc twin, red body, very similar to the 1934 Matchless twin model, I used to own in the early 1970's.



A very nice custom bodied 1937 4.5 litre Bentley in cream and black, some razor edged styling present, bug sun roof and head lamps.



A member of the "chain gang", a 1926 Frazer-Nash roadster, metal hood, but black leather body, a trend in coach work at the time.



MORGAN SPORTS CAR CLUB OF CANADA

## British Car Toy Run, September 28, 1997

Gather at Halton Region Museum, Kelso Conservation area at 11 am. Tour departs at 1 pm. No registration fee - please bring toys and other donations for the charity.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, POST CODE \_\_\_\_\_

PHONE AC # \_\_\_\_\_

CAR YEAR, MAKE, MODEL \_\_\_\_\_

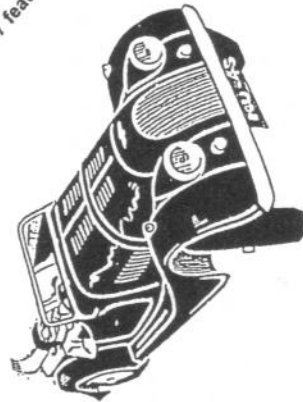
CLUB AFFILIATION \_\_\_\_\_

WOULD YOU LIKE TO BE NOTIFIED OF FUTURE ALL MARQUE EVENTS? \_\_\_\_\_

Thanks for joining with the Morgan Sports Car Club Canada in supporting Jimmy Lomox's "Operation Santa Claus". Our thanks to our sponsors for their support and to all who help make this day a success.

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1305 Ester Drive  
Burlington, Ontario  
L7P 1L2  
Phone 905-336-0251

  
1997 featured marque



## AUTUMN MOG ANNOUNCEMENT

Attention all Morgan owners in the Philadelphia and Washington areas:

The 3/4 Morgan Group is pleased to invite you, your family and all your friends to the BEST AUTUMN MOG EVER - October 3 through 5 at the historic Shawnee Inn, within easy driving range for all of us Morgan lovers to meet and share a fun-filled weekend!

The Shawnee Inn, our home away from home for the first weekend in October, is one of those great buildings of the early part of the 20th century, in the tradition of the grand country club hotels of this country. Located in the Poconos in the beautiful rolling tree-filled country side of the Delaware Water Gap, Shawnee is an hour and a half from New York, an hour and a half from Philadelphia and three to four hours from Washington. The event promises to be a wonderful weekend jaunt for everyone. You will be able to stay at the Inn in a recently completed multi-dollar renovation included antiques-filled common areas and comfortable rooms, with a hospitable, professional staff working to ensure that the Morgan Car Club DC, Morgans of Philadelphia, the 3/4 Morgan Group and all others spend an enjoyable weekend together. The grounds of the baronial style manse are terrific and all the great looking Morgans will certainly make the place look even better.

The Inn literally has something for everyone with limitations confined to your imagination, not age or physical capabilities. The Inn, on the banks of the Delaware River, makes the choices fishing, boating, rafting, swimming, wading or simply splashing. It is also possible to play tennis, to golf on a four star golf course, go horseback riding, walking, jogging or roller blading on special trails. There is even a bocci court. October in the Poconos, with the trees turning magnificent colors, can be a first or even a second honeymoon for those so inclined. Your trusty Autumn Mog scouts who planned the spectacular weekend events even found three antiques malls filled with hundreds of dealers offering lots of treasures and trifles.

The weekend events will kick off with a sumptuous barbecue dinner Friday night right along the banks of the Delaware River. Saturday events include a fun-filled concourse and an action-packed rally. A reception with liquids-a-plenty to satisfy all and a truly great banquet fit for all true MOGGIES will be the Saturday night entertainment. Other fun events will continue through Sunday with an autocross before the scenic drive home. You definitely do not want to miss the weekend!

With all that said, it is also very important to remind you that when you make your October 4 to 6 plans, DO NOT FORGET TO BRING YOUR MORGAN!

The extra bonus, the cost is only \$300. for two which includes all taxes and gratuities, two nights at the Inn, Friday night's barbecue, Saturday night's banquet and breakfast on both Saturday and Sunday. The 3/4 Group has reserved a block of 50 prime rooms in prime locations, but only until September 9. Do call 800-Shawnee now to make your reservation and complete the MOG XIX registration form. For further information, please call Burt Fendelman at (914) 725-0292.

A registration form did not accompany this announcement sent to the Mania.  
Your editor suggests contacting Burt Fendelman directly.

By KIRK KRAEUTLER

**I**CANNOT say I wasn't warned. I was warned, and the warning went something like this: "The worst part of this weekend will be when you have to return the car. When you're driving a Morgan, you're somebody. The moment you hand over those keys, you're nobody again."

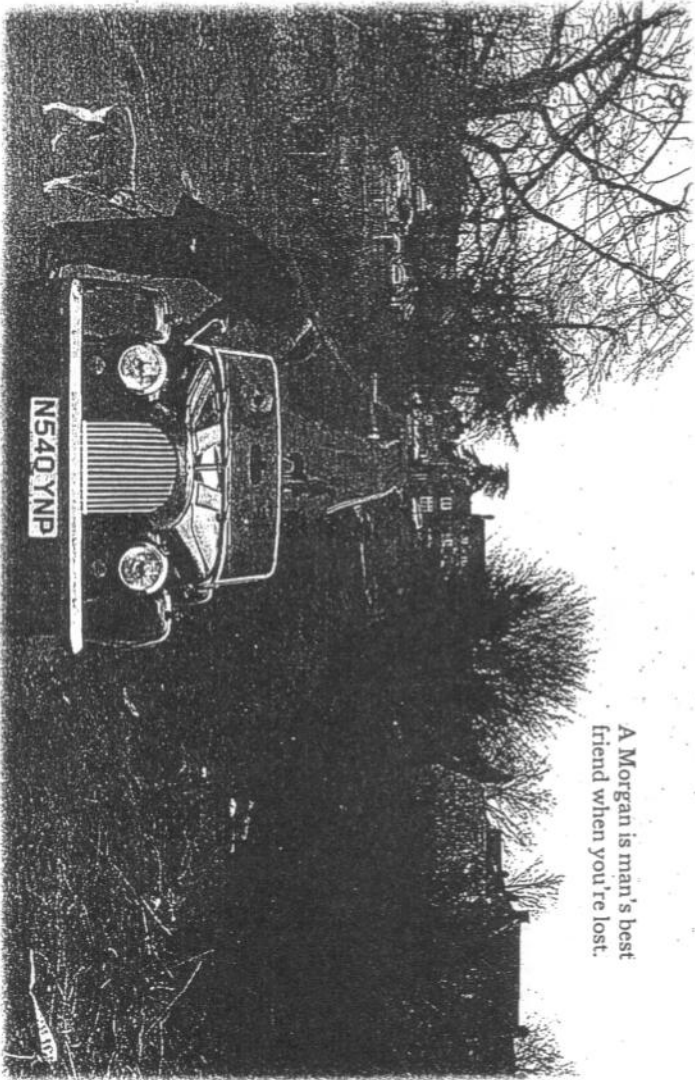
My friend and I were standing in central London in an alleyway in front of a small garage, one of the few places in England and perhaps the world where one can rent a Morgan, that venerable English sports car. As we surveyed the field, the whole idea seemed inconceivable. Not so much the renting of the thing, but the driving itself. Looking at them now, they seemed too beautiful, too delicate, too lithe and lovely to be taken out on the cruel roads of a modern nation, to be driven alongside boorish trucks and vans and ordinary passenger cars that, by comparison, suddenly seemed as ungainly as ox carts.

Morgans, I was informed, were still handmade. The original was a three-wheeler built early in the century. After that, the very classic design evolved and has not been substantially changed since the 1930's. Even now, the frame of the body is ash wood. Each is made to order, and only about 500 are turned out each year. To buy one, there is a five-year waiting list. But there they were, a small bevy of Morgans: red, silver, indigo, British racing green, canary yellow. With the long, languorous curves of the front fender sloping down into a kind of running board, they looked more like perfectly oversized Matchbox race cars than driveable automobiles. But you could drive them, and they were ours for the picking, for three days, at about \$177 a day per car.

That weekend in February was my friend Collin's 30th birthday. As part of the celebration he had decided to rent a country house in Wales with a group of friends and supply them with four Morgans, a gesture as telling of his joie de vivre as his generosity. This was the start of the trip, and my first encounter with the car and English roads.

Something should be said right up front: I know nothing about cars. An automobile (actually, roadster is probably the proper term) this special could hardly be more wasted, except that I do love to drive. As the train of us pulled away from the garage and out through the city streets, I have to admit that I was not thinking of the engine's bore and stroke of 80.6-by-88 mm., or even its compression ratio of 10.0:1. All I was thinking was what I repeated to myself softly (over the gentle purr of the exhaust system's cast manifold to stainless steel down pipe): "Keep to the left, keep to the left."

The nice man at the garage had given each of us a dull lecture on how to get the canvas top off and on, where to find the windshield wiper switch (where the turn signal usually was) and where to find the turn signal (you guessed it). At the time, I



A Morgan is man's best friend when you're lost.

Radhika Philip

# British Eccentricity On Four Wheels

An American discovers why driving a Morgan is an affair of the heart

I thought the tutorial was endearing in its British formality, but entirely superfluous. I was pretty much fixated on how to work a left-handed shift. (This was England, remember — everything was on the wrong side of the car, not just the road.)

I followed Colin and the others back to his flat, a 10-minute drive that went off without a hitch and, more important, without a burn, dent or scratch. They went on to Wales that afternoon, about four hours straight west on the M-4 highway. I walked back in London for my traveling companion, navigator and co-pilot — that is, for my girlfriend, Radhika, who was to arrive directly from New York early the next day.

Once there, she immediately poured herself into the Morgan's single passenger seat.

Having a navigator made things much easier. Suddenly, my infatuation melted away. Instead of heading directly to Wales, we stopped in Oxford along the way, got lost, and stopped in Oxford again. I quickly discovered one of the great hidden advantages of a Morgan: Even if you did drive like a lost tourist, your fellow drivers seemed that much more inclined toward forgiveness.

We took the scenic route west toward mid-Wales, along the M-40, and then a series of two-lane highways. Jet-lagged from an overnight flight, Radhika found the charm of the Morgan more in its looks than in its creature comforts. Once she was sure we were pointed in the right direction, she tried to get some sleep. After about a half-hour, she opened her eyes and made a simple,

horrifying statement.

"I hate this car," she said. (I had been afraid of this.) "How much did this cost to rent?"

"Probably twice as much as a regular car," I said.

"You mean a regular car that you could sleep in, that had heat and where we wouldn't have to shout to hear each other?" It would grow on her. I assured myself, but she would need just a little more time.

As for me, by the time we arrived in Wales, I was already feeling comfortable enough to acknowledge, unashamedly, my unfamiliarity with some of England's more peculiar road signs. "What are those numbers spare some guidance." "What are those numbers inside the little red circle?" I asked.

"That's the speed limit," he said. I explained that I thought they were road markers or something, because the numbers always seemed far too small. I think he understood. This was, after all, the same man who later in the weekend would remark how much driving a Morgan was like playing a video game, only he had to keep reminding himself that he did not have three lives.

Driving up through the hills of Wales was, beyond being beautiful and romantic, far more work than I had imagined. I began to understand what put the sport in sports car. The steering was so direct, you were forced to keep your eyes on the road constantly. It was also so heavy that, after working the car over the winding hills on a country road, my arms were exhausted from pulling the car around the turns while also climbing up and down through the gears.

It was not until we were driving back to London on Monday morning that things got serious. By now — although still too timid to get behind the wheel — Radhika was smitten, and suggested a little spin through the Cotswolds, the quintessential English countryside. Soon it became clear that we were not returning the car that day. I made a phone call late that afternoon that began: "Hi, my name is Kraeutler and I have one of your Morgans." I would make the same call twice more over the next three days, and it began to sound like a hostage-taking. There were also calls to the airline, postponing the flight home and gladly explaining the reason, even though no one had asked. "We've rented this car and can't take it back," Radhika told one friendly ticket agent. "It's really changed our lives."

We stayed two nights in Stratford-on-Avon, where a Shakespeare play seemed to be required viewing. I remember discussing whether it would be worth going if we couldn't drive to the theater, which was two blocks away. We toured the region's old sheep-trading towns, sped along narrow country lanes and drove past the wondrous quilt of farmland neatly sewn together by tree lines and hedgerows. We bundled up in hats and gloves and took the top down in 40-degree weather and lacy drizzle. I grew a beard. We were beginning to understand. The real mystique of the Morgan lay in its total impracticality, which by now seemed to inform every part of our lives.

Finally, the day came that we could put off no longer. As I (gulp) handed back the keys, Radhika and I tried to make the moment more bearable by discussing plans to ship a Morgan home. The nice man at the garage seemed perplexed, as though he couldn't quite figure out if we were serious or joking. But, then, neither could we. Back on the streets, we tested our legs again, with a wobbliness more appropriate to passengers disembarking a boat. We walked through the city center in search of food, drink and solace, all our belongings in a knapsack that seemed to weigh more heavily on my shoulder than it had before. Then I reminded myself that I was someone, after all. I had Radhika, and we had the memory of having driven a Morgan. ■

KIRK KRAEUTLER is an editor on the foreign desk of The Times.

t started as a hobby; it turned into a museum. **Martin Gurdon** takes a look round a most unusual car collection

# Morganmania

HERE is something very English about having odd things at the bottom of the garden. Even the most horticultural-challenged among us takes the idea of a far-off shed containing collections of personal treasures too good to throw away.

This certainly applies to Chris Booth, an antiques dealer who lives above his shop in Rolvenden, Kent. Visitors to his unassuming garden will be confronted by a large outbuilding. This does not contain old plant pots, rusty watering cans and ancient seed-planting devices. Instead, he has a motor museum at the end of his lawn, mostly dedicated to three-wheeled Morgans, but otherwise heaving with car-related trinkets, acquired implicitly because he liked them.

This might not seem the best basis on which to operate a museum, which rejoices in the official title of The C. M. Booth Collection of Historic Vehicles with emphasis on Morgan Three-wheeled Cars." You could imagine the joy with which the average bank

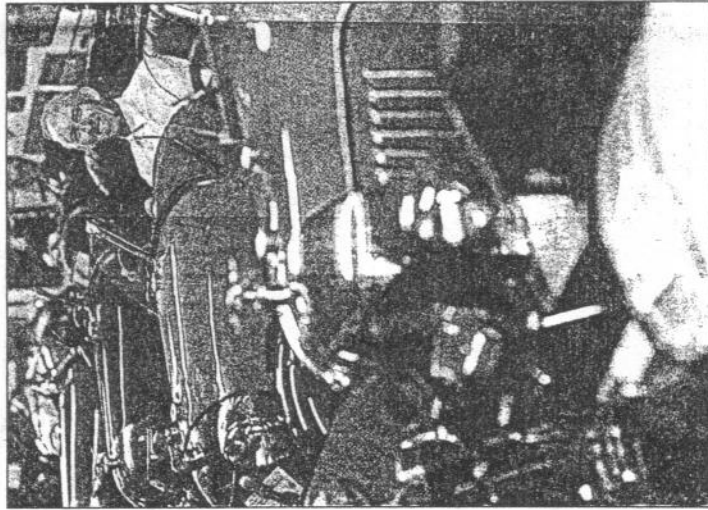
manager would greet such a scheme, but its intensely personal nature is probably one of the reasons why Chris and his wife Marion have recently celebrated its 25th anniversary. The seed which grew into the museum was sown in 1960, when 16-year-old Chris invested in a Matchless-powered Morgan tricycle of circa 1934 vintage.

"You could drive a three-wheeler on a motorcycle licence," Chris says. "But most contemporary ones weren't up to much. The Berkeley wasn't bad, but it was too expensive, so a Morgan seemed a good idea."

It was a struggle to get the first car going, but this taught Chris about a few quirks and helped when he bought a 1928 model and joined the owners club.

Something strange was happening. "The car needed spares so I bought another one. That was too good to break and needed spares too, so I found another — and from there things started getting out of hand," he says. At the time, Morgans could be bought for tiny sums and Chris found himself on a one-man rescue

Continued on Page C3



Three-wheeler: Chris Booth takes his 1924 Anzani-powered Morgan Grand Prix for a spin on the roads of Kent (top), then smuggles into a 1934 Matchless-engined Super Sport in his museum (above). Other exhibits include photographs such as this one of an early Morgan, taken in 1912 (right)

Continued from Page C1 mission, often buying cars in bits and stashing them away until he could sort them out.

"Three years ago, I got round to putting a 1924 Grand Prix model back on the road. I paid £7 for it in 1964. Another which I sorted out three years ago was given to me at about the same time. It was very incomplete. No engine, or body."

So how many Morgan three-wheelers does Chris own today? "I'll have to think about that," he says, eventually working out that he has 13.

There are other vehicles, too, an eclectic collection that includes a 1929 Morris van, a Ford Model A of the same vintage and a Forties Jeep. Then there are the original 1904 Number Tri-car, the folding Thirties' plywood caravan, the

petrol pumps, advertising hoardings and road signs, bicycles and motorcycles. Indeed, it was due to the frailties of a period two-wheeler that Chris met his wife. "He was in the Morgan three-wheeler club and they had stopped with some friends at the village where I lived. I'd made coffee and Chris's was the only one without sugar. I went outside and couldn't see him. He was lying under a bike trying to fix it," says Marion.

Today their daughter Clare has her own Morgan three-wheeler, which she restored. Marion — who doesn't drive — views her husband's collection with exasperated fondness: "The more work he did, the more everything grew. He can't stop, but we've lived with it and we love it." She also enjoys the detective

work involved in "finding the bits and making them work," and reckons that the people involved with Morgans are among the friendliest car enthusiasts on the planet.

The museum seems to have happened because her husband finds it hard to turn away mechanical wafers and strays (a German recently turned up with a car load of tiny Wankel rotary engines and more or less dumped in Chris's lap) and because he knows what he likes.

Chris still owns his first Morgan, has lived in the same house since 1965 and has always been involved in furniture and antiques, originally working with his grandfather, who put up the store room that now houses the museum. Part of its appeal to Chris was

that most of his cars could be kept in one place and it also provided space for his burgeoning collection of artefacts. The charming end-result says a lot about its curator's catholic tastes.

Dark wood display cabinets (often rescued from neighbouring shops that were being refitted) contain ancient spark plugs and a huge selection of model cars. A Roa Constrictor horn shares space with a Pure Pink Parafin badge and a Pratt's Motor Spirit penknife. In a far corner a Fry's Chocolates display cabinet is packed with tins, packets and bottles sold between 1900 and 1930. These have nothing to do with cars, but are fun all the same.

He describes the museum as, "a personal collection we let people come and see". Although he would

like even more space, the extra work needed to maintain the buildings would keep Chris from his first love — fixing, restoring and using Morgan trikes. "Every car is different. Some have better performance, some are quieter, or handle better on the road. I think that each car I build is going to be an improvement on the last," says Chris, who still wants to make the perfect Morgan. "It hasn't happened yet, so I just keep building more."

● The C M Booth Collection is open 10am to 6pm, Monday to Saturday (closed most Sundays). For details tel 01580 241234.

The Lomax alternative — Page C10



Collection: Chris Booth displays engine badges from the 1920s

Dave Randall's sales patter for second-hand Morgans seemed too good to be true. **Richard Simpson** headed to Southport to investigate the claims

# Buy now and make money

**A**S CAR sales patter goes, Dave Randall's is unusually tempting, since what he's offering is free sports car motoring. Randall owns Lifes Motors of Southport, the oldest Morgan dealer of them all, and his spiel is aimed at getting round the Morgan salesman's age-old problem — the endless waiting list.

"If you want a Morgan for summer," he says, "then why not buy a used one from me today and place an order for a new car at the same time? If you look after the Morgan that you buy now and keep the mileage down, then you'll have lost little or no money on it when the new car is delivered in six years."

It's practised patter and it has worked as well for him as it did for his father George, who bought Lifes Motors in 1960. But is it true? Could you really spend this summer gazumping down the bonnet of a Morgan and lose no money when you sell it at the end of the year?

"Keep the car for six months and you're bound to lose money," admits Dave, "but run it for a few years and you won't."  
"I've just resold a 1995 4/4 that a customer owned for seven years while he waited for his new car, and I paid him £1,200 more than he had originally paid me."

A walk round Lifes used stock, which its patron claims is the largest in the world, confirms that Morgans do hold their value astonishingly well. For instance, an immaculate 1997 4/4 two-seater was priced up at £18,500 — only £3,000 less than a new 4/4 of equivalent specification. Depreciation may not be an issue for Morgan owners, but

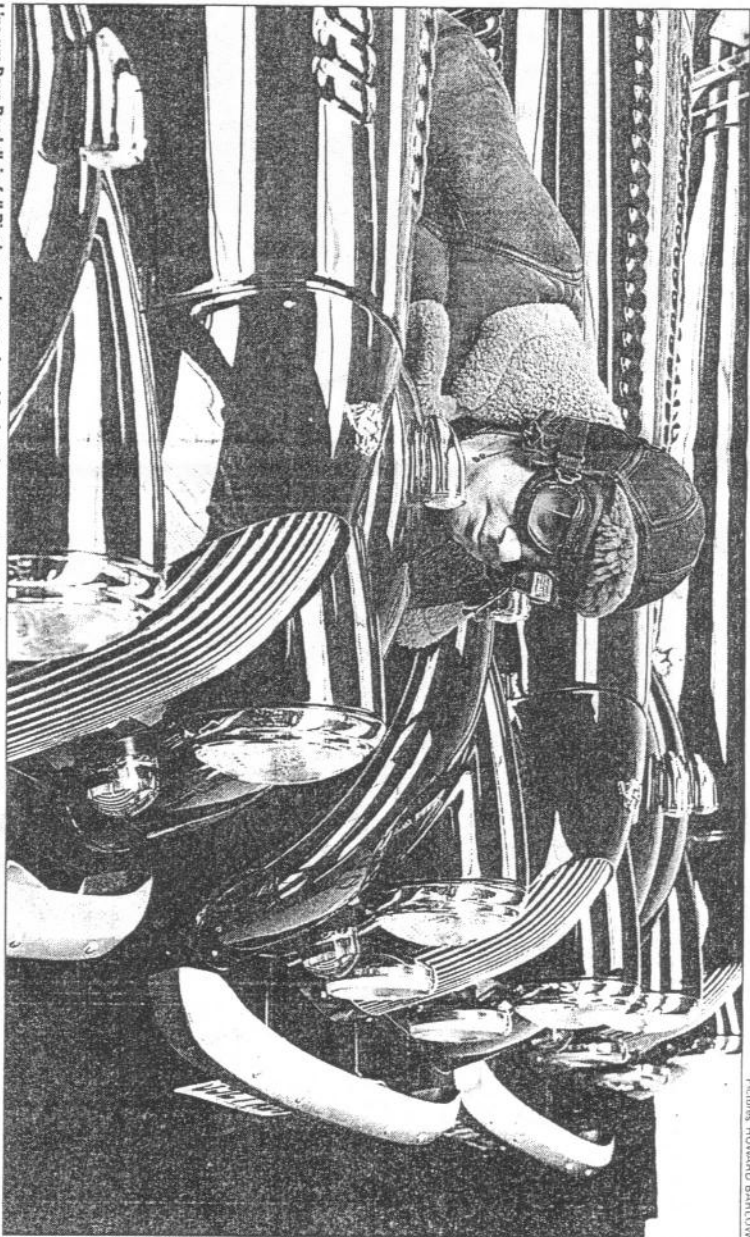
these days new examples don't draw big premiums either. At the height of the classic-car boom, Morgan "futures" were highly sought after, but now George suggests that the most spectacular might make is £1,000 on a spring-delivered Plus 8, hardly a worthwhile return on a car that costs at least £30,000 to buy.

So the middle-aged Mog is a car that exists outside the grubby world of hard cash, offering neither vulgar profit nor stomach-churning drops in value. But to what does Dave ascribe the car's continuing popularity?

"It's the fact that it isn't a copy or a replica," he says with certainty. "Morgan patented the sliding-pillar front suspension in 1909 and still uses it, and of course its cars have always been coachbuilt on ash frames. Yet because of the modern running gear there's more of the hassle of running an old car."

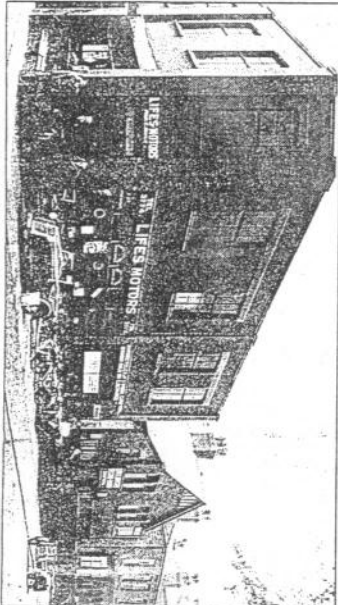
Even though the similarities between the first Morgan 4/4 of 1936 and today's cars are obvious, it would be mis- take to think that all Morgans are the same; they have evolved considerably over the years. And when it comes to buying a used Morgan, Dave suggests that "beginners" should start with post-October 1986 cars.

"These cars have two-pick paint and treated wood frames," he explains. He also likes to see cars with the optional chrome wire-wheels, a leather interior and a walnut dash. But which Morgan models are most sought after — and which is now only available as a two-seater, but until 1995 there was a four-seater, and this model is fitted with a 1.666cc or 1.800cc engine. The

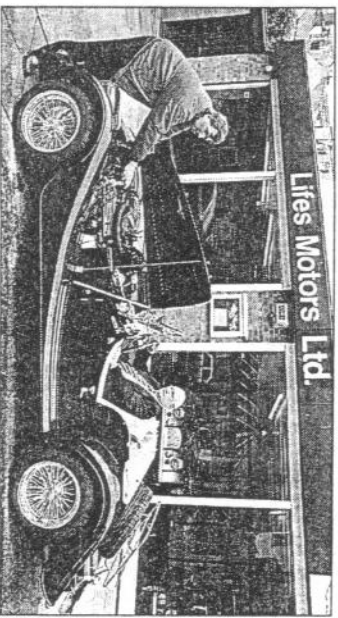


Picture: HOWARD BARLOW

Line-up: Dave Randall, in full Biggles mode, examines his gleaming second-hand Morgans — "If you run a used one for a few years, you won't lose money"



Then and now: Lifes Motors in Southport. The company was bought by Dave's father George (pictured at the wheel of one of the garage's Morgans) in 1960



Lifes Motors Ltd

4/4 stands for four wheels and four cylinders, rather than the two cylinders and three wheels of the three-wheelers. "Then, there's the Plus 4, still available with two seats or four, which always has a two-litre engine, while the Plus 8 is available only as a two-seater and is powered by the Rover V8."

Morgan enthusiasts say that the three models are very different to drive, and that your model choice should be based on more than just performance. Features: Dave claims to stock enough Morgans to allow buyers to try all three variants.

A test-drive is essential because, although a Morgan's firm suspension is less spine-crunching than is often

believed, especially on later Plus 8s, the driving experience is still very different from a "modern" sports car. The brakes are usually not servo-assisted, which can induce heart-failure if you haven't been warned, and don't bother asking about ABS, power steering or air-bags: after all, it's only in the recent past that Plus-8s have

been fitted with rack-and-pinion steering. Dave Randall insists that all the Morgan models are equally desirable in the second-hand market, though he admits that Connaught Green 4/4 two-seaters with "stone" leather interiors are his current best-sellers. Of the various engine options, the later the better

seems to be the rule, and the deeply un-British Fiat 204-litre twin-cam from the Eighties is less popular than the Rover 1.6, since that succeeded it in a cracking engine. When it comes to buying a Morgan before purchase, Dave advises all the usual checks of bodywork, interior and engine. But

undoubtedly the vendor state of mind is the best indicator if they're cracking up: you do the deal, then the Mog will surely be a good one. I like to buy cars that are kept under dust-sheets, explains Dave, "and when the owner bursts into tears a drive away."

Morgan ownership isn't all evening sun, country lanes and warm beer, but for Keith Parker, who bought his 1986 4/4 for his 40th birthday, the past three years have indeed been blissful. And it hasn't just been the thrill of driving the car that has turned his head, because "the social life is unbelievable" and the car has even brought him and his wife closer together. "My whole life is so different now, and there's a Morgan event somewhere on almost every day of the year," he reports happily.

The famous Randall sales pitch must have worked on Parker, too, because within a week of buying his 4/4 for £15,950 he had placed an order for a new Plus 8. Parker reports low running costs, for his current Mog: just £208 a year for insurance and £130 for a full service, though he does change his own oil and grease the appropriate nipples every 1,000 miles. And Parker's prize-winning Mog is no longer in its original condition — he spent around £5,500 on cosmetic improvements. But a Morgan is a sporty car that you can buy with your head as well as your heart. Dave says that Parker's price-time car would be worth nearly £20,000 today. If you've got the cash, then this really is as close as you'll get to free motoring.

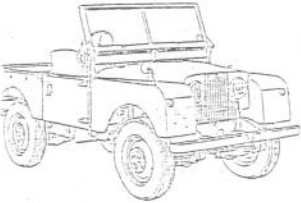
However, there is a dark side to Morgan ownership, and there's a cartoon in the lido at Lifes which should serve as a warning to all would-be Mog owners and their families. It shows a man settling down on a camp bed while his wife, Morgan, is preoccupied, stands above him. "But darling," says our hero, "it is her first night home."

● Lifes Motors is in West St, Southport, Merseyside; tel 0704 551375.

● The Registrar of the Vintage Sports Car Club is Chris Harteley, on 01552 818611. There are more than 50 affiliated regional groups throughout the country.



# THE TORONTO TRIUMPH CLUB'S 14th ANNUAL BRITISH CAR DAY



- When:** Sunday September 21st, 1997
- Where:** Bronte Creek Provincial Park, Oakville, Ontario  
Exit the QEW at Burloak Drive and follow the signs North.
- Time:** Gates Open at 10:00 AM. Voting ends at 2:00 PM.  
Awards at 3:30 PM.
- Feature:** Celebrating 50 Years of Land Rovers  
The Morgan Club will be accepting Toys for Operation Santa Claus
- Weather:** Rain or Shine! These are English Cars
- Food:** Bring a Picnic lunch or buy your food there. Tables available
- Swap Meet:** Lots of Parts and British Car Parts Suppliers
- Awards:** Participants Choice Voting. Door Prizes  
Club Participation Challenge

Need More Information? Call the TTC Infoline at (416) 410-4TTC  
Or write to us at: The TTC PO Box 39, Don Mills, Ont. M3C 2R6

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## Advice on broken bolts

by Jeff & your friends at Motorhead

Broken bolts, studs and bleeder screws are challenging, but it helps to observe Burns' Law: *If it's hard, you're doing it wrong.* (The exception proves the rule.)

Although each situation of snappage may be different in terms of materials, access and available tools, there are some guidelines.

1. Avoid snappage by using heat, penetrants and proper application of tools. Take the time to set up so you can avoid the problem. This is especially helpful on exhaust manifold studs where snappage is otherwise likely. Get to know the beauty of proper torque. Replace studs before they break. Use proper quality bolts of suitable grades and avoid cheap fasteners. How annoying to retorque a cylinder head and have the last stud snap off flush at the block! *There's never enough time to do it right but there's always enough time to do it over.*

2. Snappage may have stretched the metal and caused the threads to dig in. If you break a drill bit or extraction tool your lot in life will be unhappily increased. Try the slow but steady method of drilling carefully in incremental diameters until the wall of the item is thin enough to collapse with a punch or a chisel. Your pleasant sense of achievement will nearly obscure the anxiety felt when the metal lets go. For bleeder screws, get three to a vice and use successive drilling. Do not introduce metal into the hydraulic bore.

3. If you are faced with removing a broken bit or extraction tool, begin by taking a break and thinking about it. Next try drilling four small holes beside it and continue this trend until it can be freed. Yes, this does demand skill and patience. You may need to install a helicoil. Resolve to avoid future pain.

(Motorhead is located at 2811-B Old Lee Hwy., Fairfax, VA 22031.)

The Premier  
of Ontario  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A1

Le Premier ministre  
de l'Ontario  
Hôtel du gouvernement  
Queen's Park  
Toronto (Ontario)  
M7A 1A1



July 8, 1997

Mr. Fred Kuzyk  
Ms. Lyn Kuzyk  
Presidents  
MSCCC  
1305 Ester Drive  
Burlington, Ontario  
L7P 1L2

Dear Mr. and Ms. Kuzyk:

Thank you for your letter regarding the possible introduction of a mandatory vehicle inspection and maintenance program for Ontario.

As a society, if we are serious about improving the quality of air we breathe, we must look at reducing vehicle emissions. Air quality is an essential issue that we are committed to addressing, especially in the densely populated urban areas. It must be examined carefully.

The Ministry of Environment and Energy in concert with the Ministry of Transportation has been investigating a variety of programs involving vehicle emissions, including review of the existing programs in other jurisdictions. In studying these programs, it has been found that most jurisdictions with mandatory vehicle emissions programs exempt historic vehicles. I assure you that our government will also take into account concerns related to consumer convenience, equity and fair business practices.

Once again, thanks for raising this important issue with me. Your comments on this matter are a thoughtful contribution to the process and very much appreciated.

Sincerely,

Michael D. Harris, MPP

Ministry of  
Transportation  
Office of the Minister  
Ferguson Block, 3rd Floor  
77 Wellesley St. West  
Toronto, Ontario  
M7A 1Z8  
(416) 327-9200

Ministère des  
Transports  
Bureau du ministre  
Édifice Ferguson, 3<sup>e</sup> étage  
77, rue Wellesley ouest  
Toronto (Ontario)  
M7A 1Z8  
(416) 327-9200



July 11, 1997

Mr. & Mrs. Kuzyk  
Presidents, MSCCC  
1305 Ester Drive  
Burlington, Ontario  
L7P 1L2

Dear Mr. & Mrs. Kuzyk:

Thank you for your recent letter regarding the implementation of a mandatory vehicle emissions inspection program in Ontario and forwarding me a copy of Mr. Lomax's letter addressed to the Minister of the Environment.

The issues which you raise are presently being considered by the Ministry of Environment and Energy. Mr. Lomax has correctly addressed his letter to my colleague, the Honourable Norm Sterling, Minister of the Environment and Energy. I have, therefore, taken the liberty of forwarding your letter to Mr. Sterling.

Thank you for taking the time to bring your concerns to my attention.

Sincerely,

Al Palladini  
Minister

cc: Honourable Norm Sterling



Project 911  
 Members of the Emergency Services  
 in support of  
 Children's Charities

Staff Sgt. Graham Whitehead  
 Metropolitan Toronto Police  
 Traffic Services  
 45 Strachan Ave.,  
 Toronto, Ont.  
 M6K 1W7

Since 1991, members of the emergency services have been holding dances to raise funds for children's charities and have raised over \$80,000. Our 'Night of Rock & Roll' dance is now the largest dance in Canada for emergency services personnel.

We have always wanted to hold a great sixties dance and the plans have now been completed.

We have arranged to have Gerry & The Pacemakers come to Ontario and, as part of their tour, they will be playing at four dances. This 'super' group from the sixties still plays to sold out audiences throughout the world. The opening act will be Terry Sylvester from the Hollies. These two great acts, along with the great recorded music from that era will make for a memorable evening.

CHUM (Oldies 1050) and CKOC (Oldies 1150) will be involved in the promotion of these dances.

I will be restricting ticket sales to members of the emergency service before they go on sale to the general public but have included a number of outside organizations in the early promotion. It was suggested that members of car clubs may enjoy this nostalgic evening and for that reason I am sending you this package.

At the Metro East Trade Centre ONLY, there will be some space available to display cars. It would be an ideal location for someone who wished to sell a vehicle. Ideally the car would be from the sixties era. The amount of space is subject to the number of people who attend. We estimate there will be between two and three thousand coming to this dance. There isn't enough room at the other locations.

Please make your members aware of this invitation to purchase tickets early and I hope to see some of those members at the dances.

Graham Whitehead

PROJECT 911  
 Presents

**GERRY & THE PACEMAKERS**  
 (In Support of Children's Charities)

With  
**TERRY SYLVESTER**  
 (Of The Hollies)

*This will be a great opportunity to dance to one of the true 'super' groups of the sixties. A group that still plays to sell out audiences throughout the world. You will also dance to all the great recorded music from that great era.*

**Friday, October 31 - Fort York Armoury - Toronto**  
**Saturday, November 1 - Wonderland Gardens - London**  
**Friday, November 7 - John Foote Armoury - Hamilton**  
**Saturday, November 8 - Metro East Trade Centre- Pickering**

**COST:** \$70.00 per couple (Cheque payable to Project 911)  
**DRESS:** Casual  
**TIME:** 8:00PM - 1:00AM (Doors open at 7:00pm)

*Note= Each table (round) can accommodate eight (8) people. If you order eight tickets, a table will be reserved for you.*

TICKETS

*Send a self-addressed stamped envelope, indicating which dance you wish to attend to:*

Staff Sgt. Graham Whitehead  
 Metropolitan Toronto Police  
 45 Strachan Ave.,  
 Toronto, Ont. M6K 1W7

FURTHER INFORMATION

1-800-272-9165





## 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): \_\_\_\_\_

**Membership fee \$25.00 for the year:** \_\_\_\_\_ (Payable January 1 of each year)

Please make cheque payable to **MORGAN SPORTS CAR CLUB OF CANADA** and mail to:  
**Jenny Beer, Treasurer MSCCC, 39 Guest St, Brampton, Ontario, Canada, L6W 1T7**



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Fax: 416-922-5937  
(c/o DRB Motors)

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# Morgan

First of the real sports cars

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