

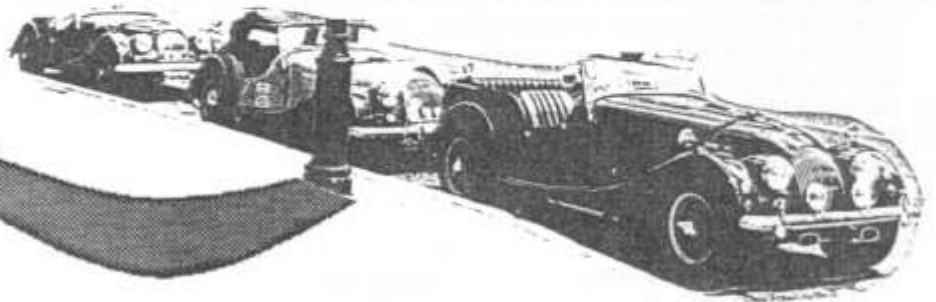
Morgan



6-97

# THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA



"Rumble of Morgans", Sherbrooke St, Montreal, May 97



*I'm Dreamin' of a .....*

With permission from Dave Burkette, MCCDC

## THE CO-PREZ SEZ:

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

Autumn greetings & welcome to the new members: Martin Fisher, Ontario; Paul Beaudoin, Ontario; Paul Whittaker, Ontario; Barry & Terri Lyman, New Jersey; Richard Staffardton (Autophile). Glad to have ya!

As our 30<sup>th</sup> year draws to a close, it's good to reflect on what has been & what will be. The last few years, membership levels have been higher than at any point in the club's history. We've even picked-up a few members not because they have a Morgan, but because of our attitude & what we do. Activity in central Canada has almost reached what it was "in the old days". Many people, individuals, are responsible for this & I'd like to mention some of them that have helped out. Nyal Wilson (Escarpment Runs in '95 & '96), Ray & Mary Shier (Summer Rally '95), Jenny Beer (Brampton Flying Club Weekend '96), Alan & Marlies Sands (Piper Hills Pig-Out '96), Vern Dale-Johnson & Greg Kaufman (Under Gate Gathering '96), Russ & Sylvia Balfour (Xmas Parties '96 & '97), Oliver Dawson (Upper Canada Brewery Tour '96), Peter & Heather McCowan (Beef-Out & Fall Weekend, '97), Marc Lalonde (Montreal Tour '97), and others.

There's been countless other tours, runs & rallies, & shows in Ontario, Quebec, and the North Eastern US, including the 2 Pelee / Amherstberg adventures, and the "Spring Fling" in '96. We've been from Windsor to Montreal & beyond! Lynn & I have staged 5 Fall Weekends & 3 Toy Runs. Nobody as yet has offered to relieve us for '98, so we propose a more modest slate of events, including just the popular ones, like the Pig-Out. Given the level of member assistance in recent years, I'm certain that '98 will still be active! As always, if anyone has an idea & is willing to put effort into it, we'll give it a try - it might fly! 'Tis better to "do" than "pooh-pooh"! There are some in the hobby that say "can't", rather than "can do". No one offered to help save Christie Sprints, but many mourned the loss.

Where will the hobby be in 10, 20, or 30 years? People come & go, as do clubs. Sometime ago, a fellow was wondering about a club badge he acquired, *The Sports Car Club of Toronto*. Al Sands vaguely remembered the group, as they were active at one time, but now long defunct. Sometimes an entity only remains viable as long as the principal believers remain. It's fine for the "faithful" to pat themselves on the back & tell others "they've got the best club", or "the best newsletter", but it may be more relevant to listen to what others say about you & address what needs fixing. If you want an accurate opinion on the Nazis, would you give credence to what the Hitler Youth says, or what the rest of Europe thinks?

External views of reputation are more valid. Outside of British car circles, there is a perception that British car owners are snobby, stuffy, stand-offish, pretentious, & exclusionary, among some. That isn't true, is it? But if that perception is true, and continues, it will hurt our segment of the hobby in the future. Given that people tend to identify with cars from their youth, I would venture that clubs catering to 80's & 90's cars (like Miatas, Mustangs, Buick Grand Nationals, Corvettes, etc), will be popular among "Sports Car" enthusiasts of the next generation. There were millions of Model T's & A's built, and were popular earlier, but how many do you see today? Their current following will likely further diminish in the future, as will some of the popular Brit cars of today. I also believe that Morgans are timeless & the club will be around for another 30 years. A modern anachronism, they will always appeal to the offbeat enthusiasts. A small niche but that's how it's always been.

Given that Morgans have been powered by everything from motorcycle engines, to Fiats, Fords, Triumphs, Rovers, & tomorrow's power plants - they will also appeal to those who appreciate ALL fine automobiles! I hope I live long enough to witness this "vision of the future"!

## WHAT'S UP?

Don't forget the Christmas Party at the Balfour's in Cambridge on December 13! By now those of you in the GTA should have received the separate mailing. **PLEASE NOTE: You can PHONE Sylvia at (519) 621-1772.** Also, keep the pub

brunch in mind on December 7 & January 25 - same place, same time frame. British automotive artist Chris Phillips has expressed interest at dropping by at one of these, with some of his lovely pieces.

## WHAT WENT DOWN?

The Annual **FALL GETAWAY WEEKEND** was a blast. 18 cars ventured to Collingwood & the facilities were a hit. More guests attended than at any time since MOA in 1990. A thank you card was received from Harry & Cathy DeRuiter (Members of the MG Club who also attended the Beef-Out), thanking the Club for staging a top-notch event & including them! The MSCCC now has a home for the event (at keen rates) & we look forward to next Fall! Our thanks go out to the McCowan's for all the arrangements, the McCowan's & Sands for the brunch they provided, & to the judges and all those that pitched in.

concourse & gymkana, dinner at Chez Michelle, and awards banquet.

Among the awards presented was a **PRESIDENT'S AWARD** to Martin Beer for his years of assistance to Morganeers & the Club. The **DOUG PRICE AWARD** was also presented to this year's recipient: Vern Dale-Johnson. A Biography on Vern, appears elsewhere.

The Toronto Triumph Club's 14<sup>th</sup> Annual **BRITISH CAR DAY** was an outstanding success. A record 890 cars took the field! The media attention was the best it has ever been - including Stu Harvey's Morgan on City TV, and plugs for our Club's toy collection for Operation Santa Claus, & Toy Run. 14 Morgans were on display & our members donated \$100 to the charity.

Events consisted of a welcome party (including cigar and scotch tasting), driving tour to Creemore Springs, fun



in addition to the toys collected. In the Morgan class, the MSCCC swept all the awards once again! Congratulations to: Luciano & Lilliana Ghizlanzoni (1<sup>st</sup>), Paul Donoghue (2<sup>nd</sup>), and Brian & Brenda Morgan (3<sup>rd</sup>). PAUL & BRIAN: WE HAVE YOUR AWARDS. PLEASE CONTACT US TO ARRANGE PICK-UP (Else we may be tempted to keep 'em, as they look real nice)!

The 3<sup>rd</sup> BRITISH CAR TOY RUN had a record 145 cars! Member assistance was awesome this year & we are especially grateful to: Doug & Dave Turner, Ray & Tim Shier, Vern Dale-Johnson, Margot Heyerhoff, Peter Toma, Oliver Dawson, Sylvia Yep, Marlies Sands, Glen Cavers, & Stu Harvey. The enthusiastic Trillium Miata Club fielded 18 decorated cars alone. Given that this number is equal to the total British presence at the open Fall Weekend, it really puts things into perspective! Many others outside the Club also contributed. Among these were Phil Miller & Ken Baker, organizers of Empire Day, who couldn't do enough to help make this year's event the best yet! In gratitude for their efforts with Empire Day & the Toy Run, Phil & Ken were presented with a PRESIDENT'S AWARD from the MSCCC - recognizing their work towards the betterment of the British Car hobby. A detailed report on the day follows.

On a request from Phil Miller, "El Presidentes" were asked to stage a run on Oct. 12, which was done under the auspices of the BRITISH MOTORING ENTHUSIASTS (The BME). A non-denominational affiliation with no dues, no fees. The participants calling themselves "Beamies". The idea struck a

chord, as 18 vehicles (including 2 Mogs) of all description (18 seems to be a magic number lately) took to the one lane bridges, hills, dales, & valleys of Halton Hills - all with very little publicity & planning. The informal Run made a stop at Miller's Bakery in Georgetown, where we sampled more of Phil's free Scottish treats! From there, it was off to the Halton Railway Museum to take a ride on electric trains. Many ended up at the Milton Dicken's Pub for libations & grub. Those that went stayed till dark! Our thanks to Peter Toma for (once again) picking up our lunch tab!

It seems the idea was infectious: Bill Davies of the Saloon Club decided to host a Run the following weekend. Although an impromptu Saloon Club affair, guests were welcome. The Shiers & Kuzyk's cars were there, as was a BME/Toy Run Jag. Another nice day & great scenery. This author is not planning to stage any further BME events at present. Perhaps other enthusiasts will be inspired to "take up the torch" and put together a no cost/low cost affair, open to all, in future!

**BRITISH CAR COUNCIL:** A reminder to the couple of folk who registered for the HIGH MILEAGE AWARD PROGRAM - Have your form validated by an Exec Member, so it can be sent in. You'll get your dash plaque if you have the 5000 clicks! Due to shiftwork, I was unable to attend the Council meeting of Oct 18. I look forward to the minutes! I'm stepping down as Club Rep and Vern is retiring as a director - we're looking for a volunteer to represent the MSCCC (or become a director - see advert later in THE BLURB.

## ODDS & SODS

As mentioned at the Awards Party of the Toy Run, the world has lost two champions of charity: Princess Diana & Mother Theresa. There has been a great outpouring of grief for Diana, including some sentiments regarding revenge against all paparazzi. Perhaps it would be better to honour these ladies by carrying on with their good works towards charity. Speaking of charity, do you have a car you wish to scrap in Ontario? Consider calling the ReinCARnate Vehicle Recycling Program at 888-CAR-DIED. You'll receive a charitable tax receipt of approx \$75, they'll take away the wreck, and you'll know that the carcass was handled in an environmentally responsible manner. (I wonder if the plastic went to Plastimet in Hamilton)? A certain '85 Pony may be a candidate for the Program soon.

Who makes Britain's cars? Not unlike Canada, all the top producers are "off-shore" companies! Starting with the greatest in terms of production numbers: Rover (Germany), Ford (USA), Vauxhall (USA), Nissan (Japan), Toyota (Japan), Honda (Japan), Peugeot (France), Jaguar (USA). Next are the cottage industry UK owned firms: Rolls-Royce (1706 cars), TVR (1345), Aston Martin (667), Caterham (700), Morgan (472). Morgan isn't the smallest maker - Bristol made 6 cars this last year! Lotus, owned by a Malaysian company, made 751 units. So when you think "British cars", be sure to include: Ford, Nissan, Toyota, etc! (London Times Aug. 2/97).

The Morgan factory GT car was to race at Sebring on Oct 18, and at Laguna Seca on Oct 26. Word is that they blew an engine earlier & that Charles Morgan will not be driving at these US races. Bill Wykeman & a Yank, will drive. Tally Ho!

Tony Howard managed to get the Morgan SLR (1 of only 3 built) on the track at Silverstone for the all comers race in the Bentley Drivers club meeting on 9<sup>th</sup> August; the first time out for 10 years. This meeting is a key day in the UK Morgan Calendar. The car went well in practice on the Friday, but bent a couple of pushrods. A couple of spares were found - close, but not the correct fit and Tony managed a quick blast to qualify on the Saturday Morning. He nursed it round in the race itself and completed the race. It was important that he finish as he needed to maintain his license, otherwise he may not have raced it!! (From Dave Vodden, UK)

Also for race fans, among the new cable TV channels in Canada is "Speedvision". Worth checking out for the "Legends of Motorsport" etc. I saw a segment on "power parachutes" - a cheap form of flying, using a parachute as a wing! Almost tempting to trade in the Morgan wings for one of these!

ANYONE GOING TO THE MARITIMES? Bob Hamilton of the British Automobile Touring Association of Nova Scotia wishes to meet with members (individuals or groups) touring the Maritimes. His group met up with members of the Healey Club of Quebec (whom some of us have also met & found to be friendly folk) last July. If you'd like to link up with Bob's group, contact: PO Box 202, Waverley, NS B0N 2S0. Phone (902) 861-3277. e-mail: BobHamilton@cast.navnet.net or see his webpage: <http://cast.navnet.net/~hamilton/index.html>.

*Merry Christmas everyone!* Fred Kuzyk

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### SCHEDULED EVENTS FOR 97/98 (CANADIAN MORGAN CLUB EVENTS IN ITALICS, TORONTO EVENTS) :

- |               |  |
|---------------|--|
| Dec 7         | <i>MSCCC Pub Brunch</i> , 1 PM, Queens Head Pub, Burlington (info 905-336-0251)                  |
| Dec 13        | <i>MSCCC Christmas party</i> , Russ & Sylvia Balfour (details 519-623-1966).                     |
| Dec 26        | <i>Boxing Day Run and stuff</i> , Vancouver MOG NW (details 604-261-0901).                       |
| Jan 25/98     | <i>MSCCC Pub Brunch</i> , 1 PM, Queens Head Pub, Burlington (info 905-336-0251)                  |
| Feb 22/98     | <i>MSCCC Pub Brunch</i> , 1 PM, Queens Head Pub, Burlington (info 905-336-0251)                  |
| Mar 29/98     | <i>MSCCC Pub Brunch</i> , 1 PM, Queens Head Pub, Burlington (info 905-336-0251)                  |
| Apr 26/98     | <i>MSCCC Pub Brunch</i> , 1 PM, Queens Head Pub, Burlington (info 905-336-0251)                  |
| May 15-18     | ManxMog 98, Isle of Mann (info Brian Adams ph 01703 234007, fx 234023, Tim Ingham 0113 289 2609) |
| July 1-July 4 | MOG 28, Harper's Ferry, West Virginia (info, Dave Childress 804-784-0001)                        |
| Sept 11-13    | <i>MSCCC Fall Getaway</i> , Mountain Springs Lodge, Collingwood                                  |
| Sept 27       | <i>5th Annual British Car Toy Run</i>  |
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- |         |   |
|---------|---|
| Apr 19  | Ancaster British Sportscar Flea Market & Car Show (details, Ron Kielbiski, 905-828-6810)                                      |
| May 24  | British Wheels & Wings, Hamilton Airport (details, Scott Morris, 519-426-7139)  |
| June 21 | Classics Against Cancer, Georgetown (details <a href="http://www.axtec-net.com/~classics/">www.axtec-net.com/~classics/</a> ) |
| July 4  | British Empire Day at 50 Point  |



### Editors Notes:

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

It is **membership renewal time again**. The renewal slip is that loose piece of paper that just fell out. Your immediate attention to completing same, drawing a cheque for \$25 (Canadian \$'s for you Canadians, American \$'s for you Americans), and mailing to our Treasurer would be appreciated. Note the label on **THE BLURB** envelope. The year's you have paid up to (some members do pay ahead to stop the consistent hassle of having to send in a cheque once a year) are noted beside your name. 97 means you paid for 1997 and your dues for 98 are now due.

By the way, I have heard rumblings that some members have not received 6 mailings of **THE BLURB** this year. This actually is the 7th. If you have missed some, please take the issue up with your postman – we're paying for 1st class delivery but (no offense intended) are often getting 3rd class service. the MSCCC is not alone! I've sent 4 personal letters to my daughters in Calgary over the past few months – two never did arrive, one arrived a month after mailing, and one arrived within a week. One of the "lost letters" contained airline tickets that cost \$190 to replace! You betcha we bitched!

The British Saloon Club had a problem with their July mailing. When the local post office was queried the clerk said that during the summer there are a lot of temp workers who may have mis-sorted the mail, or delivered it to the wrong address where it was thrown out instead of returned. Although all *Oily Rags* go out with a return address, none were returned. I also have a return address on all **BLURBS** and chase down the

occasional legit "change of address" so... it is assumed the rest get to their destination. Want my slant on the problem? If you don't expect to receive a "letter" you don't miss it. Only those that are expected and go awry are reported – me thinks there are "gremlins" in our postal service – let them know if you're concerned about your mail. With a postal strike pending, this **BLURB** may be super late!

In September there was a call for **nominations** for all executive positions of the MSCCC. No one has yet to step forward. It's time to "**ask not what your club can do for you but what you can do for your club**". If you have the desire and time to commit, let Fred Kuzyk or Vern Dale-Johnson know so we can put your name forward as a nominee – most likely at the Balfour's Christmas party.

I don't think we've made mention of the awards at the **FALL WEEKEND**? A few of the more notable winners: Martin Fisher received the "liquid air" for the greatest differential between right rear and spare (spare was flat); Peter McCowan got the ash plank to help in his Morgan restoration; Russ & Sylvia Balfour were awarded the paint to help enhance the factory's efforts on their "new" 4/4; Ray & Mary Shier obtained some bondo for the "dumbest ding" (this was close, could have gone to Peter McCowan but the Judges decided the ding should be on a Morgan); Carlos & Sylvia Yip got the much needed bucket of bolts and funnel as well as a real award for effort – a Shin Yoshikawa +4 SS poster. On the more serious side, People's Choice went to Martin & Donna Beer's Trike; Al



Sands got the Judges Choice overall for the Allard while Chris & Gayle Taylor picked up Judges Choice for the best non-Morgan. Vern Dale-Johnson was awarded the Judges choice in the Morgan class (even though he was one of the three judges – majority rules!)

Stowe "BRITISH INVASION" was Sept 19-21. Most of the Ottawa contingent arrived Thursday evening while the Young's arrived early on Friday having overnighted in Kingston. The Dale-Johnson's arrived very early on Saturday (read 2 am) after leaving Toronto at 4 PM. The run down was in the rain from Coburg to Cornwall, then in the pitch black across upper New York and Vermont before we took the back road into Stowe through Smuggler's Notch – now that was exciting, pulling OLBDDI on a trailer and never having been through there before! After a bit of searching finally located Notch Brook Condo's, our key, and our beds. Early the next morning time to wash the grime from the Mog and get ready for the field. Not a total loss – at least the top-side stayed reasonably clean. As for the undercarriage, Vermont clay is just like any other – we now have an interesting gray patina inside our wings! Yes, it did rain all weekend and yes, we did hear **BRITISH CAR DAY** was warm, sunny, and attended by close to 900 cars. But..... the cars at Stowe were great – lots of new sights, new friends, and camaraderie with other Morganeers. We had a good "Rumble of Morgans" on the field that, as always, drew an appreciative crowd. The Ottawa group consisted of Greg & Cathy Kaufman, Ed Burman, David and Carolyn Rees-Potter, John & Shirley-Anne Bowles, Claude Jacques & Nicole, and Barbara Green (in her "little rumble" MG Midget). Several Morgans and Morganeers from Quebec were there as well including club member Yvon Galarneau who is building a modern Morgan 3-wheeler F-type around a Yamaha motorcycle engine – expected to be an interesting replica. As Yvon says, "I am a perfectionist" so we expect it will be something! We were hosted on the Saturday evening by Barry & Terri Lyman who have a "winter" place in Stowe (complete with 4 car garage for two Morgans – 53 +4 and 78 +8 – and sundry other vehicles). A great evening with opportunity to meet many Morganeers from the North East. Barry & Terri did us the honour of joining the MSCCC – welcome. During the evening Greg Kaufman collected ballots previously distributed for the most "crazed" GoMoGer – ie, would drive through flood or fire, collect all manner of Morgan paraphernalia, would rather work on Morgans than attend dinner parties, endlessly promotes the marque, etc.... etc.... – Greg, or rather "The Kaufmans" won this prestigious award.

I was fortunate to have acquired, after much searching and at great expense, a tool Greg did not own and presented this "valve cap torque wrench" to Greg during the evening. My only problem now is to find a source for additional "wrenches" at a reasonable price!

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## Winter Storage:

I don't propose to be an expert on Morgans, repairs, modifications or winterization however, after many requests I've been persuaded to give you my **10 tips on putting your treasure away for the winter**. This is the short form – no long explanations as to why, just do it!

First, get your materials together – fresh oil and filter, fresh antifreeze, some gasoline stabilizer, exterior wax, a good floor

Photos follow. Did I mention it rained all weekend? Truly did, we were all soaked, wet, but hardly miserable. John Bowles won a 2nd in the concours class for cars post 75 while Ed, Greg & Cathy took the "most outrageous" trophy at the tailgate picnic for their depiction (see photos) of the Morgan factory at lunch hour – incredible that they carried the 6 ft 2 x 2's, jack stands, table, etc, etc from Ottawa as baggage! Well done. The show itself was very well organized and despite many changes to accommodate the weather still delivered excellent value – 4 stars, but when you go make it a 4-day weekend!

**3rd BRITISH CAR TOY RUN** delivered on the promise of a "sell-out success" with over 140 cars and a gorgeous late summer day. Thanks again to the efforts of Lynn and Fred Kuzyk. S. Claus has the details later in **THE BLURB**. Thanks to **the Morgan factory, British SportsCar Club, and Tony Moon at The Mechanics** for their financial support of this years run, to all those who came out to the event, all those who helped, and especially all those who donated to **Operation Santa Claus**.

**Truth can be better than fiction.** Robert Green of White Rock BC had been saving for years to buy a Morgan +8. He even registered a company, *Morgan Bluff Holdings Inc* to stash his slowly accumulating nest-egg of cash. Finally, enough was in hand and he cast around for a suitable Mog. This led him to CMC Motors where Anne Fort-Menares car was available. Robert liked what he heard and after having a "third party" confirm the car's condition, did the deal. Martin & Steve proceeded with a full service and dutifully dispatched the vehicle to the West Coast via auto transporter.

Now, although the Morgan wasn't supposed to be offloaded until Vancouver, the driver of the rig "needed" to do so in Calgary. When he fired it up a tremendous flash occurred and smoke poured out from under the dash. The hapless driver called in the news. The decision was made to reload the Mog and get it to Vancouver where a trusted shop was asked to survey the damage and perform the necessary fix. Seems what had happened was the engine grounding strap had "ungrounded" and when the ignition switched on the circuit was completed through the choke cable, accelerator cable, hand brake, etc melting the oil gauge line in the process. The ignited oil caused the smoke.

This comment from Mr Green in a letter to CMC: *"Once again, many thanks for the way you dealt with what was potentially a very difficult situation. It turned out to have a happy ending, but that was far from assured when you received the call from Mackie's in Calgary. I am grateful for, and will never forget the integrity, responsibility, and decisiveness that you exhibited subsequent to that call".* And that, Mr Green, says it all – enjoy the Morgan!

jack, vacuum cleaner, battery charger, grease gun, oil can, WD40, hide food and sundry other cleaners, 4 - 15 inch lengths of 2X6, small square of window screening, moth balls, clean car cover or several old clean sheets. Also, if you don't have a secure garage – find one that has a dry floor and a dry roof (on the inside!) and no clutter that has attracted vermin (read mice, squirrels, raccoons, cats, wasps, bees, moths, etc). Ready.....



- 1) While the engine is cold, drain and refill the cooling system with high quality cooling/corrosion inhibitor.
- 2) Hand wash the car – power spray the undercarriage and engine compartment to remove all caked on crud.
- 3) Pour gasoline stabilizer into your gastank.
- 4) Drive car to the nearest service station and fill the gas tank. While there pump the tires up to 30+ lbs pressure. Take the long way home – you need a warm engine and a dry car.
- 5) Park in your garage and drain the oil. Replace filter. Refill with fresh high grade oil.
- 6) Apply high quality wax (if you need to, cut and polish your paint first) to all exterior surfaces (including chrome).
- 7) Remove floor mats and loose seating – thoroughly clean the interior, apply hide food to all leather and Armorall to Everflex (that's English naugahyde) and tires (both side walls). Store your mats and seating in a warm, dry place (read "house").
- 8) Remove battery and take it (with charger) to your basement. Charge every 6-8 weeks (keep a log).
- 9) Remove spark plugs and squirt oil into each cylinder. Grease all grease points. Remove distributor cap and give a liberal shot of WD40, while you're at it use WD40 on throttle linkages, choke cable, exposed linkage springs, clips, etc. Check & ensure brake fluid reservoir is full (if you're a zealot, drain & replace!). Don't set the handbrake but do WD40 exposed ends.
- 10) As garage floors do get damp, roll car onto lengths of 2x6 (or, use the jack, that's one of the reasons you've spent \$45 at Canuk Tire for a good one!). Spread some moth balls around the floor of the interior to repel any mice, squirrels, or insects, tape or wire the small square of screening over the exhaust pipe (OK – I will explain, lets the system dry out and prevents mice from nesting in your exhaust system – they can even get into your cylinder bores!)

### Latest news on Emissions in California:

"An exemption from smog testing for 1965-73 vehicles in California appeared to be a lost cause. That is, until enthusiasts launched an e-mail, letter & phone campaign. The effective lobbying saved the Bill at the eleventh hour. It passed in Committee & then was approved by the California Assembly. Congratulations to all those involved. Activism does work! The toughest smog jurisdiction in North America is now only 4 model years tougher than the proposed Ontario exemption!" Fred Kuzyk

**Vern: We had some bad news here Sunday (November 2/97). John and Bridget Leavens were fatally injured in a accident with their 3 wheeler mid day. We are trying to find out the cause since any mishap with a 3 wheeler could affect many of us. Will send more when it becomes known. J. Dale Barry, Morgan Plus Four Club**

### Notes from the East:

Greg Kaufman (toad@storm.ca)

### **A What of Morgans** (adapted from "The Bulletin" of the Morgan Three Wheeler Club, Sept 97).

The English language caters readily to prides of lions, schools of whales, musters of peacocks and even gaggles of geese but is strangely silent on the subject of Morgans. What we need is our very own noun of multitude. Ty Relever, author of the original article in The Bulletin proposed an answer based on an experience that occurred a few months earlier. As he writes.... We were traveling in a convoy of Morgans along a narrow, cobbled Belgium street flanked by tall houses. The deep-throated reverberating rumble of our engines was music to my ears, and the thought struck me that for people like us there could be no better noun of multitude than "Rumble".

Allow that word to roll around in your skull. A "Rumble of Morgans": a rollicking, resounding "Rumble of Morgans". In our own frantic efforts to find a suitable noun you may have been tempted in the direction of feeble alliterations such as a "Mutter of Morgans" or a "Moggle of Morgans". These, however, lack the hint of rotation and reciprocation that comes from any word with an R in it. Rumble has everything, for it is what grammarians would call onomatopoeic. (Onomatopoeia: Greek for name making; related to objects whose titles are suggested by their sounds, such as cuckoo, gong, slapstick, and borborygm. That last one is a medical term referring to a rumble in the guts).

I suggest a gathering of Morgans would need to be comprised of at least four vehicles before there would be a good enough hearty sound and thereby qualify as a Rumble. What then would we call a smaller group (of three or two)? In this case perhaps the title "Rumble" should be prefixed by a term of diminution, as in Mini-Minor or Tiny Tots. It is proposed we adopt "Nimble Rumble". You will surely agree "Nimble Rumble" carries connotations not only of compact dimensions but also of agility and sure-footedness all distinctive characteristics of the Morgan.

On thinking about this and allowing my mind to roam freely I became aware that the noun "Rumble" possesses a further virtue – it offers an inexhaustible scope for poetic license. If your convoy of Morgans happens to be moving rather slowly and quietly you could be classed as a "Mumble Rumble of Morgans". Or if the convoy of Morgans consisted of many different years and models then we would have a "Jumble Rumble of Morgans". And if some of these Morgans were in need of repair then it could be said that we had a "Humble Jumble Rumble of Morgans". I think I may as well stop here because, as you can see, I could ramble on for hours about the Rumble.





## Interclub Activities:

Ed Burman

I recently received a copy of "Morgan Times", the publication of the 4S Morgan Drivers (the Italian Morgan Club). It is an incredibly elegant and professional 20 page newsletter, printed on very heavy gloss stock, in full colour. It is full of very beautiful photographs of Morgans in every conceivable environment or situation (30 in all), including two magnificent Matchless engined trikes. The only drawback is that it is written in Italian, of which my command is sketchy at best and pertains mainly to food and drink!

The publication was sent to me by a friend in Astoria NY, who receives it from his cousin in Italy..... he owns a +8 (how many Lira would it have cost at current rates of exchange?) Included in the issue is an idea for the ultimate Inter Club activity... The Mille Miglia Morgan... to be held in Italy in 1998. The date has not yet been set but if anyone is interested please get in touch with me. I have an address in Italy, as well as fax and phone numbers for the 4S Morgan Drivers. Hope to hear from someone!



Dopo la favolosa cavalcata notturna della prova Coast to Coast '96 è doveroso e salutare - in specialmodo per carrozzerie e motori - far riposare nel '97 lo spirito guerriero delle nostre Morgan.

Ma, solo per un anno!! Nel prossimo 1998 stiamo preparando una prova clamorosa che si chiamerà:

**M.M.M. e cioè Mille Miglia Morgan.**

Tenetevi pronti, allenatevi, lucidate le marmitte e preparatevi ad un assoluto... Morgasmo !!!

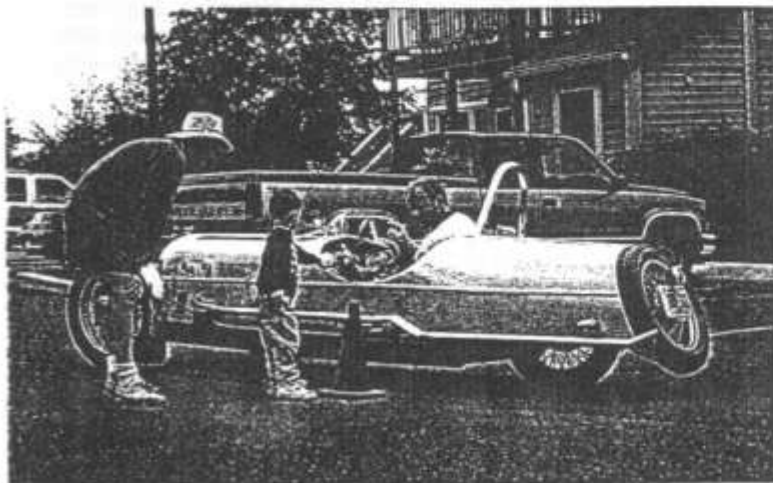
Aldo S.

## Help Wanted

British car enthusiasts wanted to become involved in the management and official affairs of **British Car Council Inc.** Duties involved are the co-ordination of communication and liason between British Car Clubs in Canada.

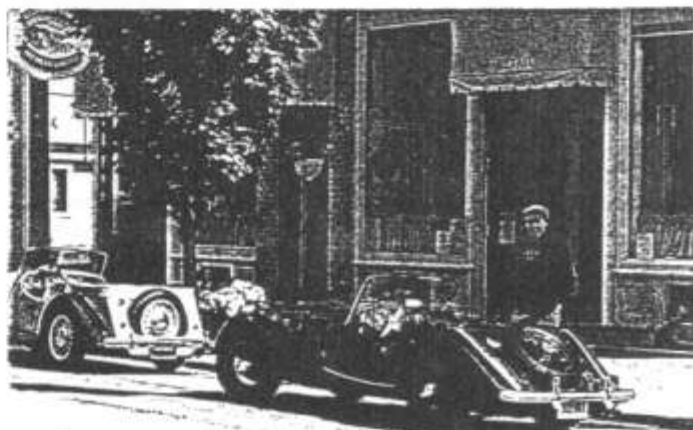
Successful candidates will experience a rewarding and gratifying relationship with fellow enthusiasts at the highest level.

All positions are open and must be filled as of the spring of 1998. Candidates should live in the Greater Toronto Area. Please send resume to:  
**British Car Council Inc, Bayview Village Post Office, Box 91135, Willowdale, Ontario, M2K 2Y6.**



Martin, Steve, Tevor and Jeremy Beer adding new twists to the Gymkana  
photo by Vern Dale-Johnson

Martin Fisher outside the Creemere Springs Brewery  
Fall Weekend 97  
photo by Vern Dale-Johnson



## VERN DALE-JOHNSON

Although Vern's history with the Club dates back to the same year as ourselves (circa 1989), Vern has been involved with Morgans & sports cars for a much longer time. I remember well the '66 +4 4-seater being up for sale, prior to Vern acquiring it. According to Morgan dealer Chris Charles, the car had a broken frame & he "wouldn't touch it at any price"! Well, Vern did & over the years has transformed it into a beauty, with a lot of work & love. I remember meeting Vern & seeing the Morgan for the first time at **CLASSICS AGAINST CANCER** in 1990. We were there with our recent acquisition, and Ray Shier made 3 Morgans on the field. Later that year, we sat at the same table at the **MORGANS OVER AMERICA** banquet in Niagara Falls - the 2 "newbies" to the club having a good time at this special Morgan event. Since that year, Vern has been very active with our organization. He has served as Vice-President for 3 administrations (which has to be a record), and more recently as Editor of **THE BLURB**, as well.

He's become an international ambassador for the MSCCC & Morganeering: belonging to several clubs, attending events throughout the world, meeting and corresponding with many people. As a Director of the *British Car Council Inc*, Vern has been fostering improved relations among the various British Clubs in Canada, and has even offered up his office as a meeting place. His support has been incredible & invaluable to Lynn & I. Whether providing wine at parties and the many Fall Weekends, to creating posters ( and posting them all over Metro Toronto) & 800 flyers each year for the **TOY RUN** - Vern is always there. When I needed a ride home from the **WYNN'S CLASSIC**, Vern took me. When we broke down on the highway on the way to his place, Vern picked us up! When we need a judge, or regalia, or anything for the Club: Vern is ready to provide it! Enthusiasm that is the spirit of the Doug Price Award. What follows is his story, in his own words.....

### Profile: Vern Dale-Johnson

Current Member: MSCC, MSCCC, MOGNW, GoMoG, MOC (Australia).

Sports cars... I can't remember exactly when I fell in lust with English sports cars but I do remember lusting over a TR4 parked at our fishing resort (Echo Lodge on Paul Lake 12 miles outside of Kamloops BC) - must have been in 1964, my last year of high school - and being hopelessly bitten. Not that we hadn't had English cars. My parents had brought the family (3 boys) up from Seattle to Kamloops in a Hillman Minx in 1953 and many of the guests who visited our lodge knew about the finer things, especially Rolls Royce and Bentley with the occasional Jaguar or Aston Martin to spruce up the monotonous array of American iron. As boys we all learned to drive on my Mother's 49 International half-ton (now being reincarnated by my younger brother) and got into loads of trouble. My Dad rebuilt the fenders on that truck at least 3 times during the 60's.

However, my first real sports car (I won't count my older brother's 64 Corvair Monza that I had ample access to, or the Alfa Gulietta Sprint I owned for a few months) was purchased during 1967 - a Morgan 4/4 from George Sterne Motors in Vancouver. It was an early 60's car that I paid close to \$1000 for. Drove it during my final "winter" at UBC (even up the Fraser Canyon one cold morning). Alas, with marriage bells came the suggestion we needed a more practical car. The Morgan went and a new Datsun 510 (for just over \$2000) took its place. That was in June 68. The bug had, however, bitten and on moving permanently to Vancouver a few months later I was encouraged by my Datsun mechanic (soon to become good friend) Sam O'Young to join the *Royal City Sports Car Club*. As a second car was soon needed I found and bought a 69 TR3A in rather tatty shape. It ran but had the annoying habit of breaking starter castings. After using up the lower mainland's entire stock of starters, I decided it was time for a change and bought a mildly tuned Datsun 510 from a fellow RSCCC member Andy Field, who had recently moved on to a Datsun 240Z. That 510 was a real stormer. Sam and I campaigned it in numerous rallies, hillclimbs, and slaloms.

Those were also the days we spent "marshaling" at Westwood - lots of George and Bob Sterne stories from those events.

In 1972 a decision to move corporate headquarters from Vancouver to Toronto was accompanied by an offer to relocate. As the Datsun's were a wee bit small for the trek and the growing family, both were sold and replaced by a new Volvo 145 wagon and 68 Mini 1000. The Mini was shipped to Toronto (silly boy) and arrived slightly disheveled. However, it was British as did manage to keep my sports car lust at bay. Shortly after arrival in Toronto our neighbour, Neil Young, stopped by to introduce himself. He felt anybody with a Mini ought to be into sports cars! His was a 71 Datsun 240Z (still has it although in need of a total rebuild). The club was the *GT (Georgetown) Motor Sports Club*. A hardy group of enthusiasts - many now responsible for the **Classics Against Cancer** - driving anything with 4 wheels (sometimes 2) in club and interclub events during the 70's. We kept the Mini running, finally pumping in steroids like twin SU's, Brabham Lukey exhaust with a tubular header, and Cosmic mags with Pirelli Cinturatos. It was great fun but not too competitive (or reliable as a daily driver) so eventually it got traded and a Datsun 610 took its place - what a slug! That lasted only until a 72 240Z became "available". Now we were talking - real steroids! My most infamous memory was heading for a slalom one fine Sunday morning in Burlington. Nose to tail down Trafalgar Road with Neil in his 240Z. We sailed over the 401 and spotted an OPP cruiser sitting just off to the right up a dirt service road. He must have been sleeping or figured we'd be half way to the QEW before he caught us!

In 1976 it was pull up stakes again in support of "the company". The Volvo, 240Z, and a Bug-Eye in the process of a rebuild were sold and we were off to Japan. It was in Japan, as I was running past the Morgan agent "just down the street" 4 evenings a week, that I decided another Morgan was in the cards. In 1981, on our return to Toronto a major life-change was made - divorce and a move from Georgetown to





Toronto. A three month visit to Australia convinced Amanda she should come join me in 1982 understanding, eventually, she'd have to put up with 3 in the family – I had meant another Morgan. Marissa got there first, but, once safely on an even keel I was advised a Morgan would be OK but only if it had 4 seats (you see, Amanda thought she was safe – sports cars were supposed to have room for 2).

A 66 +4, 4 seater was located in Windsor, not far from where it had started its Canadian life at Silver Star Motors. Previous owners had been a Chinese fellow in Paris Ontario, and Roch LeBlanc, of Harrow Ontario. By the early 80's the car was tired (mostly from trying to keep up with brother Pierre's +4 Super Sport – now being rebuilt by fellow MSCCC member John Lot) and ended up in a pig barn on the LeBlanc property where it stayed until 1988 when a Windsor hair dresser pulled it out and got it back on the road, just.... We purchased QLBDII (named by older daughters Kim & Tanya in honour of its principle driver) in September 1989 as a "rolling

restoration". I drove it back to Toronto with a stop over in Kitchener to talk to Chris Charles. Chris had looked at the car and decided it was too expensive for him, marveling that I would be considering the task of restoration. However, armed with new king-pins, a few other bits, and an introduction to the *Toronto Morgan Owners Group* I was on my way. It's first real outing was the next spring – Audrey, Reg, and Martin remember coming across this "Morgan" on the side of the 401. After some "study" it was determined it was "out of gas" (confirmed by my trusty "beetle-like" gas-tank dip-stick) and with the spare gallon kept in the boot for such emergencies loaded into the tank we were off for the meet. It made it to several events that year, including *Morgans over America* in Niagara even though it was obviously falling apart. Off the road it came for a proper rebuild – new frame, new wood, new skins, new paint, rebuilt engine, new rad, 72 spoke wires, and most recently new interior. Does it satisfy the lust? Not really, I'd like to do a +8 from a non-rolling wreck. Anyone got one available real cheap??

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## Notes from the West:

**To: Editor of THE BLURB**  
**Subj: Morgan Owners Group Toronto History**

**From: Ken Miles, Vancouver**  
**Date: July 15, 1997**

Two or three issues ago I noticed your request for a write up on the old days of the club. Besides being a natural procrastinator, my memory is fading and I have been heavily involved in fixing up a 1969 4/4 4 seater for Pat, my wife of 27 years. As you said it is thirty years since we started.

Ken Hill in his book states that Doug Price was driving along a street and saw two guys with Morgans on a street corner and stopped to talk. This was the beginning of the club that eventually became the *Morgan Sports Car Club of Canada*. I remember it as *MOGT* and my Plus 8 still wears that badge. As you know those two other Morgan owners were Ian Campbell and myself.

I don't recall the first meeting as described by Hill. In 1967 both Ian Campbell and Doug Price were living in High Park on streets connecting to Parkside Drive but did not know about each other. I lived in Etobicoke and both Ian and I worked for the same company during the summers. Ian took delivery of a new Morgan from Silver Star Motors in Windsor and convinced me I should try to buy a Morgan which I did in June of 1967. Ian and I saw a lot of each other in those days and one evening we were driving on Parkside Drive and to our surprise a black Morgan Drop Head Coupe shot in front of us from one of the side streets without a driver who was running after it down the side street. It seemed the owner (Doug Price) was having trouble with his starter or battery and had hand cranked the car on a hill and the car had started like all good Morgans equipped with Lucas. From this chance meeting, the camaraderie of *MOGT* commenced.

Our first outing was later that summer at Alan Sands farm. I do not recall the number of Morgans attending (six or more) and cannot find my pictures of the event. We met at the Holiday Inn on Highway 27 (427 for the youngsters) early in the morning and all sat down for breakfast. I remember Doug saying we had to have a Yeoman breakfast before we left. A Yeoman breakfast turned out to be corned beef hash and

eggs. We had a pleasant drive through Bolton and Caledon up to the Sands farm. For a novice like myself it was a sight to see so many Morgans running together. Interesting that we picked up a Vette on the winding part of the drive and try as he did, he just couldn't take those Morgans on winding roads. We had a barbecue at the Sands farm and I remember looking at pictures of a prototype Plus 8 that I believe Allan Sands had taken during a recent visit to the Factory. This first outing was deemed a success and the Group was on its way.

I returned to University and left Doug and Ian in Toronto to continue the progress of *MOGT*. I seem to vaguely remember a Christmas Party in late 67 attended by several new faces but it is a haze. (Allister ? who originally owned my Plus 4 and his roommate who had the duplicate of my Plus 4). In the spring of 68, I paid a visit to an officer of the Detroit Group and mentioned that we should get together for an outing.

This combined meeting between *MOGT* and some Morgans from Detroit took place in Stratford during the summer of 1968. Again I am hazy on the number of cars and who attended but I do remember it as being an excellent event and that everybody enjoyed the theater. Both Ian and Doug were at this event

In September of 1968, I left Canada to attend University in the U.K. and at the same time to pick up a new Plus 8 (Sept of 1969). Doug and I met at Prescott 70 where he was still driving his Drop Head.

After my return to Canada, I only attended one Morgan event that stands out and that was at Camp Borden but I forget the year and it was at this event that I met the Beers for the first time. I remember people like Norm Hendryks but do not see their names on the club registry anymore. I have lost touch with Ian Campbell and if anyone has his address, I would appreciate it.



My involvement with the club after the 60's was limited as in those days I traveled a lot and transferred to Nova Scotia where I lived for several years. I wish I could give you more history but unfortunately I am hazy on that period. I remember a picnic, meeting some Morgans including N. Hendryks but I don't remember where or when. I wish I had kept a diary.

I trust this brief history will suffice and my best wishes to our club on 30 years of Morgan fun. By the way I believe I paid my dues for 1997 but do not see my name on your registry??

P.S. Sorry for the delay in sending this. Your note reminded me. Whistler was a great event my Plus 8, after an embarrassing situation resulting in being towed by a 58 Plus 4 for a few minutes, ran well. We had approximately 15 Morgans at Whistler.

[ed note: These recollections are most appreciated, Ken. And, yes you most definitely have paid – sorry, not all paid up members were on the roster I sent out due to timing.]

You can update your records as Pat now has a 1969 4/4 4 seater serial number B1858. The car is a competition model and is equipped with twin Webers 40 DCOE connected to the motor by a Waterford manifold.

Regards, Ken Miles

## 3RD BRITISH CAR TOY RUN:

What do you get when 145 cars gather at 3 different locations, and people dress themselves & their vehicles in a festive manner, and Santa Claus rides in a Jaguar? You get a lot of donations for the Christmas charity "**Operation Santa Claus**" and this must be the **British Car Toy Run**! Now everyone knows that Santa lives at the North Pole. What you might not realize is that for the last few years, he's been leaving the sleigh & coming south in September to ride in a British classic to help his elves help others.

This is the **3rd British Car Toy Run**, which took place on September 28, with glorious non-North Pole like weather (in the high 70's). The **Toy Run** is a roving car show, a show for DRIVERS. All the participants & spectators are encouraged to bring toys & other donations for Jimmy Lomax's charity, which, since 1958 has been helping people of all ages to have a merrier Christmas. Jimmy has received many recognitions for his years of voluntary dedication, one of which is the **Order Of Canada**. Inspired by the toy runs done by motorcyclists, the **Morgan Sports Car Club of Canada** began hosting this event in 1995. As Jimmy Lomax says, "the Toy Run is 'more upscale' than the biker runs", as one would expect with the marques present: Rolls, Jaguar, Marcos, Aston-Martin, Bentley, Morgan, Lotus, Austin Healey, MG, Triumph, etc. In the past, guests have included Bugatti & MG kit cars. This year, we were pleased to have 18 Miatas attend from the very enthusiastic **Trillium Miata Club** who fielded some very elaborate Christmas displays.

The Run begins with the cars assembling at the Starting Location. This time the start was the picturesque Halton Region Museum, at the foot of the Glen Eden Ski Area, in Milton. Here the cars are registered, with the goody bags, dash plaques, & instructions received. There are no fees, as the organizers believe the charity should receive the maximum benefit, while participants receive good value & a good time. Expenses are offset by donations from sponsors, clubs, & individuals, and by a 50/50 draw. Donated food & beverages were sold by Museum volunteers - all the proceeds benefiting the Museum & Operation Santa Claus.

At 1PM, Santa boarded his Jaguar (Santa always rides in a car from the year's Featured Marque) and the police-escorted convoy departed for the hour-long scenic tour. Joining the entourage were 2 radio station vans & a tow truck (just in case)! Thankfully, none of the 140+ cars required this free

## **S. Claus, special to THE BLURB**

service! Despite the record number of cars, the parade moved smoothly through the hilly, winding roads, and through the intersections & traffic lights - thanks to the 5 cruisers of the Halton Regional Police, the written directions, and signs at the turns. Arriving at the Mapleview Centre mall in Burlington, the assemblage was ushered into our parking area. Here the cars were judged while participants handed-in their donations to Jimmy & Susan Lomax. Folks decorated their cars to the tunes of "British Invasion" music & Christmas Carols, provided by the DJ. On-site displays & a vendor (who donated a portion of his sales to the charity), were also present. Local media photographed & videotaped the spectacle, while enthusiast Mike Richards, videotaped the procession enroute.

At 4:30, participants re-located to the 3rd & final location, a nearby hall, for the "Pre-Christmas Awards Party". Chili, buns, coffee, & desserts were provided at no charge, in keeping with the event's theme. Awards & door prizes were presented & one lucky person received \$363 in the 50/50 draw! The awards have a Christmas theme, not surprisingly, and they are only as serious as the people doing the judging! The Featured Marque chosen becomes a yearly trophy. Thus Jaguar now joins Morgan & Triumph with a trophy each year. The Featured Marque for '98 is up for grabs, but we understand a couple of marques are celebrating anniversaries!

Santa's Favourite Jaguar: Chris Phillip's '53 XK120. Santa's Favourite Triumph: Frank Manning's '63 TR4. Santa's Favourite Morgan: Ted Zurbrigg's '56 +4. Most Christmassy Car: Rick & Elaine LaPrairie's '90 Mazda Miata. Most Christmases Past (oldest car): M. Aveline's '51 English Ford Prefect. Furthest From The North Pole (long distance): Bob Yule's '62 Healey (from Monkton, Ontario - the Land Rover from New York didn't make it this time!). Santa's Choice: James Lomax's (not of the charity) '66 Healey. Judge's Choice: Ron McLeod's '70 Marcos. Most Christmassy Folk: The Meyer Family, who have supported the event since the inception - parking cars, handing out flyers, obtaining a donation from their British Sportscar Club, etc. Jimmy Lomax's Favourite: Frank Manning's '63 TR4.

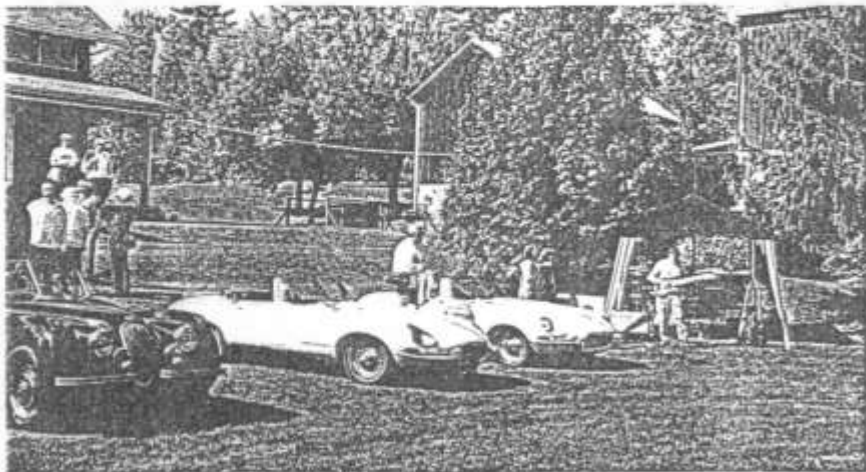
Jimmy Lomax also presented a plaque to the organizers, Fred & Lynn Kuzyk, and one to Mapleview Centre for their years of support. Jimmy's is an all volunteer organization & even the plaques that he presents are paid for by himself, rather than



using funds that are to go to the needy. Although all the totals are not in, Jimmy received cheques from the Morgan & Toronto Triumph Clubs. Hundreds of dollars in cash were also received, as well as 2 vans full of toys! One of the gratifying aspects of this event is the spin-offs that result from the publicity. Others have been inspired to hold their own events or promotions for Operation Santa Claus. Mapleview Centre will again be collecting toys from the public in December. Earlier this year, Sears Canada at Mapleview presented the Lomax's with a cheque. Last year, local funeral workers collected toys for Jimmy at their annual Christmas party. As their contribution to the Toy Run, Sir Winston's pub,

a Toy Run contributor, will once again hold a Christmas tree raffle to aid Operation Santa Claus, and there are others.

The world lost two champions of charity this year: Princess Diana & Mother Theresa. Someone has said that the best manner to honour them is to carry on their good works. 1998 marks the 40th anniversary of Operation Santa Claus. The Christmas Spirit is alive & well. British car enthusiasts in "The Great White North" invite you to "Think Santa on the last Sunday of September" for the 4th British Car Toy Run!



Jaguar, featured marque at 97 British Car Toy Run  
Photo taken at the picturesque Halton Regional Museum  
photo by Vern Dale-Johnson



Jimmy Lomax, the heart and soul of "Operation Santa Claus"  
photo by Vern Dale-Johnson



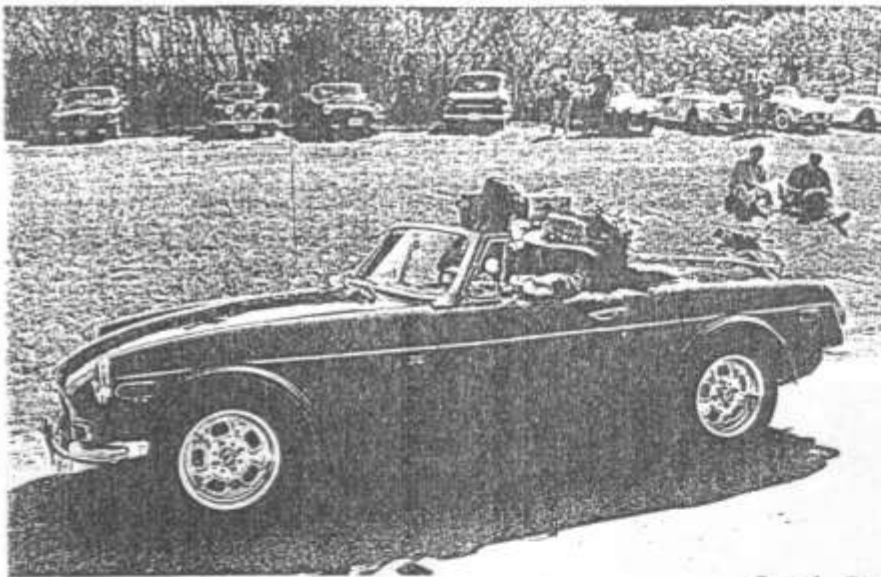
British Car Toy Run field at Halton Regional Museum  
(Santa taking his stroll -- wished he'd worn shorts!)  
photo by Vern Dale-Johnson



Carrying Santa was exhausting for member Glen Cavers!  
photo by Fred Kuzyk







Santa with helper, Melissa

photo by Fred Kuzyk

## 3rd British Car Toy Run

Mike Richards videotaped the Toy Run Procession  
photo by Vern Dale-Johnson

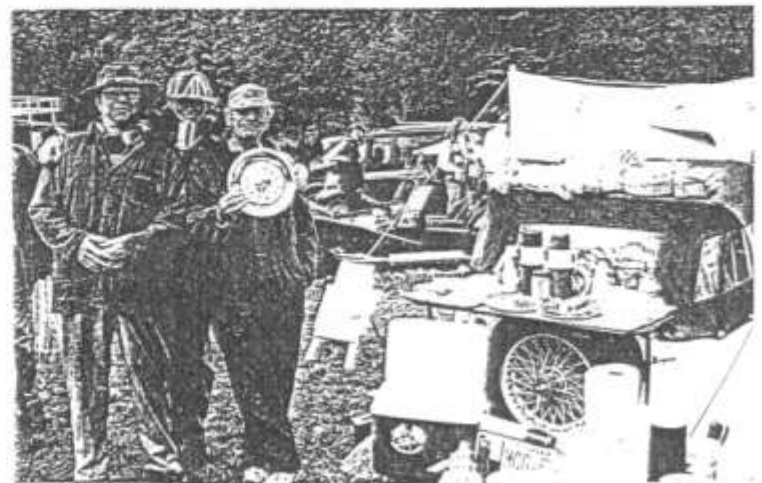
The photo doesn't do it justice!  
Miata decked out in a Santa hat, glasses, and sack.  
photo by Fred Kuzyk

British Car Toy Run field at MapleView Centre  
photo by Fred Kuzyk



Greg & Cathy Kaufman, Ed Burman -- lunch break at the Morgan Factory  
photo by Vern Dale-Johnson

## British Invasion, Stowe



A well deserved win! For the "most outrageous" tailgate picnic  
photo by Neil Young



## British Car Toy Run

THE HAMILTON SPECTATOR Thursday, October 2, 1997



Photo by Barrie Erskine

### Guess who's back

Santa and an elf (Ali Beaton) set their sleigh aside for a 1985 Morgan owned by Margot Heyerhoff. They were at Mapleview Centre for Sunday's British Car Toy Run held in support of Operation Santa Claus.



**SEASON'S GREETINGS** — Russell and Sylvia Valfour, in their red elves' hats, get into the spirit of things in the Morgan Sports Car Club's third annual British Car Toy Run. Their car was among some 140 participating in the weekend event.

John Rennison, The Spectator

### SEPTEMBER 28 Santa Wants You!

- Join the British Cars in the 3rd British Car Toy Run in support of Jimmy Lomax's "Operation Santa Claus".
- Watch Santa and his helpers lead a convoy of British Cars from Milton to Mapleview's parking lot outside of Shoppers drug Mart at 2 pm.
- Hosted by Morgan Sports Car Club.
- Your donations of toys, books and grocery items will help families in need.

## Car Toy Run starts at museum

Owners and fans of British cars are invited to join the third annual British Car Toy Run at Halton Region Museum today (Sunday).

The featured car of this year's event is the Jaguar. Participants are asked to bring a new toy or other donation in support of Jimmy Lomax' Operation Santa Claus. Since 1958, Operation Santa Claus has helped people of all ages have a merrier Christmas.

Lomax, a recipient of the Order of Canada for his years of voluntary dedication to the cause, needs new, unwrapped items such as toys, toiletries, cosmetics, candy, chocolate,

books, clothing, grocery items, Christmas stockings, gift certificates, jewelry and cash.

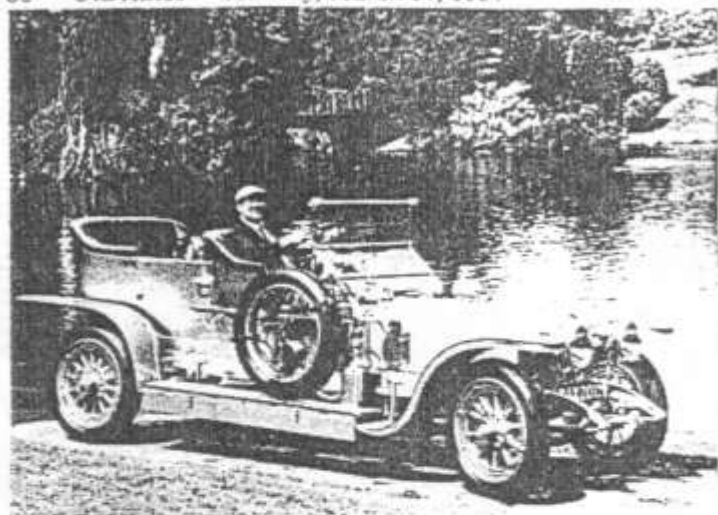
Starting at 11 a.m., the first 150 British cars to register at the museum will receive goody bags and dash plaques. At 1 p.m., the cars and their drivers, dressed in the festive Christmas spirit, will depart on a leisurely tour to Mapleview Centre.

The toy run is organized by the Morgan Sports Car Club of Canada in conjunction with the Halton Region Museum and Kelso Conservation Area. For more information call Lynn or Fred Kuzyk at 336-0251.

**MAPLEVIEW**  
SHOPPING CENTRE







## Specialist British car makers exploit niche markets

by Richard Barnett  
Society of Motor  
Manufacturers and  
Traders

Because the International Motor Show is the annual opportunity for manufacturers to display their products to the biggest annual audience in the United Kingdom it is not just the giants who have stands - there are plenty of smaller car manufacturers showing their products.

Britain has one of the largest concentrations of specialist manufacturers in the world. They are companies with long histories that have found niche markets and managed to exploit them. Among the specialist companies at the 1996 Motor Show were Rolls-Royce, Bentley, TVR, Morgan and Lotus. Although none of these companies counts as a volume manufacturer their names are known to enthusiasts across the globe.

Rolls-Royce started making cars in 1904, but the firm was not registered until March 1906. The company represented the combined talents of Charles Stewart Rolls, proprietor of a dealership in Fulham, west London, and engineer Henry Royce who ran an electrical business based in Manchester.

Rolls was looking to sell an upmarket British car, but none was available at the time. Royce, however, had already made one car to his exacting standards. Rolls, on seeing pictures of the car, knew this was one he could sell, and an agreement was reached under which Rolls would take and sell Royce's cars. The "Best Car in the World" was born.

Bentley, which made sporting cars for the well-heeled, was bought by Rolls-Royce in 1931

after the four-times Le Mans winner suffered a major cash crisis. The company, based in Cricklewood, north London, was founded by gifted engineer Walter Owen Bentley. His first model, the three-litre, had won the Le Mans 24-hour race in 1923.

But despite the cars' robustness the company was not sound financially and ended up being supported by millionaire South African diamond merchant (and Bentley competition driver) Woolf Barnato. But even Barnato could not (or would not) continue supporting the company and it was bought by Rolls-Royce. W.O. Bentley's career did not end there, though, because he went on to design cars for another prestigious British car company, Lagonda.

### Engineering Genius

Sports car maker Lotus is a comparative newcomer alongside Rolls-Royce and Bentley. The company started in 1948. Colin Chapman, who began the company in Hornsey, north London, and had a degree in structural engineering, was another engineering genius, like W.O. Bentley, but unlike Bentley wanted his cars to be as light as possible.

Chapman started modifying cars and racing them. From this he learned more about car construction and how cars could be made as light, but as strong, as possible. Chapman was a pioneer user of glass fibre in car construction and his 1958 Elite was the first car to use a monocoque glass fibre body.

The Lotus history divides into two parts; the road cars and the racing cars. Chapman was keen to use the technology developed in racing cars to improve his road-going models, unlike Enzo

Ferrari, whose sole interest was motor racing with his production cars simply a means of financing his sporting indulgences.

One of the most famous Lotus models, the Seven, was launched in 1957 and was sold mainly in kit form to take advantage of tax exemptions. The Elan made its debut in 1962, followed by the Europa in 1966. The company moved to a new factory in Hethel, Norfolk, in 1966 and became a public company in 1968.

### Limited Run

The Elan name was re-launched in 1989 with an all-new sports car. Using a transverse-mounted 1.6-litre engine from General Motors' subsidiary Isuzu (Lotus was part of General Motors at the time) the car was well received by the Press. Sadly its sales were not enough to justify the car's existence and production stopped. New owners Bugatti Group, on taking the company over from General Motors, re-launched the Elan in a limited production run.

In a bid to move the firm's products more upmarket, a new range was launched progressively during the 1970s. 1974 saw the Elite, followed by the cheaper Eclat in 1975 and the two-seater Esprit in 1976 which can still be bought today, albeit in greatly modified form.

TVR has been enjoying a revival in popularity since the launch of its current Chimaera, Griffith and Cerbera models. The first TVR was a special built by company founder Trevor (hence TVR) Wilkinson in 1949. Like Colin Chapman's second car, it used a Ford sidevalve engine. In the early 1950s he made cars using bought-in parts and bodyshells, but in 1955 started work on a car with a TVR bodyshell and separate chassis.

This was made in a factory in Blackpool and used MGA engines. Later models during the 1960s and 1970s would use Ford engines, either from Britain or American V8 units for the original Griffith, a car aimed directly at the American market.

### Best Sounds

In 1979 the first of the company's wedge-shaped models, the Tasmin, was launched. This spawned the more powerful open-top 230i, 350i and 390i models. The retro-styled S model, whose shape recalled the 1960s models, was also launched in the late 70s.

But it has been the overtly brutal-looking Griffith and Chimaera models which have really put TVR back on the map as makers of traditional British sports cars. Still using the Rover V8 and the company's own V8 in the Cerbera, the noise of these cars is one of the best sounds on the streets today.

Another form of traditional sports car is the Morgan. The family-owned company in Malvern, Worcestershire, continues its tradition of hand-made cars. Founded by H.F.S. Morgan in 1908, the first three-wheeled Morgan car was made between 1908 and 1909.

The company's factory was built in 1910 and it took a stand at the 1910 motorcycle show. As demand grew, a second assembly site was needed and Morgan moved to larger premises in Malvern.

Three-Wheelers continued in production until 1952, and were available with a variety of vee-twin engines and latterly a four cylinder Ford engine. The first four-wheeled Morgan made its debut in 1935 using a 1.1 litre Coventry-Climax engine. Initial post-war models used a Standard Vanguard engine, followed by Triumph TR2 units. More recently Ford and Rover engines have been offered, but the most powerful model, the Plus 8, which uses the well-known Rover 3.5-litre engine, was launched in 1969 to get the firm back into the United States market.



Lynn Kuzyk

Lynn Kuzyk, has been smoking premium cigars for the past few years, and has made several trips to Havana. She is currently employed by *Holy Smokes*, the new Canadian chain of tobacconists. With her husband, she is co-president of the "Morgan Sports Car Club of Canada", and is also the co-founder and organizer of the "British Car Toy Runs", helping *Operation Santa Claus*, help children and seniors ages one to 101.



## Prez Sez (Continued):

WANT YOUR MORGAN IN "CYBERSPACE"? Tony McLaughlin Jr of Daphne, Alabama has been doing an **electronic database registry of Morgan cars**. I've referred him to J. Dale Barry who published a North American Registry. They might combine their works. If you'd like to list your car, e-mail Tony at: [ldmcjr@zebra.net](mailto:ldmcjr@zebra.net). Or see the cars listed on his homepage: <http://www.zebra.net/~ldmcjr/>. You might recognize a few folks!

Many familiar firms have launched websites recently. Among these are Melvyn Rutter & Cantab Motors (MSCCC member & US Mog dealer). Melvyn is at: <http://pcdeal.com/morgan>. Cantab: [www.cantab-motors.com](http://www.cantab-motors.com). Here you can see photos of the Factory race car, Chris Lawrence, etc.

The "World Wide Web" is a fascinating place for automotive stuff, even if at times it's more like the "World Wide Wait"! E-mail is a blessing as well as a curse. Invariably, I receive a lot of e-mail from folks asking the same questions: "Are Morgans still being made"? "Where do you get them, or parts"? Perhaps there should be a list of answers for Frequently Asked Questions! If it seems tedious, I am reminded that we were once the ones asking similar questions of Audrey Beer. Anyway, here's some recent e-mail conversations....

**William Zehring** wondered how long some of the Mog owners on the internet had owned their cars, which evolved into a historical perspective....

Gerry Wilburn wrote: Wil, Bought our first MORGAN, a NEW DHC in 1959.

Fred Kuzyk wrote: One of our founding club members, Al Sands, who isn't "in cyberspace" has been Morganeering since prior to '62.

**From:** "Gerry Wilburn" <[Gerry\\_Wilburn@qmail4.nba.TRW.COM](mailto:Gerry_Wilburn@qmail4.nba.TRW.COM)>

**To:** [msccc@sympatico.ca](mailto:msccc@sympatico.ca)

Fred, Does Al still have the Allard with the hose pipe spigot on the side? Did you know Doug (SNOBMOG) Price as well? Gerry

**To:** *Willburn, Gerry*

**From:** [msccc@sympatico.ca](mailto:msccc@sympatico.ca)

Indeed, Al still has the Allard! In fact, he had it out this weekend past to our annual Fall Weekend. I even got a ride in it! Time sure flies. My wife, Lynn, & I have been staging the last 5 Fall Weekends & have been the Co-Prez for 3 years. First saw Al's Allard at MOA in Niagara, in 1990.

Doug Price was inactive when we joined due to his health, so we never met him. The old **BLURBS** have given us a feel for him. In 1991, the President of the time created the Doug Price Award in his memory. This is given yearly to the most enthusiastic member. Audrey Beer was the initial recipient. Al Sands has been another, as has Chris Charles (former Canadian Morgan Dealer), and ourselves in 1994. It's been one of our pleasures to award the trophy in recent years. Like John Erickson, I gather that Doug was quite the character & he is indeed missed. Another pleasure is the British Car Toy Run for charity, which we started in 1995. Nice to hear from you. Your name is familiar & it's good to see your postings on the newsgroup!

**From:** "Gerry Wilburn" <[Gerry\\_Wilburn@qmail4.nba.TRW.COM](mailto:Gerry_Wilburn@qmail4.nba.TRW.COM)>

**To:** [msccc@sympatico.ca](mailto:msccc@sympatico.ca)

Fred, I am glad to hear that Al Sands is still enjoying the Allard. Doug Price was the one who invented the word SNOBMOG as a nickname for his semi-fictional MORGAN Club, The International Society for Morgan Four Seater Drophead Coupes. Later the name came to be applied to the cars themselves. My wife, Barbara and I first met Doug in 1980 at Beaulieu for the 70<sup>th</sup> Anniversary of MORGAN's (How they could have a 70<sup>th</sup> anniversary in 1980 and a 75<sup>th</sup> in 1984 is something only MORGAN could do) where we also met Audrey, Reg and Chris Charles. Doug used to visit us from time to time on his way to and from Australia.

In 1982 we managed to drive our Four Seater DHC to Toronto for the Niagara-on-the-Lake meeting, which is where we met Al Sands. We have been members of MSCCC off and on (when I manage to remember to pay my dues) since then so it is good to hear of your doings on the net as well. Times fun when you're having flies!

All the best, Gerry

**Grywiz** wrote: Huzzah!!! I have my own Moggie!!!! And an interesting story may unfold as I research her history, hopefully with the help of you fine fellows! My car is chassis #3872, a Plus 4 of early 1958 vintage, currently white and in fairly good shape...more on that later. Several intriguing anomalies made me wonder about her sporting history on first inspection...disk brakes behind 48 spoke wires, and rollbar mounts astern; remarkably good woodwork, but several chassis fractures (which we are welding up as a temporary fix, prior to a frame off restoration)....I received my eagerly awaited confirmation from Malvern of her original specs today, and found other intriguing bits... Dispatch date: 25.2.58; 3.73 axle; Tuned engine.....original color red/red..... for Windsor Motorcycles, Ltd, Ontario more interesting still, chassis #3871 was dispatched the same date to the same agency, again in red/red with a 4.9 axle and a Tuned engine.... Was my Moggie a member of a racing team???? What were the standards to which these cars were tuned??? It's these kinds of wonderful hunts that make owning an old Morgan such a treat, above and beyond the boundless thrill of the car herself. If anyone has any ideas to help me with my research, I'd be most grateful.

Cheerio! Peter



**From:** Fred Kuzyk <msccc@sympatico.ca>  
**To:** morgans@autox.team.net

Peter, I'm told that a fellow named "Curly" had the Canadian Morgan dealership, many years ago in South-Western Ontario. That may have been the company that your car was shipped to. We ran into folks in the Windsor area during a club trip there, a couple of years ago, who remembered those days. You might have luck contacting an "old timer", like trike racer Dave Elcombe in Kingsville, Ontario. Cheers, Fred Kuzyk

**From:** Les Burkholder <les\_burkholder@sunshine.net>

Fred, You are right Curly did have a Morgan / Motorcycle dealership in Windsor, Ontario. Spent many an evening at the dealership with other sports car types, just hanging out. Curly was a great person and very helpful. Sadly, he died three years ago. I am not sure if the garage is still there or not. I was there in 53 - 57 and returned to buy a 62 Morgan DH from Curly. Dave Elcombe (long time friend, still keep in contact) will know for sure as he was a close friend of Curly's. Dave was looking after him the last few years. Dave's Address is 111 Queen Street, Kingsville Ont. N9Y 2A1 Canada.

I think it was you who said something about Rattlesnake Hill. I attended some of the hill climbs there, way back when. Just another Old Fart who still drives a Morgan. Now it is a 69 4/4 four seater. Wish I still had the DH, but sold it in Los Angeles in 65. Does anyone know of a Black DH with Red Leather interior, sold in the LA area???? Hope this is some help to Peter. Les from Gibsons BC.

**Mes Amies Canadiennes:**

This car was apparently raced at Sebring by, or under the sponsorship of the redoubtable "Curly"...since gone south through various hands...I'm interested mostly to find out about her early racing history, in Curly's and other hands....Thanks!!!!!!!!!!!!!! PMB.

**To Les from Fred:**

Les, Nice to hear from you! Please say "Hi" to Dave. We met him on our Pelee Island trip we staged a couple of years ago. Heard via this list that he was racing the trike at Pittsburgh this year. Saw his trike race at the Christie Sprints outside Hamilton, in 1995. Sadly, Christie is no more. Nice weekend event & 3 trikes raced that year! Regards, Fred Kuzyk

Fred, Will pass on your greetings to Dave. He sure enjoys the trike. Dave is very handy. When he cannot obtain a part, he goes into the shop and makes it from scratch. Like making the pattern, casting, then machining the finished part. Very talented. I guess you have to be with a trike. Les

Rattlesnake Point is a neat spot! We drive up it quite often & it has been a part (downbound) of our British Car Toy Run event for charity. We drove past it, rather than down, on Sept 28, as we had about 140 cars in convoy with police escort! The Rolls do have a problem with those turns! Alas, hill climbs are relegated to the past around here, these days! I can remember others that had trouble with the corners at the hill climb. They tended to slide into the bank, or try to take it on two wheels. Great for the spectators. Great weather of late here. We're doing a cruise tomorrow & maybe will assault Rattlesnake one more time! Hope things are sunny in BC.

Sunny??? What is that??? Did you not hear, we have nothing but rain according to David Ducovny of X-Files fame & that you find some info on the DH!

Les, you might try J. Dale Barry's (Plus 4 Club) North American Morgan Register database. He might have some records on the serial #? Call: (310) 649-2796, or try their club's webpage.

Thanks for the info. Will check it out. Hope you had a good thanksgiving. Les

**From:** "Michael D. Miles, PE" <mdmiles@teleport.com>  
**To:** <morgans@autox.team.net>

Another ~40 year old responds: Back in '73-78 I was a turn worker for the International Conference of Sports Car Clubs (a regional parallel to SCCA) as well as a few SCCA events. At the time there was a group of about 3 Canadians that came down with Morgans that proceeded to clean everyones clock almost every time. One of them was the late GB Sterne (who almost single-handedly accounted for the current population of Morgans in the Pacific Northwest and western Canada).

Also about that time, my dad owned a '71 Citroen DS 21 Pallas. The mechanic he found to work on the car was from New Zealand and owned a Morgan 3-wheeler (sorry, I don't know any more about it). On occasion, my dad would hint that perhaps a Morgan might be a good car to own. Fast forward to '88 and what should fall into my hands but Bowden's book ("Morgan: First and Last of the Real Sports Cars"). Hmmm. After passing on an orange over chocolate 4/4 roadster (Child 1.0 had just been installed), I settled on a '62 Plus 4 4 Seater in dire need of work. Alas, it still needs work. After toodling along with the local Morgan club at the back of the line in the Mog-wanna-be Mazda for several years, I couldn't take it any longer and found the '68 Plus 4 4 Seater (acquired in 1993) which was (and still is) roadworthy. Elapsed Awareness/Interest Time: ~24 years. Elapsed Ownership Time: 9 years. Elapsed Driving Time: 3 years. Total Ownership Time: 12 years (9 + 3). Michael D. Miles, PE

'62 Plus 4, 4 seater (hanger queen)

'68 Plus 4, 4 seater

'84 Fiero (tupperware car)

'90 Plymouth Grand Voyager (with wood-grain shelf paper on the side)



## And now for something completely different.....

**John T. Blair** offered advice for screen material for SU carbs - pantyhose or nylons. This set wheels in motion!  
"John, Thanks for the ever-so-delicately phrased reply. In self-defense, I must assure you (and I know you won't believe this) that I HAD considered such wonder garment membranes as you describe, but didn't want to offend the gentlemanly sensitivities of this group.

But now that you have, this reminds me of the time a friend of mine lost his fuel-pump diaphragm while out in the field; fixed it with a spare (and, I presume, virgin) condom. Please, let us not get side-tracked from such important issues as shock absorbers and tub repair with stories about parts replacement from the fairer sex's wardrobe. (i.e., anymore good stories out there?)" Bob Alexander

**Dear Bob, et al:**

While on a Morgan trip, my wife & I discovered the value of such items. We cooked our generator bearings while in the boondocks. Without Lucas spares available, I was faced with the problem of how to bypass the smoking dynamo yet drive the engine fan, so that we might limp home. My good wife offered up her panty-hose. This lasted a few miles before it failed. A stop at small store yielded several varieties of such nylon life-savers. These would also only last so long before each would either stretch & slip or tear. A bicycle tire tube & bungee cord were also experimented with, but these also proved ineffective for various reasons. The most successful fix was a pair of support stockings, which lasted the longest. By the way, although my tool kit is rather spartan, I have carried said nylons since then! By the way, the battery was kept charged, even with multiple starts, by a small solar cell panel, plugged into the inspection lamp sockets on the dash! I have not found a similar use for garter belts or bras, at least not yet - although they could make for an interesting emergency bungee for the luggage rack! Fred Kuzyk

<b>From:</b>	Ray Rudzki
<b>Sent:</b>	October 14, 1997 10:20 AM
<b>To:</b>	All.Morganeers&Pilots&Co-Pilots@hermes.clara.net
<b>Subject:</b>	Melvyn Rutter Morgan News Letter

Hi. This is the first Bi Monthly Newsletter from Melvyn Rutter.

**HALMOG '98:** Preparation is well underway for Halmog 98, with an expected turnout of 800 Morgan Cars, an event not to miss! See our Web Site for further info..

**MANXMOG'98:** There's a link on the club page for info!

**CLOTHING:** The Regalia section of the web site now shows the flying jackets and helmets we stock ( need any pricing please contact me).

**COMMUNICATIONS:** With the birth of our Web Site and being contacted by folks that we haven't spoken to for 20 years (even old friends from college), we have placed a guestbook system on the web site.

This Guestbook system should allow all of you to communicate with each other (maybe a few more lost friends will be found), it saves and displays your e-mail and web site address. If you do visit the site please sign the Guestbook! We have had over 250 e-mails in the last month let alone at least 1000 visitors.

**LINKS:** If you belong to a Morgan Club or have a home page dedicated to your car that we don't have listed in our club spot please mail me..

**EVENTS:** Is there a Morgan car event that you need to publicize? Drop me an e-mail and we'll put it on our next news letter...

**PARTS LIST:** We are still working on the download version of the parts catalogue. We see basic CSV and Excel as favourites, are there any out there who see a problem with these formats?

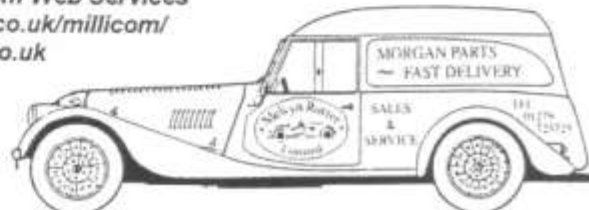
**GARAGE CLEARANCE SECTION:** Everyone's got them - wheel covers, tools, manuals, tyres, gaskets ..... Jackets that don't fit, and some may have hats that don't fit any more.

We are about to launch a garage clearance section, over the years we all seem to collect various bits of cars, and the parts stay long after the car has gone! This section should assist in putting these dusty relics back into circulation. See Melvyns Parts Department for used bits info.. and how to.. E-mail me Ray@pcdeal.com with your Relics.

**HISTORY SECTION:** More of a "not a lot of people know that" Section with odd snips from antique Motorsport and others... Interesting! Mainly Moggie! This month 1959 & 1960 views, a little club racing and a road test..

**WANT TO FIND OUT MORE ABOUT YOUR CAR?** Starting a missing link section - mainly for tracing car history - send me your chassis no - original reg - type - model - e-mail address - and what you need to know, and we'll list your request in a special section - and you never know, you might be pleasantly surprised....hope to launch Nov 97.

**Ray Rudzki**  
**AMV Millicom Web Services**  
<http://amv.co.uk/millicom/>  
[ray@amv.co.uk](mailto:ray@amv.co.uk)





## SCUTTLEBUTT CORNER:

Hellen "Squiggy" Hogmog

It's come to my attention that the Roden's car is being restored, after a hiatus of several years, with the help of Steve Bridges. I wonder if this project might involve the cannibalization of Steve's car?

Stu Harvey's magnificent Flat Rad was featured on Toronto's CITY-TV weather cast, the evening of September 19! His was certainly the finest Brit there! It looked mighty fine among the attendant Triumphs, Land Rover, etc., promoting the upcoming *British Car Day!*

Other names in the news — Lynn Kuzyk had her pic and bio in *Smoke*, Amanda Dale-Johnson has been burning up the Wine Press, Jenny Beer was prominent in a recent *Old Autos* article on DRB Motors David Gard was pictured in *the Record* from Kitchener (not bad for a chap from Calgary!).

The 90th anniversary *Peking to Paris Motor Challenge* re-run has been capturing much attention of late. Unfortunately, the sole Morgan crapped out! It was not alone: Lord Montague's 1914 Prince Henry Vauxhall put its fan into its rad core! Canadians D & A Cohen of BC developed electrical maladies in their 1930 Stutz & also packed it in! Such grandiose adventures do capture the interest of many. "Lesser mortals", like meself, are more concerned if Ms Hogmog's car will complete the *British Car Toy Run* without the assistance of the Abrams tow truck!

Ms Hogmog was pleased to meet Alec Knight at British Car Day. Both of us look forward to next year, when perhaps John Sheally II may join us there! It's possible!

Ms Hogmog salutes the efforts of Peter Toma & Ella Drew, who have been actively recruiting people to attend the *Fall Getaway, Toy Run*, etc. Afterall, someone should attend, if our own members cannot! They have also been encouraging people to join the MSCCC, as well. I must remind people of the stringent entry requirements of the MSCCC, which are:

- 1.) Applicants must have a pulse.
- 2.) Applicants must also be breathing.
- 3.) Applicants must also possess the \$25 (or hogs or other commodities with which to barter).

I also commend the comments of the member who drove the new Land Rover Discovery in the *Toy Run*, on loan from a dealer. This person said that the vehicle "was gutless" & preferred his "Jeep"! Well, Ms Hogmog says "British Boosterism" be damned - tell it like it is!

Regarding the *3rd British Car Toy Run*, Ms Hogmog was pleased by the number of members, their children, etc, that assisted this year. The assistance of many people, firms, & organizations are always required. Many more doors are slammed shut, than are opened, in response to contribution. I've heard that the MSCCC was reminded this year that the *Toy Run* is but a "small, regional event" by the head honcho of a "national car magazine" - the organizer of a "world class concours". This was the same 1st time event that Ms Hogmog & others helped to promote. This same person offered to meet me at *British Car Day*, so that "an appropriate level of participation could be talked about". Of course, I was stood up! I suppose that our segment of the hobby is small potatoes, that the 900 cars of *BCD* is insignificant, or the 145

cars of the *Toy Run* is too paltry to even discuss! Of course, one doesn't see too many "trailer queens" of the Meadowbrook ilk at these events. Well, Ms Hogmog is thankful for the reminder of where she belongs in the scheme of things. I am thus too small to subscribe. And our club, for one & like many others, is perhaps too small to assist such a large concours! Alas, NOBODY "WINS"!

Two nineteenth-century US congressmen were traversing a board across a muddy section of the street, but in opposite directions. One said to the other as they stood facing one another "I never stand aside for a bastard, sir." The other replied "I, on the other hand, always do", and he stepped off the plank into the mud.

A great insult in the British parliament: "The honorable minister disagrees. I can hear him shaking his head."

The Bank of England decided to replace the one pound banknote with a coin. In an apparent attempt to make the new coin look like the traditional one pound gold coin (referred to as a "sovereign"), it was to be thick, and was to be made out of a nickel-copper alloy, which had a yellowish color. When the new "round pound" was issued, it quickly garnered the nickname "Maggie Thatcher" because it was "round, thick, brassy, and acted like a sovereign."

George Bernard Shaw once sent Churchill two tickets for the opening of his new play, with the invitation: "Bring a friend...if you have one." Churchill regretted that he was engaged, and asked for tickets for the second performance...if there was one.

An admirer of Sir Winston Churchill gushed, "Doesn't it thrill you to know that every time you make a speech, the auditorium is filled to overflowing?" "It's flattering," he admitted, "but then I always realize that if, instead of making a speech, I was being hanged, the crowd would be three times as big."

An exchange between Winston Churchill and Lady Astor (a person of great snootiness), who said of Churchill "Mr. Speaker, if the honorable member was my husband, I would give him poison." Churchill replied "And if the honorable member was my wife, I would take it."

On another occasion, Winston was chided by a lady MP for smoking & being drunk. To which Churchill replied: "Yes Madam, I do smoke and yes, I am drunk. No doubt tomorrow, I shall awaken with a hangover, but this will pass. You, however, are ugly Madam. When you awaken tomorrow, you will remain so, as that will not pass!"

After the recent article in the New York Times, Morganeers have been keen to tell about their Mog stories in the UK. Here's one example:

"About 20 or so years ago, I too rented a Morgan in London and drove to Wales. A truly beautiful trip including a visit to Malvern Link. Unfortunately, disaster struck, I hit a Rover 2000 head on. It "broke" the Morgan real bad, a total. One of the hardest things I ever had to do was call the Morgan agent in London and tell him I broke the car. The Rover was almost

unhurt and the owner drove me to their home for hot tea and cakes. In the US or elsewhere, the Rover owner would have at least sued or shot me. It was one of those experiences you do not want to go thru twice. Actually, the Morgan breaking absorbed most of the energy and probably saved my life. Who says wooden frames are not good!"  
-Noah Anglin, 68 +4

Here's another example: I was driving my Mog through North Wales one day last summer, when I had the misfortune to run out of petrol right out in the sticks. It was about 5 miles to the nearest house, but when I got there the farmer who lived in it was very hospitable and offered to drive me back to my car with a can of petrol as long as I stayed to have a bite to eat first.

I accepted gratefully, and upon entering the parlor I was amazed to see a pig with a wooden leg reclining in a rocking chair, reading the "*Cwm Penmachno Evening Courier*" and smoking a pipe. I asked the farmer about this. "Oh, that's a fine pig," he told me. "One day my wife was driving out of our gate onto the road when a bloody great lorry which she hadn't noticed - we tend to forget to look out for traffic up here, you know - came tearing along and smashed into the side of her car. The lorry driver was killed and my wife was pinned into her seat. Some petrol was leaking out of her tank and the pig here could see that there was a danger the car would go up in flames if he didn't do something pretty quickly. So he leapt over the fence, sprinted over to the car, wrenched the door off its hinges and pulled my wife away just in time to save her from a horrible death.

"My goodness, that's certainly a very fine pig!" I exclaimed. "Now I can understand why you treat him so well. But one thing is still puzzling me. Tell me, how does he come to be wearing that wooden leg?" "Ah well", said the farmer, "when you've got a pig like that you don't want to eat him all at once."

An American and a UK journalist were discussing Thanksgiving. The American asked if we celebrated Thanksgiving in the UK. "Yes," the UK guy replied, "but we celebrate it on the 6th of September." "Why then?" "That's when they left."

"Made in the UK" no longer means anything because the real owners are foreign", says Kevin Eason. Carmaking simply isn't British. As a gesture of support for the British car industry, it would veer between the impractical and the ostentatious. Tony Blair would have to be pictured leaving Downing Street in a two-seater Morgan - hardly the practical choice of a Prime Minister - or £135,000 worth of Rolls-Royce Silver Spur, not quite the image new Labour is trying to project. But what if the official car waiting outside the ministerial gates was a Nissan or a Toyota? For ministers are ready to bow to a campaign to put Japanese marques on their official fleet for the first time. The decision will prompt howls of protest among the motoring xenophobes who will insist that a nation should boast of its achievements by using official cars which bear only British names. Fine . . . except that there are no UK-owned mass manufacturers left. Fraser Kemp is telling the xenophobes that everything a Rover can do, a Nissan can. Putting Japanese marques on to the government car fleet is merely a sad recognition that the nation no longer has a truly indigenous mass manufacturer.

Kemp, new MP for Houghton and Washington East, says: "The British choice comes down to sports cars or models which are so luxurious there is not much chance of using them as daily transport on the government car fleet. Tony Blair could drive a Morgan, but it seems unlikely."

With Nissan's huge car plant in his north-eastern constituency, Kemp says it is time for Britain to recognize that the traditional names have been joined by Japanese newcomers with as much right to be described as domestic manufacturers.

Toyota, Honda and Nissan will be making close to half of all the cars produced in this country by the turn of the century - around 800,000 - employing tens of thousands of workers in their factories and associated suppliers. They buy hundreds of millions of pounds worth of components here and employ thousands more in showrooms and workshops.

Nissan has invested around £1.5 billion in this country and next year could make up to 300,000 cars - ready to take the position from Vauxhall as the nation's third biggest carmaker, manufacturing almost as many cars as Ford.

There is a huge difference in perception in British minds between Nissan and a company such as Ford though. Ford started manufacturing here in 1911 and undoubtedly claims a place in British history built up over the decades which brought us the Anglia, Cortina, Consul, Escort and Sierra.

But national affections have no place in worldwide motoring empires, and British factories are just as vulnerable as a plant in Timbuktu if the bosses in the United States decide they have to make cuts. The special "hands across the sea" relationship lasts only as long as the books balance, as workers at Halewood found out this year when they were told they would not be making the new Escort, the successor to the plant's mainstay model and a car regarded as so utterly British that it seems unimaginable it should come from abroad. But in Ford's range, only the Escort and Fiesta are currently made here: the Scorpio, Mondeo, Maverick, Probe, Ka and new Puma are all imports. Blair's family transport is a Galaxy people-mover designed in Germany and made in Spain, but because it carries the traditional blue oval badge there has been barely a whisper of discontent over the Prime Minister driving a foreign-made vehicle. Imagine the outraged spluttering over the sherry in the Home Counties if the Blairs had decided they would prefer to take the children to school in a Mercedes M-class. Yet the origins of the Galaxy and the Mercedes are effectively the same: designed abroad, made abroad by workers abroad - and with the profits ultimately going abroad.

Blair's official car is a Jaguar Sovereign, made in Coventry but by a company owned and controlled by Ford from the US. Ministers travel by Rover 800, designed in partnership with Honda but manufactured at Cowley, near Oxford, by Rover, owned by BMW of Germany. The world belongs to the multi-nationals and there is no use pretending that the badge means much any more once the boardroom doors shut and the accountants weave their intricate web around the factories and showrooms which employ 1 million people in Britain.

Jaguar executives had to prove to a boardroom of Americans that UK workers were worthy of building its new mid-range car, the much-vaunted successor to the famous MkII series, in

Coventry and Birmingham. If they had failed, Big Cats would have been made in the United States.

Last week, BMW board members in Munich told Rover workers at Longbridge in Birmingham they would be allowed to manufacture the next generation of the Mini - they are the workers who have made more than 5 million Minis over four decades.

Meanwhile, Kemp's constituency is enjoying levels of prosperity and employment not seen since the days when Britain was the world's shipbuilder and steelmaker, only now the area is Europe's fastest-growing motor manufacturing region. He looks around the neat housing estates and thriving shopping centres and understands the contribution Japanese carmakers are making and next week, he will join in the boom and take delivery of his new Nissan Primera 1.6 - made in Britain.

**The Elise was Lotus's most successful car, but now the company is owned by Proton of Malaysia. Who's next for the buy-out?**

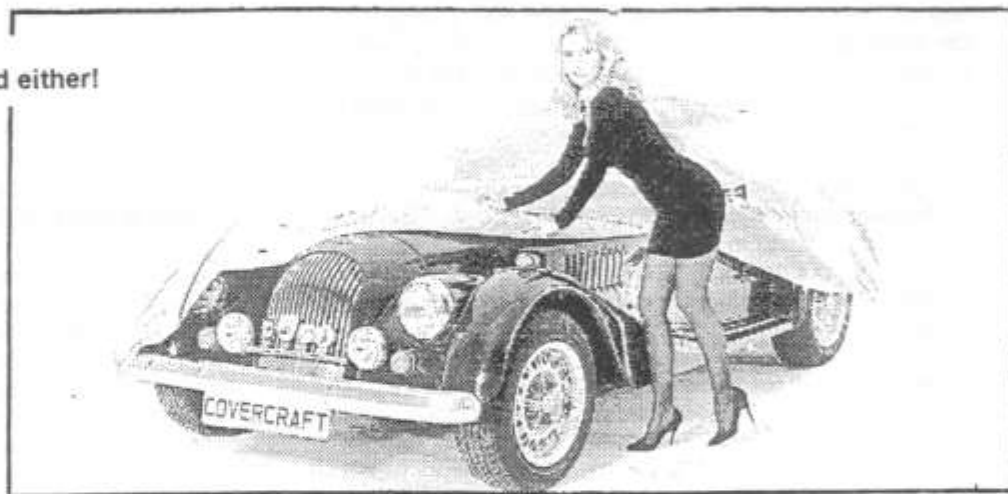
THEY have gone one after the other, like a bargain boot sale of all that is best in British industry. The question is which one

will be next at the top of an in-tray in the acquisitions office of a company in Detroit, Munich or Tokyo. Finding an independent British carmaker is tougher than finding an Englishman in the Premier League. They exist, but as little more than a cottage industry against the backdrop of a massive operation churning out more than 1 million cars every year.

Rolls-Royce is the biggest independent, owned by the defense conglomerate Vickers, but for how much longer. The company is using BMW-designed engines for its next generation cars and, in spite of denials, it seems destiny that Rolls will join Rover as the prestige arm of the Munich carmaker.

Other minnows, such as TVR and Morgan, have remained family-controlled until now and part of their charm lies in their independence and quirky character. There are dozens more companies like them but too small to mention, from kit car manufacturers to Bristol, a venerable name but now little more than a curiosity on the motoring map on which names appear and disappear as the decades pass, unable to grow from idea to mass manufacturer under the buffeting from the multi-billion pound world of the modern motor industry. (London Times: Aug 2/97)

Nice lines.... and the model isn't bad either!



## For Sale:

Dear Vern, I've been approached by a very sweet old lady who is attempting to sell her late husband's Morgan. She has asked if I wouldn't mind helping in taking care of the prospective buyers. I have had a look at it and it certainly looks a solid enough car. **1952 Morgan +4 Four Seater.** SN: TS26661NF. Triumph TR2 Engine. In good to excellent condition throughout. **Asking \$20,000.** Contact: Barry Chapman 705-325-7919.

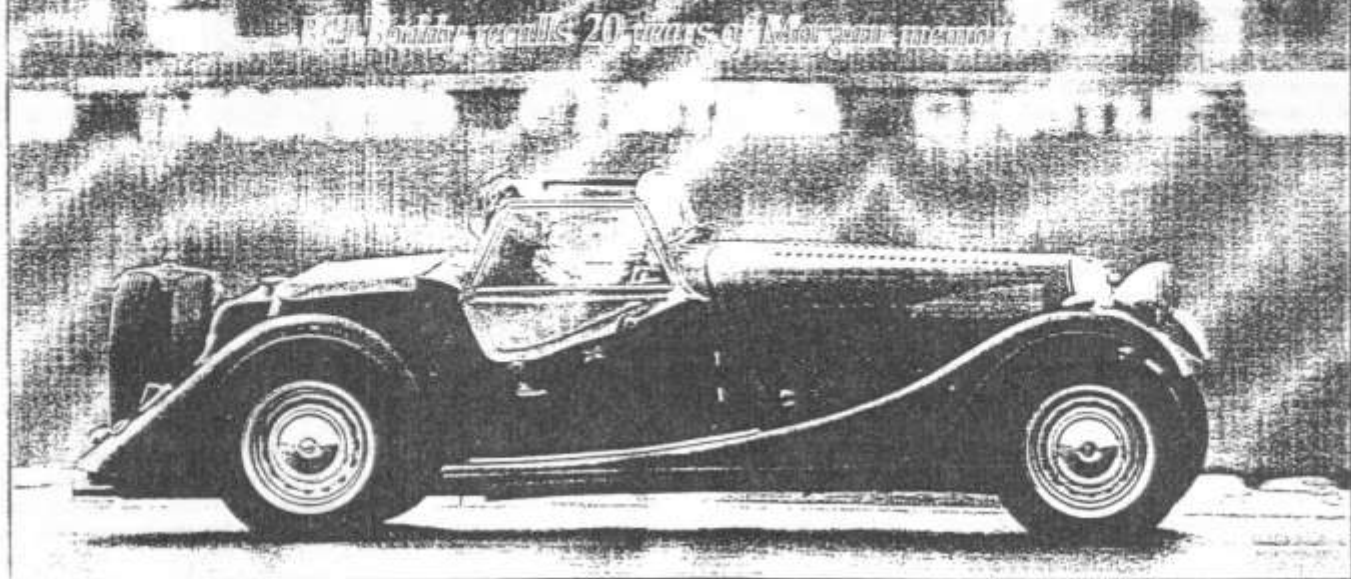
**Hugh Waldick's 1994 +4.** Rover T16, 134 BHP, EFI, etc... 60,000 kms. Connaught green with tan interior. 6.5" wires, new tires, newly detailed. Canadian specs. **Offers to C\$55,000** (under US\$39,900). Call Carmen Waldick at 905-333-0060.

**Allard M for sale - 1949 drophead coupe** I am liquidating one of my 'too many' cars and the Allard is offered for a reasonable (loss) price. I have more in it's purchase and current work by far than the **US\$10,000** I am asking. It needs a clutch, carpet, paint and detailing but is complete, running, ash replaced, bodywork repaired, bumper replated, interior and details all original including Ford flathead V8. It has excellent gauges and Bluemels steering wheel. Grey leather interior. It is currently partially disassembled for the coachwork repairs. First deposit at the stated price gets it all. **Bob Wright** [rwright@river.netrover.com](mailto:rwright@river.netrover.com) or phone **905-884-4358**





# AGONY AND ECSTASY



Anyone who saw the racing Morgans crackling round Brooklands Track in, say, a Light Car Club relay race, or, as it was sometimes more grandiosely known, the Relay Grand Prix, must have a lasting affection for the breed. They were very fast but potentially dangerous. One remembers Ware's rather thorough accident at the Fork at the Track in the 1924 Junior Car Club's 200 Mile Race, caused through the back wheel locking up, and other incidents such as when Derrington and others went record-seeking in these sporting cyclecars.

I was amongst those who saw the intrepid drivers of Morgans battling in those relay races with the works Austin Sevens – twin-cylinders against side-valve fours. It was said that, once they had attained maximum revs, the Morgan fraternity slipped a rubber band over the hand-throttle lever (which proper Moggies used instead of an accelerator pedal), to ensure that they had two hands available for steering without risk of the throttle vibrating towards the shut location. From those days onwards I badly wanted one of these fascinating and so thoroughly sporting trikes, made in that quaint little factory at Malvern Link in the shadow of the Malvern Hills.

By the time such stirrings were part of my motoring instincts I was committed to the Austin Seven, as so many impecunious beginners then were, especially as I had been told – and firmly at that – by my friend and mentor Tom Lush that if I insisted on acquiring comic cars he could no longer assist with curing their mechanical calamities. My self-indulgence had already encompassed a £5 ABC and a 1922 overhead-camshaft Rhode. Spares for such vehicles were practically impossible to find. I was or course sorely tried, and often defeated, in decoking the simple Austin Seven motor and

*Above: KAB 303 is still as active as ever with rallies and club events. Below: At Brooklands, during the '94 Norwicks Union Run.*



retiming the crude overhead-valve gear of the Rhode. The ABC had demolished its flat-twin engine in three days flat, on the way to a Bugatti Owners' Club Prescott hill-climb – to watch, not to compete; that came later (very briefly) in borrowed Vintage cars.

Ignoring Tom's good advice about sticking to Austin Sevens, when I heard that a Morgan three-wheeler was in need of a kind home, I went with Jenks to see it. It was in a shed at the end of a suburban garden in Croydon. We looked at it and saw that it was a completely original 1927 Family two-speeder, with water-cooled side-valve JAP V-twin engine under its simple, lift-up cover. We went into our usual procedure, adopted on the few occasions when we actually purchased the old cars we had gone to inspect, viz (in low tones): 'What should I offer?'; 'Try £... Bod'. The proffered five was accepted, and the son of the late owner went to get the log book – the green one, not an uninformative V5. 'If you hadn't made me an offer, I was going to give it to you,' I was then told. Oh, well...

The sheer crudity, yet uncanny effectiveness, of the Malvern-built three-wheeler of those times was one of its attractions. Although this one was a 1927 model, it differed little, if at all, from the 1924 Family job, except of course for tiny front-wheel brakes, which I found out later scarcely worked. The person from whom I had now bought this contraption told us that he and his sister used to accompany their parents in it from Croydon to the coast on summer Sundays: to Brighton one week, Eastbourne the next, alternating. Glancing at the extremely restricted space in the rear compartment, bisected by a tunnel to clear part of the rear tyre, I realised in a flash why those who truly cared for their kids went for the Chummy Austin Seven, which, cramped though it is, was rather more spacious.

But the Family Morgan cost £121, with a £4 annual tax in 1927, whereas you had to be affluent enough to fork out £145 for a Chummy Austin and pay the tax man £8 per annum. Yes, it was called a seven horsepower car, but because the RAC rating was a decimal point over that figure the tax was the full £8.

This dusty but complete Morgan we were now proposing to remove, in Jenks's VW Transporter, together with a four-bladed aeroplane propeller (1920, from a BE single-seater with Bentley rotary-engine). It had no lamps, yet the dashboard, whatever else it lacked, was equipped with an ammeter. I queried this, to be told, no, the lamps had not been removed, there never were any. Towards the end of summer, if it became overcast, the family had apparently packed-up early and returned home, conscious that their mode of transport was lightless. I can only assume that the Morgan Motor Company found it less-expensive to fit an ammeter in case the customer later ordered a lighting-set than to have an agent do this. Or was it that without it there would have been a too-obvious hole in the electrical panel?

That, then, was my Morgan three-wheeler interlude. I remember that on the first run in it, legal paperwork uncompleted, if you follow me, I was proceeding happily through Llandrindod Wells, some 10 miles from base, when the top-gear dog broke and fell into the road. It would have been imprudent to stop, so I drove home in low speed, got out the modern car and rushed back to the place where the Moggy had gone topless. A road-sweeper with one of those dust-tubs on little iron wheels saw me looking for something and volunteered the information that he had just dropped two bits of useless metal into his tub. Fortunately, they could be welded together like new. So, a 1927 Morgan, original right down to a flower-vase and the Alan Bennett dealer's plaque on the dash, survived intact, though the plaque was later stolen.

Four-wheeler Morganing came, for me, in 1951, in the form of a 4/4 two-seater. There was still not much choice of a new car in the post-war recovery period, and I did not fancy an Armstrong Siddeley Hurricane or a Jowett Javelin when a sports car cobbled up by Peter Morgan was a substitute. It had the all-overhead valve, 40bhp at 4300rpm Standard Ten engine which by then had succeeded the overhead-inlet, side exhaust Coventry Climax. I was almost blissfully happy in my new sports car until it seized up in gear and nothing would budge the lever. Not to worry, I thought, ringing Archer's, who were the nearest Morgan agents, in military Aldershot. 'Ah', they responded, not with much enthusiasm, 'Not sure we can help.' 'But it's virtually a new car,' I pleaded. 'Could you go and check the number on the gearbox?' they enquired. This Moss gearbox lived almost halfway along the chassis and should not be too difficult to remove, I thought optimistically. Back to the 'phone, to quote the gearbox number. Another 'Ah.' The trouble was, there were no spare boxes in stock, nor could they obtain such a box-of-tricks from the Morgan Company. 'Why ever not?' The story I was told was that someone had seen a pile of reject boxes in a corner of the Moss factory and had wanted to buy them, as a job lot. Advised against this, the temptation was too great. They changed hands and somehow got into some of the new Morgan 4/4s. Mine was one of these.

The solution was a deal struck with Malvern that we would pay the balance on a new Morgan Plus-Four, after towing the stricken 4/4 back to the works. I have since wondered whether the original year took to the road with

another customer. (I bet it did - Ed) But why should I worry? Here was a bigger, faster sports car, its rugged Standard Vanguard engine of just over two litres poking out 68bhp at a sensibly modest 4200rpm, helped no doubt by its single downdraught Solex carburettor. This latest Morgan weighed 16cwt unladen, and was said to have a top pace of nearly 86mph if you and the car were lucky, on a top gear of 4.1 to one. It seemed good to me, though I know that today, with a 0-60mph time of 24.1sec, it would hold up most of the scurrying little Japcars and Euroboxes. In mitigation, I drove almost always hood down, never had a cold while thus Plus-Fouring, and rather enjoyed myself. After all, the thing was easy to service, gave a decently low fuel-suck, and made me feel akin to a sportsman without the requirement of advanced or brave techniques.

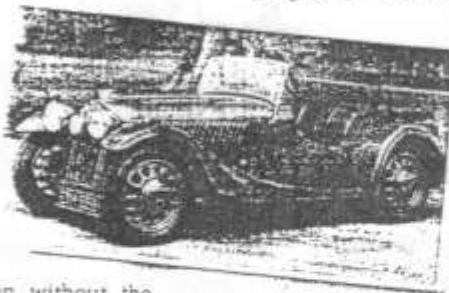
That, anyway, was how it was in the beginning. Then one day I was driving home along London's Embankment in the rush hour and noticed three immaculate coppers on their immaculate motorcycles, outside New Scotland Yard, ready for a pounce. It was the shiny new Plus-Four that they pounced on, very smartly, in line, as if part of a Police display team. The reason for this was that the Morgan had seen a manhole cover ahead and engaged in its usual wheel shimmy as this was struck. There was nothing, just nothing I could do to stop this, even with shins hard against the steering wheel and hands braced. An enormous Copper - he was the sort to whom you give a capital C - towered over the car, in which I sat virtually on the wooden floor, and said 'Look here, sonny, you just can't go driving about like that in your home-made car...' Was he joking? Anyway, after the exchange of opinions, and some indignant explanation on my part, I was allowed to proceed if I would agree to stop at the next garage and get the car repaired. I drove the 40 miles home and of course the Plus-Four continued to shimmy whenever it felt the need. This was particularly the case when one of those miserable strips of ironmongers' mild steel coupling bronze friction rings round the lfs uprights to the chassis side-members broke. They split first, prior to complete severance. Being devils to change, what could one do? Malvern had the answer, later making these dampers in two parts bolted together with carpenters' bolts and nuts.

About this time I began to grow slightly less enthusiastic.

*Bill Boddy reunited with KAB 303. The car now lives in France, but at the time of the photograph belonged to David Harrison of FH Douglass, London's oldest established Morgan agency.*

but once a Morganman, you never change. I used to drive the Plus-Four as hard as I could and after our first child arrived we would take her in a carrycot, which fitted nicely into the space behind the front seats. Well-meaning friends would say, seeing the baby in the back, 'I suppose you drive carefully now?' 'Not likely.' I would reply, to my wife's distaste, 'I don't want to die myself, so why should I modify my driving now?' Maybe this intimate association with all manner of cars is why all three daughters passed their driving tests first go, when the time came, and now seem to me to drive very fast indeed.

*Production of the 4-4 started at the end of 1937. The wheelbase was exactly the same for both two and four seaters (pictured left).*



The Morgan was a car of some character. It once displayed this rather to an extreme when, while I was in the butcher's, he said as he wrapped the joint, 'You don't really want that car, then?' As the handbrake was pretty useless I used to leave it in gear. A faulty solenoid had energised the starter and the blue Morgan was off up the road on its own... I can't run that fast any more, I can tell you.

Another time I recall taking the daughter of a friend who was staying with us for a trip to see the beauties of Wales. I chose the 'interesting' route from Newbridge-on-Wye, which takes in the Devil's Staircase. I drove as hard as I could. Why? To impress the damsel, of course. We got back in time for lunch. Afterwards, mother said to daughter 'We will go in the Hillman estate car over Mr Boddy's route. How long did it take, dear? So we will be back for an early tea.' It is a very winding road indeed, with steep gradients and many blind corners, which is perhaps why it was in fact rather late when they got back...

It was a Plus-Four that I drove to Llandrindod Wells to see the Monte Carlo Rally competitors check in. I had the hood up for once, on this night sortie. Being early I decided to fill up with petrol before anything began to happen. The pump attendant obliged, then called that I was the first Rally driver to arrive,





yelling his good wishes as he slammed the fuel-filler shut. I went on my way without being asked to pay. Were Shell providing free fuel? I never knew.

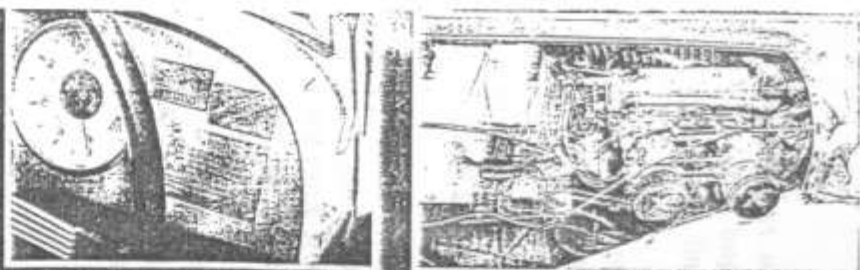
The 10,000th mile came up and I was still enjoying Morgan motoring. But pride comes before a fall. In December, 1951, wearing plenty of warm clothes, I was driving through the night to a trial in Gloucestershire. On a bend I decided that some girls waiting for their works bus should be treated to a demonstration of fast cornering. What I did not know was that beneath the trees was a film of black ice. Nothing I could do corrected a massive slide, into a lorry parked on the opposite side of the country road. The car was considerably damaged and I may have been knocked out for a moment as I tried to cut the ignition, only to find that the crude little key (remember those on Ruby Austin Sevens?) had been bent double as I was thrown forward, and a fountain-pen in my breast pocket crushed. The lorry driver and the local policeman could not have been more considerate, the latter even reminding me that my driving licence was unsigned. He offered to accompany me to the bus stop 'in case you come over faint'. It was a nasty journey home in the fog by train and the only bus running between Basingstoke and Fleet, which the off-duty drivers and conductors kindly let me use.

I suppose I lost a modicum of my early delight in Morganing when, after many months, the repairs were not completed as promised, the same ignition-key was proffered to me, kinked where it had been straightened out on the bench, and the tyres were still unchanged. In fact I was already aware how little I could expect from the factory, as there had been no anti-freeze in the engine of the 4/4, my very first car, when I collected it on a winter's day, off to report an earlier Gloucester trial. So in 1955 the sports Morgan was replaced by a Volkswagen Black Beetle, which is quite another story. KAB 303, however, has survived, somewhat modified, in the hands of a very enthusiastic owner.

I drove other Morgans afterwards, down to the Rover V8-engined Plus-8, which I also thrashed unmercifully over the Devil's Bridge road. But nothing quite compared with the fun of having a Morgan in one's own garage.

Peter Morgan and his son Charles have kept the magic going, all credit to them. I used to make a bee-line for the Morgan stand at the Earls Court Show, to make sure no changes were visible in the cars on exhibition. Even the advent of headlamps faired into the mudguards rather shook me. I wanted one British sports car to go on being highly individual, and with a 'continuous history'. This the Morgan Motor Company has successfully achieved. Excellent! It amused me that Peter should be living in a delightful country house, owning Ferraris, a long waiting list building up for his unique motor cars, while the captains of industry, not far away in Coventry, Birmingham and Dagenham were up to their eyes in commercial worries, facing a cluster of telephones and busy secretaries.

Long may it continue - the Morgan success, I mean. I once made a bad error when Peter came to dinner. He kept asking me about Ferraris. I knew he had arrived in a coupé, but assumed it was one of the not-altogether-satisfactory Morgan examples which, of course, I did not speak of. Only as I was saying Goodbye to him and his wife did I realise that the car he



## BERYL THE PERIL

by Douglas Blain



The 'flat-rad' Morgan I have sampled this month is quite out of character for *The Automobile*, in that it is about as un-original as it would be possible to imagine, but I must say I found Beryl irresistible. She is the pride and joy of that irrepressible Morgan enthusiast, Melvyn Rutter, whose extraordinary establishment just outside Bishop's Stortford is like a satellite Morgan factory, with hundreds of thousands of pounds' worth of spares in stock, all immaculately binned, sorted and computerised, plus in-house facilities for completely rebuilding everything from a Moss gearbox to an early-type Smiths speedometer.

Beryl's story starts prosaically enough in January, 1952, when she was dispatched from the factory for her first owner, who lived in Malta. His requirement was for a four seater Four-Four in dark green, with disc wheels and bumpers - the only extra specified. A subsequent owner was a Mr Atkins, of Leamington Spa. By 1969 she was in the hands of a true enthusiast, who kept a careful log of every repair and replacement between 62,000 and 100,000 miles. Photographs taken as late as 1978 show her still looking unmolested in dark blue livery.

At that point Norman Steedman acquired her and set about preparing her for historic racing. The original Standard Vanguard engine was removed and set aside, and a full race John McDonald Triumph TR4 engine substituted, with big valves, twin Weber 40 DCOE carburetors, Piper camshaft, four branch exhaust, lightened flywheel and a host of other mods.

At the same time all of the running gear was overhauled, disc front brakes and Koni front shock absorbers fitted, 15in competition wire wheels substituted for the original

16in discs, and the front seats replaced by competition buckets. In all cases the original parts were set aside so that the car could be rebuilt to original specification if required.

And so began a remarkable competition career which Melvyn believes has resulted in a longer run of successes than any other Morgan can boast. In Steedman's hands Beryl showed herself able to do a lap at Brands Hatch in 61.7sec and Snetterton in 91sec, resulting in countless club racing victories and the first of several Morgan Club Championships in 1979.

Mike Ridley took the car over in 1982, as a substitute for his very successful historic racing Aston DB4. It was he who first took Beryl rallying, to such effect that he won his class in that year's celebrated Lombard Golden Fifty, in the process climbing Shelsley Walsh in 41secs ahead of Paddy Hopkirk in the ex-works Mini Cooper S - seriously quick work, that.

In 1983 Ridley sold Beryl to Kevin Donnelly, his co-driver on the previous year's Coronation Rally, but 10 years later he managed to buy her back again in time to enter the 10th anniversary running of the same event. The result was another class win. (in a class of one this time) and the old girl was clearly still full of fight.

Today, there is no sign of old age setting in. The dog-eared veteran looks just great, and she starts at a touch of the button, proving perfectly practical in road use, but with a ravenous burst of performance up her sleeve. The output of that competition engine has been reliably measured at 110bhp at the rear wheels, and with 6000rpm on top she is more than a match for many modern sports cars, even with the entire Rutter family on board. A fine old warrior indeed. ☺



160 Fairview Ave.  
Long Valley, NJ 07853  
USA  
October 6, 1997

Vern Dale-Johnson  
Morgan Sports Car Club of Canada  
1532 King St. West  
Toronto, Ont., Canada M6K 1J6

Dear Vern,

I am currently vice president of the 3/4 group and soon to be president. I am also working on a site for next fall's autumn Mog and I have made tentative plans to hold the event in Massachusetts, at Jimmy Peak ski resort. We were there in June for the British Marquee Triathlon which was well run and organized.

I expect the package to cost about \$350 per couple which includes a small suite with a kitchen and living room (2-3 bedroom combinations are also available), most meals (except Saturday lunch), and a private building as headquarters for the event.

I am looking at Labor Day weekend as the date. For many years, we used Lime Rock track and the vintage races as the focus for Autumn Mog. When the race date was expanded to 4 days, we moved to other locations.

It looks like Hancock, Mass. is about a four hour trip from Montreal, so it is within the range of Morgan owners there. I hope that some others will make the longer ride and participate in this meet. We had a nice turn-out in the Poconos last week, with 60 cars in the concours. I am hoping for a similar number in 1998.

If you can publish some of this information in your newsletter and help us to publicize autumn Mog, I would appreciate it. We need to get together with fellow Morgan drivers more often. I met a number

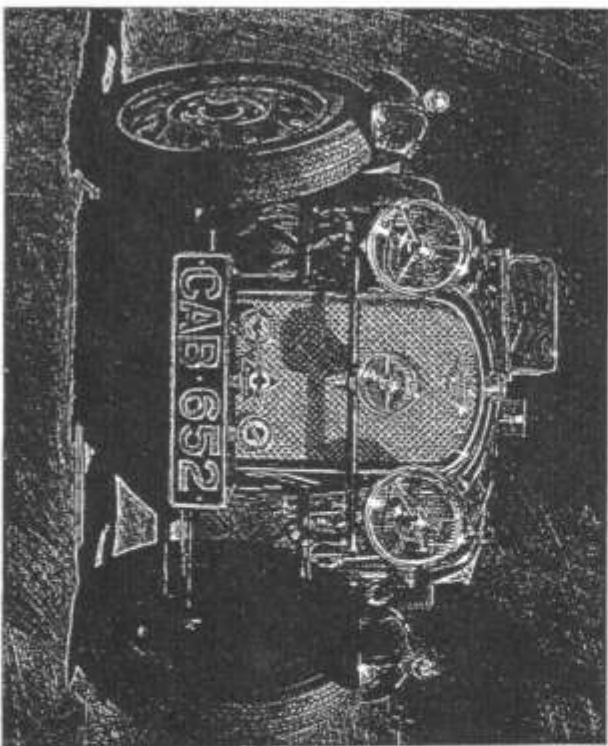
of your club members at Stowe for the British Invasion, so I hope we can get a good representation for our meet next September.

I will try to keep you and the club informed of the progress of the planning and I will try to send you some brochures from the hotel in a few weeks. If you have any suggestions or contributions, please let me know. My home phone is also a fax (908) 876-3688. I am not yet "on line" with an e-mail address (coming soon!).

Best wishes,

*Stuart Ross*

VP, 3/4 Morgan Group



WM A. MOTTA

Agent 1989

1938 Morgan 4/4 TT Replica

The essence of the built-for-speed 4/4 TT Replica (shown here in a relative term) is captured on canvas by Bill Motta. Its cycle front fenders and minimal windscreen set it apart from a standard 4/4.

ARTISTS OF ROAD & TRACK 129

## The Real Thing

There are some things that can't be easily found and are therefore more precious for the finding. When you are trying for that vintage look in your British car, or trying to replace an important component without resorting to a modern make-do, only the real thing will do.

As a result, we were pleased to get notices in the mail of several new sources for some parts that have been hard to find for many years.



### Holden - The Source for Lucas Parts

For most people in the British car hobby, the assumption is made that Lucas parts disappeared about the same time that Spitfires were last seen on an assembly line. This is not true, though many of the parts that now bear the Lucas name are being manufactured under license from Lucas Vario. The problem is finding the source for them, and for a number of other electrical components that are peculiar to British cars manufactured before 1980.

The answer is Holden Vintage & Classic Ltd. in Herefordshire, England. I've just gotten their flashy new catalog, with a picture on the front of two British enthusiasts managing to make a one-stall lock-up serve as a complete auto restoration shop.

That catalog is like Christmas, with page after page of P700 spot/fog lamps, 100M distributors, Tudor washer bottles and Lucas Screenjuts, and genuine Lucas starters, dynamos and alternators.

Not to mention a complete range of terribly British motoring apparel from Barbour weatherproofs to leather flying helmets and goggles and all the appropriate accessories such as picnic hampers and aeroscreens.

But this is not just a vintage repro shop. There is a wide range of modern electrical components, ignition tools, seats and harnesses. All designed to fit on British cars, rather than jury-rigged from parts designed for other cars or the one-size-fits-all stuff you find in the typical auto supply store.

This is truly a valuable source both for the concours-seeking restorer and the careful mechanic. To order the catalog from the U.S. write Holden, Linton Trading Estate, Bromyard, Herefordshire HR7 4QT England, or faster, call +41-885-488-000 or fax +41-885-488-889. There is an indicated charge of £4.00 (about \$6.00) for the catalog, but they take Visa and Mastercharge.

### by Chris Whillans Specialty Vehicle Association of Canada

Here's some information for you. Re: the Ontario Auto Emissions program. When it was announced we went back at them over a number of items and the fact that some of their officials were saying that all cars had to be tested on resale. This was not what the SVAO had been told in any of our many previous discussions and meetings and so we were less than pleased with this concept.

We have been assured by both the politicians and the ministry that vehicles that are twenty years old and over are not involved in this testing program. I draw your attention to paragraph three in the following letter to clarify this point. The SVAO will continue to represent the old car and specialty vehicle community in dealings with the provincial government.

Dear Mr. Whillans:

I am writing to you to clarify the announcement regarding the Ministry's mandatory vehicle emission inspection and maintenance (I&M) program on August 22, 1997. It has come to my attention that there has been some confusion concerning the age of vehicles included in the program.

Please be advised that the program only applies to vehicles in the defined program area starting with the Greater Toronto Area and Hamilton-Wentworth in 1998. In the year 2000 it will be extended to cities in southwestern Ontario with a population greater than 50,000, and in 2002 to the commuting zones around these areas. Within those defined program areas, only vehicles 19 years of age and newer will be affected. The registration renewal requirement applies to vehicles 4-19 years of age and the resale program to model years 0-19 years of age.

I know this information is a concern to the members of your association and I would appreciate any efforts you might make to help us communicate the program particulars to them. To summarize, vehicles 20 years of age and older, including collector vehicles and antique vehicles, are not included in the vehicle I&M program in any way or in any location. This decision was made because these vehicles are not a significant contributor to smog related emissions. They are a very small part of the vehicle population, and typically they are not driven long distances.

I hope this clarifies any areas of confusion. If your members have any further questions, please call our inspection and maintenance hotline at 416-314-3926. Thanks again and I do appreciate your assistance in informing your member organizations of this initiative to reduce smog.

Yours truly,

Chuck Pautler  
Director, Ministry of  
Environment and Energy  
135 St. Clair Avenue West  
Toronto, Ontario M4V 1P5

# Morgan owners don't baby their cars

By David Trigueiro Southam Newspapers

Some cars must be driven. No matter how old, how rare or how valuable, no true car lover will be content with only slapping on an antique plate and putting around to shows and parades.

Driving — ideally very fast on winding two-lane blacktop — is an essential part of the car's beauty and value, says John Fellows, who drives his 1970 Morgan 4/4 1600 GT/Comp everywhere a car should go.

"What's the point of having a sports car if you don't drive it? That's what they're made for," he notes.

Porsche owners would likely agree. Without the hairsnapping thrill of a country road and the intense competition of a mountain rally, you might as well be driving a Chev. It's a lot cheaper and a paint scratch doesn't rip your heart out.

That is not to say Morgans are a poor investment. The rakish, hand-built British roadster holds its value better than any car still in production, says David Gard, a devoted long-time owner who lives in Calgary.

## Tend to be eccentric

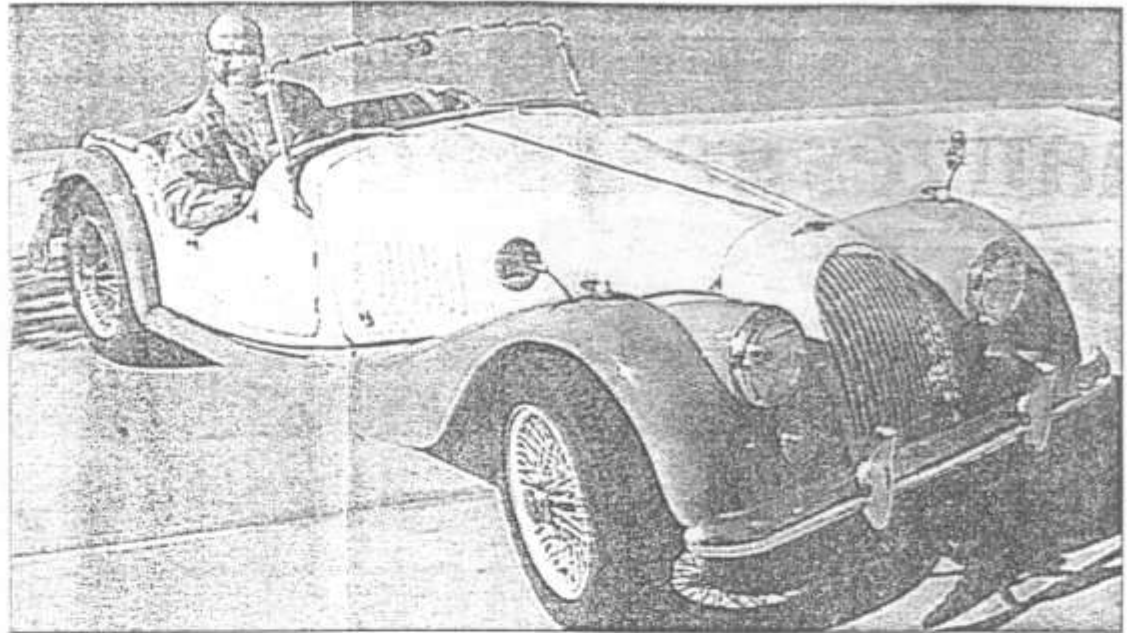
Morgan owners tend to be eccentric people who shy away from vintage car clubs and shows, he says.

When it comes to rallies, though, Morgans are out in force. As soon as he bought it, Fellows drove his 4/4 GT in an annual rally in Calgary.

When it was over, he and Gard drove the Morgan, as is, to Vancouver for a British automobile meet where, paint chips and all, it won first place over restored Jaguars and Bentleys.

Because they are driven hard and often, the typical Morgan is in a constant state of restoration, notes Gard. The North American concept of wearing cars out and replacing them does not exist in the close-knit world-wide community of Morgan owners.

Before you're allowed to possess one, you have to go through a rigorous initiation process that will test both your patience and devotion. The wait for a



Calgary resident David Gard sits in his beloved Morgan roadster. The car was hand-built in Malvern, England.

new one from the Morgan Motor Car Co. in Malvern, England, is anywhere from six to nine years, says Gard.

The price ranges from approximately \$65,000 for a two-seat, four cylinder, Ford-powered roadster to \$100,000 for much the same car fitted out with a Rover V8 engine. For families, all Morgans come in extended four-seat models.

That's the same price range of the Porsche, Morgan's only true competitor, Fellows acknowledges. But when you consider the extras, the British roadster, side curtains and all, is one of the best buys.

It is the only completely hand-crafted production car still sold. (The Rolls Royce is still assembled by hand, but the rest of the manufacturing has been automated to some degree.)

Each Morgan rolls down the lines of workstations at the same factory that produced the first one in 1910. It takes about three months for a new car to

come out the other end of the slightly inclined line still powered by gravity.

Only about 500 Morgans complete the journey each year.

Morgan is also the last family-owned automobile manufacturer in the world, Charles Morgan, the president, took over from his father, Peter, who succeeded founder H.F. Morgan.

## Originally had three wheels

The first Morgan was a three-wheel "tricycle" car of the kind still seen from time to time in England.

The 4/4 designation indicating four cylinders, four wheels is the only remaining sign of the time prior to 1936 when Morgan produced both three- and four-wheeled models.

Otherwise, not a lot has changed at the Malvern works. Morgan still uses the sliding pillar suspension it patented in 1910 to keep the tires parallel to the road no matter how hard and fast the car corners, says Gard, Calgary's

resident mechanics' consultant. Today, McPherson Struts provide road holding suspensions.

"That's the Brits, when they find something that works they stick with it," says Fellows as he pushes his Morgan rail-perfect through a steep, tight curve on a foothills backroad just west of Calgary.

History and tradition are neat, he says, but he bought his Morgan for fun. And it gives that and more.

Gard offers a rough outline of what you can expect to pay for a used Morgan if you can find one.

If it's a fixer-upper between 10 and 20 years old, the bottom price is about \$15,000.

Expect to put at least that much into the car to make it road worthy.

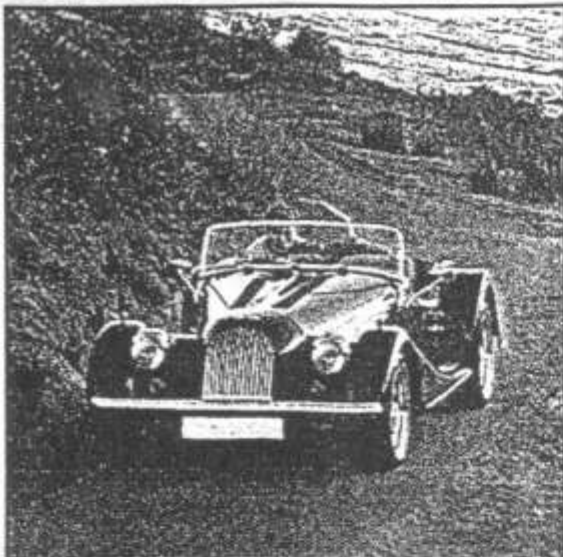
For a restored and/or well kept car of the same vintage, add the two figures together for a price of \$30,000. If you're very lucky, \$25,000.

CALGARY HERALD



Fall Weekend, Lynn & Fred awarding the Doug Price to Vern  
photo by Marissa Dale-Johnson





SUPERCAR . . £35,000 Morgan 4.6-litre

## Morgan is a 90s miracle

MORGAN Cars are a motoring miracle—a small firm surviving on craftsmanship and tradition in a high-tech world.

But behind the almost-identical appearance of their two latest models, Morgan have taken on a host of major changes.

The biggest is driver and passenger airbags, plus stainless steel bumpers.

But for most Morgan owners the appeal of the car is its yesteryear look and feel.

Its 50s styling is a key part of the car's draw, plus the wonderful hum of the engine—whether it is the 1.8-litre Ford Zetec, the 3.9 or the new 4.6 V8 Rover.

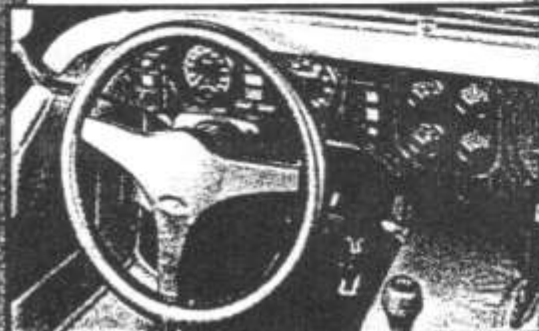
Driving the Morgan is not for the faint-hearted—you feel every bump, the leather and wood in the cabin creak. But that is more than compensated for by the glorious sound of the engine.

### Challenge

No power-assisted steering here, just a big steering wheel that needs firm handling but gives in return a wonderful feedback that makes driving the challenge it should be. And you get supercar performance from the £35,000 4.6—0-60mph in five seconds and a top speed of 128mph.

The endearing attraction of Morgan is best underlined by the fact there is still a waiting list of six years, making them harder to get than a Ferrari.

And, with prices starting at £19,998 for the 4/4 two-seater, a lot cheaper.

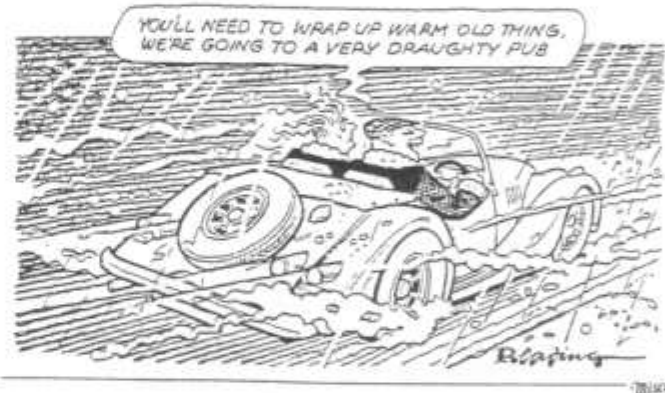


SAFE HANDS . . new Morgan has airbag

Hello Vern!

Just another tidbit of interest. Our friend in London can't resist sending whatever appears on Morgans in the weekend car edition. We won't be able to make the November 2 Pub Lunch -- we'll be having our "lunch" with Morgan enthusiasts (usually at least 80 cars) on the London to Brighton route. The Club always congregates at the same Pub enroute & we have made it a point of having lunch (or at least a pint or two) there while we watch the cars go by. See you in December.

Marlies Sands



The Morgan Field at Stowe, waiting for Ed Burman (wet distributor!)  
photo by Vern Dale-Johnson









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## Morgan(s) owned:

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

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

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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

### CO-PRESIDENTS, REGALIA & EVENTS:

Lynn & Fred Kuzyk  
1305 Ester Drive  
Burlington, Ont L7P 1L2  
905-336-0251  
msccc@sympatico.ca

### VICE PRESIDENT & EDITOR "THE BLURB":

Vern Dale-Johnson  
1532 King St West  
Toronto, Ont M6K 1J6  
416-530-4599  
416-536-3621 (fax)  
vern\_dj@msn.com

### PAST PRESIDENTS:

Paul Donoghue &  
Barbara Harmer  
3-86 Herkimer Street  
Hamilton, Ont L8P 2G7  
905-525-7260

### TREASURER:

Jenny Beer  
30 Parsons Ave  
Caledon East, Ont L0N 1E0  
905-584-0619  
Fax: 416-922-5937  
(c/o DRB Motors)

### CLUB LIASON:

Audrey Beer  
RR#3  
Bolton, Ontario  
L7E 5R9  
905-857-7320  
905-857-3210 (fax)

### INTERCLUB EVENTS

#### COORDINATOR:

Ed Burman  
156 Robertlee Dr  
P.O. Box 268  
Carp, Ont K0A 1L0  
613-839-3041

# Morgan

First of the real sports cars

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### WESTERN SCRIBE:

Mike Powley  
1867 West 37th Ave  
Vancouver, B.C. V6M 1N3  
604-261-0901  
pwlm6079@bcit.bc.ca

### MOG NW (Northern Rep):

Ron Theroux  
5794 Kilkee Dr  
Surrey, B.C. V3S 6E9  
604-576-2957

### EASTERN SCRIBE:

Greg Kaufman  
GoMoG, Ottawa MOG  
P.P. Box 385  
Woodlawn, Ontario K0A 3M0  
613-832-3620  
toad@storm.ca

### ROAMING SCRIBE:

Dr Francis (Art)  
Sharpenwessel  
Tehing Temple  
Tehing, Tibet (for now)  
Phone: none  
Duties: depends  
Fax: not a hope!