



6-99

THE BLURB

NEWSLETTER OF THE MORGAN SPORTS CAR CLUB OF CANADA

Valentinianus

Prez Sez:

Vern Dale-Johnson (vern_dj@msn.com)

It has been an exciting 8 weeks since I last sat down to review MSCCC activities and the Morgan world in general. Essentially all of September and October – let's see, we last

reported on the August beef-out, Moggies on the Grass, and the Rally in the Valley. Lots has happened since then..... Where to start?

Doug Price Award:

OK, near the end. Congratulations to **Ray & Mary Shier** who received the 1999 **Doug Price Award** as the "most enthusiastic member(s)" of the Morgan Sports Car Club of Canada. A very fitting selection as for as long as I've been involved with the MSCCC (about 10 years) Ray & Mary have consistently come to the call when assistance is needed to organize, assist with, or just join in as an event participant. Leafing back through older Blurbs reveals this enjoyment of Morgans, Morganeering, and the club has been part of their

lives since joining. Congratulations, Ray & Mary, and may there be many more winding roads ahead.

An example of their enthusiasm is noted later in the Blurb – conceived and being developed by Ray & Mary is the Queenston (Niagara) to Tobermory Bruce trail run for next May 19-22, the **Y2K Bruce Trail Trek**. 10 cars/drivers/navigators have already indicated interest in the run. If you're interested, let Mary or Ray know asap as accommodations have to be secured.

Morgans for sale & wanted:

The following is, sadly, true.... *Morgan For Sale. Lynn & Fred know this car well -- 1967 4/4 Competition Model. Car is in the Niagara-Toronto area of Canada. The car is not concours but a good driver. Current owners have had it for 10 years. A 2-seater with left hand drive. It is one of 286 competition models produced over a 5 year period. Of these, 211 were exported from Britain. This is documented by the factory & the car was originally shipped to Switzerland. Powered by a 1500 cc Cortina GT, the car has the higher output engine with a Weber 2 bbl carb, headers. It has disc wheels, front disc brakes, a luggage rack, and the rare optional "Selecta Ride" rear shock absorbers, which were also used on Aston-Martins. Four speed English Ford synchro tranny with a 4.56 Salisbury rear axle. Colour is black/silver*

with a black PVC interior. It has a non-factory bonnet scoop. Mileage is 100,000 kilometers. Price is \$16,000 Canadian (firm). Approx \$10,500 US. Contact: at@cgocable.net Yes, the "Past Prez's" are selling their pride & joy – too many toys and not enough time!

But, on the brighter side, the "Past-Past Prez's", Paul & Barbara are said to be looking for their 4/4 (last seen departing for Alberta). Could there soon be a re-union? I do know Paul was prowling around the Mogs at British Car Day and when asked to rejoin the MSCCC he was quick to hand over his dues! Welcome back, Paul & Barbara, and best of luck on the hunt...

Dues time – get your cheque in the mail!

With that, how can I resist the call – **it's dues time!** Yes, time to dig out the cheque book and **send your \$25 to our treasurer**, Jenny Beer, so you can continue to get these missives 6 times a year along with all the other goodies your

funding helps support (like liability insurance, membership in SVAO so we know what our governments are trying to do to stomp on our hobby, events both in the Toronto area and across Canada, regalia, etc...)

British Car Day, September 19:

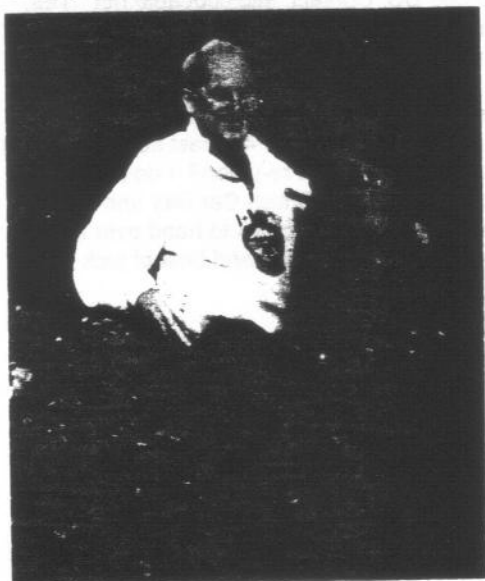
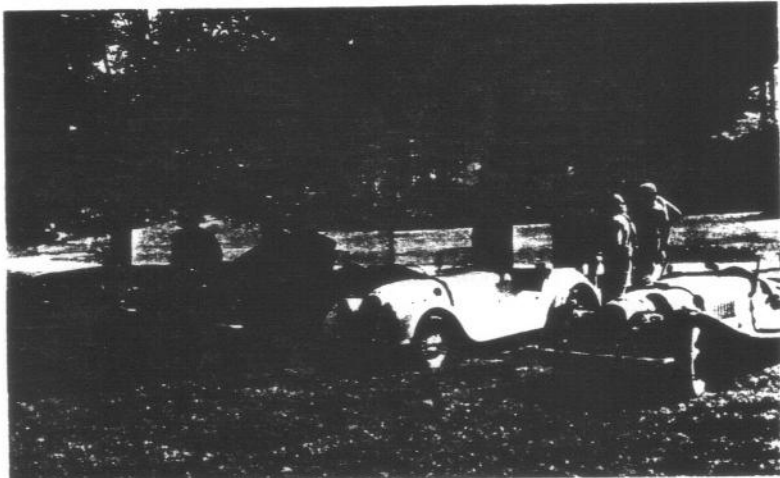
Now, I was going to review some recent events. Let's start with the "**16th Annual British Car Day**", largest gathering of British Cars in Canada -- over 900 this year -- again hosted by the Toronto Triumph Club at the Bronte Creek Provincial Park just off the QEW on the Oakville-Burlington border. Great collection of Mogs out this year – Glenn Nigh's +4, Hendrik Rens with son Derrick in their 4/4, Rod Wilkinson in the ex Claude Jacques (Ottawa) 56 +4, Trevor Stokes in his 73 4/4 4 seater (active again in Canada after a tour in Germany), Gary McFarlane's yellow +4, Luch & Lilliana Ghislanzoni in their beautiful 52 +4 Flat Rad, Brent & Lenna Wichenko +8, Ray & Mary Shier 4/4, Vern Dale-Johnson +4 4 seater, Russ Balfour 4/4, Martin Beer 4/4. Other members present were Audrey & Reg Beer who arrived in a 35 Bentley (needed a run!), Chris & Gayle Taylor in their Spitfire (won first in their class), Malcolm & Brenda Taylor TR3A, John & Sharon Roden TR3A, and Phil

Whitehouse (believed to be touring in his Jaguar). Nyal Wilson was their without Morgan as his left foot is still not responding to clutch commands, while, as mentioned earlier, Paul Donoghue was spotted drooling over Morgans. I know I've missed a few members who said hello and can't remember who the owner of the 11th Mog in the line was..... In addition to the 1st won by Chris & Gayle for their Spitfire Morgan awards were presented to 1st – Luch and Lilliana Ghislanzoni, 2nd – Glenn Nigh, 3rd – Vern Dale-Johnson.

Just a note to prepare you for next years **British Car Day**. Date is **Saturday Sept 16 & Sunday Sept 17, 2000**. That's right, two days. Sunday will retain much the same format as past British Car Days with a picnic style atmosphere at Bronte Creek Provincial Park. Saturday events will include a scenic drive through Halton County on paved roads (including some

"Bailey Bridges", one lane roads, steep hills, and switchbacks) all with beautiful scenery. There will be an "oldies" dance in the BCPP on Saturday night along with a pot-luck BBQ supper. Expect to be directed to one of the numerous "cruise nights" later in the evening. Camping is available in the park (phone 905-827-6911 for details) or, for those who want more indoor type accommodation, the Quality Inn is 5 minutes away

from the park gate, call 905-847-6667 and mention British Car Day Weekend. I understand the Ottawa GoMoG group who normally head for Stowe Vermont on this weekend have already committed to joining us at British Car Day. With their 3-5 Morgans, as well as a few more from the Western New York group we should have a formidable class.



Top left: Morgans at the "Toy Run, Sept 26
 Top right: Earl & Janice Band at the Fall Weekend
 Bottom left: John Collins comparing the ride to his Mog
 Bottom right: +8's of the Band's & Weisse's, Fall Weekend

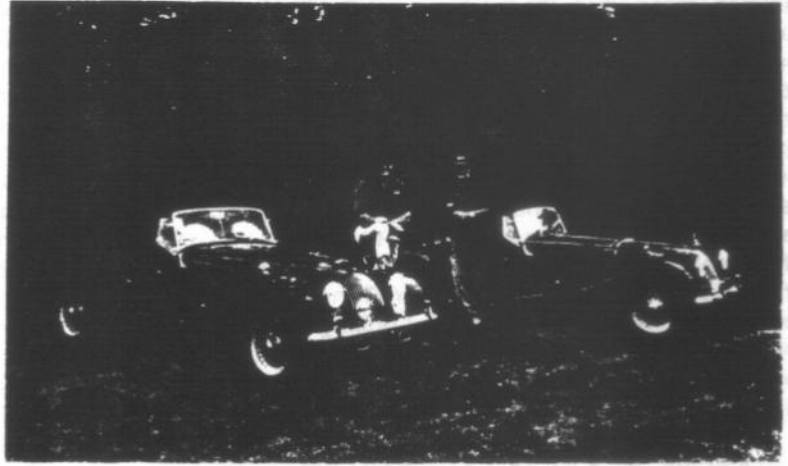
British Car Toy Run, September 26:

After 4 years as a MSCCC organized event (under the guidance and hard work of Lynn & Fred Kuzyk), this years "Run" was organized by the British Saloon Car Club of Canada with assistance from the MG Car Club of Toronto. Arnold Koopman, Toy Run Chairman with the assistance of many from the BSCCC, MGCCT, MSCCC and others paid attention to even the smallest details to ensure this year's run was well attended, enjoyable, and event-free. Morgan's were honoured for both their 90th Anniversary and the work Lynn, Fred, and others in the MSCCC had done to position this event on the fall calendar. I counted over 130 British Cars on the run and on show, with the Morgans of Hendrik Rens with daughter Anya, Vern Dale-Johnson (chauffering young Vaughn Miller), Glen Nigh, Peter & Ella Toma, Lynn & Fred Kuzyk, and Gary

McFarlane (escorting Paul Whittaker's granddaughter Haley) leading the drive from Kelso Conservation Area near Milton Ontario through to the Mapleview Mall in Burlington. Other MSCCC members in attendance included Paul Whittaker & Doug Turner (who were thanked for their help in staging this year's run), Nyal Wilson & Lois, Chris & Gayle Taylor (Spitfire), Malcolm & Brenda Taylor (TR3A), Chris Walker & Gertha (Spitfire with Santa dancing to the "Jingle Bell Rock" on the luggage rack), Phil & Pat Whitehouse (Jaguar), and John & Sharon Roden (TR3A). Geoge Lafford & daughter Samantha attended in the BMW (with the excuse the Morgan was having a year off!). A very successful British Car event and a very successful day in support of Jimmy Lomax and "Operation Santa Claus".



Martin Fisher demonstrating the coolness of the Fall Weekend.



At "Moggies on the Grass", Vern DJ and David RP.



MSCCC Fall Weekend / Wayne McRae Memorial Weekend, October 1-3:

Incredible turn out with 16 Morganeers cars, 15 cars from the MGCCT, and 3 others taking part. We were pleased to have Earl & Janice Band and Orrin Geeting, MSCCC members from Michigan up for the weekend along with "new" Morgan owner Bruce Weisse and his son Bruce. Also visiting were Flat Rad owners Charlie & Carolyn King up from Charleston South Carolina as visitors of Reg & Audrey Beer. The OzMog group was represented as well by Mary Hutton, Amanda DJ's Mother, up for an extended visit and navigator in OLBDII's on the Saturday "run" while we waited for Amanda and Marissa to arrive. Other MSCCC members included Jenny, Steve & Trevor Beer; Martin, Donna & Jeremy Beer, Martin Fisher, Mike & Linda Hughes, Mike & Kim Martin (with friends Don & Donna Brown), Peter & Heather McCowan (in recently restored 57 Mercedes 190SL), Alan & Marlies Sands (Marlies in the Morgan and Alan in his 190SL), Ray & Mary Shier, and

Gib Speight & Lila Larson (paid us a couple of visits – Gib suffering with a cold so without full-size Morgan, just a 1/24 model!).

Attendees were met at the "Gatehouse" for registration and nibbles hosted by both clubs before retiring to the DJ's suite for late evening refreshments and the martini contest. With only two entrants – Dino Zappi and Martin Brassard, the judges required a comparison standard so last year's winner (and this year's judge), Vern Dale-Johnson mixed up a standard batch using his wicked olives. Don Brown agreed to be the unbiased judge as by the time the evening was drawing to a close, the primary judge was feeling no pain whatsoever. In fact many felt he definitely would not make it to breakfast! Harry & Cathy DeRuiter of the MG club prepared the Saturday morning run through from the Mountain Springs Lodge to

Talisman Resort where those who were not still suffering from martini overload enjoyed breakfast. Afterwards, despite the constant drizzle-rain-drizzle it was on through the valleys and orchards to a stop at a farm where fresh cider was sampled (non-fermented) and multiple varieties of fresh apples purchased. Back at the Springs, all were thankful for the covered parking giving the toys an opportunity to dry out, and the "concours" judges a chance to do their probing and sleuthing in preparation for the banquet to follow. A few weeks ago Morganeer from B.C. Mike Powley shared with us his **B.A.L.L.S.** guide for Morgan Owners concours classes – **Bloody Awesome Lovely Looking Shapes**. Being our weekend was a combined event, with many of those Abington machines present, we decided to extend this to all British Iron present. Results were as follows:

Testosterone: dirt & oil, dirt & oil, blistered bell housing paint, carbs that will suck enough air in to allow a small city to breathe, just the drivers seat installed, or just a worn interior, technical stuff in the engine bay you have never seen before, perhaps a racing number, a certain smell about it, no top in evidence, mufflers???? etc. etc. And our choice was..... Martin Beer for his 4/4 (but represented at the weekend by his F-type 3 wheeler – not worn in enough yet to be truly "testosterone" but well on the way).

Estrogen: clean, no oil stains, wall-to-wall carpet, gleaming leather, no sound [or quiet growl] when running, engine bay so clean you think it is a model, no smell at all, top often up, no kids allowed inside, etc. etc. And our choice was..... Dave Plummer, owner of an immaculate MGB-GT V8 once owned by a Director of British Leyland. Dave has rebuilt this car just for fun as word is it's been "immaculate" since coming into his hands!

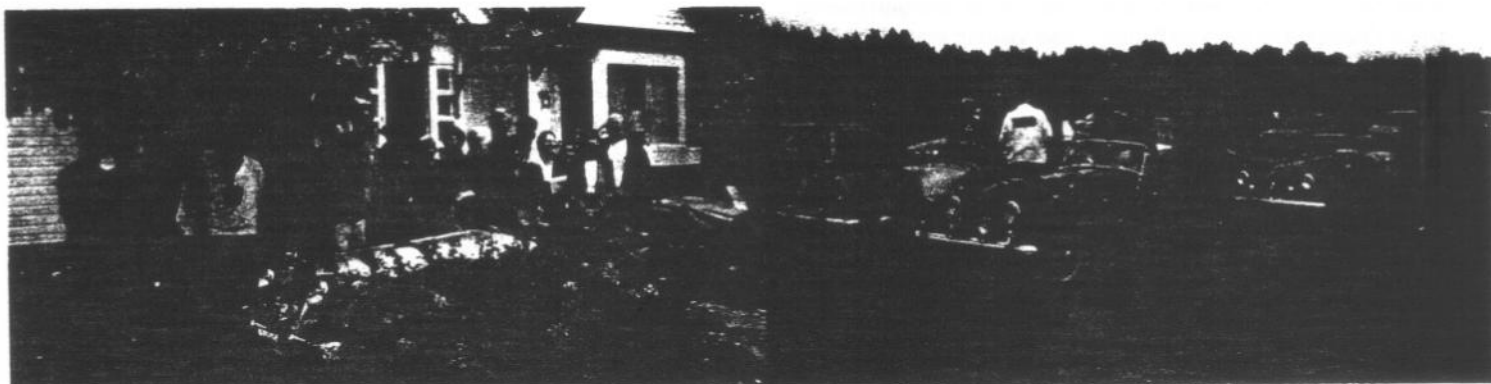
Family: Body is sticky to the touch, evidence of a take-out lunch still in the cockpit, usually a 4 seater, in relatively good shape but needs a wash, the certain smell is diapers?? Carpets??, the blanket is not for picnics, still evidence of luggage in the back or on the rack – must have a rack, worn interior, top often up – has a played in look about it, etc. etc. And the winner is..... Jenny & Steve Beer for Jenny's 4-seater still in rebuild (trust me, it meets the criteria exactly!).

Appropriate comments were made on all machinery collected at the weekend, with appropriate gifts for all those in attendance. You see, we don't take this too seriously – all in good fun. with a bit-of-something to remember the weekend by. More serious awards were given to Orrin Geeting for his

Morgan DHC (Marie Hutton "liked the color") while Dave Plummer received an award for the MGB GT V8 (again from Marie because the driver sat on the correct side). Kim & Mike Martin took another "Judges Choice" award for their beautiful Morgan +8 while Ron Spraggett took an award for his recently restored MGB. Both Dino Zappi & Martin Brassard received recognition for their martini prowess (Dino's award an appropriate martini kit with the "proper" ingredients) while Harry & Cathy DeRuiter received a President's Recognition award for their assistance with the weekend and Martin & Steve Beer received a "President's Recognition" award for their assistance and service to the club. As previously mentioned, Ray & Mary Shier were recognized with the "Doug Price Award" for service to the MSCCC and received their BCCI "Long Distance Award" for 1998 – to the far end of "the Rock" and back in their Morgan, over 5000 miles – and they thought the BCCI would not remember their feat! Speaking of remembering, for all attendees there is a "momento" in development thanks to the creativity of Kim & Mike Martin. Will be reaching your mailbox very soon.

After a raucous Saturday evening at the "hospitality suite" where Martin Fisher tried his darndest to get us closed down by playing the "world's loudest guitar amplifier" (no kidding, he's after the Guinness World Record), and Dino Zappi tried out his new-found martini recipe, Sunday morning dawned cool but clear but... without an open parking lot to be used for the gymkhana. This was not enough to stop our group – quickly a plan was hatched to do a "vehicleless" gymkhana on the tennis courts testing the skills of the teams – with "teamwork" being the operative word. Those who did participate, and did win will be pleased to know I misplaced the time sheets but from recollection Dino Zappi and Barry Quartermaine had the "best time" while Wendy Robbins with a bit of help from husband Steve was the "most entertaining"! [Editor's note to self, must repeat next year with sober judges...]

We would like to again thank our sponsors – MGCCT & MSCCC (who underwrote the weekend), BRL Hardy's Wines (who supported wine for the suite and dinner), and CMC / Reg Beer (for donations in kind). Also Peter McCowan for his assistance in securing the Mountain Springs Lodge at "members" rates, and Cathy & Harry DeRuiter for their efforts in setting up the Saturday breakfast – orchard run. Thank you, as well, to all participants, all those who pitched in when a hand was needed, and all those smokers who honored the "no smoking" rule of the suite and braved the cold & wet when the habit called. See you next year.... Vern DJ



Fall Foliage run – gathering at Nyal Wilson's.

Those who made it to the Aberfoyle Fair Ground.

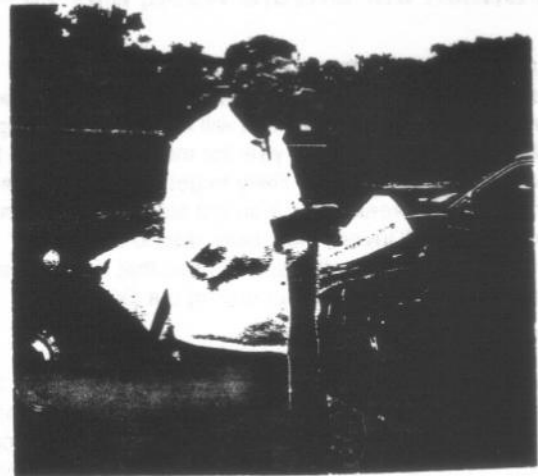
Fall Foliage Run, October 10:

Another grand event! As communicated in the last Blurb, Nyal required some assistance so with minor encouragement Glen Nigh and Glen Cavers pitched in to help. With Glen Nigh doing the lions share of the work for the run itself, and Nyal, Lois, and family putting on another scrumptious lunch, we had an absolutely fabulous fall day. Gathering was at Nyal's in Ancaster as planned with a pot-luck lunch amply embellished by Nyal, daughter Wendy with hubby Steve doing the BBQing. After we'd had our fill it was photo op time on the front lawn then off on the tour

constructed by Glen into a 24 questions "rally" to add enjoyment and interest to the afternoon. Those who partook – Glen Nigh, John Collins & Sonya, Fred & Lynn Kuzyk, John & John Roden, Malcolm & Brenda Taylor, Chris and Gayle Taylor, Lois with Nyal Wilson, Phil & Pat Whitehouse, Peter & Ella Toma, and Vern DJ – had a most enjoyable drive through to the Aberfoyle Flea Market where we were just in time to both make a few last minute purchases and present some awards generously donated by Glen.



Checking the observation powers of the Fall Foliage Run's navigators.



Thanks to Glen Nigh for organization.

Coming events:

MSCCC Toronto Area Christmas Party, December 11, 1999:

I really don't want to say this is the last chance for the Toronto MSCCC group to party before the Millennium but.... it is! Again this year Russ & Sylvia Balfour have squeezed their incredibly busy schedules and offered to host the party at their Cambridge abode. This year, however, we do have one change – party will start early, about 4 PM, to give more time for reminiscing (and drinking?? Champagne is permitted!) prior

to dinner, with more time to both enjoy the festive season (and sober up??) before heading home. Please RSVP to Russ & Sylvia very soon – they need to know numbers and you need to know what others have already committed to bring! Map is available elsewhere in this Blurb. Phone 519-621-1772 or email ycw@golden.net

Y2K TREK UPDATE (May 19-22, 2000):

We now have 10 cars for the Queenston to Tobermory run over the Victoria Day weekend in May of 2000 (May 19 - 22). The route has been charted for 3 sections of the Bruce Trail with 6 more to do. The trail itself is 725 km long from end to end. John and Sharon Roden have been most helpful and knowledgeable with the roads in the Niagara/Hamilton area. Thank you very much.

Due to the weekend challenge some points of interest

will have to be done at another time. So far the schedule is looking like this:

Group photo at The Bruce Trail cairn in Queenston Heights Park at 8:30 am on Saturday May 20; departure from park at 9:00 am; 30 minute stop at the Welland Canal (Sharon is ordering a ship to pass through while we're there); Lunch at a winery TBA; a 30 minute stop at Mt. Nemo for a spectacular view (weather permitting); a pit stop in Limehouse; probable

Saturday accommodation in the Orangeville area; another early start on Sunday with accommodation in Tobermory and of course a group photo op at the northern cairn in beautiful downtown Tobermory before dark.

<http://www.niagara-on-the-lake.com> (Friday accommodation)

<http://www.bruce-trail.org>

<http://www.escarpment.org>

More details will be available as they happen. Mary & Ray Shier (905-877-1427) E-Mail: shier@bserv.com

4th British Car Drivers Week, May 20 – 28, 2000:

Hi British car fans. I thought I'd get the word out early about British Car Week 2000 to enable early postings for next years calendar of events listings. You will notice that both opposing weekends are included this year for more driving time for those of you who are more likely to get your cars out and drive them during the weekends. You will also notice that in many cases the word "Drivers" has been added to the title. I've seen this title used by others, and I feel that it is a great idea because the week is all about driving our British cars. Either way, it's still the same week.

As many of you may already know, next spring marks the fourth annual British Car "Drivers" Week. This is a world wide event for all British marques with the intent that it will continue to grow in popularity as the years go by. This idea was prompted by a magazine article written by fellow British car enthusiast, Peter Egan, for the March 1997 issue of Road & Track magazine. Peter's article centered on the fact there is a lack of old classic sports cars seen driven on roads today, and how much he misses seeing some of his favorite classic marque's of the past driving on the roads of his town. The British car community responded quickly to his plea, and shortly after that article was published, the first annual British Car Week was initiated.

This "awareness" week is intended for all British car owners to get their cars out on the roads in their locality, to have some fun with them, and promote them for all to see and appreciate. While doing so, we'll do what we can to recreate the days when these cars were a much more common sight on the byways of North America and beyond. Of course we'll never be able to populate the roads with these cars like they once were, but we can make a difference for one week per year. By getting our cars out on the roads at the same time during this week, we can create an awareness in our own part of the world that these unique, charming, fun cars are still around and doing well, thus hoping to create some new or renewed interests in them to help keep our hobby and related clubs and businesses going strong.

Very recently in my part of the Country, I've witnessed some changes that I hope are only temporary. One longtime, honorable major event promoter has announced that he will no longer be promoting a British car event that has been one of the staples of the Midwest for around 23 years. In another case, a local British car club president has announced a merger of his club with another group of British car clubs

On Monday May 22, you can either head back down "The Bruce" or board the Chi-Chi-Maun for a Manitoulin Island experience. Some websites to surf in your spare time:

because no one answered the plea for new club officers. I also recently received an e-mail from a gentleman from Maryland who is trying to get a British car driving event together in his area during next years British Car Drivers Week. He submitted an article in a club newsletter asking for interested people to respond. So far, he's only received one reply, and it was not favorable.

Are these occurrences early signs of the fate of our hobby, or just some rare cases? I don't know. I do know the British car hobby seems to be doing quite well in other instances, but like others, when I hear about situations like these, I can't help but realize how important it is to continue to promote the hobby, and hope there will be others who will step forward and take over some of the duties that are so important to all of us and our cars. The more people who volunteer to help with club activities, the less of a burden on the rest, thus less tendency for burnout for the people who work so hard to support our clubs.

In any case, this is a plea for all British car enthusiasts to do what they can to help promote British cars and this very important British car promotional event. Get together with your club and plan something during this celebrated week, or simply get your car out and drive it more often in your home town during the week. The most important objective is to have some fun, spend some quality time with your car, and in turn, hope to attract some new enthusiasts.

If you're interested in helping to promote this week among the people and clubs that support your favorite marque, please contact me at: Trmgafun@aol.com. If interested, I would add your name and e-mail address to a list, and would provide you with updates of any information regarding British Car Week that you could pass along. If you would like to post your own British car related event that will take place during British Car Week, feel free to let me know, and I will post it on the BCW web page for others in your area to learn about.

This past May, I noticed an upsurge of British cars driving around my home town during BC Week as well as some classic German and Italian models that I hadn't seen before the week started, and haven't seen since the week ended. Maybe we've got some competition!! Thanks for your time, and hope to see you on the road. Scott Helms
Visit the web page:

<http://members.aol.com/Trmgafun/britishcarweek.html>

Scott, It's hard to believe that almost 3 years has passed since the inception of your idea. Your initiative has grown slowly & I was pleased to read the email stories of folks who had done something to commemorate the week, posted at your site & at the British Cars team.net email list, over the last number of years.

Of course I have also seen your own emails to promote this week & the visibility of the cars for the betterment of the hobby. You came up with an idea that was "do-able" and went ahead with it, without an "official" proclamation of a British Car Week by any group, government, or monarch. I believe this serves as an example to us all. It's been said that leadership requires 3 things: motive, passion & spontaneity. You have also added persistence & perspiration towards the goal!

MOA III 2000 "The Eastern Experience":

Further to the last Blurb's details, I took the supreme step and registered for the event! Now, **all I need is at least one co-driver, perhaps a second driver or "couple" interested in making the run with or without their Morgan** (we're still planning on taking the Isuzu with trailer from Toronto to New Orleans and then back along the entire route as a support vehicle). In response to my registration we have even more

It's been my pleasure to post British Car Week at my site in the past. This upcoming year, you may be pleased that once again members of my Morgan club are proposing an event during the week in the spirit that you intended.

Your comments regarding some of the problems in the hobby, and of "burn-out", are true enough. However, some of the most practical & successful initiatives have come not from clubs, but as a result of individuals. The hobby will remain viable as long as there are motivated individuals, such as yourself. Thank you for your vision. Hope to see you on the road!

Cheers, Fred Kuzyk
Founder, British Car Toy Runs for charity
Past President, Morgan Sports Car Club of Canada

details outlined further in this issue of the Blurb. Read them carefully, I believe you will find there is still time for those who are truly interested in participating in the full event (and definitely time for those who only want to join for a week or so). On this side of the pond contact Kathy Tollworthy (925-462-6378, trikenut@aol.com), Steve Roake (415-864-2260, togetsteve@aol.com), or Elaine Fisher (925-930-6030).

Central Canada Morgan Events:

Dec 11 **MSCCC Millennium Christmas Party at the Balfour's** (519-621-1772, yew@golden.net)
April Ancaster British Car Flea Market
May 19-22 **Y2K run from Queenston to Tobermory**, Ray & Mary Shier (905-877-1427, shier@bserv.com)

West Coast Events for MSCCC and MOG NW:

Dec 11 **MOGNW Holiday Banquet**, LaConner Wash (Bert McCabe 360-466-3284)

Eastern Canada Events for MSCCC and GoMoG:

TBA

Other Events of interest:

April ?? Ancaster Flea Market
May 20-28 4th British Car Drivers Week (get out and exercise the beast!)
July 15 MGCCT "Invitational", Glendon College, Toronto (details 416-410-5464)
Sept 9-Oct 8, 2000 **Morgans Over America, The Eastern Experience** (organized by Richard & Anita Jordan, 8 Thirsk Gardens, Bletchley, Buckinghamshire MK3 5LH, 011-44-1773-521816)

Morgan Memorabilia:

Our run of millennium badges has sold out on this side of the pond with some "late requestors" disappointed, as they will have to shop elsewhere for the elusive "Christmas present". They were sent to check with Melvyn Rutter to see if he has any left. We do have a

good supply of "pins" available (these are mini-badges – high quality and only C\$12 each!). Also, don't forget the MSCCC crest can be embroidered on clothing of your choice. We've had quite a run of requests to embroider on chambray shirts over the summer, many from the Wet Coast group but... a few from Central Canada as well. Other regalia – the input has been tremendously non-existent so we'll be surprising you. Direct all input and enquiries to Vern Dale-Johnson.

Notes from the East:

Ed Burman (elburman@cyberus.ca)

British Invasion Stowe Vermont, Sept 17-19

A select group of Morgan owners and friends (fanatics) from GoMoG braved the worst that Hurricane Floyd could throw at them and headed down to Stowe on Friday morning, September 16th. The rain started before we got to Cornwall, and didn't stop until after midnight, accompanied by very high winds, which made it seem as though our cars were airborne at times. We did make it in the same numbers of pieces we started out with, except that the windscreen wipers on Barbara Green's MG Midget gave up the ghost before we were half way there. This made for an interesting drive for her and David especially through Smuggler's Notch. After checking in to pick up our goodies bags at the New England Inn, we sampled their "Hot Cider With Rum" concoction to warm up the skeletal framework a bit then did some shopping.

Saturday dawned as a picture perfect day! After breakfast at the Chalet (a cook your own deal), we headed for the show field, which had been moved to the parking lot at the foot of the Mt. Mansfield gondola. It was a superb location with great views, enough space, and no mud (which the other field had in abundance). After an elegant tail gate picnic on the luggage rack of my 44 (it was wine & cheese that provided the elegance), some of us (Lisa Jouris, her mother Beth, and I) took Megan up to the top of Mt. Mansfield on the toll road. It is a long, steep climb with at least two places where first gear is required. Thank God for synchromesh (how many of you know how to double declutch?). Lisa then wanted to treat her mother to a Hot Cider at the New England Inn, which I am sure she enjoyed. I stuck with the excellent Sauvignon Blanc from California, the house offering. Back to the house for cocktails before we headed to the Commodores Inn for a social evening and barbeque.

The party was hosted by Terri and Barry Lyman (GoMoG & MSCCC members from Stowe and long time Morgan owners), and Bruce Noujjan, a returning Morgan owner and owner of the Hotel. It was a great party, culminating in the annual

Stowe presentation of the GoMoG "Morgan Owner's Award" by Greg Kaufman to Lorne Goldman, in recognition of his efforts on the GoMoG website. The award, which is voted on by our members, is awarded to someone who personifies Morganism at its pinnacle. Some of the younger members headed to the Rusty Nail for dancing after the barbeque (younger being a relative term).

Sunday dawned just as gorgeous as Saturday, and featured the colours competition, a parade of class winners, including MSCCC's Brian Predergast of Toronto with his scrumptious 1970 +8. There was a tailgate picnic where Morgan owner's were very ably represented by Bill, Beth, and Lisa Jouris as the Mad Hatter, the always late Rabbit, and Alice respectively. They won at least two awards, and possibly three for their very impressive and accurate coverage of the Tea Party from Lewis Carroll's classic. Following the tailgate picnic, several of us headed to the Land Rover Trials course. They are a fantastic vehicle giving new meaning to the expression "four wheel drive" -- don't compare them to the SUV's you see at every shopping center. Downtown for some shopping then back to the Chalet for our gourmet farewell dinner, complete with fine wines.

There were only two cars left to travel in convoy back to Ottawa, and a stop was made at High Falls (near Chateaugai) for a delightful picnic lunch. I almost made it home before the rain started again (on Hwy 416 at Hunt Club Drive where I took cover under the overpass). Up went the top and sidecurtains and on we bashed, with both Megan and I getting totally soaked (her more than I). All in all, a great weekend.

A decision was made to skip Stowe next year, and it will be a toss-up between Bronte and Autumn Mog (I prefer the latter!)
Regards, Edward Burman and Megan

(reprinted from the GoMoG Organizer)

Notes from the West:

Ron Theroux (ronsmog@home.com)

Vancouver to Whistler Run, Sept 18-19

Up early Saturday morning, and what a beautiful day it is going to be, as the sun is up without a cloud in the sky. Final check that all fluids are up, the luggage stowed on the back seat (the comforts of a four-seater!) along with goodies & refreshments that were to be used for vespers after the run. Everything in its place we headed to the ferry for Horseshoe Bay, and on to the starting point in North Vancouver. Here we met up with 200+ British cars. We had 23 Morgans participating and an

additional two that came to the start to wish us well. One was Larry Sharp in his 4/4 four-seater and the other was Caryll Birkett with his 1933 Matchless Three Wheeler. Larry was reminiscing as his old car was also there with Fred Ernst at the wheel.

We headed out of the parking lot with Ron & Yvonne Theroux in the lead for our two-hour drive. We wended our way along

Marine Drive to Horsehoe Bay and onto the Sear-to-Sky Highway. The scenery was fantastic along the ocean shore as the road twisted, curved, and all the time climbed making our way towards Squamish where we stopped for lunch.

Michael Geluch was debuting his nice, newly acquired red 69 4/4. Michael's acquisition came from Kingsville Ontario. When he finally received the car he went through it with a fine tooth comb. Not finding what he was looking for he got on the phone to Kingsville, and asked where his dozen homemade peanut butter cookies were. This resulted in numerous phone calls back and forth. You see, Michael is also from the east and the tradition has it, when a car is sold in the east to come west it has to be accompanied by a dozen home made peanut butter cookies; no ifs, and, or buts!!! I was drawn into this by a desperate phone call from Kingsville. "Would I please help, and get June to bake a dozen cookies for Michael and present them to him at Whistler." June slaved away in the kitchen, creaming, stirring, scooping, rolling, pressing, and baked up the cookies – not one but two dozen. When they were presented Michael at lunch, the Cookie Monster looked very pleased and contented at last!

Ted Carew-Gibson came to the rescue again this year. Last year it was to get Powley on the road again and this year it was Michael Geluch sitting on the side of the road with his hood up when Ted, bringing up the rear in his American iron (as Evan was driving the +8 with David McCrossan – not sure where Paul, David's brother, was riding) happened along. Anyway, Ted listens to Michael's explanation, looks around and says "Here is your problem". The lead to the coil was disconnected. Will have to call Ted "The Savior of Disabled Morgans".

After lunch, continued on our way to Whistler with Theroux, Miles, Geluch, Hutchens (MOG NW member from Nebraska via Ashford, Washington who had a little problem with a shimmy but carried on like a trooper), Lees, Muelings, Lafond, Jim Walters (from Victoria who came over in a great blue AC as the 4/4 is under restoration. He is doing the "round the world Rallye 2000), Laturnus, Blakes (in their MG as the newly acquired 69 Morgan was in for service), Mike Powley & daughter Maryanne (in their Jag [his description "The Tank"] as the Morgan is clutch-less. Last year Mike arrived at Whistler with his gearshift lever held high over his head.), Collis, Carew-Gibson, McCrossan, & MacDonald.

Bill & Cassandra Ward (new MOG NW members from Tacoma in their 1999 +8) arrived with all electricals out in the dash. Bill

stood on his head under the dash trying to get to the fuse box. Next time you see him ask to see the electrical schematic [free-hand hen scratching] the factory sent him. Not bad for 1999! Marv & Katie Couthard brought both the +4 and Spitfire over from Salt Spring Island. The Sidney clan of Hal & Garnet Irwin, Drew & Lorrie Irwin and their two youngsters Andrew & Julia, Katlyn Irwin in her Spitfire, Mueling, Rulkas, McDiarmids, Ernst, and Burkholders.

Vespers were held in the Theroux / Burkholder room and later on all went to supper at the Spaghetti Factory. Everyone seemed to enjoy themselves, and after a long meal and good conversation on what else.... Morgans, we retired as several cars were off to Pemberton at 9 am Sunday for breakfast.

After breakfast it was a unanimous decision that Ted Carew-Gibson would take over the reins in January. Congratulations, Ted, you will do well in leading this motley group!

There was a parting of company at Pemberton as some had to return to their homes while Theroux's, Miles, Wards, Lafonds, Hutchens, and Burkholders took the long way home via the Duffey Lake Road, Lillouet, Hope and Vancouver. Again we were blessed with beautiful weather. The roads were much improved (no gravel) from the last time we were this way. Ron Theroux went to pull out to pass when his throttle cable came unglued. If you are out in the boonies and have a car problem, make sure you are with Ron as he carries a great number of spares. Trouble is they are all for a +4! After a short stop the problem was made good, and on we went to catch the rest. Everything was going well until Rod Lafond's generator quit. Could not find the source but he continued on the battery. We stopped at Hope for a snack and wended our way back to Vancouver, dropping off members to make their final way home. After I left the Theroux's I found I had a broken alternator bracket. Mended it the best I could but by this time it was getting dark as we made our way to the ferry. Shortly, the lights dimmed, I was discharging, and the temperature was rising. Stopped, adjusted the bracket and carried on. This happened three times in the 45 minutes it took to drive to the ferry. We did make it in time to get the last ferry home.

It was an excellent weekend that we enjoyed to the fullest. A great turn out, but we did miss some of our American friends that were away roughing it on a canal barge in France.

Les Burkholder

(reprinted from the Oct 99 issue of NW Magazine).

Notes from the Web:

Pebble Beach Concours and Monterey Historics: I sure had a great time at the Monterey Historics!.. Our race group was well matched, (283 Corvette's, Porsche's, Morgan's, Alfa's, MGA's, etc). It was also a Morgan Celebration with a Special Diner with Peter Morgan. It was a shame he couldn't be at the race track on Sunday to see Richard Freshman in Baby Doll IV take 1'st overall in group 3B! There was a big Morgan owner turnout on Saturday to see the SLR's race where Bill Fink in his red car and Adrian Van

Der Kroft in his polished alloy car dueled throughout the whole race, swaping positions a number of times. Unfortunately the television coverage was only of the lead cars and I don't think that either of the SLR's got more than a 1/4 second flash onto the screen with no mention of them by the announcers. Speedvision gave Richard great coverage and Malcom Cox recieved lots of good exposure as the "in car camera car" but no one else got much coverage at all in race 3B, the race that I was in. I had a serious duel with Brian Howlet in another

Morgan who passed me under braking on the inside line into the corkscrew with his right front tire locked up and smoking! At least that should have been on TV! I later was able to get back by him in a less dramatic fashion when he was held up momentarily as we were lapping slower cars. This was only after he had shut the door on me two times as I tried to get inside him at turn one and again at the apex of turn two. There was no quarter given! I had to get on the binders HARD to avoid hitting his car at least two times. I finally got clear and was catching the Corvette in 6'th place as the race ended. Another lap or two and I would have had him. Don't let anyone tell you this isn't racing! It certainly is.

An American, a Scot and a Canadian were in a terrible car accident. They were all brought to the same emergency room, but all three of them died before they arrived. Just as they were about to put the toe tag on the American, he stirred and opened his eyes. Astonished, the doctors and nurses present asked him what happened.

"Well," said the American, "I remember the crash, and then there was a beautiful light, and then the Canadian and the Scot and I were standing at the gates of heaven. St. Peter approached us and said that we were all too young to die, and

Lime Rock Vintage Festival: There were several Morgans on the track at Lime Rock on Saturday for the qualifying races for the vintage festival. I didn't get all of the names of the drivers, but I know a few from my club memberships. Craig Seibert had his +8, Chris Towner (with his training wheels attached) drove his trike. There was a 2nd (yellow) trike, driver unknown. Tom Fair's #29 Plus Four looked like TOK with it's BRG body and white top. There was a two-tone green +4 and a red/black +4 as well. John Evans from the Three/Four club had an XK-120 on the track this year. There was one MOG I saw in the parking lot. NY plates "PLUSFOUR". I'll have to look in the directory for the owner's name. Several Three/Four Group members were in the crowd. Saturday's weather was perfect, but the remnants of hurricane Dennis are spreading north into the area and Monday looks wet. Anyway, the Morgan marque was well represented at this year's vintage racing at Lime Rock. Lime Rock track is in NW Connecticut, about 100 miles from NY city. It is quite near Morgan Spares and was only a few miles from the old shop when Bob Couch ran the East Coast operation. I saw Linda & Larry during my stroll 'round the pit area. They had just returned from Pebble Beach and all the Morgan fun on the "left coast". The Three/Four group is holding Autumn Mog in October, back in Lime Rock in connection with the later vintage race event. That's not as well attended as this fall festival, and the word is that we will get to drive on the track after the racing ends. I hope that's true. Stay tuned. Stu Ross

Stu, The yellow three wheeler is a '36 MX 2 Matchless engined Super Sport owned & run by Jeff Jacobson. Jeff and I did VSCCA drivers' school together. Though he's had the trike

The only differences from "modern racing" are the car preparation rules and not considering the car as a tool to win at all costs. NO BODY CONTACT ALLOWED and NO BODY DAMAGE ALLOWED are the rules that I consider paramount. After watching the TV coverage on Speedvision of the British Touring Car Championship races, which is GREAT on most Saturday mornings, I was hoping the TV coverage of this event would be similar. Fat Chance! Boy was I disappointed. I think there needs to be a change of producers. With all of the cameras distributed around the track, I expected coverage of every good dice within each field. What a shame it didn't happen that way. Well at least it is a start as far as (?) Vintage Race coverage goes. Regards, Greg Solow

that for a donation of \$50, we could return to the earth. So of course I pulled out my wallet and gave him the \$50, and the next thing I knew I was back here."

"That's amazing!" said one of the doctors, "But what happened to the other two?"

"Last I saw them," replied the American, "the Scot was haggling over the price and the Canadian was waiting for the government to pay for his."

for over twenty years, he's only recently become involved in vintage racing. Cheers, Jim Nichol

Don, Just a short note letting you know that the Vintage event at LRP was a HOT but thoroughly successful event. The ol' girl didn't miss a beat and after some initial apprehension about having to run with the big bore sportscars, we acquitted ourselves well, running around mid-pack, running +/- 1:11 and the Morgan getting some good press from the announcers. But race day on Monday! Hoo boy! Naturally, the threatening weather really let loose during my race with monsoonal, typhoonal, torrential rain. Lakes six feet out from apexes! Eight cars DNS and I ended up starting 17th, dead last. I'm not sure which was worse, literally being blind, or a near-drowning from all the water forced around my face shield and up my nose! But . . . I thought I'd give it a go, and besides, if a couple of thousand crazy fans were still willing to sit on the hillside . . . So.... As we discussed before, the Moggy proved quite the "mudder" as we picked-off cars here and there, some packed it in, and after a race mercifully shortened from 12 to 7 laps, we finished a respectable 7th OA, third in class and I sheepishly received a 3rd place trophy. Bob Kilpatrick in his indecently quick MGB was first and Bob Hebert in his E-Type was second. I couldn't have been any wetter if I had jumped in a river fully clothed. Morgans in attendance: Craig Seibert 1968 +8, Chris Towner F-Type Trike, Jeff Jacobsen V-Twin Trike, and Curt Conner, Dow Smith, and Tom Fair, all in +4s. Get the VCRs ready - Speedvision, Nov. 26, 10:00 pm.

CRAIG (68 +8, 61 4/4)

One shot oiler: Although we have not removed the "one shot" oiling system on the cars that we service regularly, it is our recommendation that it never be used. We grease the kingpin bushes with a #2 thickness, high quality chassis grease every 1,000 to 1,500 miles. The "zerk" fitting that is located on the stub axle shoots grease into the open area inside the tube that carries the bronze bushes and in between the upper and the lower bush. This grease will lubricate BOTH bushes and it is not necessary to use the oiler at all. The only reasons we recommend leaving it on the car are: 1) Originality, and 2) so if you are on a trip of longer than 1500 miles and want to lube the suspension, it is not necessary to carry a grease gun. The oiler should only be used in this case and it should be used when first starting the engine, while the oil is dead cold. Depress the button and watch the oil pressure gauge. It will initially drop, maybe 10 # or so. Hold the button depressed until the oil pressure starts to come back up, (this means that the oil lines to the front suspension have filled with oil and are starting to pressurize) then immediately release the button. The oil that has filled the lines to the front suspension will trickle down into the kingpin without washing

out the grease that is still there and contribute to the lube. Grease again with real grease as soon as is convenient. Pump grease until it appears between the lower coils of the front springs above the damper blade thrust plate. Wipe the excess grease out from between the coils and anywhere else in this area. Only the grease inside the stub axle and that under the damper blade thrust plate serves any lubricating function, the rest is excess. Keep the disc, caliper, and pads completely free of any grease or oil. We clean them in lacquer thinner or with acetone. Minor amounts of grease can be removed from the pads by soaking, then sun drying and sanding on a flat piece of 80 grit sandpaper. If the pads have soaked up a lot of oil, and are organic pads, they should be replaced. Semi-metallic or metallic or carbon or carbon kevlar pads don't seem to be so absorbent and are easier to clean. The disc can be roughed up with emery cloth stapled to a flat piece of wood or with an abrasive disc on a electric drill or die grinder. Be careful to only roughen the surface. Don't create high and low areas of waviness on the disc surface.
Regards, Greg Solow

For Sale / Morgans Wanted:

1970 4/4, 2 seater, 43000 miles, BRG. Older restoration, engine rebuilt in the past 5000 miles. Very good condition, full wood dash and door panels, wire wheels, lots of Mog bits (mirrors, lights, badge bar).
Cdn\$28,000. Photos available. Call Brian Wallace (604) 534-7651, or email wallace@istar.ca

Morgan For Sale. Lynn & Fred know this car well -- 1967 4/4 Competition Model. Car is in the Niagara-Toronto area of Canada. The car is not concours but a good driver. Current owners have had it for 10 years. A 2-seater with left hand drive. It is one of 286 competition models produced over a 5 year period. Of these, 211 were exported from Britain. This is documented by the factory & the car was originally shipped to Switzerland. Powered by a 1500 cc Cortina GT, the car has the higher output engine with a Weber 2 bbl carb, headers. It has disc wheels, front disc brakes, a luggage rack, and the rare optional "Selecta Ride" rear shock absorbers, which were also used on Aston-Martins. Four speed English Ford synchro tranny with a 4.56 Salisbury rear axle. Colour is black/silver with a black PVC interior. It has a non-factory bonnet scoop. Mileage is 100,000 kilometers. Price is \$16,000 Canadian (firm). Approx \$10,500 US. Contact: at@cgocable.net

I'm very interested in purchasing a Morgan. I had the pleasure of an owner guided tour through the works a number of years ago, and fell in love with them. Unfortunately I never could find one, and settled for an MGB. If you know of any available in Southern Ontario I would appreciate you letting know at your convenience. Thank you Jim Tomkins. email jtboatwork@aol.com

A note from member Margot Heyerhoff announcing a Millennium Showing of 48 works on an automotive theme, featuring twelve regional artists (including Margot), at "The Gallery" of Oakville Honda, 191 Wycroft Road, Oakville, Ontario Nov 23 - Jan 14. Good chance for an outing to see not only some art for the walls but to have a good look at the new Honda S2000 as well!



Welcome To The British Car Week Page



Is your car ready?

Get Your British Cars Out On The Roads During The Week Of May 20-28, 2000

You will notice above that both of the opposing weekends have been included for BCW Y2K. It has been decided that Saturday is a better day to kick off British Car Week than a Monday for obvious reasons, and since most of us really get the most out of our cars during the weekends, the week has been lengthened a tad bit.

British Car Week is an annual event that occurs during the last full week of May. This celebrated week has been chosen as a commemoration for the wonderful British cars of the past, and their owners, who have so proudly kept them maintained for all to see and appreciate.

It is a week intended for all British car enthusiasts to get their British cars out on the roads in their corner of the world, and give them the exposure they so rightly deserve. During the late 40's these cars became a popular means of "fun" transportation, after catching the eye of American servicemen during the war. As a result, these cars became a very common sight to see on the American roads during the 50's, 60's, & 70's, but now at the turn of the century, these cars are getting much older and scarce, and it is so very important to do what we can to keep those Lucas lights burning! This annual week is as close as we'll ever get to recreating those wonderful motoring days of the past.

So grab your goggles, and top off your dashposts, it's time to have some fun!!

Scott Helms - Curator Trmgafun@aol.com

Dear Sir,

I wish you A Happy New Year,
full of joy, happiness and success!

I am glad that my art works are
useful for your magazine and I thank
you for sending me copies of your issue.
I hope our collaboration will be long and
lasting.

With my best wishes,

Yours sincerely
Valentin Tanase



**THE MG CAR CLUB OF TORONTO
PROUDLY PRESENTS ON JULY 15, 2000**

The MG Car Club

"INVITATIONAL"

A MULTI IMPORT MARQUE EVENT OF ROLLING BEAUTY

**ON THE GROUNDS OF GLENDON COLLEGE
2275 BAYVIEW AVENUE, TORONTO, CANADA**

FEATURING:

**FINE AUTOMOBILES AND MOTORCYCLES
VENDORS / QUALITY MERCHANDISE
AWARDS**

**FURTHER DETAILS TO FOLLOW IN SPRING 2000
PRESENTED BY: MGCCT (416-410-5464)**

BRITISH CAR DAY 2000 NEWS

Welcome to British Car Day 1999. This is the last day of its' kind for the millennium. And now for something completely different! Well, maybe not completely different, but certainly expanding for the year 2000.

Next year, the Toronto Triumph Club is considering to make British Car Day a weekend event. Sunday September 17th, 2000 will retain much the same format as past British Car Days with a picnic style atmosphere here at Bronte Creek Provincial Park.

The big news will be Saturday September 16th, 2000.

First of all, for those who travel a longer distance than they would normally like to drive in one day, or who would like to take in some of the highlights of the area, Bronte Creek Provincial Park will be offering overnight camping for the first time. If camping is your pleasure, you may contact the park for additional information at 905-827-6911. During the summer of 2000, the park will have updated information as to sites, facilities and additional activities at the park.

For those who prefer a more "indoor" type of accommodation, there are numerous motels and hotels nearby. The Quality Hotel is approximately five minutes from the park gate and can be reached at 905-847-6667 for reservations and mention British Car Day Weekend. There is also a brand new (not yet open in 1999) Holiday Inn Express that will be open for the event next year. A few minutes to the west in Burlington, the Admiral Inn can be contacted at 905-639-4780. There are many other independent motels at various pricing and features and r. any of the "chain" motels have outlets in the area and can be contacted through their 1-800 numbers in your local area.

Saturday events will include a scenic drive through Halton County on paved roads that include "bailey" bridges, narrow one-lane roads, steep hills, switchbacks and some truly beautiful scenery. An "oldies" dance is planned at the park on Saturday evening along with a potluck barbecue supper. There are numerous "cruise nights" locally on Saturday nights as well as restaurants, pubs and historic Bronte Harbour located approximately ten minutes from the park. Watch for more details throughout the year in your club newsletters, web sites and the like.

We hope to see you all next year and please encourage those folks from further afield to attend our British Car Day Weekend in 2000.

**New Orleans to Nova Scotia to Hershey, PA
September 9 to October 8, 2000
Extended Trip for Europeans**

Rev up your engines, pack up your Morgan, the Westerners are going East and the Europeans are going West to the East for MOA III.

European participants are being organized by Richard and Anita Jordan in England. They will be arriving a week earlier in Florida, touring up to New Orleans to meet with us and back to Florida to ship their cars back a week later. Westerners either ship or drive prior to 9/9/2000 to New Orleans, and drive or ship back from Hershey to SF.

New Orleans to Nova Scotia Trip to Hershey, Pennsylvania
and with Americans in New Orleans, tour the city. Welcome reception and drivers meeting.

- Visit Antebellum Mansions and swamps of the South. Enjoy some jazz.
 - Traverse the historic Natchez Trace through the hills of Mississippi & Tennessee.
 - Enjoy a country night in Asheville and visit the Biltmore estate.
 - Tour through the Great Smokey Mountains. Traverse the Blue Ridge Parkway.
 - Visit the Allegheny's White Sulphur springs resort in West Virginia.
 - Get your feet wet in Lake George & Saratoga Springs, New York
 - Tour the Adirondack mountains
 - Cross the border into Canada to Montreal.
 - Tour Quebec City, Canada
 - Visit Prince Edward Island
 - Travel along the coast of Nova Scotia
 - Enjoy the Ferry ride to Bar Harbor
 - Drive down the coast of Maine.
 - Experience the fall colors of Franconia Notch and the White Mountains of New Hampshire & the Green Mountains of Vermont and Bennington
 - Visit FDR's mansion in Hyde Park, NY
 - Grand finale at Antique Automobile Club of Americas Show and Swap meet at Hershey, Pennsylvania.
 - Fly home, drive home or continue with the Europeans back to Florida to ship their cars.
- Itinerary is subject to modification.**

After Hershey the Europeans, under organization of Anita and Richard, will take about a week to tour back down to Florida to ship their cars home.

- The American organizers are arranging:
- The 30 day route (Europeans see the European information from Anita and Richard Jordan)
 - All motels/hotels for the 30day tour for the Full Participants.
 - Shipping from one location in the San Francisco Bay area to New Orleans and back to SF Area from Hershey, Pennsylvania if desired.
 - Airline reservations if desired.
 - Regalia

REGISTRATION

In order to complete the planning, we need an accurate count and commitment from the participants. Due to the small size of some of the towns, we may need to limit the number of participants. Should you be unable to participate due an unfortunate event, every attempt will be made to transfer your unexpended funds to another "wait listed" participant.

We plan on four groups of participants:

Full Registration (American) - Consider sharing with others if you can't make the entire trip

\$400 total- \$200 due with the Registration form NOW-
DEADLINE 9/1/99- \$200 due September 1, 1999

- > Includes MOA Car Badge and "license plate", 2 MOA sweatshirts, 2 T-shirts, & trip/route materials.
- > Includes hotel/motel reservations for all nights September 9- October 8 New Orleans to Hershey.
- > Hotel/Motels are anticipated to cost around \$3000 for New Orleans to Nova Scotia to Hershey. This payment will be due early in 2000 direct to the travel agent. We are investigating credit cards, but there will be an additional fee for this method.
- > Shipping arrangements for your Morgan from San Francisco if requested by January 1. Shipping is anticipated to cost less than \$3000, due May 1. This will be dependent upon the number of cars shipping and could be significantly less.

Full Registration (Europeans) - Contact Richard and Anita Jordan

Partial Registration (American & European) - Partial trip/ own reservations

\$350 total- \$200 due with the Registration form

\$150 final payment due April 1, 2000

- > Includes MOA Car Badge and "license plate", 2 MOA sweatshirts, 2 T-shirts, & trip/route materials shipped to your home prior to the event.
- > No hotel/motel arrangements- the list of towns/dates and motels will be provided after all arrangements for the full registrants have been confirmed.
- > Shipping arrangements for your Morgan from San Francisco, if requested by January 1.

Day Trippers- Join us at various spots along the tour for less than a week

\$25 total due by July 1, 2000

- > Includes trip updates, trip/route materials shipped to your home after all arrangements are made for full registrants.
- > Does not include any motel/hotel, shipping arrangements.

To reserve your spot NOW, complete the REGISTRATION FORM, include \$200 and send to

Kathy Tollworthy, 3471 Byron Ct., Pleasanton, CA 94588

**DEADLINE SEPTEMBER 1, 1999
MORE MORGANS OVER AMERICA III**

MOA III REGISTRATION

Morgan Driver Name _____

Navigator's Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fax _____

E-Mail _____

Morgan Details: Year _____ Model _____ Color _____

Gasoline/Petrol _____ Propane _____

Condition _____

Motel Preferences (no guarantees) _____ 1 Bed _____ 2 Beds _____
_____ Non-Smoking _____ Smoking _____

Motel Special needs _____

Plan to Drive to New Orleans _____ Plan to Ship to New Orleans _____

Plan to Drive back from Hershey, P.A. _____ Plan to Ship back from Hershey _____

Location other than San Francisco needed _____

Club Affiliation _____

Special interests to help us plan: Morgans & ?? _____

REGISTRATION CATEGORY:

- FULL REGISTRATION (AMERICAN)- \$200 now, \$200 by September 1, 1999 _____
- PARTIAL REGISTRATION (AMERICAN)- \$200 now, \$150 by April 1, 2000 _____
- FULL REGISTRATION- Use form from Anita and Richard Jordan and send to them _____
- DAY TRIPPER- \$25 due July 1, 2000 for inclusion in roster & trip/route materials _____
- WAIT LIST for those who can't commit at this time. When slots available, you will be contacted with current materials. _____

Comments/questions? _____

**RETURN NOW with check
TO
KATHY TOLLWORTHY
3471 Byron Ct.
Pleasanton, CA 94588**

OVER



Tech Tidbits

By Dennis Simanaitis
ENGINEERING EDITOR

An elegant 4-place tourer

And Snobmog no longer

WHAT WITH THE ATTENDANCE OF NO less than Peter Morgan himself, the Pebble Beach Concours d'Elegance Tour, the 25th running of the Monterey Historics, the actual Concours, Christie's and Brooks auctions, one thing and another involving Old Capitol Bookshop, the Golden Buddha Chinese Restaurant and Sherlock Holmes Pub, and overnights up and back at my favorite Madonna Inn, I've managed to transform the Monterey Weekend into an entire week. Not without excellent reason, of course.

For example, I uncovered there one of the most revered secrets of the automobile world. No, actually, "stumbled onto one of the more arcane bits of Morgan Motor Car trivia" would be more like it. Namely, how did the Snobmog come to exist?

First, for those few as yet uninitiated: What's a Snobmog?

Well, you've got your Morgan 2-seat Roadsters, your 2-seat Drophead Coupes, your 4-Passenger Family Tourers (such as mine), and don't forget the rare Plus 4 Plus coupes (all 26 of them, one of which is cited later in this column). For the sake of brevity, I catalog only 4-wheel Morgans here; trikes show up further on.

Briefly, 1954-1956, the factory also made 51 cars in the form of 4-seat Drophead Coupes, which, with various one-marque shenanigans, became known as Snobmogs. A lovely example of one is pictured here; Morgan pals Michael and Janine Hattem kindly invited me along in this very car on the Pebble Beach Concours d'Elegance Tour.

So, I repeat: How did the Snobmog come to exist? Said another way, what ever did H.F.S. Morgan have in mind building a 4-seat variation on the Drophead Coupe theme? Or is it a drophead-coupe variation

on the 4-Passenger Family Tourer theme? Or is it an entirely different car altogether?

Peter, Joint Managing Director, son of H.F.S., father of Joint Managing Director Charles, offered the official word on this matter: Back then, his mother Ruth kept chickens and the family needed a way of getting them here and there without said chickens expiring prematurely (albeit not by much) from evident exposure in a 4-Passenger Family Tourer.

Based on this fascinating marque history presented at Monterey, there's a movement among Morganists to rename the Snobmog: It's now to be known as the Chicken Coupé (and please don't omit the é).

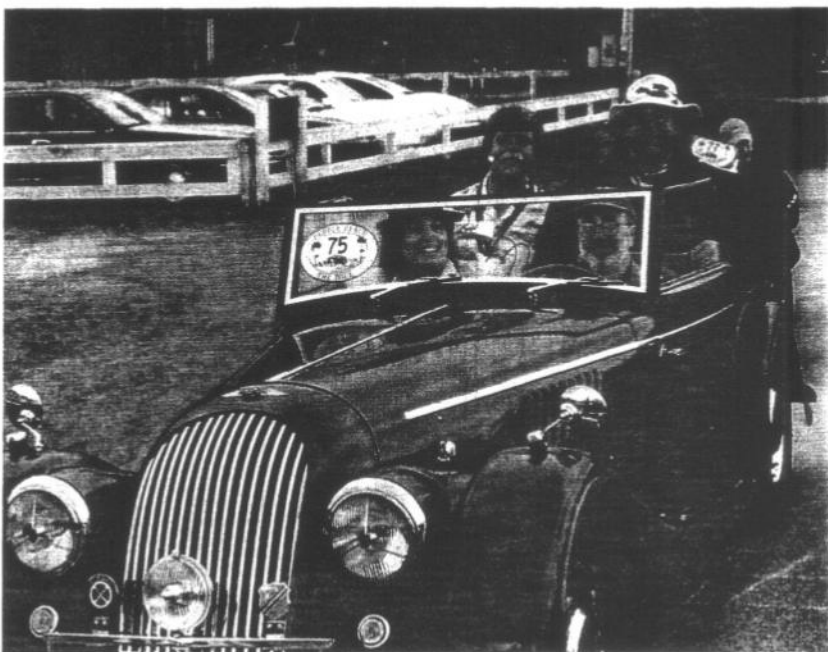
Also, I can cite a neat, informative book

on a lot of this: *Morgan Sports Cars—The Early Years*, by J.D. Alderson and Chris Chapman, Sheffield Academic Press, Sheffield, England; available in the U.S. for \$45 from Win Sharples, Cantab Motors, Valley Industrial Park, 12E Richardson Lane, Purcellville, Va. 20132; (540) 338-2211.

Superb views along the Tour

THE PEBBLE BEACH CONCOURS D'ELEGANCE has evolved into the finest event of its kind—bar none—in the world. And yet, in 1998 its organizers made it even better, through introduction of the Tour.

A wonderful addition held on the Thursday preceding the event, the Tour invites



■ Who says Morgans aren't practical? Fellow Morganist Loren Steck and I had a great view; Michael and Janine Hattem had a windscreen.

Concours cars to enjoy a 50-mile drive around the Monterey Peninsula. As encouragement, Tour participation works as a tie-breaker in Sunday's immensely prestigious judging.

This year, 88 entrants (of 195 total) had the enthusiasm, good spirit—and courage!—to take their lovingly restored cars and mix it up in traffic. The route traveled Pebble Beach's 17 Mile Drive, along Pacific Grove's Oceanview, down into Monterey's Cannery Row, through that city's downtown, then out Route 68 past Laguna Seca Raceway, over the daunting Laueles Grade, back onto the peninsula on Carmel Valley Road for a lunch stop in Carmel-By-The-Sea—which turned into a mini Concours of its own—to a champagne-toast finish back in Pebble Beach.

A great time was had by everyone, drivers and passengers all smiles and waving, spectators along the route enjoying something even Sunday Concours-goers fail to see—these fabulous cars doing what they were meant to do: motor along.

A Love Child of the Sixties

PETER MORGAN IS A GRACIOUS GENTLEMAN who evidently got caught up in the spirit of England's madcap Sixties. Proof of this is the Morgan Plus 4 Plus.

Other Morgans—even the current ones—are traditionally styled, their steel and aluminum body panels nailed to a superstructure of Belgian ash. But the highly nontraditional panels of the Plus 4 Plus are fiberglass (albeit still affixed to what's essentially a standard Plus 4).

Peter gave me a walkaround of Craig and Bunny Davis's 1964 Plus 4 Plus exhibited at Pebble Beach. "One wanted a more modern Morgan at the time—it was the early Sixties—and the styling grew from sketches we did with our glass-fiber supplier," Peter said. "The windscreen's curvature came from another car, and we had to adjust the roofline a bit because of this. I actually prefer the original line."

I recognized the front bumper as being pure Plus 4, the same as on my car. "Yes,

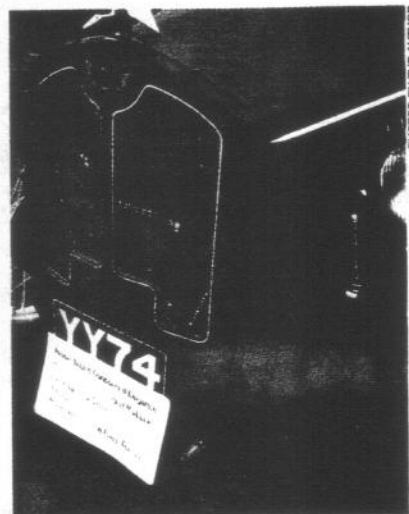


■ Peter Morgan poses with the family's Sixties' Love Child, the Plus 4 Plus.

but we had to extend the wraparounds of the rear one," Peter said. "We wanted to do it in plastic, but weren't sure it could be plated. I asked our supplier of chromed bits and he said, 'Give me an apple and I'll plate it!' So there you are."

Colin Chapman's inspiration revealed?

THE ELEGANT ENGINEERING OF COLIN Chapman is evident in just about any Lotus design; no element escaping unexamined in his quest for efficiency and light



■ Exhaust flow on each side is routed to muffler (that pointy canister) and then aft through chassis tube.

weight. A whole generation of mid-engine race cars, for instance, had front radiators and carried their coolant and oil-cooler flow aft and back through their space-frame chassis tubes.

And, at Pebble Beach, I believe I discovered the inspiration for this in the lovely 1932 4-Place Family Morgan trike exhibited by James and Perry Ann Owen. (Oft told, but true, of course, is the reason for the Morgan's three wheels: The British Inland Revenue taxed such a vehicle less aggressively as a motorcycle.)

Like other 3-wheelers of the era, the Owens' 4-Place Family is powered by a front-mounted twin-cylinder engine. And, if you follow the path of its twin exhaust, it travels downward into a pair of minuscule (though nicely streamlined!) mufflers, then aft through the car's even smaller-diameter chassis tubes.

Engineering elegance at the Concours d'Elegance.

Anzani cooled by water—perhaps at least twice now!

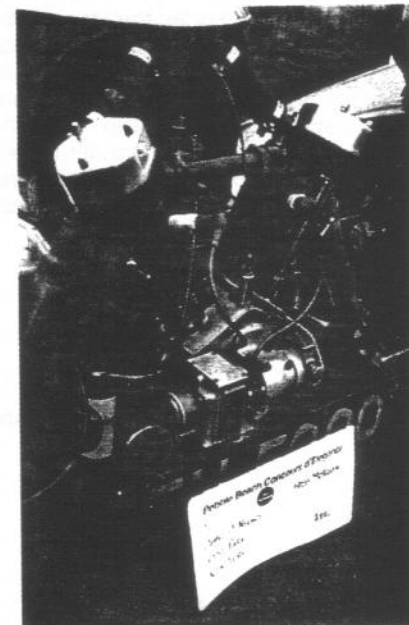
JIM NICHOL WAS JUST BEHIND US ON THE Tour in his neat 1928 Morgan Aero trike; Peter Morgan rode directly ahead in the Plus 4 Plus; and talk about contrasts!

Jim's Aero is powered by an Anzani twin, one of a multitude of powerplants propelling 3-wheel Morgans over the years. Among the possibilities were Baker Precision, Blackburne, Blumfield, British Anzani, Coventry-Climax, Dorman, Ford, Green-Precision, JAP, MAG, Matchless and Peugeot (though this last appeared only in the very first car H.F.S. built, in 1909—which, by the way, also used its chassis tubes as extended mufflers). During the heyday of the twin, it might have been cooled by air or water, with side valves or overhead, several of the latter 4-valve/cylinder, all typically with pushrods in plain view.

There's poetic justice in Jim's Aero being Anzani-powered, as the parent company founded by Italian Alessandro Anzani played an important role in early aviation. In 1909 (that same year H.F.S. Morgan built his first car), Louis Blériot was the first to fly the English Channel, though, being a Frenchman, he would have called it *La Manche*, of course. Blériot's Type XI was powered by a 25-bhp 3-cylinder air-cooled Anzani, considered a crude piece of work in its day, but robust and able to "run continuously for up to an hour at a time."

The Anzani powerplant in Jim's Aero is water-cooled. And so, in a sense, was Blériot's. A folk legend suggests that partway through that epic 37-minute flight the Anzani came close to overheating. A passing shower cooled the engine and helped Louis Blériot enter aviation history.

Even climbing the Tour's Laueles Grade, Jim told me, his Anzani never missed a beat.



■ Access to the Aero's twin-cylinder Anzani is no problem. Oil catchtank traces heritage to properly English source.

BREED PROFILE

THE MORGAN HORSE

by Chrisanne Finnerty

In 1789, a small bay colt named Figure was born in Springfield, Massachusetts. As payment of a debt, Figure was given to schoolmaster Justin Morgan. The schoolmaster really didn't have a use for Figure, so he leased him to local farmers as a plow horse, and on the weekends he raced against New England's most eminent racehorses, many of thoroughbred blood.

Figure never lost a race and because of this, people from all over New England brought their mares to be bred to the little wonder horse, who would be dubbed "Justin Morgan", after his owner.

Figure had an amazing ability to sire foals in his own likeness. This ability was the beginning of a breed that helped shape the young America. Morgan horses were used in the cultivation of the American west, as calvary mounts, pony express and stylish carriage horses.

Beautiful and versatile are just two words that describe the Morgan horse. They are easily recognized by their chiseled faces, broad foreheads, large expressive eyes, long full manes and tails and gentle, willing disposition. They range in height 14 to 15.2hh. The Morgan Horse was forever immortalized in the Disney film "Justin Morgan had a Horse". An ideal saddle horse, the Morgan is used for pleasure and show and when crossed with other breeds, make excellent harness horses.

Morgans are now found all over the world and in all possible disciplines. The stamp of Justin Morgan can also be found in many other breeds, such as the standardbred, American saddlebred, Tennessee walking horse and the quarter horse, all of which enjoy immense popularity.

For more information on the Morgan Horse, please contact:

**In Canada -
Canadian Morgan Horse Association
Inc.**

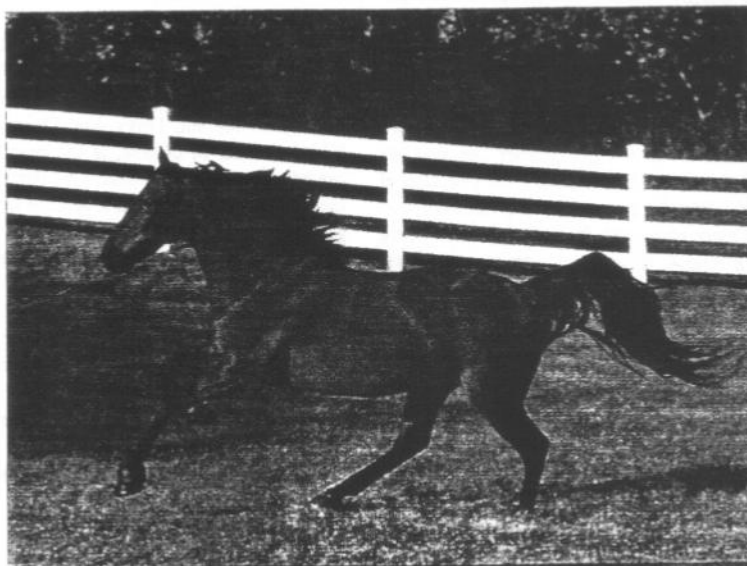
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**In The United States -
American Morgan Horse Assoc.**

Box 960, Shelburne, VT
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This handsome Morgan takes a break between classes at the Canadian Carriage Driving Classic near Orangeville, Ontario. (M. Bell photo)



The lovely Arioso is typical of the Morgan breed, known for their beauty and versatility. (Clix photo)

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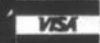
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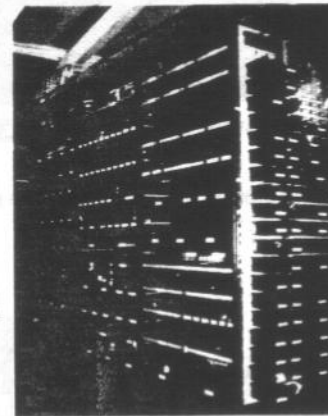
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